



Christchurch City Council

BURWOOD/PEGASUS COMMUNITY BOARD AGENDA NO 224

7 DECEMBER 2005

5.00 PM

IN THE BOARDROOM,
CNR BERESFORD AND UNION STREETS
NEW BRIGHTON

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1. **APOLOGIES**

2. **CONFIRMATION OF REPORT**

The report of the ordinary meeting of the Burwood/Pegasus Community Board held on Wednesday 16 November 2005 has been circulated to Board members.

CHAIRPERSON'S RECOMMENDATION

That the report of the ordinary meeting held on Wednesday 16 November 2005 be confirmed.

3. **PETITIONS**

4. **DEPUTATIONS BY APPOINTMENT**

4.1 **PROPOSED TRAFFIC SIGNALS AT WAINONI ROAD - NEW ENTRANCE TO PAK'N SAVE**

Ms Sarah Barnes of Anderson Lloyd Caudwell representing Foodstuffs Ltd will be in attendance to discuss clause 6 on the agenda.

4.2 **TRAFFIC ISSUES IN CARISBROOKE STREET**

Ms Sandra Stringer will be in attendance to discuss concerns with respect to traffic in Carisbrooke Street, Wainoni.

4.3 **REVIEW OF THE CHRISTCHURCH PUBLIC PASSENGER TRANSPORT STRATEGY**

Robert Woods, Transport Planner, Public Passenger Transport and Matthew Noon, Environment Canterbury will be in attendance to discuss the abovementioned review. A background memorandum is attached .

4.4 **UPDATE FROM LOCAL POLICE**

Senior Sergeant Paul Fremaux, Sub Area Commander Metro Northern, will be in attendance to provide an update and to discuss with the Board issues in the Burwood/Pegasus area.

5. CORRESPONDENCE

6. PROPOSED TRAFFIC SIGNALS AT WAINONI ROAD NEW ENTRANCE TO PAK'N SAVE

General Manager responsible:	General Manager City Environment
Officer responsible:	Transport and City Streets Manager
Author:	Peter Atkinson, Transport Planner - Central City Streets Transport Planning, DDI 941-8088 Stuart Woods, Principal Transport Planner Team Leader, DDI 9418615

PURPOSE OF REPORT

1. The purpose of this report is to seek Board approval of a recommendation to Council to approve the installation of traffic signals at a new supermarket development (Pak'n Save) on the property at 172-176 Wainoni Road, Aranui.

EXECUTIVE SUMMARY

2. This application for traffic signals follows a resource consent hearing for a supermarket on a 2.85 hectare site in Wainoni Road adjacent to Aranui High School, the Shortland Street Reserve and the industrial activities in Breezes Road. This resource consent application was approved by a Commissioner appointed to consider this matter. The site is to be serviced by a single entrance approximately midway between Breezes Road and Shortland Street where it is proposed to install traffic signals. Now separate approval of the Council, as the road controlling authority, is required to permit the installation of traffic signals at this location. The erection of traffic signals at this single private entrance on Wainoni Road raises policy, traffic management and funding issues.
3. A resource consent for this development was approved by Mr David W Collins, the Hearings Commissioner for this application on 28 April 2005. The condition of consent requiring the Council approval is set out in the following paragraph;

"18. Prior to the construction of the building commencing, the consent holder shall provide evidence to the Environmental Services Unit of the Council that approvals from the Council as a roading authority and the operator of the Mobil service station across Wainoni Road are in place to permit construction of the full "intersection" described in Mr Penny's evidence at the hearing. The supermarket may operate only with such an "intersection" in place".

4. On consideration of the current situation, the only satisfactory way to provide access to this development as consented is to provide traffic signals. Therefore it is considered appropriate that the Council give approval for the installation of traffic signals at this location. Nevertheless, there are a number of matters of detailed design which would produce a more acceptable intersection than that consented that still need to be resolved prior to construction. A process has been agreed with Foodstuffs Ltd to deal with and implement the desired improvements prior to opening of the new supermarket development.
5. Foodstuffs have requested that approval for the signals be provided prior to Christmas to enable contractual and construction programmes to be achieved. Due to internal and external factors, this report was not available for Board consideration at an earlier date. To enable the Board's resolutions on this matter to be presented to the last Council meeting of the year (15th December) through its minutes, it is suggested that the Board delegate to the Chair the authority to confirm the Board's minutes in relation to this item when they become available.

FINANCIAL AND LEGAL CONSIDERATIONS

6. The Council is presently in the process of reconstructing this section of Wainoni Road. These reconstruction works are a major project and no explicit consideration has been given in these works to provide access to the supermarket site or for the installation of traffic signals. One aspect of the new development-driven construction works (to introduce the new entrance) is that the consent holder shall be responsible for all costs associated with the design, supervision and construction of any necessary road works driven by the consent, associated with the installation of traffic signals. Following a warranty period the Council is expected to meet all maintenance, running costs and any required future upgrading works.

7. The Council, as the road controlling authority, is required to give separate approval from the Resource Consent for the installation of the traffic signals, the proposed road layout and any parking controls on the public road. The necessary resolutions are listed in the recommendations below. One of the consequences, if there is a conflict in the decisions between these two Council approval processes, is the potential to result in protracted legal deliberations.
8. It is advised that the Council consider the full implications of the decision, as this approval should be seen as a unique situation which does not signal a precedent or new standard for access control on the city's arterial road network. Further work on the Council's approach to access control is anticipated in the near future, including dealing with matters such as the installation of traffic signals for a single purpose activity on arterial roads in close proximity to an existing signalised intersection. If the Council accepts this proposal, as there are special circumstances involved, suggested conditions of approval are also incorporated in the recommendations below.
9. The recommendations below include decisions that the Burwood/Pegasus Community Board can make under delegated authority (1 (e) to (i) and 2) and decisions that the Council has authority to make (1 (a) to (d)). If the Board chooses to support the recommendations then its decision under delegated authority should be subject to Council approving recommendations 1 (a) to (d), as the Board decisions are dependent on the Council decision.

STAFF RECOMMENDATIONS

1. That the Board recommend to the Council that it supports the proposal to install traffic signals to the proposed Pak'n Save development in Wainoni Road in line with the following recommendations:
 - (a) That traffic signals and associated works as presented in the Foodstuffs Ltd Resource Consent including any street lighting improvements be approved and installed at the new intersection of Wainoni Road at the entrance to the properties at 172-176 & 175 Wainoni Road, at the cost of Foodstuffs including all design and supervision costs.
 - (b) That the traffic signals be coordinated with those already installed at Breezes Road and be programmed to not affect the operation of the Breezes Road signal efficiency nor adversely impact the "Arterial function" of Wainoni Road. This may delay traffic exiting the Pak'n Save site through the traffic signals.
 - (c) That prior to the construction of the new traffic signalised access, the Council support Foodstuffs Ltd in seeking a change of conditions of consent (per section 127 Resource Management Act) to improve the new traffic signalised intersection design and operation (with particular reference to modifications to the pedestrian crossings and a left turn exit slip lane). The proposed modifications are shown in Appendix B as attached to the report.
 - (d) That the Council investigates the safety and traffic management issues related to the right turn access into the south western entrance of the service station across Wainoni Road.
 - (e) That a 'no stopping at all times' parking restriction be imposed on the northern side of Wainoni Road commencing at a point 56 metres measured in a westerly direction from a point opposite the western kerb line of Breezes Road and extending in a westerly direction for a distance of 110 metres.
 - (f) That a 'no stopping at all times' parking restriction be imposed on the southern side of Wainoni Road commencing at a point 68 metres measured in a westerly direction from a point opposite the western kerblines of Breezes Road and extending in a westerly direction for a distance of 70 metres.
 - (g) That a bus stop be approved on the southern side of Wainoni Road commencing at a point 132 metres measured in a westerly direction from a point opposite the western kerblines of Breezes Road and extending in a westerly direction for a distance of 15 metres.
 - (h) That the existing bus stops on the south side of Wainoni Street West of Shortland Street and west of Breezes Road be deleted.
 - (i) That these controls come into operation prior to the opening of the new complex.

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2. That the Chair be delegated authority to approve the Board's meeting minutes for this item as soon as they are available.

7. 12. 2005

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CHAIRPERSON'S RECOMMENDATIONS

That the Board:

1. Adopt the staff recommendations 1 (a) to (d) above.
2. Approves the staff recommendations 1 (e) to (i) and 2 above, under delegated authority, subject to the Council approving the abovementioned traffic signal recommendations.

BACKGROUND

10. The proposed supermarket development for this site will be a significant generator of traffic both in scale and intensity. To give an indication of the size of the development, this complex will employ over 300 people, will be 30% larger than the existing Countdown complex at Church Corner and the proposed car park (of some 437 spaces) will provide 42% more parking spaces than required by the City Plan. Traffic evidence was presented to the hearing for the resource consent application by Traffic Design Group (TDG) for the applicant and for the Council by Gabites Porter (GP). The evidence for the applicant was based on the use of conservative traffic generation figures while those proposed by GP were higher. However, GP considered that the additional traffic on Wainoni Road caused by the development will result in redistributed traffic travelling elsewhere through the nearby network and therefore the effects from the application along this section of Wainoni Road could be considered to be similar to the current situation. The evidence presented at the hearing indicated that the proposed access arrangements for the proposed development will require traffic signals and that these signals will be required to coordinate with those presently installed at Breezes Road for this site to operate successfully.

OPTIONS

11. The applicant was initially advised by Council staff (pre-application) to develop the site with an additional access point, preferably through to Breezes Road. A single access alternative that was proposed through these initial discussions was done so with a caveat of the need to demonstrate that traffic signals at the single access point on Wainoni Road could work. The applicant has demonstrated that the proposed development could operate with existing traffic flows. The resource consent process however does not allow consideration for future growth and implications.
12. The application, when submitted, considered two options; signalised and non-signalised access to Wainoni Road. The traffic model used to assess the non signalised (Give way) option indicated that there would be excessive on-site queues. The signalised option will, as a time-sharing device, reduce the delay on the side road (the Supermarket exit) at the expense of increasing the traffic delays on Wainoni Road but at the same time increase the safety for pedestrians. The Commissioner accepted that a level of service B (reasonably unimpeded traffic flow) would be maintained along Wainoni Road and that the access/egress to the service station opposite would not be any worse in terms of safety and convenience. This required the entrance to the service station site to be included in the proposed traffic signals operation.
13. Other options were discussed at the Resource Consent hearing. These included links to Shortland Street, which were not feasible as they would require crossing a Council Reserve.
14. The applicant initially proposed a standard "T" junction with a single pedestrian crossing while the Hearing Commissioner supported the "X" junction with inclusion of the service station vehicle crossing and an extra pedestrian crossing. Whilst these intersection forms are practical, Council staff prefer a "X" junction with the inclusion of a 'Free Left' turn at the exit and a single facility for pedestrians across Wainoni Road. These improvements would reduce the impact on the arterial function of Wainoni Road whilst improving safety. The reasons for the single pedestrian crossing are to avoid the conflict between vehicles turning right from the site and pedestrians crossing Wainoni Road. It provides greater protection of the arterial route capacity, overcomes problems with the lack of storage for pedestrians by the eastern corner of the service station and extra capacity for the proposed supermarket which will be limited because of the arterial road demands and the close spacing between the intersections. The Free Left Turn facility would reduce conflicts between the exiting left turning traffic and pedestrians on the crossing, would increase the effective green-time available to other traffic (reducing queues) and relatively improve the arterial efficiency and function of Breezes Road.
15. However, the proposed consented arrangement indicated that right-turning vehicles could still access the south-western entrance through queues of vehicles stopped at the proposed traffic signals. Concerns related to the effects of these movements have been raised and should be further considered through a separate process by the Council (under the Local Government Act) as they relate to the management of a public road. An investigation covering the safety and traffic management issues is proposed to assess these concerns and, if considered valid, assess options to provide mitigation.

16. The options for the Council are to either approve the installation of traffic signals or reject their installation. This later option may lead to protracted legal argument as at the hearing the Council was considered to have at least accepted, if not supported, the signals as a means to mitigate the traffic access effects of the proposal. A report supporting the need for traffic signals was prepared for the applicant and the proposed plan for the traffic layout is attached as Appendix A.
17. There are two issues not considered at the hearing, viz; the provision of alternative or emergency access to the site and the need to relocate the bus stop on the south side of Wainoni Road, east side of the new entrance. It is understood that alternative emergency access can be provided through the car park adjacent to the entrance. A relocated bus stop will enable two existing bus stops to be replaced by one. This new bus stop will replace those just to the west of Shortland Street and to the east of the new entrance. It will be paired with a nearby one on the northern side of Wainoni Road and will be closer to the destination or origin of most bus users at this location, where there are to be facilities for patrons to cross the road using the traffic signals.

PREFERRED OPTION

18. This section of Wainoni Road is presently in the process of being reconstructed. No explicit provision has been made in this reconstruction for the development of the site or the installation of traffic signals. The principal benefit of traffic signals at this location is to transfer on-site traffic delays to the arterial road and there is a minor benefit to pedestrians at this location. All costs of the on street road works at this location shown in the consent will be solely the applicant's. The applicant is committed to meet the costs. Associated with the development of the site will be a corresponding upgrade of the Shortland Street Reserve. The applicant has also agreed to meet these expenses.
19. The preferred option is to accept the installation of traffic signals at the access point to the proposed Wainoni Pak'n Save development. The signals should be managed to minimise the impacts on the arterial function of Wainoni Road.

The Preferred Option (Option 1)

	Benefits (current and future)	Costs (current and future)
Social	Improved safety for vehicle and pedestrian travel at the development's access. Localised public support	
Cultural		
Environmental		The transfer of traffic to other routes in the network and the creation of new precedent
Economic	Reduced total traffic delay at the access to this development	Increase operating costs to the council which is offset from additional rate income

Extent to which community outcomes are achieved:

The concentration of this significant land use to a single access point at one location creates capacity limitations and places restrictions on the freedom of movement to and from the site unless traffic signals are provided.

Impact on Council's capacity and responsibilities:

The approval of traffic signals at this location will have implications throughout the City in the management of its arterial road network. It will have implications and potentially creates a precedent in a number of areas.

- (i) The introduction of traffic signals to principally serve private interests
- (ii) The side road connections to the proposed traffic signals has no alternative or emergency linkages
- (iii) Reduces the public expectation of an arterial road

Effects on Maori: N/A

Consistency with existing Council policies.

The application approval does not breach any Council policies, but may establish new de facto policy regarding installation of traffic signals on the arterial road.

Views and preferences of persons affected or likely to have an interest:

Local views of immediate residents have been tested with the public consultation process agreeing to the proposal but those remote from the site have not been considered

Other relevant matters:

The traffic signals proposed at this location will need to be coordinated with those at Breezes Road. This coordination will be structured to protect the function of the arterial road network and as a consequence there may be times when there may be a limitation on the signal green-time provided for vehicles leaving the site.

Option 2: Non-Approval assessment

20. Non approval of the traffic signals would in effect mean that the consent conditions are not met and therefore the consent is effectively refused. The proposed development would not be able to successfully operate with one non-signalised entrance. This would require the applicant to investigate a range of options. All of these options will involve some form of new application or some form of further legal action. Any reconsideration of this application will increase cost to the applicant and the possible loss of the development of both this contaminated site and the adjoining reserve.

	Benefits (current and future)	Costs (current and future)
Social		Will require greater public input with possibility of a new application and consent process Possible increased accident costs
Cultural		The reserve development may be at risk A possible loss of a retail development
Environmental	Conservation of the arterial network function	If no changes are made the development will be less attractive
Economic	Lower Council maintenance costs and a loss to the local community	Increased application cost

Extent to which community outcomes are achieved:

By declining the application, the function of the local arterials would be preserved. However this must be offset with potentially less desirable (Council funded) alternative access options, the opportunity to clear up a contaminated site, development of a Council Reserve and employment opportunity in this locality

Impact on Council's capacity of the wider and responsibilities:

There are increasing numbers of requests for signals associated with commercial developments. To date most of these recent applications have been associated with an existing local street where they have been considered to have little impact, e g; Main North Road/Halliwel Street, Blenheim Road / Acheron Drive and Marshland Road/The Palms.

Effects on Maori: N/A

Consistency with existing Council policies:

Reinforces Councils existing arterial road policies

Views and preferences of persons affected or likely to have an interest:

The applicant has consulted with the local community and has support for the preferred proposal

Other relevant matters:

7. CHRIST'S COLLEGE CANTERBURY - KERRS REACH

General Manager responsible:	General Manager City Environment
Officer responsible:	Greenspace Manager
Author:	Lewis Burn, Property Consultant, DDI 941-8522

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's recommendation to Council to approve the terms of a renewal and variation to the conditions of Christ's College ground lease at Kerrs Reach.

EXECUTIVE SUMMARY

2. Christ's College have occupied the existing site at Kerrs Reach for their rowing facilities for many years, the original lease dating back to April 1961.
3. The current lease document provides for a perpetually renewable term of 21 years, the first term having expired 31 March 2003. The College has given notice of its intention to exercise the right of renewal and negotiations have been concluded to renew the lease with a variation to the lease term and certain provisions of the lease. The conditions to be varied will align the terms and conditions of lease to the Council's generic deed for sports bodies. The proposed renewal/variation also provides for one single term of 35 years less one day removing a perpetual right of renewal under the current document so that the lease will finally expire 30 March 2038.
4. The land is held by Council in fee-simple for river works with the lease issued under Section 45 (1) of the Public Works Act 1981. The Council is authorised (without reference to any other authority) to grant a lease of this land on such terms and conditions as the Council thinks fit.

FINANCIAL AND LEGAL CONSIDERATIONS

5. There are no financial considerations of any significance. A rental stream in line with the Council's sports body charging policy will continue to be received by Council settled to Greenspace Unit. The delegations do not authorise Community Boards to vary leases where the variation (as in this case) involves an amendment to the term. The decision needs to be made by the full Council, the Board has however, recommendatory powers to the Council. The lease term proposed is the maximum term permitted without triggering a resource (subdivision) consent.

STAFF RECOMMENDATION

It is recommended that the Board endorse for Council approval the renewal/variation of the lease to Christ's College at Kerrs Reach as outlined in paragraph 7 of this report.

CHAIRPERSON'S RECOMMENDATION

That the abovementioned recommendation be adopted.

BACKGROUND ON CHRIST'S COLLEGE CANTERBURY - KERRS REACH

6. Through their solicitor the college gave notice on 21 February 2003 of their wish to exercise the right of renewal contained in the lease. At that time the subdivision provisions of the Resource Management Act 1991 ("RMA") limited (without subdivision consent) the renewal to a term of 21 years less one day. Negotiations commenced to renew the lease for a further term as provided by the RMA notwithstanding the lease contained a perpetual right of renewal. These negotiations culminated in an agreement to renew the lease for one single term of 35 years less one day as allowed by an amendment to the RMA on 1 August 2003. By agreeing to this term the college will waive its right to a perpetually renewable lease.
7. Agreement has also been reached on varying certain conditions of the lease that will see the deed brought in line with the conditions of the Council's generic ground sports leases. The variation will see various amendments but the principal changes relate to:
 - (a) One single term of 35 years less one day to finally expire 30 March 2038.
 - (b) Rental reviews to be conducted at three yearly interval instead of annually.
 - (c) Lessee's responsibility for ground care expanded and maintenance extended to all utility services, gates and paved areas.
 - (d) Expansion of assignment clause to permit hire of facilities subject to standard conditions.
 - (e) Consent for alterations additions to existing building/improvements at sole discretion of Council.
 - (f) Termination for default expanded to add clarity.
 - (g) Situation in relation to ownership/removal of Improvements on termination broadened so that it is clear that Council is under no obligation to compensate but should College elect with Council consent, not to remove improvements, Council to use reasonable endeavours to ensure that an incoming tenant (without obligation to release the premises) pays the College the value of the improvements as assessed by an independent registered valuer.
 - (h) A clause to describe more clearly the existing formal right held by the College to access the facility over the formed accessway from Avonside Drive in common with other users of Kerrs Reach.
 - (i) Provision for public access over lease area to river frontage with College having right to restrict this access at times when training events or regattas are being held in the interests of safety.
 - (j) Updating statute amendments and provisions relating to GST and Liquor Licensing.
8. The rowing facility comprises a substantially built brick and concrete structure with a floor area of approximately 326m² and a paved landing, the total site comprising about 981m². The building is sound and has had several internal makeovers in recent years.
9. Christ's College has over 80 boys involved in regular activity with 57 boys currently rowing competitively. Parents are also taking part in training sessions 2-3 times a week. In the view of the Rowing Association this is the best utilised of the Kerrs Reach rowing facilities.

OPTIONS

10. The options in this case only relate to whether or not to vary the lease as the College has a right to a renewal of its lease. As mutual agreement has been reached on the variation which will not compromise but enhance the Council's rights and remedies under the lease the status quo is not considered a viable option.

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BACKGROUND

7. Late in 2003 representatives of the Parklands Co-operating Church advised that the church was no longer able to attract a congregation and would close. They at that stage anticipated this would happen by early 2004. The attached plan shows that the building forms an integral part of the total Community Centre complex and given this and the age and form of construction the buildings demolition or disposal by removal is not an option. There is no other purchaser apart from the Council for the building given the restraints of being located on the Reserve.
8. The lease was originally entered into under the Reserves Act 1977 by the former Waimairi County Council for a term of 33 years from 1 April 1988 at 10 cents per annum. The un-expired term subject to the surrender is 15 years.
9. Council staff have for some time been in discussion with the church representatives and have now formally been advised that all partners in the co-operating venture have now agreed that the Parklands Co-operating Church facility should now be transferred to the Council.
10. A deed of surrender has been submitted to the Church Property Trustees as the lease holder on behalf of the various church groups and the documentation reflects that no compensation will be payable.
11. This property will be processed internally by the Property Consultancy Team in terms of the property decision-making flow chart. This process will determine the highest and best use for the building should there be more than one interested party.
12. As part of the property decision-making process the Community and Recreation Unit will work with the Property Consultancy Team to call for expressions of interest from community organisations who consider the facility an appropriate site from which to deliver community or social services and outcomes. The Unit has developed a process/criteria to gather information regarding all aspects of the community group, from governance structures and financial status, to ability to contribute to the LTCCP Community Outcomes and Council Strategic Directions. As a result of this process the Unit will then forward a recommendation proposing a preferred tenant/agency or alternate community usage. It should be noted that staff have ascertained that there is considerable interest locally in this facility now that ownership and control is to revert to the Council.
13. Community and Recreation Unit, Engagement Team staff consider that the adjacent Parklands Community Centre offers local user groups adequate casual and term access and that the ex-Co-operating Church building would best suit and house an agency/organisation as a permanent base from which to deliver local services. The ultimate end-use for the premises as mentioned above will be determined following the property decision-making flow chart and the facility may well end up being managed as part of the Community and Recreation Unit's Community Facilities portfolio.

9. EMERGENCY FUNDING FOR TE PANI TRUST

General Manager responsible:	General Manager Community Services
Officer responsible:	Community and Recreation Manager
Author:	Loren Sampson, Community Recreation Adviser, DDI 941-5333

PURPOSE OF REPORT

1. The purpose of this report is to present an application for Discretionary funding to the Burwood/Pegasus Community Board.

EXECUTIVE SUMMARY

2. The Te Pani Trust organisation has been operational for eight years, operating as an incorporated trust for the last four years (since October 2001). The main objective of Te Pani Trust is to provide stone sculpture classes to the general public, with a strong focus on therapeutic arts and arts access for the differently able. Te Pani Trust prides itself on providing adult learning opportunities which are inclusive for people who are often marginalised e.g. people with intellectual or physical disabilities or youth with no academic qualifications.
3. Te Pani House is situated in central New Brighton and includes an all-weather workshop, an art gallery and a café. Te Pani House offers stone sculpture classes, commissioned art works, a gallery with monthly exhibitions and a café.
4. In September 2005 Te Pani Trust opened the café/art gallery creating four new full-time positions for people who were previously unemployed. Te Pani Trust opened the café in expectation of receiving \$30,000 in November from CEG (Community Employment Group) to underpin the business operation in its early, non-profitable stages. Changes in funding contract timelines mean this funding will not be available to the group until March next year. Te Pani Trust, like a number of other organisations, relies on various funding schemes to provide financial assistance to ensure the day-to-day operational costs of its business are covered. Te Pani Trust has indicated in previous correspondence to the Board that it is positive about its potential to become self-funding over a three-year period, but at this stage funding simply does not stretch to meet a full year's expenses. The Trust has developed a marketing plan to assist in achieving this goal and its business plan identifies potential funding sources which include sculpture sales, income from classes and income from the café.
5. Te Pani Trust applied to the Board in June 2005 for funding assistance of \$5,000 to meet a shortfall in funding at the same time. The Board approved a grant of \$1,500 for operational expenses from its 2004/2005 Discretionary Fund. The Trust also applied to the recently completed 2005/06 Community Development Scheme funding round and was granted \$1,000 for sculpture workshop overheads.

FINANCIAL AND LEGAL CONSIDERATIONS

6. Due to changes with secured funding allocation schedules, Te Pani Trust is now in the unfortunate position of playing 'catch up'. Contract payment instalments merely cover expenses already incurred by the time the Trust has received payment. The Trust is now under severe financial strain and is in need of assistance in order to survive and continue with its community and charitable work.
7. The application for discretionary funding to the value of \$4,500 is to cover the cost of wages over the next three months.
8. The Burwood/Pegasus Community Board has \$24,534 remaining in its 2005/06 Discretionary Fund as at 21 November 2005.

STAFF RECOMMENDATION

It is recommended that the Board consider the tabled application and allocate funding accordingly.

CHAIRPERSON'S RECOMMENDATION

For discussion.

10. YOUTH DEVELOPMENT FUND APPLICATIONS

General Manager responsible:	General Manager Community Services
Officer responsible:	Community and Recreation Manager
Author:	Natalie Dally, Community Development Adviser, DDI 941-5326

PURPOSE OF REPORT

- The purpose of this report is to present four (4) applications for funding to the Burwood/Pegasus Community Board from the 2005/06 Youth Development Scheme.

EXECUTIVE SUMMARY

- The four applications are:
 - Hone Rask, a 16 year old seeking funding to participate in a Maori Youth Leadership Development programme in Sri Lanka.

This event will occur from 29 November to 11 December 2005.
 - Dynika Raynor, an 11 year old chosen to compete against international dancers in Australia in the Showcase Dance Championships.

This event will occur in January 2006.
 - Te Awhiroa Kuka-Sweet, a 17 year old selected to represent New Zealand as a member of the Shakespeare Globe Centre New Zealand, Young Shakespeare Company to attend a three week training session at Shakespeare's Globe in London.

This event will occur from 30 June to 18 July 2006.
 - Mark Mulholland, a 13 year old selected as an ambassador and head of the New Zealand secondary schools delegation to The Hague International Model United Nations in the Netherlands.

This event will occur in January 2006.
- This is the first time the applicants have approached the Community Board for funding support.

FINANCIAL AND LEGAL CONSIDERATIONS

- There are no legal issues to be considered. The following tables provide a breakdown of the funding requested:

Hone Rask	
Total Cost	\$3,500
Amount Raised by Applicant	\$250
Other Funding Raised	\$2,500
Amount Requested from Community Board	\$ 500

Dynika Raynor	
Expense	Cost (\$)
Airfares	\$376
Accommodation	\$240
Entry fee etc	\$400
Travel & functions	\$620
Event Costumes (not including shoes or Ballet section)	\$850
Total Cost	\$2,486
Amount Raised by Applicant	\$1,000
Other Funding Raised	\$

Amount Requested from Community Board	\$500
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Te Awhiroa Kuka-Sweet	
Expense	Cost (\$)
Airfares	\$2,200
Accommodation and meals	\$1,900
Taxes, fees and local travel etc	\$950
Workshop fees etc	\$1,300
Insurance and incidental expenditure	\$650
Total Cost	\$7,000
Amount Raised by Applicant	\$
Other Funding Raised	\$
Amount Requested from Community Board	\$500

Mark Mulholland	
Expense	Cost (\$)
Airfares	\$3,267
Other expenses	\$2,733
Total Cost	\$6,000
Amount Raised by Applicant	\$2,950
Other Funding Raised	\$
Amount Requested from Community Board	\$500

STAFF RECOMMENDATIONS

1. In line with previous allocations from the fund, it is recommended that the Community Board allocate funding to each of the applicants (from the 2005/06 Youth Development Fund) on the following basis:
 - (a) Hone Rask, \$ 500.
 - (b) Dynika Raynor, \$ 500.
 - (c) Te Awhiroa Kuka-Sweet, \$ 500.
 - (d) Mark Mulholland, \$500.
2. That \$3,500 be allocated from the Burwood/Pegasus Community Board discretionary fund to cover any applications to the Youth Development Fund for the remaining two rounds of the fund in February and May of 2006.

CHAIRPERSON'S RECOMMENDATIONS

That the Board:

1. Approve a grant of \$500 from the 2005/06 Youth Development Fund to each of the abovementioned applicants.
2. Agree that future applications to the 2005/06 Youth Development Fund be considered as part of the Board's Discretionary Fund.

BACKGROUND ON HONE RASK

5. Hone is a 16 year old senior student of Te Kura Whakapaumau whose diligence at school has seen him obtain credits in Home economics, Maori, Maths, English, History, Science and Physical education. He has also represented Canterbury in both rugby and rugby league and has won the regional Manu Korero competition for the past three years going on to represent Canterbury nationally.
6. Hone has been chosen to participate in a Maori Youth leadership development programme in Sri Lanka in November/December 2005. The trip is an exchange of cultures and performance with Sri Lanka for a group of fifteen youth.
7. The travel and accommodation costs are \$3,500 per person. The team has raised \$11,000 and corporate sponsorship was being sought. The individual shortfall for each student was \$1,000 of which Hone had additionally raised \$250.

BACKGROUND ON DYNIKA RAYNOR

8. Dynika is an eleven year old who lives in Beauford Street, Parklands.
9. Dynika trains very hard at home, at her dance school twice a week and her mum also hires the Parklands community hall twice a week for her to practice. This dedication and hard work has shown Dynika to be "a dancer of great promise" and has seen her selected to compete against International dancers at the Showcase Dance Championships on the Gold Coast of Australia in January 2006.
10. The actual cost of the trip exceeds the amount outlined in the expenses table previously submitted due to additional unknown costs and further costume requirements etc. The cost outlined in the table total \$2,486 of which Dynika has raise \$1,000 through fundraising events including busking and BBQ's etc which she will continue to squeeze in as her training permits.

BACKGROUND ON TE AWHIROA KUKA-SWEET

11. Awhi is a 17 year old who lives in South Brighton and attends Aranui High School. At the finals of the "Shakespeare in Schools" festival in Wellington he won the award for the most promising actor. He is part of the Seaview Christian Centre music team and has developed into a youth leader at the centre.
12. Awhi was selected to be one of twenty youth, from an original 5000, selected to represent New Zealand in attending a three week training trip to the Globe theatre in London in June 2006. This is a particular testament to the talent and efforts of Awhi as there has been no means for him to attend or take advantage of any private drama or music lessons.
13. Awhi is at the beginning of his fundraising campaign, which sees each youth needing to raise \$7,000 for the three weeks. He is currently looking for employment over the summer break to contribute towards the costs of the trip and will be undertaking other fundraising ventures along with the support of his family.

BACKGROUND ON MARK MULHOLLAND

14. Mark is a year 13 student who lives in Cardrona Street in Wainoni and attends St Bede's college where he is a prefect, coach, leader and is involved in various activities.
15. Mark was recently selected by the United Nations Youth Association of New Zealand to be an ambassador and head the New Zealand secondary schools delegation to The Hague International Model United Nations to be held in the Netherlands in January 2006. The trip involves a week attending the model and 10 days on a United Nations study tour taking in major international diplomatic and historic cities and the non-governmental agencies base in the cities e.g. Red Cross, UNESCO and OECD.
16. The cost of the trip for each student is \$6,000. Mark has presently raised \$2,950 through; local business sponsorship, groups and individual support and has a letter of support from the MP for Christchurch East Lianne Dalzell to assist him in further fundraising activities.

11. QUEENSPARK RESERVE - PEDESTRIAN EASEMENT

General Manager responsible:	General Manager City Environment
Officer responsible:	Greenspace Manager
Author:	John Allen, Policy and Leasing Administrator, DDI 941-8699

PURPOSE OF REPORT

1. The purpose of this report is to enable the Board to consider an application by Queenspark School for an easement over 75 square metres of Queenspark Reserve on which to construct and maintain a footpath, south of the proposed new school hall to be built adjacent to the reserve. The footpath is required to provide service access to the existing boiler house, which will be located behind the proposed hall, and to provide fire egress from this proposed hall.

EXECUTIVE SUMMARY

2. Officers are recommending that the easement application be granted. The cost for building and maintaining the footpath will be paid for by the school. If the easement is not granted it is likely that a track will be worn in the grass, which will in itself be undesirable, and of a lesser standard than the other facilities provided in the park.

FINANCIAL AND LEGAL CONSIDERATIONS

3. Queenspark Reserve is a recreation reserve made up of three lots vested in the Council, the lot over which the easement has been applied for is Lot 1 DP 35473, which is of an area of 2.9879 hectares.
4. The Community Board has delegated authority from Council (8 November 2001) to make the decision on behalf of Council whether to grant the easement or not. This decision can be made by a sub-committee of Council in terms of the Reserves Act 1977 requirements.
5. The costs for undertaking the processing of this easement will be paid for by the applicant. Once approved, the costs for undertaking the construction of the footpath as detailed on the attached plan, which will entail the removal of some shrubs, but no trees, and restoring the area to the satisfaction of the Council will also be the responsibility of the applicant.
6. Officers are recommending that the normal one-off compensation payment for allowing the encumbrance to be placed upon the Council's title, not be requested in this particular case because of the partnership that exists between the school and the Council in relation to the use of the school's playing field out of school hours by the community, at these times being treated as an extension of Queenspark Reserve. The school's playing field has an intermediate sized rugby field located upon it during the winter months. The agreement between the Council and the school stipulates that the playing field is able to be used by the community outside normal school hours, in return for the Council maintaining it, which included the installation of a pop-up irrigation system, the water for which is paid for by the school.

STAFF RECOMMENDATIONS

Officers recommend that the Council grant a registered easement subject to Section 48 (1)(a) of the Reserves Act 1977, in favour of the Education Department (Queenspark School) over approximately 75 square metres (the easement being approximately 1.5 metres wide by 50 metres long), to enable the construction of a footpath over Queenspark Reserve, being Lot 1 DP 35476 a recreation reserve of 2.9879 hectares, subject to the following conditions:

1. Public advertising as required by Section 48 (2) of the Reserves Act 1977.
2. The consent of the Minister of Conservation being obtained.
3. The easement terms being negotiated by the Corporate Support Unit Manager, in consultation with the Greenspace Policy and Leasing Administrator.
4. The easement construction area being maintained by Queenspark School, and their contractors in a safe and tidy condition at all times.

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5. All costs associated with the development of the pathway and its subsequent maintenance being the responsibility of Queenspark School.
6. Before any tenders are let or work commences on the site, discussions are to be held with the Greenspace Northern Area Contract Manager, Fendalton Service Centre, and the Arborist, Civic Offices to ascertain the Council's requirements before on-site construction commences, especially near the notable pine tree.
7. The payment of a bond of \$2,000 by Queenspark School, to the Christchurch City Council via the Northern Area Contract Manager, Fendalton Service Centre, is to be made before work commences on the site. The bond, less any expenses incurred by the Council, is to be refunded to the payer on completion of the work.
8. The applicant is to provide the Council, within three months of completion of the work, a surveyed easement plan on which the easement over the footpath in the reserve is shown.
9. Any landscaping of the site, (if any), required by the Greenspace Manger to integrate the footpath into the site is to be undertaken by Queenspark School at their expense.

CHAIRPERSON'S RECOMMENDATION

That the abovementioned recommendations be adopted.

BACKGROUND ON QUEENSPARK RESERVE - PEDESTRIAN EASEMENT

7. Queenspark School is in the process of obtaining resource and building consent to build a new hall on their present staff car park adjacent to Queenspark Reserve, their present hall now being too small for their growing school's needs.
8. The only other site the new proposed building could be built upon is behind their present buildings on the school's playing fields, an action the school does not want to take. Officers concur with the school's wishes, the playing fields being used by the community outside school hours.
9. The staff car park is to be shifted to an area on the northern boundary of the school's property, access to the new car park being obtained off Pinaster Place. The location of the proposed car park will not affect the sports field layout on the school/park.
10. The school also allows the community to use the playground and present hall outside school hours.
11. As part of the site works required for the new hall, a fuel filling point for the boiler is being laid to the road frontage of the proposed hall site, to enable tankers to service the boilers fuel requirements, without going onto the park.
12. The proposed footpath is being built over the area in which the roots of the most notable pine tree in the area grow. It is important that minimal disturbance to these roots is caused during the construction of this footpath, and consequently a condition has been included in the recommendation ensuring on-site discussions about the footpath's construction are held prior to construction commencing to ensure that there is minimum disturbance to the tree's roots.

OPTIONS

13. There are basically two options to consider:
 - (a) Approve the application and grant the easement.
 - (b) Decline the easement application.

If the easement is refused it is likely that a footpath will be worn in the grass from people walking to gain access to the buildings including the boiler house behind the proposed hall. It is sensible therefore for Council to grant the easement, thereby ensuring the high standards of the park are maintained, this addition being at no cost to the Council. No other options have therefore been considered because of the aforementioned facts.

12. NEW BUS STOP LOCATION

General Manager responsible:	General Manager City Environment
Officer responsible:	Transport and City Streets Manager
Author:	Debbie Hunt, Project Co-ordinator, DDI 941-8707

PURPOSE OF REPORT

1. The purpose of this report is to inform the Board of new bus stop locations required in the Board's area following consultation with residents. The Board is asked to approve the creation of two new bus stops.

BACKGROUND

2. As a result of improvements to cycle, pedestrian and public transport facilities in New Brighton Road, between Wainoni Road and Avondale Road, two bus stops have been removed from New Brighton Road. Following a request from residents and further public consultation, new locations for the stops have been identified and are recommended below.
3. The Christchurch City Council is required to provide bus stops to enable the various services to operate in an effective and efficient manner. In order to undertake this, the following proposed bus stops are recommended in this report.

BUS STOPS

4. The stops have been located to maximise access to the surrounding catchment area while allowing the bus to travel as freely as possible and to stop a minimum number of times. The distance between the stops will be convenient for bus patrons.

CONSULTATION

5. In locating new stops, the Christchurch City Council investigates a number of locations to assess suitability. It consults as a courtesy the property owner adjacent to a suitable location. It is preferred to locate stops where agreement has been gained from the property owner.
6. Agreement has been gained from the owner of 337 New Brighton Road and the Greenspace Unit for the road reserve opposite 339 New Brighton Road to establish permanent bus stops outside these properties.

FINANCIAL AND LEGAL CONSIDERATIONS**Costs**

7. Two "Metro" signs at \$1,000 each installed, will be met within existing budgets.

Legal

8. Land Transport Rules Traffic Control Devices 2004 provides for the erection of bus stop signs.

STAFF RECOMMENDATIONS

It is recommended that the Board approve the installation of two bus stops in the following locations:

- (i) On the north side of New Brighton Road adjacent to 337 New Brighton Road.
- (ii) On the south side of New Brighton Road adjacent to road reserve (opposite 339 New Brighton Road).

CHAIRPERSON'S RECOMMENDATION

For discussion.

13. BOWER AVENUE/SANDY AVENUE PROPOSED "STOP" CONTROL

General Manager responsible:	General Manager Environment
Officer responsible:	Transport and City Streets Manager
Author:	Paul Burden/Malcolm Taylor DDI 941-8604

PURPOSE OF REPORT

1. The purpose of this report is to seek the approval of the Board for the installation of a "Stop" control against Sandy Avenue at the Bower Avenue intersection.

EXECUTIVE SUMMARY

2. The Council has received complaints from Freeville School and the Police concerning the level of safety for pedestrians at the intersection of Bower Avenue and Sandy Avenue. The intersection is currently an uncontrolled "T" junction with the normal "give way to the right" rule applying. There are several factors that are causing concern at this intersection. The factor that generates most concern is that vehicles turning left out of Sandy Avenue onto Bower Avenue glance to their right to check for approaching traffic but fail to notice pedestrians crossing Bower Avenue to their left. Vehicles can turn left at inappropriate speeds and can quickly be in conflict with vulnerable pedestrians. Bower Avenue has specifically been narrowed immediately north of the Sandy Avenue intersection to provide a crossing point for pedestrians, in particular pupils from Freeville School. The wide "open" nature of the intersection tends to lead to inappropriate cornering speeds. Observations of the behaviour of motorists at the intersection also reveals some confusion as to priority and some instances of vehicles turning right into Sandy Avenue from Bower Avenue "cutting" the corner at speed. There is a general concern regarding the level of safety at the intersection.
3. Sandy Avenue is classified a "local" road, and Bower Avenue is classified a "minor arterial" road in the City Plan. Both roads have a 50kph speed limit although observations of vehicles on Bower Avenue suggest the operating speed is approaching 60kph. The higher status of Bower Avenue in the road network combined with the operating speed suggests that typically motorists turning right from Bower Avenue into Sandy Avenue should have priority over motorists turning right out of Sandy Avenue into Bower Avenue. The current road rules give priority to motorists turning right out of Sandy Avenue, conflicting with the anticipated operation of the intersection.
4. There have been two reported crashes at the intersection within the last five years. One crash involved a north bound vehicle on Bower Avenue losing control turning left into Sandy Avenue. Another involved a south bound vehicle on Bower Avenue colliding with a vehicle waiting to turn right into Sandy Avenue. Two minor injuries resulted from the latter. Both crashes appear unrelated to the intersection being uncontrolled.
5. The preferred option to address the issues of concern and improve road safety is the installation of a "Stop" sign and markings against Sandy Avenue at the Bower Avenue intersection. This will encourage motorists exiting Sandy Avenue, particularly those turning left, to stop and check properly for traffic and pedestrians.
6. Although there is adequate visibility such that a "Give-way" control would typically be considered appropriate to address the issues of corner cutting and confusion as to priority, this would tend not to adequately address the primary concern of pedestrians crossing Bower Avenue being vulnerable to left turning vehicles exiting Sandy Avenue. The "Stop" control option would significantly improve the level of safety for these pedestrians as well as resolve the priority, corner cutting and confusion issues. Both Freeville School and the Police support this option.

FINANCIAL AND LEGAL CONSIDERATIONS**Cost**

7. Signs and markings are provided for within existing budgets.

Legal

8. The Land Transport Rules provide for the installation of stop controls.

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STAFF RECOMMENDATION

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Bower Avenue intersection.

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CHAIRPERSON'S RECOMMENDATION

14. NEW BRIGHTON MALL PLAYGROUND - FUNDING REQUEST

General Manager responsible:	General Manager City Environment
Officer responsible:	Transport and City Streets Manager
Author:	Jeanette Ward, Project Manager (Streets Capital Programme), DDI 941-8876 Kevin Williams, Project Leader (Capital Projects Team), Greenspace, DDI 941-8697

PURPOSE OF REPORT

1. The purpose of this report is to request that the Board make a funding contribution towards the New Brighton Mall playground structure which doubles as an artwork.

EXECUTIVE SUMMARY

2. The New Brighton Mall Upgrade is currently underway and works relating to the slow road are due to be complete early December 2005. During the design of the road it was decided that old equipment was not suitable and therefore new play equipment would be installed and targeted at pre-school and primary school age children.
3. A suitable location for the new play equipment is a site on the east side of the slow road between the pedestrian Mall and Beresford Street, as approved by the Board on 7 September 2005.
4. A seminar held for Board Members in October 2005 included the presentation of options for the play area equipment. The option which included a unique one-off integrated artwork that would provide an alternative play experience for pre-school and primary school children with some traditional, marine-themed equipment was favoured by those present.
5. Council officers are now progressing the project as an artwork project which will be driven by an Advisory Group.

FINANCIAL AND LEGAL CONSIDERATIONS

6. The estimated total costs for this project are \$25,000. There are currently no programmed budgets for this project so funding is being sought from other sources. The Council's integrated art fund has made \$10,000 available for the art component of the project.

STAFF RECOMMENDATIONS

It is recommended that the Board:

- (a) Receive the funding application and make a \$10,000 contribution towards the play area.
- (b) Nominate a representative to join the Advisory Group.

CHAIRPERSON'S RECOMMENDATIONS

That the Board:

1. Allocate \$5,000 from its 2005/06 Discretionary Fund towards the play area.
2. Agree to consider allocating \$5,000 from its 2006/07 Project Funding towards the play area.
3. Appoint the Board chairperson to the Advisory Group.

BACKGROUND ON NEW BRIGHTON MALL PLAY AREA

7. The New Brighton Mall Upgrade is currently underway and works relating to the slow road are due to be complete early December 2005.
8. A children's playground existed in what was previously the pedestrian mall, as part of the construction of the slow road through the mall that playground was removed. The original intention was re-install the playground equipment in another part of the mall if there was enough space. During the design of the road it was decided that old equipment was too big and therefore new play equipment would be installed and targeted at pre-school and primary school age children.
9. A suitable location for the new play equipment was investigated by Council officers in conjunction with the Artworks in Burwood/Pegasus Working Party who recommended a site on the east side of the slow road between the pedestrian Mall and Beresford Street. This location was approved by the Board on 7 September 2005.
10. A seminar held for Board Members in October 2005 included the presentation of options for the play area equipment. The option which included a unique one-off integrated artwork that would provide an alternative play experience for pre-school and primary school children with some traditional, marine themed equipment was favoured by those present.
11. Council officers are now progressing the project and the process is explained below.

ARTWORKS PROCESS

12. An Advisory Group will be established to overview the project and provide input on designs. This will consist of Council staff and representatives from the Artworks in Burwood/Pegasus Working Party, the Board and a local pre-school facility. The Council's Arts Adviser is providing guidance throughout the process.
13. A brief will be issued to three or four artists considered appropriate for this type of artwork with a request for initial concepts to be submitted by February 2006. The Advisory Group will select the concept to be taken to the next stage of design and inform the Board of the outcome.
14. The concept will be fully designed within a two month period and reviewed by the Advisory Group at regular stages.
15. The sculpture will be installed in May or June.
16. A sun shade arrangement may be required for the play area but this will be assessed upon completion of the area and can be retrofitted if necessary.

CONSULTATION

17. Community consultation will take the form of updates on the project. Public input and decisions on concepts is not appropriate because individuals have a range of opinions and tastes. The role of the Advisory Group is to represent the community and make a choice they consider appropriate.

FUNDING

18. There is no specific budget programmed for the play area, the budget for the slow road will not have any available surplus.
19. An application to the integrated art fund was successful and \$10,000 has been made available for the project. However, this fund is intended to top up existing budgets and therefore cannot be the only source of funding. Other sources of funding are therefore being explored.
20. Sponsorship from local businesses/interest groups could be an option but due to the low response to the surfboard seat sponsorship offer there is a low expectation of success.
21. Funding from the Board's Discretionary fund would greatly help progress this project and allow the sculpture to be installed this financial year.

22. An earlier report to the Board (7 September) indicated a cost of \$60,000 for the playground area, this was very conservative and we now believe that the sculpture, standard play equipment pieces and soft fall area can be achieved with around \$25,000-\$30,000. The report stated that the funding would be available from Greenspace and Transport and City Streets budgets. This is not programmed and therefore not available this financial year. The work would need to be prioritised against other projects in future years. However, Greenspace are able to fund the supply and installation of the soft area (approximately \$5,000) in this financial year.

OPTIONS

23. The Board may wish to consider the options and implications of providing funding for this project.

Option 1

The Board provide \$10,000 towards the project which enables the project to be progressed this financial year and the upgrade of the Mall would be complete.

Option 2

The Board provides a lesser amount towards the project and the remainder is funded from community sponsorship if possible. The risk of this is the lack of forthcoming sponsors.

Option 3

The Board declines the funding request and the playground area is programmed into Greenspace future budgets, depending on when that is available the integrated art funding may not be retained.

PREFERRED OPTION

24. The preferred option is Option 1.

15. CHRISTMAS BREAK: EMERGENCY DECISION MAKING

General Manager responsible:	General Manager Regulation and Democracy Services
Officer responsible:	Secretariat Manager
Author:	Graham Sutherland, Community Secretary, DDI 941-6624

PURPOSE OF REPORT

1. The purpose of this report is to arrange for emergency issues to be dealt with by the Board over the Christmas period.

EXECUTIVE SUMMARY

2. There is a long break between Board meetings over the Christmas period. Therefore, it is recommended that an Emergency Committee with power to act on all matters delegated to the Board, be appointed to deal with any emergency issue that would otherwise go to the Board for decision. In past years, it has been normal practice for the Board to give delegated authority to the Emergency Committee (that is, a quorum of the Chairperson and at least two members) to make decisions on its behalf.

STAFF RECOMMENDATIONS

1. That the Board establish an Emergency Committee with power to act to make emergency decisions on behalf of the Board for the period following its 13 December 2005 joint meeting with the Shirley/Papanui Community Board, up until the Board resumes normal business proposed to commence on 1 February 2006; with any such decisions to be made in the presence of the Community Board Principal Adviser.
2. That the Committee comprise the Chairperson plus any two available members of the Board.
3. That any decisions made be reported to the first Board meeting in 2006.
4. That a notice of any Emergency Committee meeting be forwarded to all Board members.

CHAIRPERSON'S RECOMMENDATION

That the abovementioned recommendations be adopted.

16. COMMUNITY BOARD PRINCIPAL ADVISER'S UPDATE**16.1 COMMUNITY DEVELOPMENT SCHEME ALLOCATIONS**

For members' information attached are the minutes of the Funding Assessment Committee meetings of 3 and 15 November 2005 where applications to the Community Development Scheme were considered.

16.2 2005/06 PROJECT, DISCRETIONARY AND YOUTH DEVELOPMENT FUNDS UPDATE

The attached schedule shows the allocations in the Board's Project, Discretionary and Youth Development Funds, to 16 November 2005.

16.3 TRANSPORT AND CITY STREETS CAPITAL WORKS PROGRAMME UPDATE

For members' consideration the Transport and City Streets Capital Works Programme Update is attached. (Coloured copies were separately circulated to members.)

16.4 COMMITTEE AND WORKING PARTY MEMBERSHIP

For members' information a list of all Board Committees, Subcommittees and Working Parties is attached.

16.5 NOTICE OF UPCOMING BOARD REPORTS

- Adcock Park Development. (This report was left to lie on the table at the 16 November 2005 meeting while a safety audit of the development plan was completed. The results of the safety audit were not available in time for this meeting and this will now be considered by the Board in February 2006.)
- Review of Residents' Association Board Liaison members
- Review of Board Committees and Working Parties

17. NOTICES OF MOTION

18. QUESTIONS

Members may at any ordinary meeting put a question to the Chairperson concerning any matter relevant to the role or function of the Community Board concerning any matter that does not appear on the order paper. All questions are subject to Standing Orders 4.1.1 to 4.1.5.

19. BOARD MEMBERS' INFORMATION EXCHANGE

Board members will have an opportunity to provide updates on community activities and/or Council issues.