



Christchurch City Council

HAGLEY/FERRYMEAD COMMUNITY BOARD AGENDA

11 MAY 2005

3.00 PM

IN THE BOARDROOM, LINWOOD SERVICE CENTRE
180 SMITH STREET

Community Board: Bob Todd (Chairperson), David Cox, Anna Crighton, John Freeman, Yani Johanson, Brenda Lowe-Johnson and Brendan Smith

Community Board Principal Adviser

Clare Sullivan

Telephone: 941-6601

Fax: 941-6604

Email: clare.sullivan@ccc.govt.nz

Community Secretary

Emma Davison

Telephone: 941-6615

Fax: 941-6604

Email: emma.davison@ccc.govt.nz

PART A - MATTERS REQUIRING A COUNCIL DECISION

PART B - REPORTS FOR INFORMATION

PART C - DELEGATED DECISIONS

INDEX

- | | | |
|--------------------------------|-----------|---|
| PART C | 1. | APOLOGIES |
| PART C | 2. | CONFIRMATION OF REPORT |
| PART B | 3. | DEPUTATIONS BY APPOINTMENT
Environment Canterbury - Metro Services in the Hagley/Ferrymead Area |
| PART C | 4. | SHORT STREET KERB AND CHANNEL RENEWAL |
| PART C | 5. | PARKING PROPOSALS - MAIN ROAD |
| PART C | 6. | REQUEST FOR FUNDING - SUMNER SURF LIFE SAVING CLUB |
| PART B
PART B | 7. | COMMUNITY BOARD PRINCIPAL ADVISER'S UPDATE
Discretionary Fund Update |
| PART B | 8. | QUESTIONS FROM MEMBERS |

We're on the Web!

www.ccc.govt.nz/Council/Agendas/

1. APOLOGIES

2. CONFIRMATION OF REPORT

The report of the ordinary meeting held on Wednesday 27 April 2005 has been circulated to Board members.

CHAIRPERSON'S RECOMMENDATION

That the report of the ordinary meeting held on Wednesday 27 April 2005 be confirmed.

3. DEPUTATIONS BY APPOINTMENT

Matthew Noon, Strategic Planner (Operations), Environment Canterbury, would like to address the Board regarding metro services in the Hagley/Ferrymead area.

4. SHORT STREET KERB AND CHANNEL RENEWAL

General Manager responsible:	General Manager City Environment
Officer responsible:	Transport and City Streets Manager
Author:	Michelle Flanagan, Streets Capital Programme, DDI 941-8665

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval for the Short Street kerb and channel renewal to proceed to final design, tender and construction.

EXECUTIVE SUMMARY

2. The Charleston Neighbourhood Plan was published in September 2001 and since that time the focus has been putting it into action. Short Street is a local road within the Charleston area and due to the age and condition of the kerbs, channels and footpaths it is scheduled for renewal in the 2005/06 financial year.
3. A concept plan was prepared in August 2003. At its meeting of 6 August 2003, approval was given to distribute this concept plan for consultation. This concept plan comprised an 8m carriageway with parking, footpaths and grass berms on both sides of the road. A flush circular paver treatment at the intersection of Short Street and Grafton Street was also proposed, as was a heritage feature. This concept plan was distributed to stakeholders for consultation and feedback was received from six people - four indicated support, one indicated opposition, and one did not indicate a position.
4. The concept plan, as distributed in September 2003, was amended to remove the flush circular paver treatment at the intersection with Short and Grafton Street, and the narrowing of the intersection due to discussions on intersection treatments throughout the whole of the Charleston area. It is now intended that the intersection treatment at the Short Street/Grafton Street intersection will be considered as part of the Grafton Street kerb and channel renewal project scheduled for the 2006/07 year. In addition, a heritage feature, proposed in the Charleston NIP for the Short Street/Grafton Street intersection will also be considered as part of the Grafton Street renewal project.
5. At its meeting of 26 January 2005, the Board requested that a public meeting be held with the community, and sought a report on what consultation had been undertaken on the heritage feature, the local consultation process for Grafton Road, and the completion of works on Barbour Street. These items are addressed in this report.
6. An amended concept plan (refer Attachment 1) was distributed in March 2005, and a public meeting held on the 21 March 2005. Some community support was received for the new plan, however the community also raised concerns in respect of footpath width, installation and location of grass berms, street tree placement, and the intersection.

7. The plan included as Attachment 2 has been identified as the preferred option for the renewal of Short Street as it satisfies the aim and objectives of the project, has some community support, and is consistent with other works in the Charleston area. It is therefore recommended that the amended plan detailed in Attachment 2 proceed to final design, tender and construction.

FINANCIAL AND LEGAL CONSIDERATIONS

8. The estimated total costs for this project is \$186,000 inclusive of all consultation, design and project management.
9. Short Street is part of the Street Renewal Programme and is programmed for construction in the 2005/06 year. The annual budget for Street Renewal is approximately \$15 million. Design costs are provided for in the 2004/05 budget and the 2005/06 draft budget provides sufficient funding to construct this project.
10. There are no legal implications from this project.

STAFF RECOMMENDATION

It is recommended that the Short Street kerb and channel renewal, as shown in Attachment 2, proceed to final design tender and construction.

CHAIRPERSON'S RECOMMENDATION

For discussion.

BACKGROUND ON SHORT STREET KERB AND CHANNEL RENEWAL

11. The Charleston Neighbourhood Plan was published in September 2001 and since that time the focus has been putting it into action. A public meeting in September 2002 agreed to a coordinated solution for roading improvements in the area and Charles Street and Barbour Street have recently been completed. Due to the age and condition of the kerbs, channels and footpaths in Short Street, it is scheduled for renewal in the 2005/06 financial year.
12. The principle aim of the project is to renew the dish kerb and channel in Short Street and replace it with flat channel. The objectives of the project include:
 - (a) To provide a foot path on both sides of the street.
 - (b) To reduce the carriage way width to a minimum of 7.7m.
 - (c) To install hammer head turning at the end of the street similar to Edmond Street.
 - (d) To maximise the tree planting in the street.
 - (e) To enhance the eastern end of the street with landscaping (hide the fence).
 - (f) To match the proposed schemes of Charles Street and Barbour Street as much as possible.
13. At its meeting of 26 January 2005 the Board queried what local consultation had been completed on the heritage feature shown in the Charleston NIP for the corner of Short Street and Grafton Street. A public meeting was held on the 21 March 2005 to which the residents of Short Street and the immediate surrounding area were invited. The heritage feature was discussed at this meeting, and the following ideas were put forward by residents:
 - Early etchings of Te Waipounamu College and the history of the three cottages on Short Street.
 - A sketch, history, model of Cabbage Wilson (an early land owner in the area).
 - A heritage type lamp.

The residents were informed that this heritage feature would be part of the Grafton Street kerb and channel renewal project and that further consultation on the feature would be undertaken as part of that project.
14. The Board also sought information on the local consultation process for Grafton Street. Grafton Street is scheduled for kerb and channel renewal in the 2006/07 year, and the consultation process for Grafton Street has not yet been initiated. Once the project is initiated the consultation process will be similar to that for the other projects in the Charleston NIP Area and would build on the consultation undertaken for the Charleston NIP. The consultation process will involve seeking feedback on a concept plan and a public meeting with residents to discuss any concerns.
15. At its meeting of 26 January 2005, the Board also sought information on why only part of the work has been completed on Barbour Street and the remainder of the work moved out a year with no consultation or decision by the Board to substitute it.

Barbour Street was always intended to be completed in two parts. In the Charleston NIP, Barbour Street from Charles Street to the southern end was scheduled for the 2003/04 year, and Barbour Street from Charles Street to Ferry Road was scheduled for the 2004/05 year. In the 2002/03 Annual Plan, Barbour Street (from Charles Street to the end) was scheduled for 2002/03 and Barbour Street (from Charles Street to Ferry Road) was scheduled for 2004/05. In the 2003/04 year Barbour Street (from Charles Street to the end) was constructed from funds carried forward. The project was delayed by the undergrounding process and the need to integrate with Charles Street. Barbour Street (from Charles Street to Ferry Road) was also moved to the 2005/06 year due to programme delays associated with undergrounding of the street, and the budget not being available until 2005/06. Barbour Street (from Charles Street to Ferry Road) was subsequently moved from 2005/06 to 2006/07 as part of kerb and channel reprioritisation.

OPTIONS

16. Four options were assessed as part of the Short Street kerb and channel renewal as follows:

- (a) Maintenance of the status quo.
- (b) An 8 metre carriageway, with parking, footpaths and grass berms on both sides of the road (refer Attachment 2). The grass berms are adjacent to the carriageway and allow for some greening of the street and tree planting. Landscaping is also proposed outside 90 and 94 Short Street, and outside the Te Waipounamu Culture Centre.
- (c) An 8 metre carriageway, with parking, footpaths and grass berms on both sides of the road. The grass berms are adjacent to the carriageway and allow for some greening of the street and tree planting. This option also includes a flush circular paver treatment at the intersection of Short Street and Grafton Street, the narrowing the intersection to 7 metres, and the installation of landscaping and a heritage feature at the intersection.
- (d) An 7.7 metre carriageway with large curves, parking and footpaths on both sides of the road. The grass berm areas would vary in width, depending on their location relative to the curved carriageway. This option also included a flush circular paver treatment at the intersection of Short Street and Grafton Street, and a narrowed intersection. This option was rejected as Short Street was considered too short for this shaped carriageway alignment.
- (e) A 7.7 metre carriageway with bends and straights, and parking, footpaths and grass berms on both sides of the road. This option was rejected as the carriageway alignment appeared to have parking bays which was not the intention.

At its meeting of 6 August 2003, Board approval was given to consult with the community on Option (c).

PREFERRED OPTION

17. Option (b) is the preferred option. Option (b) consists of an 8 metre carriageway, with parking, footpaths and grass berms on both sides of the road (refer Attachment 2). The grass berms are adjacent to the carriageway and allow for some greening of the street and tree planting. It is proposed to plant eleven Kowhai trees along Short Street, and two Lace-Bark trees near the intersection with Grafton Street. Landscaping is also proposed outside 90 and 94 Short Street, and outside the Te Waipounamu Culture Centre. The preferred option (refer Attachment 2) has had some minor amendments in accordance with consultation feedback (ie amended tree locations, and the installation of grass berm rather than landscaping outside 15 Short Street).
18. The preferred option (refer Attachment 2) has been selected for the following reasons:
- (a) It satisfies the aim and objectives of the project.
 - (b) Some support was received from the community.
 - (c) It is consistent with other works in the Charleston area and the Charleston Neighbourhood Improvement Plan.

ASSESSMENT OF OPTIONS

The Preferred Option - Option B. The preferred option consists of an 8 metre carriageway, with parking, footpaths and grass berms on both sides of the road.

	Benefits (current and future)	Costs (current and future)
Social	<ul style="list-style-type: none"> Proposed concept is consistent with the Charleston Neighbourhood Plan which was developed in consultation with the community. Enhancement of the street to create a pleasant streetscape. 	<ul style="list-style-type: none"> Intersection treatment at the Short Street/Grafton Road intersection will not be addressed as part of this project. The proposed heritage feature will not be considered as part of this project. The feature will be considered as part of the kerb and channel renewal for Grafton Street.
Cultural	Area-wide consistency	Nil
Environmental	<ul style="list-style-type: none"> Preferred option is consistent with other improvements in the Charleston area. Preferred option does not preclude or affect the intersection treatment for the Grafton Street kerb and channel renewal. Short Street is enhanced through the provision of landscaping. 	Nil
Economic	Renewal of a Council infrastructure asset.	Capital expenditure

Extent to which community outcomes are achieved:

Primary alignment with community outcome *"Our City provides a choice of housing, easy mobility and access to open spaces, and a range of utilities that allow people to enjoy an acceptable quality of life"* by providing a high quality transportation network.

Also contributes to *"Our City's infrastructure and environment are managed effectively, are responsive to changing needs and focus on long-term sustainability"* by managing all assets to optimise their value and usefulness over the long-term.

Impact on Council's capacity and responsibilities:

No impact

Effects on Maori:

It is considered that there are no effects on Maori.

Consistency with existing Council policies:

Consistent with the Road Safety Strategy particularly in respect to designing and managing roads with appropriate speed environments and providing safe facilities for pedestrians. Further complies with the unit's Asset Management plan.

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

Views on the kerb and channel project were sought using a feedback form, and through a public meeting. The following views were expressed (project team comments are included in *italics*).

Public Meeting:

- The footpath width is insufficient for disabled people to negotiate, pedestrians to pass one another, and for pedestrians to walk together. The telecommunications cabinets etc that are located on the footpath, further reduce the footpath area. Would prefer a much wider footpath instead of grass berm areas. *(The proposed footpath width on Short Street is 1.65 metres. It is current Council policy to install a 1.65 metre footpath where there is an obstacle (e.g. a fence) on one side. It is acknowledged that telecommunications equipment is an obstacle on the footpath, however, the footpath width still meets the minimum footpath requirement of 1.2 metres despite encroachment by the equipment).*
- Short Street was promised old style gas light lamps down the street and these have not been installed. *(It was never the intention of installing gas lamps down the street, but that a lamp as a heritage feature could be included at the Short Street/Grafton Street intersection. This lamp will not be installed as part of the Short Street project. Council is reluctant to install a heritage type lamp as it no longer promotes 'mock heritage'. In addition this feature is likely to get 'lost' in the overhead services lines in Grafton Street. (An alternative heritage feature (yet to be decided upon) is proposed).*

- Prefer landscaping/shrubs instead of grass berms. Council does not do their maintenance properly and Charles Street is an example of what happens if berms are not maintained. *(The cost of installing landscaping instead of grass berms was investigated. The cost increase of landscaping over grass is more than double and would result in an additional cost of \$7-8,000 to the project. In addition this landscaping also has to be maintained by Council, and is not consistent with other treatments in the Charleston NIP area).*
- Would prefer if there were no more trees installed outside 14 Short Street as they will further block the sun. There are already large trees on the front of the property. *(The proposed kowhai tree outside 14 Short Street will be moved closer to the boundary with 16 Short Street).*
- Can the berm area be put against the boundary fences and a wider footpath installed next to the road? *(It is current Council practice to place the footpath adjacent to the property boundary for two reasons. Firstly, it separates pedestrians from the road, and secondly it avoids the 'humps' associated with driveways. A wider footpath would reduce the berm area and may result in an insufficient width for the street trees).).*
- Would like the Short Street/Grafton Street intersection dealt with. *(This will be done as part of an integrated solution for Grafton Street during the Grafton Street kerb and channel renewal project).*

Feedback Form:

Six feedback forms were received. Of these three supported the proposed concept, one partially supported the concept, one opposed the concept, and one form did not state a position.

- The partial support response stated that the proposal for Short Street was looking good, however raised the issue that Grafton Street should be worked on as soon as possible due to boy racer issues *(Grafton Street is scheduled for kerb and channel renewal in the 2006/07 year).*
- The response in opposition raised the issues that grass berms are good if they are maintained and that they currently have a large area to mow and do not wish to maintain any further area. In addition, trees in the area currently drop leaves in the gutter, and more trees are therefore not welcome. *(The grass berm areas and trees are proposed as a measure to "green-up" the street in keeping with the Charleston NIP. The trees and berm areas will be maintained by Council as part of a regular maintenance programme).*
- Wishes the overhanging vines on the Short Street frontage of 94 Osborne Street were trimmed back as it obstructs pedestrians *(As part of the works, the contractor will work with the resident in respect of clearing the obstruction to pedestrians. In addition, 94 Osborne Street also indicated that they wish to put a vehicle crossing in this location in the future thereby potentially requiring the removal of the vine in the future).*
- A vehicle crossing to 94 Grafton Road from Short Street is proposed for the future. Could the proposed tree be moved to the east to allow this? *(The proposed kowhai tree will be moved towards Grafton Street to allow the future vehicle crossing to be put in without necessitating the removal of the tree).*
- Grafton Street should be worked on as soon as possible *(Grafton Street is scheduled for kerb and channel renewal in the 2006/07 year).*

Other Comment

The owner of 15 Short Street has indicated in consultation with Council's landscape architect a preference for grass berm rather than landscaping outside 15 Short Street.

Other relevant matters:

Nil

Maintain The Status Quo (If Not Preferred Option)

Option (a) - Status Quo

	Benefits (current and future)	Costs (current and future)
Social		<ul style="list-style-type: none"> • Short Street is not enhanced in a similar manner to other streets in the Charleston area. • Does not give effect to the Charleston Neighbourhood Plan. • Community expectations that Short Street would undergo a kerb and channel renewal (as per the NIP) are not realised.
Cultural	Nil	Nil
Environmental	Nil	The Short Street streetscape is not enhanced.
Economic	No capital expenditure	An infrastructure asset is not renewed - ongoing maintenance expenditure.
<p>Extent to which community outcomes are achieved: Maintaining the status quo is not aligned to any Community Outcomes.</p> <p>Impact on Council's capacity and responsibilities: No impact</p> <p>Effects on Maori: It is considered that there are no effects on Maori.</p> <p>Consistency with existing Council policies: Maintaining the status quo is not consistent with the Road Safety Strategy or the CCC Financial Plan and Programme 2004 and conflicts with the objectives of the asset management plan.</p> <p>Views and preferences of persons affected or likely to have an interest: There has been no specific project feedback requesting that the street is left untouched.</p> <p>Other relevant matters: Nil</p>		

Option 3

Option (c) - An 8 metre carriageway, with parking, footpaths and grass berms on both sides of the road. A flush circular paver treatment at the intersection of Short Street and Grafton Street.

	Benefits (current and future)	Costs (current and future)
Social	<ul style="list-style-type: none"> Proposed concept is consistent with the Charleston Neighbourhood Plan which was developed in consultation with the community. Enhancement of the street to create a pleasant streetscape. 	<ul style="list-style-type: none"> Intersection treatment at the Short Street/Grafton Road intersection will not be addressed as part of this project. The proposed heritage feature will not be considered as part of this project. The feature will be considered as part of the kerb and channel renewal for Grafton Street.
Cultural	Area-wide consistency	Nil
Environmental	<ul style="list-style-type: none"> Preferred option is consistent with other improvements in the Charleston area. Preferred option does not preclude or affect the intersection treatment for the Grafton Street kerb and channel renewal. Short Street is enhanced through the provision of landscaping. 	Nil
Economic	Renewal of a Council infrastructure asset.	Capital expenditure
<p>Extent to which community outcomes are achieved: Primary alignment with community outcome <i>"Our City provides a choice of housing, easy mobility and access to open spaces, and a range of utilities that allow people to enjoy an acceptable quality of life"</i> by providing a high quality transportation network.</p> <p>Also contributes to <i>"Our City's infrastructure and environment are managed effectively, are responsive to changing needs and focus on long-term sustainability"</i> by managing all assets to optimise their value and usefulness over the long-term.</p> <p>Impact on Council's capacity and responsibilities: No impact</p> <p>Effects on Maori: It is considered that there are no effects on Maori.</p> <p>Consistency with existing Council policies: Consistent with the Road Safety Strategy particularly in respect to designing and managing roads with appropriate speed environments and providing safe facilities for pedestrians. Further complies with the unit's Asset Management plan.</p> <p>Views and preferences of persons affected or likely to have an interest: Views on the kerb and channel renewal of Short Street were sought on Option (a). The comments from the community were addressed by the preferred option as follows (project team comments are included in <i>italics</i>):</p> <ul style="list-style-type: none"> Please include the corner at 94 Grafton Street in the upgrade (<i>this area was included in the concept plan, and it is proposed to install some landscaping here</i>). With the ever increasing traffic volume it makes no sense to narrow the road - how are you going to safely make a right-hand turn out of Grafton Street into Short Street when it is only seven metres (<i>the intersection with Grafton Street will be eight metres in width, and any treatment at this intersection will be considered as part of the Grafton Street project</i>). What about moving away from natives (eg maples or flowering cherries) (<i>the choice of kowhai and lace-bark is in keeping with the Charleston Neighbourhood Plan</i>). Replacement of the flush traffic management feature with a speed table would seem more appropriate with the introduction of a 40 km/hr slow zone (<i>this treatment will now be considered as part of the Grafton Street project</i>). The traffic calming measure at the intersection with Grafton Street will not slow the current offending drivers. Please consider a physical barrier to calm traffic rather than an environmental/visual measure (<i>this treatment will now be considered as part of the Grafton Street project</i>). <p>Other relevant matters: Nil</p>		

5. PARKING PROPOSALS - MAIN ROAD

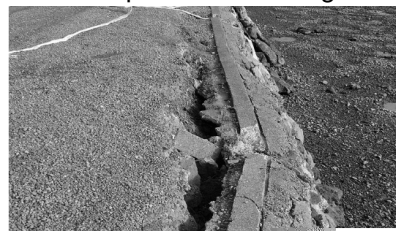
General Manager responsible:	General Manager City Environment
Officer responsible:	Transport and City Streets Manager
Author:	Tony Lange, Asset Engineer (Transfund and Systems), DDI 941-8469

PURPOSE OF REPORT

1. The purpose of this report is to seek the Board's approval for the installation of "no stopping" restrictions on the Estuary side of Main Road between Scott park and the west culvert.

EXECUTIVE SUMMARY

2. The objective of this report is to present to the Board a preferred option to address the immediate safety concerns identified in the McCormacks Bay Causeway: - Maintenance and Development Report prepared by City Solutions. This report identified a safety risk for parked vehicles near the Estuary seawall. Installation of the preferred option will manage the immediate risk at a minimal cost and provide time to enable a detailed study of the Estuary seawall to be undertaken.
3. The Estuary seawall is a continuous structure, approximately 1,700 metres long, constructed of large angular stones and concrete blocks held together by unreinforced concrete and mortar. A visual inspection has found many areas of the Estuary seawall in need of repair. The area of repair is contained in the first 1,000 metres from Scott Park to the west culvert at the start of the Causeway. The balance of the Estuary seawall to Beachville Road is in reasonable condition and does not pose a risk at this time.
4. The cause of the damage to the Estuary seawall is foreshore erosion. This erosion has undercut the wall and has led to the damage and risk to the seawall and shoulder. Parts of the Estuary seawall have cracked and slumped due to the erosion and this has created instability in the road shoulder with visible signs of surface cracks and subsidence behind the wall. The unknown factor is if any large voids or cavities exist below the surface of the road shoulder. The risk here is to vehicles that break the surface and become trapped. The analogy that springs to mind is 'walking on egg shells' and the risk of vehicles breaking the 'shell' can be reduced through a parking restriction. The seawall itself is at risk where the erosion has undercut the base of the seawall. This has made it unstable and it is now susceptible to a side force that will tip the wall over. Heavy vehicles exert a sideways force that is capable of pushing the wall over and it is for



5. Structural analysis of the Estuary seawall has calculated that the minimum distance heavy vehicles can park safely near the seawall is 3 metres or the side force exerted by the vehicle may tip the wall. The balance of the shoulder width of 1 metre in the section from McCormacks Bay Road to the west culvert does not provide sufficient width in which to park a vehicle without intruding into the 'risk' zone
6. Short and long term options exist to repair and rebuild the Estuary seawall. However, to ascertain the best option will require further detailed analysis involving consideration of future transport needs and the effect on the marine environment. This study will take some time to complete.
7. Options considered to address the immediate safety concern are:

Option 1 - Do nothing, not recommended as a risk has been identified and some action is needed.

Option 2 (preferred)- Put in place parking restrictions in the area of greatest risk - between Scott Park and the west culvert 400 metres east of McCormacks Bay Road (west). The section of road from Scott Park to McCormacks Bay Road currently has a section of "no stopping" and it is proposed to "fill in the gaps", a length of approximately 190 metres with more "no stopping" lines. From McCormacks Bay Road (west) to the west culvert it is proposed to prohibit the parking of heavy vehicles only for a length of 420 metres (see attachment). The cost of this option is \$1,200.

Option 3 - Stop all parking along the Estuary seawall shoulder from Scott Park to Beachville Road, cost \$4,000. This is not needed for two reasons. One is that the section from the west culvert to Beachville Road is in reasonable condition and does not pose a risk at this time and second, that light vehicles do not pose a risk from McCormacks Bay Road (west) to Beachville Road.

FINANCIAL AND LEGAL CONSIDERATIONS

8. Cost of preferred option - Option 2

Road marking and signs = \$1,200

9. Legal Considerations

Land Transport (Road User) Rule 2004 Section 6.4:

- (4) A driver or person in charge of a vehicle must not stop, stand, or park the vehicle on any part of a roadway where the road controlling authority has marked a broken yellow line parallel to, and at a distance of not more than 1 metre from the edge of the roadway."

STAFF RECOMMENDATION

It is recommended that the Board agree to Option 2 and approve the following parking restrictions:

- (i) The stopping of all vehicles on the north side of Main Road commencing at a distance of 1 metre, in a west direction, from the extension of the east boundary of 40 Main Road and extend in a westerly direction for 75 metres.
- (ii) The stopping of all vehicles on the north side of Main Road commencing at a distance of 22 metres, in a west direction, from the extension of the western kerb line of Mt Pleasant Road and extend in a westerly direction for 145 metres.
- (iii) The stopping of all vehicles on the north side of Main Road commencing at a distance of 7 metres, in a west direction, from the extension of the western kerb line of Mt Pleasant Road and extend in a easterly direction for 10 metres.
- (iv) The stopping of vehicles with a weight greater than 3,500 kilograms on the north side of Main Road from a point 3 metres east of the western kerb line of Mt Pleasant Road and extending in an easterly direction for 420 metres to the west culvert.

CHAIRPERSON'S RECOMMENDATION

For discussion.

6. REQUEST FOR FUNDING - SUMNER SURF LIFE SAVING CLUB INC

General Manager responsible:	General Manager Community Services
Officer responsible:	Community and Recreation Manager
Author:	Diana Saxton, Community Recreation Adviser, DDI 941-6628

PURPOSE OF REPORT

1. The purpose of this report is to enable the Board to consider a request for funding received from the Sumner Surf Life Saving Club Inc. They require funding to replace the main roof of their clubhouse.

EXECUTIVE SUMMARY

2. This replacement will ensure that the group can continue to provide to the wider community:
 - Volunteer patrol of the Sumner Beach;
 - Beach education facility for young people;
 - Sport training facility for surf life saving;
 - A hall facility for the community's use.

FINANCIAL AND LEGAL CONSIDERATIONS

3. The budget for this project is \$13,000 and funding received so far is \$5,000. This leaves a shortfall of \$8,000.

STAFF RECOMMENDATION

That the Board receive the application and consider funding from the 2004/05 discretionary fund.

CHAIRPERSON'S RECOMMENDATION

That the recommendation be adopted.

7. COMMUNITY BOARD PRINCIPAL ADVISER'S UPDATE

DISCRETIONARY FUND UPDATE

The attached schedule shows the Board's Discretionary fund allocations to date since 1 July 2004. A total of **\$7672** remains available for allocation.

CHAIRPERSON'S RECOMMENDATION

That the information be received.

8. QUESTIONS FROM MEMBERS