



## Christchurch City Council

# SHIRLEY/PAPANUI COMMUNITY BOARD AGENDA

WEDNESDAY 5 APRIL 2006

AT 4.00 PM

IN THE BOARDROOM, PAPANUI SERVICE CENTRE,  
CNR LANGDONS ROAD AND RESTELL STREET

PLEASE NOTE:

SEMINAR MEETING TO FOLLOW  
BOARD MEETING

**Community Board:** Yvonne Palmer (Chairperson), Myra Barry (Deputy Chairperson), Ngaire Button, Bill Bush, Graham Condon, Megan Evans, Norm Withers.

**Community Board Principal Adviser**

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**1. APOLOGIES**

**2. CONFIRMATION OF MEETING REPORT – 15 MARCH 2006**

The report of the meeting of 15 March 2006 has been circulated under separate cover.

**CHAIRPERSON'S RECOMMENDATION**

That the report to Council of 15 March 2006 be confirmed as a true and accurate record of that meeting.

**3. DEPUTATIONS BY APPOINTMENT**

**3.1 Jo Stewart**

Jo Stewart, Social Worker at Papanui High School (together with some students) will update the Board on the After School Adventure Programme.

**4. PRESENTATION OF PETITIONS**

**5. CORRESPONDENCE**

**6. NEIGHBOURHOOD TRUST – FUNDING REQUEST**

<b>General Manager responsible:</b>	General Manager Stephen McArthur
<b>Officer responsible:</b>	Catherine McDonald, Acting Unit Manager
<b>Author:</b>	Bruce Meder, Community Development Adviser DDI 941-5408

**PURPOSE OF REPORT**

1. The purpose of this report is to present a request for funding to the Shirley/Papanui Community Board from the Neighbourhood Trust. The Trust is requesting \$10,700 to help set up a Parenting Centre.

**EXECUTIVE SUMMARY**

2. Neighbourhood Trust has been operating in Mairehau/St Albans for over six years. They have been very effective in providing that community with a variety of services, programmes and events. They have also undertaken to operate two OSCAR programmes (at Glenmoor and Hammersley Park Schools).
3. The Trust has been a strong supporter of Parenting Week since its inception. Following on from this involvement and their other community work, the Trust now wishes to establish a Parenting Centre to further support parents and provide them with information and skills in the raising of their children.
4. This application for funding helps to meet Community Board objectives and many of the outcomes of the LTCCP.

**STAFF RECOMMENDATION**

It is recommended that a grant of \$10,700 be allocated to Neighbourhood Trust to help with the establishment of a Parenting Centre.

**CHAIRPERSON'S RECOMMENDATION**

For discussion.

## 6. Cont'd

### BACKGROUND

5. This application for funding arises from a deputation made by Neighbourhood Trust to the Community Board in December 2005. During that deputation the desire to set up a Parenting Centre was presented which gained favourable acceptance by the Board.
6. Neighbourhood Trust was established in 1999, building on the work that had been done by the St Albans Baptist Church in McFaddens Road. Since then the Trust has grown to be the major provider of community support and services in the northern St Albans and Mairehau areas. Its activities include: community events at Easter, a Family Fireworks Extravaganza, Christmas food parcels, bus trips for the elderly, running of two after-school programmes, Mainly Music, visiting Retirement Homes, craft groups and parenting programmes.
7. Neighbourhood Trust has been a strong supporter of Parenting Week for a number of years and has run highly successful workshops, events and programmes during those weeks. They have also followed up on issues arising from these activities with parents and families that have shown the need for further assistance.
8. As a result of its involvement in Parenting Week and their local community work, the Trust has identified the need for a first step intervention programme designed to enhance parenting skills and to provide an ongoing support network for parents.
9. During the next twelve months Neighbourhood Trust envisages a two-stage development. Stage 1 will involve employing someone for three months to research the specific needs of parents with children in the 0-7 year old age group. This research will then inform their programming, which could include courses, seminars, counselling and the setting up of support networks. Skills included in the activities would include general parenting skills as well as budgeting and nutrition (with an emphasis on healthy eating on a limited income). Stage 2 will involve the setting up costs of the programme. The ongoing running costs of the Parenting Centre cannot be determined until the specific requirements of the programmes are determined from the research.
10. Neighbourhood Trust has identified three key goals for the Parenting Centre:-
  - To empower parents with parenting skills necessary for the well-being of their children, plus the effective setting of boundaries of their children's safety.
  - To provide skills that enable parents/caregivers to provide the necessities of life.
  - To provide a sound parenting base to ensure good parenting skills that can be inter-generational.
11. Copies of the Parenting Centre Vision and Job Descriptions are circulated for further information.
12. This project helps to meet the following Community Board objectives:-
  - To engage and support local communities to increase their capacity and participation in community issues, activities and projects/initiatives.
  - To resource and encourage the development of sustainable community initiatives which respond to and meet community needs.
13. The project also contributes towards the following LTCCP outcomes:-
  - A Safe City by helping to prevent family violence and abuse.
  - A City of Inclusive and Diverse Communities by helping to ensure a sense of belonging and participation in family and community life.
  - A Healthy City by teaching healthy ways of living.
  - A City of Lifelong Learning by enabling people to learn new skills and knowledge.

**6. Cont'd****FINANCIAL AND LEGAL CONSIDERATIONS**

14. The budget for the Parenting Centre's first two stages is: -

	\$
Wages	8,100
Mileage	1,000
Resources	1,600
Office/Administration	1,500
Management support	1,000
Training costs	400
	<u>\$13,600</u>

15. The Trust is seeking a grant of \$10,700 and plan to cover the remaining costs via:-

User fees	500
Donations	500
Trust funds	1,900
	<u>\$2,900</u>

16. The latest accounts of the Trust (to 31 December 2005) show a surplus of \$1,000 from an operating budget of \$58,500. This compares with a surplus the previous year of just over \$3,000. The Trust has Net Assets of almost \$27,000 with \$5,400 of this being Fixed Assets.

17. The Trust has received the following grants from the Shirley/Papanui Community Board in the past three years.

2003/04	\$10,000 towards Community Worker salary
2004/05	\$10,000 towards Community Worker salary
	\$15,000 towards setting up and operating Glenmoor OSCAR programme
2005/06	\$10,000 towards Community Worker salary
	\$10,000 towards the costs of Glenmoor OSCAR
	\$10,000 towards the costs of Hammersley Park OSCAR

18. The Trust has had the following grants from the Community Development Scheme in the past three years:-

2004/05	\$5,000 towards Community Worker salary
	\$5,000 towards setting up and operating Glenmoor OSCAR programme

**OPTIONS**

19. The Community Board has three options available:-

- (a) To allocate a grant of the full amount that the Trust is seeking (i.e. \$10,700).
- (b) To allocate a partial grant.
- (c) To decline the application.

**6. Cont'd****PREFERRED OPTION**

20. Option (a) above is preferred for the following reasons:-
- Neighbourhood Trust has a well established record in working within the local community.
  - Neighbourhood Trust has effectively participated in Parenting Week since its inception.
  - Neighbourhood Trust has a sound administrative base from which to undertake this project.
  - This project builds on the work that the Trust has been doing in the area as well as recognising the need for ongoing support for parents in raising children.

**7. JUNIOR NEIGHBOURHOOD SUPPORT – FUNDING REQUEST**

<b>General Manager responsible:</b>	General Manager Stephen McArthur
<b>Officer responsible:</b>	Catherine McDonald, Acting Unit Manager
<b>Author:</b>	Bruce Meder, Community Development Adviser DDI 941-5408

**PURPOSE OF REPORT**

1. The purpose of this report is to provide information in relation to an application for funding from Neighbourhood Support Canterbury for \$5,000 from the Board's 2005/2006 Discretionary Fund.

**EXECUTIVE SUMMARY**

2. Neighbourhood Support Canterbury is seeking financial support to employ a Co-ordinator to establish and manage a Junior Neighbourhood Support programme.
3. Junior Neighbourhood Support works within primary schools and aims to promote a sense of pride, safety and community spirit in children. Children are recognised for such actions as helping neighbours, cleaning up local community facilities including graffiti and rubbish, noting dangerous situations that could result in accidents, and being aware of and reporting suspicious activities.
4. This project is in partnership with Rotary, New Zealand Police, and the New Zealand Fire Service.

**FINANCIAL AND LEGAL CONSIDERATIONS**

5. The organisation has applied for funding that can be sourced from the Board's 2005/2006 Discretionary Fund and has made application for this project to all six community boards. However, as this project does cover more than one ward, the Board may feel it more appropriate for the organisation to apply for Metropolitan funding.
6. The Co-ordinator's role will be to establish at least one Junior Neighbourhood Support programme in each of the Council's six community board areas; hence the request for a contribution of \$5,000 from each community board.
7. The total cost of the project is \$33,000 with Neighbourhood Support Canterbury and Rotary also providing prizes and rewards for this project (worth approximately \$2,000).
8. Canterbury Neighbourhood Support Inc's latest audited accounts (to 30 June 2005) show an annual expenditure of approximately \$71,000 and a surplus of approximately \$28,600. Their cash reserves at the end of June 2005 are over \$71,000.
9. There are no legal implications for the Board in relation to this application.

**7. Cont'd**

**STAFF RECOMMENDATION**

It is recommended that the Board decline the application and refer it to the Metropolitan Funding Subcommittee so that it may be considered as an application for a city-wide service.

**CHAIRPERSON'S RECOMMENDATION**

To grant \$5,000 to Neighbourhood Support Canterbury to pilot a Junior Neighbourhood Support programme in the Shirley/Papanui area.

**7. Cont'd****BACKGROUND**

10. Neighbourhood Support Canterbury was registered as an Incorporated Society in 2001 with the aim of establishing and maintaining Neighbourhood Support groups in Christchurch.
11. Junior Neighbourhood Support was initially set up in West Auckland through West Auckland Neighbourhood Support and West Harbour Rotary. This programme was named one of the top five international Rotary supported programmes in 2004. It has been adopted in England, Australia, and Fiji, and is being rolled out in other areas around New Zealand.
12. The key tasks and responsibilities of the Junior Neighbourhood Support Co-ordinator will include:
  - Initiating contact with schools and setting up programmes
  - Delivering the programme to the school
  - Completing all administrative responsibilities associated with the delivery of the programme
  - Liaise with Police, Fire Service and Rotary
  - Attend reward presentations
  - Report regularly to Canterbury Neighbourhood Support committee.

**OPTIONS**

13. In relation to this application the Board could choose to:
  - (a) Grant \$5,000 to Neighbourhood Support Canterbury.
  - (b) Grant a portion of the amount requested.
  - (c) Decline the application.
  - (d) Refer the application to the Council's Metropolitan Fund.

**PREFERRED OPTION**

14. This project is a metropolitan project, hence Option d) above is the preferred option.

**8. STYX ESPLANADE RESERVE DEVELOPMENT PROPOSAL**

<b>General Manager responsible:</b>	General Manager City Environment
<b>Officer responsible:</b>	Richard Holland Manager
<b>Author:</b>	Christine Heremaia, DDI 941-8270

**PURPOSE OF REPORT**

1. The purpose of this report is, following public consultation, to obtain approval from the Shirley/Papanui Community Board for the planned development of the Styx Esplanade Reserve adjacent to Redwood Springs residential development that has recently been acquired through residential subdivision.

**EXECUTIVE SUMMARY**

2. Styx esplanade reserve, downstream from the north/south railway line, was acquired when classification of the adjacent land was changed from rural to residential. This reserve forms part of a much bigger community vision for the Styx River and associated waterways and wetlands. The proposed development for this reserve incorporates habitat enhancement, development of a stretch of the Source to Sea walkway, a feature made of the springs, recognition and raising awareness of the cultural history of the locality (eg dairying), children's playground and the development of places to pause and enjoy the surroundings through the placement of seating and picnic tables at appropriate locations. The proposal will be implemented over a five year period beginning in 2006 and completed by 2011.



**8. Cont'd**

**FINANCIAL AND LEGAL CONSIDERATIONS**

3. The development of the reserve will require \$893,000 from the New Reserve Development Fund spread over five years (2006/07–2010/11 financial years). This sum has been allowed for in the draft 2006–2016 draft Long Term Council Community Plan and has resulted from the strategic planning associated with the Waterways and Wetlands Asset Management Plan and the long term vision for the Styx.

**STAFF RECOMMENDATIONS**

It is recommended that the Shirley Papanui Community Board accept the proposal as outlined in Appendix 3, subject to the following:-

- That further consultation be undertaken in terms of the children's playground.
- The need for parking be monitored and if any issues arise then they will be addressed in consultation with the community.

**CHAIRPERSON'S RECOMMENDATION**

For discussion

## 8 Cont'd

**BACKGROUND ON STYX ESPLANADE RESERVE ADJACENT TO REDWOOD SPRINGS****Location and Description of Land Area Under Consideration**

4. The Styx Esplanade Reserve, an area of 8.8784 hectares, is bounded by the Styx River to the north, a motorway designation to the east, Willow View Drive and new residential development to the south and the north/south railway line to the west. Please refer to the location map below.

Location Map



5. The Styx River borders the Reserve for approximately 1,200 metres. At the western end springs bubble up in a small pool adjacent to the river and drain into it. The adjacent landforms and soils associated with the reserve reflect their location adjacent to the Styx River. Wet peat soils immediately adjacent to the river itself, are extensively covered in willow trees, weed species such as blackberry, and naturally regenerating native riparian plant species (e.g. ferns and sedges). The land then rises approximately 4.5 metres as part of a river terrace that extends through the reserve parallel to the Styx River. In some areas, the edge of the terrace provides excellent views of the river.
6. Within the reserve on the higher areas, retention basins and a swale have been constructed for managing stormwater, a requirement of the adjacent residential development. Stormwater and spring flow from a nearby older residential area also flows into the Styx River (20–30 litres per second during dry conditions) via a large pipe that extends under the reserve. Refer to catchment plan in Appendix 2.
7. Areas of the reserve that were previously used for horticulture or grazing purposes are now in grass, the only exception being an area of approximately .9 hectares at the western end of the reserve. This area has been cleared and replanted in native plants as part of a community planting day that took place in April 2003.
8. A utility structure is located near the road opposite Coolspring Way. The remains of some farm structures and a well are also located at the eastern end of the reserve. Refer to Appendix 1 for photos of the existing reserve.

**LEGISLATIVE CONTEXT**

9. The Styx River and adjacent reserves are managed in accordance with the Resource Management Act (1991), Long Term Council Community Plan (2004), Christchurch City Plan, Waterways and Wetlands Asset Management Strategy and the long term vision for the Styx.

**8 Cont'd**

**Christchurch City Plan**

10. Policy 2.2.10 of the Christchurch City Plan<sup>1</sup> recognises the range of values associated with river margins. It states:-

*“That provision for the protection of conservation values, recreational opportunities and public access to and along the margins of rivers and the coast be achieved through esplanade reserves, esplanade strips and access strips, in locations and of a width appropriate to the nature of the waterway and its adjoining land use.”*

**Long Term Council Community Plan (2004)**

11. The ‘Long Term Council Community Plan’ recognises the importance of a sustainable natural environment in its community outcomes for a sustainable Christchurch. It states:-

- *Our people enjoy and value our natural environment and take responsibility for protecting and restoring it.*
- *Our City’s natural resources, biodiversity, landscape, and ecosystem integrity are protected and enhanced.*
- *Our people recognise that the natural environment plays a significant role in our prosperity. The whole community ensures that negative impacts on the environment are managed to maintain environmental sustainability.<sup>2</sup>*

**Waterways and Wetlands Asset Management Strategy<sup>3</sup>**

12. A values based approach underpins the Waterways and Wetlands Asset Management Strategy, a requirement of the Local Government Act. The city’s waterways and wetlands, including the Styx River, are assessed and managed for ecological, drainage, historical, cultural, recreational and drainage values.

**Styx Vision 2000 – 2040 Planning for the Future<sup>4</sup>**

13. The Christchurch City Council has worked closely with the community, experts and other organisations in the development of a 40 year vision for the waterways and wetlands associated with the Styx catchment. The vision is consistent with the City Plan and the Waterways and Wetlands Asset Management Strategy and incorporates the following:-

*Vision 1 To achieve a “Viable Springfed River Ecosystem” to complement the other representative protected ecosystems of Christchurch such as the Port Hills, Travis Wetlands and the Coastline.*

*Vision 2 To create a “Source to Sea Experience” through the development of an Urban National Reserve.*

*Vision 3 To develop a Living Laboratory that focuses on both learning and research as envisioned by Dr Leonard Cockayne (1855 - 1934).*

*Vision 4 To establish “The Styx” as a place to be through maintaining and enhancing the special character and identity of the area.*

*Vision 5 To foster partnerships through raising the quality of relationships as we move forward together.*

<sup>1</sup> Christchurch City Plan, Volume Two, Page 2/11

<sup>2</sup> Our Community Plan, Christchurch O-Tautahi 20004/14 Volume One Page 24

<sup>3</sup> Waterways and Wetlands Asset Management Strategy adopted by Christchurch City Council (October 2000)

<sup>4</sup> Styx Vision adopted by Christchurch City Council ( 2001)



**8. Cont'd**

17. The higher land adjoining the Styx River and previously known as Rural Section 150, was until recently also used for dairying and horticultural purposes.<sup>6</sup> This land was rezoned residential as part of the recent City Plan process. Land that is now identified for reserve purposes was set aside as a result of land use change. The Council decision states:-

*"The Council considered that the most important issue relating to the development of this land concerned the protection of the natural values of the Styx River Corridor. It noted the evidence of Messrs Watts, Crossland, and Meurk in this regard, and was gratified that agreement had been reached between the parties as to the extent of a setback needed from the river. This would provide major benefits for local amenities, improved bank management, and protection of wildlife values. It would give, at least in part, practical expression to the development of green corridor in this part of the city, particularly when regard was had to the existing Styx Basin Reserve to the west. This would provide both local and citywide benefits."<sup>7</sup>*

**EXISTING VALUES AND MANAGEMENT ISSUES****Planning Context**

18. This reserve forms part of a much larger green corridor associated with the Styx River that extends from its Source to the Sea. The development of the reserve needs to be considered in conjunction with this wider context including the long term objectives and aspirations associated with this greater green corridor.

**Ecological values****Botanical values<sup>8</sup>**

19. The riparian parts of the reserve support remnant and regenerating native plants, especially in the back swamp area near Grimseys Road. The native plants present include ferns (*Blechnum chambersii*, *B. minus*, *B. penna-marina*, *Hypolepis ambigua*, *Polystichum vestitum*), sedges (*Carex coriacea*, *C. maorica*, *C. secta*, *C. sinclairii*, *Eleocharis acuta*), rushes (*Juncus gregiflorus*, *J. sarophorus*), pohuehue vine (*Muehlenbeckia australis*) and cabbage trees (*Cordyline australis*). Of particular note are several locally rare species, i.e. *Blechnum chambersii* and *Carex maorica*.
20. Parts of the site still retain relatively unmodified soils and these would be suitable for restoration. Nearest the river low-growing riparian species could be restored throughout and in the back swamp areas some patches of forest would be appropriate. Further out from the river some woodland species could be used.
21. Weeds that require particular attention at this site include old mans beard, grey willow, gorse and blackberry. There are quite a few other weedy species present, but ongoing habitat enhancement should reduce the impact of all weeds on the site.

**Ornithological Values**

22. Birds currently using the reserve area include pukeko, paradise shelduck, grey teal, kingfisher, fantail, scaup, black backed gull, little shag shoveller duck and mallard<sup>9</sup>. With habitat improvements along the river margins and on the terrace, other birds that could use this site include red-billed gull, white-faced heron, spur-winged plover, coot and white faced heron. Predation is a major concern with evidence of dogs and people impacting on important bird roosting areas.<sup>10</sup>

<sup>6</sup> Personal communication with Dennis Hills

<sup>7</sup> City Plan, Christchurch City Council decision 124, Hearing dates 20, 21, 29 October 1997

<sup>8</sup> Meurk CD (1997) Ecological report on Styx River rezoning proposal north of Farquars Rd. WSU9798/xxx

<sup>9</sup> Scott Butcher, site survey 22 November, 2005

<sup>10</sup> Scott Butcher, ornithologist, Christchurch City Council, personal communication November 2005

**8. Cont'd****Instream Values<sup>11</sup>**

23. There are two distinct aquatic habitats; the main river which possesses deep strong flows, and the adjacent shallow springhead habitat with gentle shallow waters. The incorporation of substantial spring heads within the proposed reserve is rare and an interesting ecological feature. Owing to the range of physical environments, the proposed reserve would encompass a diversity of aquatic habitats and, accordingly, it is expected that aquatic biodiversity would be high.
24. In the main river, most of the aquatic (submerged) macrophytes appear to be introduced; Canadian pondweed (*Elodea canadensis*) is abundant, with some curly pondweed (*Potamogeton crispus*). The deep main river would contain both eel species; the longfin eel (*Anguilla dieffenbachii*), and shortfin eel (*A. australis*), large common bullies (*Gobiomorphus cotidianus*) are probably present amongst the weedy sections, and under the banks. The deep water, and the variation of holes and runs makes this reach also suitable for the large brown trout (*Salmon trutta*), an introduced species.
25. In contrast, the shallow springhead flows would be free of large trout, and it is expected that native upland bullies (*G. breviceps*) would be present along the margins, and possibly spawning on the cobbles present near the springhead. Upland bully fry would take shelter amongst the marginal watercress present (*Rorippa nasturtium*). Amongst other invertebrate species, native snails (*Potamopyrgus antipodarum*) and crustaceans (*Amphipoda*) are abundant in the waters near the springhead.
26. Ongoing maintenance issues will need to include partial control of watercress in the spring head channel, and removing excessive curly pondweed from the main channel. However, the retention of some aquatic plants is beneficial to aquatic communities. The powerful water current in the main river could cause bank slumping in the near future unless the bank toe is replanted with trees and substantial shrubs. A degree of tree shading over the springhead would reduce the problem of algal growth during the summer months.
27. Safety concerns have been raised about the large spring located near the western edge of the reserve.

**Swale and retention basins**

28. Retention basins and a swale have been constructed within the reserve to treat and manage stormwater associated with the adjacent Redwood Springs residential development. Although the swale has been regraded, water continues to stagnate within the swale and has caused some concerns within the local community.

**Built structures**

29. The new reserve previously contained a farm house and dairy buildings associated with the earlier farming activities that occurred in this area. To date, some structures have been retained as they have the potential to be adapted for other activities associated with the new reserve (ie viewing platform) as well as provide clues of the site's previous history.
30. A new utility structure associated with the adjacent residential development has also been located within the reserve adjacent to Willow View Drive opposite Coolspring Way.

**Motorway designation**

31. The eastern boundary is formed by a motorway designation. Refer to the location map in paragraph 6. Although it is anticipated that the construction of this motorway is still some time away, it is important that any proposed development recognises the impact that the motorway will have on the reserve and seeks to minimise any adverse effects (ie noise) that could potentially arise.

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<sup>11</sup> Mark Taylor, Aquatic Ecology Limited, personal communication

## 8. Cont'd

### Linkages

32. There are a number of potential linkages to and from the reserve including the following:–
- Cycleway along the railway line that takes people to and from the city centre.
  - Walkway along the Styx River including links to Styx Mill Conservation Reserve.
  - Links to the Supa Centre via a walkway/cycleway adjacent to Curtis's Stream and the railway line.
  - Walkway/cycleway along the proposed northern motorway.

### Landscape values

33. There is potential clash in landscape values associated with a new residential development and a conservation reserve. Careful management of the interface between the two areas will be required to ensure that there is a transition zone between those areas that are highly maintained and those areas that are managed predominantly for their wildlife values.

### DEVELOPMENT OBJECTIVES

34. The following objectives underpin the development proposal. These have evolved from legislative requirements and Council policies outlined in sections 9–14, together with the values associated with this stretch of the Styx River and adjacent lands:–
- To protect and enhance the ecological values associated with the reserve, the Styx River, and greater Styx River green corridor.
  - To incorporate walkway linkages as part of the Source to Sea Walkway as well as to other community centres and focuses.
  - To provide a wilderness experience that contrasts with the adjacent urban areas.
  - To provide built structures that complement and enhance the Styx River experience and tell the stories of the land.
  - To recognise the name of the adjacent residential development through making a special feature of the springs located near the railway line.
  - To provide for children's play.
  - To provide public access to the water's edge.
  - To minimise maintenance costs in the long term.

### DEVELOPMENT PROPOSAL AND CONSULTATION PROCESS

35. A proposal was developed for the reserve that incorporates wildlife habitat, walkways, access to the water's edge, and features being made of the springs, previous history and children's play areas.
36. Feedback was sought from the Shirley/Papanui Community Board, along with the local and wider community. The consultation process was as follows:–
- Presentation to the Shirley/Papanui Community Board at a seminar meeting during June 2004.
  - A consultation brochure seeking submissions on the proposal was then distributed during the later part of 2004 via:–
    - Letterbox drop in the local area.
    - Mail out to people who had indicated an interest in the overall Styx project and its ongoing implementation.
    - Local service centres and libraries.
    - Christchurch City Council website 'Have your say'.
  - The submissions have been independently assessed by Opinions Market Research Ltd.
  - On 15 November 2005 a meeting was held at 74 Willow View Drive with approximately 20 local residents who had concerns about the proposed development, particularly at the eastern end of the reserve.

**8. Cont'd**

37. A total of 72 submission forms were returned of which 43 came from the Redwood area. Please refer to Appendix 4 for an analysis of submissions by location.
38. Overall, the majority (85%) of those who made submissions indicated the plan should proceed. The aspects that were of most interest were the walkways (64%), feature spring (59%), habitat restoration (58%), and access to the river (52%). Around three quarters of submitters identified some aspects of the development proposals that they felt could be improved. These included the need for parking and where it was most suited; the playground location, the dairy shed and the need for a toilet.
39. Residents at the eastern end of the new residential development had specific concerns relating to the proposed activities at that end of the reserve. Comments that arose from the meeting on 15 November are as follows:-
- Overall concerns about attracting a lot of people to this part of the reserve and consequently, the need for car parking. This arose from the narrowness of the road and that it is a cul-de-sac.
  - The group felt that the children's play structures should be centrally located. They also did not like the rope play structure.
  - Concerns about fruit trees but would accept nut trees.
  - They did not like the interpretative structure that highlights the previous dairying activities in the area. Concerns about graffiti and loss of 'natural' views from their houses.
  - Had concerns about the built structure associated with the spring feature.
40. As a result of the consultation process, some aspects of the original proposal have been modified. These include relocation of children's play structures, removal of fruit trees, and some modification to the interpretative structure. The amended proposal is discussed below, including the adjustments that have been made to the original proposal.

**Habitat Restoration**

41. The development proposal recognises the existing wildlife values associated with the reserve and seeks to enhance not only these values but also people's enjoyment of them.
42. Some habitat restoration has already occurred at the western end of the reserve. The approach taken involved removing willow trees along the banks of the Styx River and planting this and an adjacent area of the reserve with locally sourced native plants appropriate to this location.
43. Concerns have been expressed about such a drastic approach. Future habitat restoration will therefore involve managing weed species, infill planting and the gradual removal of willow trees. A weed management programme will be developed with priority being given to those plants that have pest status under the Regional Pest Management Strategy<sup>12</sup>. The removal of willows will be a gradual process with the rate of removal being dependent on the rate of growth associated with infill planting and new plantings within the reserve. Ongoing management will encourage the processes of both regeneration and decay through the retention of tree stumps, debris, and hollows; limited careful use of chemical sprays; and the retention of old trees that contain holes for bird nesting.
44. Special consideration has also been given to the needs of bush birds and wetland birds in the location of paths and public access to the waterway.

**Swale and Retention Basins**

45. Local residents have raised concerns regarding the occurrence of stagnant water within the swale and retention basins located in the reserve. The swale was regraded by the developer during the last stage of the adjacent residential development but unfortunately, the very low gradient means there is minimal fall to drain stormwater away.

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<sup>12</sup> Canterbury Regional Council (1998) *Regional Pest Management Strategy (1998)*



## 8. Cont'd

46. Staff from the City Solutions Unit, Christchurch City Council have undertaken an investigation into how to resolve these concerns. The scope of the report included investigating opportunities to utilise the large amount of water that was being discharged directly into the Styx River via a large pipe that runs underneath the reserve. The report identified the following options, together with associated costs and outcomes.

OPTION	TION	COSTS		OUTCOME
		Capital	Operating	
1	Status quo	N/A	\$1,500 per annum	Stagnant water not remedied
2	Increased maintenance of swale	N/A	\$3,000 per annum	Damp mud bottom within swale
3	Introduction of water into swale by pumping water from the existing large pipe underneath the reserve.	\$109,000	\$2,000 per annum includes depreciation costs for the pump	Continuous flow of water within the swale leading to improved landscape and ecological values associated with the swale and one of the existing retention basins.
4	Introduction of water into swale and treatment of stormwater from the catchment through the construction of another retention basin near the existing large pipe. Please refer to Appendix 2 for map indicating the extent of the catchment and Appendix 3 for location of retention basin. There is no pump used in this option.	\$152,000	\$1,500 per annum	Same as option 3 plus improved water quality of water entering the Styx River during storm events.

47. Feedback from the consultation process indicated that 68% of the people who filled out the submission form preferred option 4; 25% of the people preferred option three; and 7% of the people indicated either option 3 or 4. One submitter suggested redirecting the flow back to the Shirley Stream. Option 4 is the staff's preferred option as it not only resolves the issue of the swale but obtains water quality improvement of stormwater, an increasing concern, especially in terms of the proposed Natural Resources Regional Plan produced by Environment Canterbury.
48. Soil that needs to be removed in order to create the retention basin will be used to create mounding at the eastern end of the reserve in order to provide a noise and visual barrier to the proposed motorway that will eventually occur along this edge of the reserve.

#### Source to Sea walkway

49. A major walkway runs east-west through the reserve, providing seating, views and interpretation at various points along its route. In the long term it is anticipated that this walkway will be extended upstream and downstream along the Styx River corridor. There will also be linkages to a proposed cycleway along the railway corridor and possibly along the motorway corridor. Access across the Styx River for pedestrians and cyclists is also being considered in the vicinity of the railway line and the proposed motorway.
50. In the short term the majority of the paths will be grass, except in the vicinity of the dairying precinct where they will be crusher dust. The grass paths will be monitored and upgraded as necessary.

8. Cont'd

**Redwood Springs**

51. The adjacent residential development, now known as Redwood Springs, obtains its name from the many springs along this stretch of the Styx River. A pond at the western end of the reserve adjacent to the main walkway and railway line has a number of springs bubbling up within it. The proposal makes a feature of these springs while at the same time making them safe.



*Plan showing the location of the spring in relationship to the Styx River, railway line and existing and proposed walkways.*



*Perspective drawing of the spring feature.*

**Access to the water**

52. The southern bank of the Styx River in this locality consists of a peaty floodplain that can make physical public access to the water's edge difficult. In order to provide physical access, pathways, boardwalks, and formed jetties need to be constructed. The development proposal indicates three locations along this stretch of waterway where public access to the waterway will be possible.



*Cross section of jetty access and seating area*

## 8. Cont'd

### The Dairying Precinct

53. The Dairying Precinct consists of a large flat area at the eastern end of the reserve, an area that previously contained farm buildings, including the homestead. It also provides excellent views of the Styx River from along the edge of the terrace. This part of the original proposal has been amended in order to address the concerns of nearby residents. It does however, still seek to highlight the history of dairying in this area, provide places to relax and maximise the views of the river. The children's play area has been relocated to a central location near Riverwood Boulevard.
54. The natural terrace provides a different perspective of the Styx River, enabling people to look down on the river and the adjacent floodplain. Foundations from some farm sheds located on the edge of this terrace have been retained and these will form the foundation of new viewing platforms.
55. An area on top of the terrace at the eastern end of the reserve previously contained the farm house and farm buildings associated with the dairy farm, a land use that until recently was dominant in the Styx catchment but most farms have now closed down. The original proposal built on this theme through artworks, children's play structures and the interpretation structure. Although there was support both for and against this component of the proposal, the structure has been simplified in order address some of the concerns of the nearby residents. This has been achieved through relocating the children's play area, removal of artworks and reducing the scale of the interpretation structure and making it more translucent. The specimen trees build on the character of the existing walnut trees. They will exclude fruit trees but include nut trees (eg sweet chestnut, hazelnut, pecan) and other similar tree species.



*Revised plan for eastern end of reserve.*

### Children's Play

56. In the original proposal, specific areas were developed for children's play. They included a large area to kick a ball around in, a water play area associated with an existing well, and an obstacle course. In the submissions, issues arose as to the playground's location (eg parking requirements, motorway), and at the meeting with local residents concerns were raised in terms of the rope structure. The amended plan indicates that the children's play area has been relocated to the large grass space at the end of Riverwood Boulevard. More consultation will be required in terms of its exact location, the age group that it caters for, and the type of structure that will fulfil both play and landscape requirements associated with this section of the reserve.

8. Cont'd

**Picnic areas**

57. Picnic and seating areas are located throughout the reserve and provide ideal places to sit and reflect, observe children's play or as a place to gather with friends and family.

**Parking**

58. The need for parking was raised in the submissions and at the meeting with local residents. The issue has been discussed with staff from the City Streets Unit and it was agreed that the need for parking would be monitored. If the need arose then the issue would be addressed in consultation with the community.

**Management**

59. The reserve has been divided up into three different management zones, these reflecting the different management outcomes that are being sought. These zones are amenity, conservation and farm/rural. The amenity zone reflects current management practices associated with reserves that have a higher sense of care. The conservation zone will have a sense of wilderness and the farm/rural zone will be reflected in the grass being allowed to grow a little longer.



**Costs and Funding**

60. The size of the project means that its development will need to be staged. Costs and staging are indicated in the following table.

Item	Cost	Implementation				
		06/07	07/08	08/09	09/10	10/11
Planting						
bush (28800m2)	140,000	28,000	28,000	28,000	28,000	28,000
wetland (36000m2)	200,000	40,000	40,000	40,000	40,000	40,000
specimen trees	6,000	3,000	3,000			
Crusher dust paths (800m2)	24,000		24,000			
Pergola portals (10)	20,000		20,000			
Springs lookout & interpretation	28,000	28,000				
Interpretation structure & interpretation	90,000	5,000	75,000	10,000		
Lookout by existing walnut trees	30,000	30,000				
Well	8,000		8,000			
Seating (10 @\$800 per seat)	8,000			4,000	4,000	
Picnic tables (6@\$1000)	6,000		3,000		3,000	
Jetties (3@\$22,000)	66,000		6,000	60,000		
boardwalk	60,000				30,000	30,000
Children's playground	55,000			5,000	50,000	
Swale & retention basin	152,000		10,000	142,000		
<b>Total cost</b>	<b>893,000</b>	<b>134,000</b>	<b>217,000</b>	<b>289,000</b>	<b>155,000</b>	<b>98,000</b>

**8. Cont'd**

Funding for the development will come from the New Reserve Development Funding, Greenspace Capital Programme in the 2006–16 Long Term Council Community Plan.

**9. REALLOCATION OF FUNDS TO PAPANUI MEMORIAL RESERVE ROSE BED AND TREE REMOVAL**

<b>General Manager responsible:</b>	General Manager City Environment
<b>Officer responsible:</b>	Greenspace Manager
<b>Author:</b>	M Hay, DDI 941-5410 and M Adamski DDI 941-6663

**PURPOSE OF REPORT**

1. The purpose of this report is to seek approval for the reallocation of funding from the garden park investigation project to Papanui Memorial Reserve for the revitalisation of the memorial rose garden. This project may necessitate the removal of two Silver Birch trees, also requiring Board approval.

**EXECUTIVE SUMMARY**

2. The Greenspace Unit capital budget has \$5,000 allocated in the current financial year to investigate the feasibility of a garden park within the Papanui ward (the Papanui garden park investigation project). No appropriate sites have been found to suit this purpose, and on balance, it is considered that funding would be best spent on developing an existing heritage garden, such as the Papanui Memorial Reserve's memorial rose garden.
3. Papanui Memorial Reserve is located in the Papanui shopping centre on Papanui Road. The Reserve includes a memorial rose bed, Papanui War Memorial, flagpole and a fountain donated by the Papanui Rotary Club. The Reserve is a destination for the annual parade and commemoration of ANZAC day on 25 April. The rose bed is of great significance to the Returned Services Association (RSA).
4. The memorial garden, which contains 57 "*Lest we Forget*" roses (one for every name on the commemorative plaque) also contains two Silver Birch trees. The Reserve was upgraded in 2004 with the removal of a number of trees to make it more open and the replanting of the rose bed, which had not thrived due to the dominance and competition of the Silver Birch trees. The upgrade to the reserve included a public planting day in March 2004. The attached photographs refer.
5. Five options to improve the vitality of the rose bed were considered. These were:
  - a) Remove the roses/bedding from the reserve completely.
  - b) Relocate the roses/bedding on site and establish turf (down) under the Silver Birches.
  - c) Remove Silver Birches and prepare the bed for replanting of roses/bedding.
  - d) Install root barriers around the Silver Birches and prepare the bed for replanting of roses/bedding.
  - e) Status quo – continue to maintain current bedding.
6. The preferred option was C, to remove Silver Birches and prepare the bed for replanting of roses/bedding.

**9 Cont'd**

**FINANCIAL AND LEGAL CONSIDERATIONS**

7. The proposed investigation into the feasibility of a garden park for Papanui ward (the garden park investigation project) is programmed in the Greenspace Unit's Capital budget, for use over the 2005/2006 financial year. This funding has been carried forward from Board Funding, allocated in 2004/2005.

Specifically:

\$5, 000 Redwood Park Concept Plan

8. Should the Board recommend the reallocation of funds, the transfer can be actioned under the Greenspace Unit Manager's delegated authority.
9. These trees are not protected under the City Plan.

**STAFF RECOMMENDATIONS**

- (a) It is recommended that the Board approve the reallocation of \$5,000 from the Papanui garden park investigation project to the proposed revitalisation of the Papanui Memorial Reserve memorial rose garden.
- (b) It is recommended that the Board approve the removal the two Silver Birch trees from the Papanui Memorial Reserve rose garden to allow the roses to thrive.

**CHAIRPERSON'S RECOMMENDATION**

That the staff recommendations be adopted.

9. Cont'd

**BACKGROUND ON THE PAPANUI MEMORIAL RESERVE ROSE BED**

**Papanui Memorial Reserve**

10. Papanui Memorial Reserve is located in the Papanui shopping centre on Papanui Road at its intersection with Horner Street. The Reserve includes a memorial rose garden with a commemorative plaque, flagpole, Papanui War Memorial, a fountain (donated by the Papanui Rotary Club), seating, grassed and paved areas, and toilet block. The Reserve is an important site for the annual commemoration of ANZAC day on 25 April.
11. The memorial rose bed is at the northwest corner of the reserve and contains 57 "*Lest we Forget*" roses (one for every name on the commemorative plaque) and two Silver Birch trees. There have been issues with the unsuccessful establishment of the rose bed.
12. The Reserve was upgraded by Council in 2004 with the removal of a number of trees to make it more open and the replanting of the rose bed. This included a public planting day in March 2004. The attached photographs refer. At this time, the RSA agreed to contribute towards the cost of the roses (\$20 per rose plant), however this money has not been sought, due to the fact that the roses have not yet become established. The RSA are concerned that the commemorative rose bed is not thriving. This was confirmed in a recent audit of Council's (garden) annual bedding sites beds.

**Proposal**

13. Greenspace staff have investigated a number of options that will improve the vitality of the memorial rose garden. The key issue with regard to this bed is the lack of moisture that is available to the roses. While irrigation may help, it is considered that this would not overcome the moisture depleting effect of the Silver Birches, which are shallow rooted, and as such dominate the bed and uptake large quantities of moisture. It is considered that while the Silver Birches dominate this site the rose bed will not be able to thrive. Shading is also an issue, due to the dominance of the mature trees in the bed.
14. The Council's Arborist was consulted about the potential tree removal. He was of the view that the two trees needed to be removed in order to allow the rose bed to thrive. As roses and Silver Birches are both gross feeders, they do not tend to be successful companion plants. In this environment these trees have not thrived and, as such, are not considered to be significant specimens. He also recommends some trimming of the Oak tree to the east of the plot to allow side light onto the rose bed.
15. It is proposed that the two Silver Birch trees, their stumps and as much of the roots as possible be removed. A third stump will also need to be ground out. The holes left by the stump grinding will be filled and the bed levelled. The rose bed will be cultivated, composted and fertilised. After the roses have been planted a compost layer would be added, as a mulch. This is expected to provide an environment in which the commemorative roses can thrive.
16. Consultation on the proposed plans to revitalise the rose bed has been carried out with the Papanui RSA, the key stakeholder for this reserve, in order to ascertain the level of support for the preferred option. They agree that the current location of the memorial rose bed is ideal and it would be preferable that it remains in this location. Ideally they would like to see the trees removed for aesthetic reasons as it would give prominence to the memorial rose bed. However they would accept any solution that resulted in a healthy and vigorous rose bed.

**PROPOSED SOURCE OF FUNDS - PAPANUI GARDEN PARK INVESTIGATION PROJECT**

17. Funding of \$5,000 was allocated this financial year to investigate the feasibility of a garden park for the Papanui area. No appropriate sites have been found to suit this purpose, and on balance, it is considered that funding would be best spent on developing an existing heritage garden, such as the Papanui Memorial Reserve. Should the Board approve the reallocation of funds, the Greenspace Unit will be able to finance the revitalisation of the Papanui Memorial Reserve rose bed in the 2005/06 financial year.

**9. Cont'd**

18. It is anticipated that the revitalisation of the memorial rose bed can be achieved within a \$5,000 budget.

**OPTIONS**

19. Five options were considered
- a) Remove the roses/bedding from the reserve completely. This option would not be acceptable to the key stakeholder, the RSA, who have contributed towards the provision of roses in this reserve.
  - b) Relocate the roses/bedding on site and turf down under the Silver Birches. An alternative site, between the flagpole and the memorial was investigated. It was considered that this could impede the flow of foot traffic during the ANZAC day memorial service and was not in keeping with the open layout of the reserve. The current location of the memorial rose garden is considered to be ideal as it is in a prominent location and is highly visible and has good sunshine hours potential.
  - c) Remove Silver Birches and prepare the bed for replanting of roses/bedding. This would reduce root competition with the roses and would accentuate the visibility of the memorial rose garden. There are a number of mature trees in this reserve and in the adjacent streets, mitigating the removal of these trees. This option will remove shading effect.
  - d) Install root barriers around the Silver Birches and prepare the bed for replanting of roses/bedding. This would reduce root competition with the roses but decrease the amount of garden available for the roses. It would allow the retention of the two mature trees. It would not further accentuate the visibility to the rose bed. Shading would remain and increase with growth of the trees.
  - e) Status quo – continue to maintain current bedding. This option would not resolve the issues with this garden that have been identified by the community and Council staff.

**PREFERRED OPTION**

20. The preferred option is C, which is consistent with the views of the key stakeholder the RSA, and Council staff.

**CONCLUSION**

21. The funding allocated to the investigation of the feasibility of a heritage/garden park for Papanui area presents Council with an opportunity to use this money to revitalise the existing memorial rose garden at the Papanui Memorial Reserve. This move is supported by the RSA, which is the major stakeholder of the park and relies on this space for its public commemoration of ANZAC day.
22. By reallocating the available funds from the Garden park investigation project, an area of need could be fulfilled without impacting on future budget requirements.



**10. BELFAST COMMUNITY NETWORK**

<b>General Manager responsible:</b>	General Manager Stephen McArthur
<b>Officer responsible:</b>	Catherine McDonald, Acting Unit Manager
<b>Author:</b>	Bruce Meder, DDI 941-5408

**PURPOSE OF REPORT**

1. The purpose of this report is to present a request from the Belfast Community Network for funding totalling \$1,200 from the Community Board's discretionary fund . The Trust is requesting this funding to cover replacement costs for a stolen heat pump.

**EXECUTIVE SUMMARY**

2. The Belfast Community Trust recently installed a heat pump system in their premises. One week after this was installed the outside unit was stolen. The Trust is seeking to obtain funds to replace this unit.
3. The quote for the new heat pump unit is \$1,200 (incl. GST) which includes the cost of the unit, installation, new pipe work and electrical connections.
4. Belfast Community Trust have insurance of which their excess is \$1,000. This makes an insurance claim of \$1,200 impractical for the group.

**FINANCIAL AND LEGAL CONSIDERATIONS**

5. The quote for the new heat pump unit is \$1,200 (incl. GST) which includes the cost of the unit, installation, new pipe work and electrical connections.
6. Belfast Community Trust do have insurance, however, their excess is \$1,000 making it impractical to make a claim for \$1,200.
7. The Trust has an operating budget of \$133,000 and in the year to March 2005 had a surplus of \$10,000. Their Balance Sheet shows net assets of almost \$29,000 with almost \$17,000 of this being fixed assets.
8. In the latest three Financial Years, the Belfast Network has received the following grants from the Board via Project Funding:

2003/04	\$15,000	towards salary costs
	\$15,000	towards costs of OSCAR
2004/05	\$20,000	towards salary costs (Community Worker and Youth Worker)
	\$10,000	towards costs of OSCAR
2005/06	\$8,000	towards salary costs
	\$5,000	towards costs of OSCAR

9. In the last three Financial Years the Network has had the following grants from the Community Development Scheme:

2003/04	\$2,000	for power and telephone costs
2004/05	\$2,880	for venue overhead costs
2005/06	\$1,000	for operating costs of community van
	\$1,000	for Administration and overhead costs

**10 Cont'd**

**STAFF RECOMMENDATION**

That the Community Board Agree to allocate \$1,200 towards the replacement of their heat pump

**CHAIRPERSON'S RECOMMENDATION**

For discussion.

**10. Cont'd****BACKGROUND**

10. The Belfast Community Network was incorporated in 2001 after a series of meetings of local community groups, schools, doctors and members of the Community Board. The Community Network employs a Community Co-ordinator to promote co-ordination amongst the Network's membership and to undertake programmes and activities in the Belfast area that enhance the well-being of Belfast residents and community.
11. Some of the activities of the Network include:
  - A youth café and associated youth programmes
  - Information and resources
  - Elderly shopping trips
  - OSCAR programme
  - Craft group
  - Community Newsletter
  - Running a community facility
  - Community events (including the highly successful Waitangi Day festival in conjunction with Willowbank and Ko Tane).
12. Belfast Community Network operates from a base at the Old St. Phillips Church at the northern end of Belfast. They have an office space plus a kitchen and hall facilities available.
13. Earlier this year they received \$4,000 from Lion Foundation to purchase heat pumps for this facility. However, only one week after the pumps were installed the outside unit was ripped from the wall and stolen.
14. The heat pump supplier has determined that it is possible to replace the outdoor unit without having to fit an entire new system. Their (Ambience Air (NZ) Ltd) quote for this replacement is \$1,200 (including GST) which includes cost of unit, installation, new pipe work and electrical connections.
15. The facility that Belfast Community Network operates from not only houses their offices, but also provides a venue for: a youth café, holiday programmes, craft groups, an OSCAR programme and other ad hoc users. The heat pumps are essential to the comfort and efficiency of this facility.

**11. PAPANUI RETURNED SERVICES ASSOCIATION**

<b>General Manager responsible:</b>	General Manager Stephen McArthur
<b>Officer responsible:</b>	Catherine McDonald, Acting Unit Manager
<b>Author:</b>	Bruce Meder, DDI 941-5408

**PURPOSE OF REPORT**

1. The purpose of this report is to present to the Board a request for funding from the Papanui Returned Services Association. The request is to enable the Association to maintain their Broadband connection. The RSA are requesting \$979.

**EXECUTIVE SUMMARY**

2. Papanui RSA is well established in the Papanui Community. Many of its members are elderly and have difficulty keeping in touch with family and friends due to lack of their own computer technology.
3. By providing access to the Internet and email, the RSA are expecting that this upgrade will enable members to learn new skills and be able to maintain communication with friends and family throughout New Zealand and the world.

**11. Cont'd**

4. Papanui RSA has identified the following as the outcomes of this project:
  - a) That members will be able to gain new skills in Internet and email technology.
  - b) That members will be able to establish and maintain communication with friends and family.

**FINANCIAL AND LEGAL CONSIDERATIONS**

5. Papanui RSA runs two trading accounts (a Bar Trading account and a Gaming Machines account). Their combined gross profit from these trading accounts was approximately \$190,000 in the financial year to 31 December 2004. After expenditure, the Association had an operating profit of just over \$50,000. Their net assets at 31 December 2004 are approximately \$726,000 with almost \$542,000 of this being fixed assets.
6. The financial year for Papanui RSA has recently changed, hence their next audited accounts will not be available until after 30 June 2006.
7. Papanui RSA has not applied for funding from the Community Board in the last three years. They obtain some funding (approximately \$12,600) from other fundraising activities, including a raffle.

**STAFF RECOMMENDATION**

It is recommended that the Community Board decline a grant to Papanui RSA.

**CHAIRPERSON'S RECOMMENDATION**

For discussion.

11. Cont'd

**BACKGROUND**

8. Papanui RSA is well established in the Papanui Community. Many of its members are elderly and have difficulty keeping in touch with family and friends due to lack of their own computer technology.
9. Papanui RSA has a membership in excess of 1,000, have three full time staff, one part-time staff member and 25 volunteers.
10. By providing access to the Internet and email, the RSA are expecting that this upgrade will enable members to learn new skills and be able to maintain communication with friends and family throughout New Zealand and the world.
11. This project contributes to the following Community Board Objectives:
  - Encourage participation of children, youth, aged, Maori, other ethnic groups, people with disabilities, by promoting and supporting community based recreation and education and support programmes.
  - To fund and support early childhood programmes and other educational projects that have been identified as a need in the community.
12. Furthermore, it contributes towards the following LTCCP Community Outcome of "A City of Lifelong Learning", viz:

"Our learning opportunities help us participate in the community and the economy. Quality education is available for people of all ages."

**OPTIONS**

13. The Community Board has three options available to it:
  - a) To allocate the full amount requested (i.e. \$979).
  - b) To allocate a partial grant.
  - c) To decline the application.

**PREFERRED OPTION**

14. This project helps to meet the needs of elderly in the community to maintain communication with friends and family. With decreasing mobility and the phenomenon that people no longer live in one place for extended periods of time, the ability to maintain communication is a difficult one for elderly members of the community.
15. Papanui RSA are in a healthy financial position, with over \$½ million in fixed assets, almost \$200,000 in current assets and ongoing income from their two trading accounts which together have returned a net profit of \$50,000 - \$60,000 in the last two financial years.
16. Notwithstanding the valid merits of the project and outcomes, it is considered that Papanui RSA is in a very healthy financial position and is capable of funding this project from their own resources. For these reasons Option c) above is preferred.

**12. PAPANUI CLUSTER KERB AND CHANNEL RENEWAL**

<b>General Manager responsible:</b>	General Manager City Environment
<b>Officer responsible:</b>	Transport & City Streets Unit Manager
<b>Author:</b>	Melissa Renganathan, DDI 941-8662

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Board's approval for the Papanui Cluster (Proctor, Wyndham, Loftus, Horner and Gambia Streets) kerb and channel renewal to proceed to final design, tender and construction.

**EXECUTIVE SUMMARY**

2. There are eight streets in east Papanui, referred to for the purposes of the project as "the Papanui Cluster". In addition to the five streets listed above, Mary Street, Frank Street, and Grants Road form the Papanui Cluster. Mary Street, Frank Street and Grants Road have already proceeded through the consultation and Board approval process and are being constructed at present. The remaining five streets are all local roads, located on the east side of Papanui Road at the intersection of Papanui Road and Main North Road. The Cluster's streets are mostly residential that have a Living 2 (L2) and Living 3 (L3) zoning in the City Plan. Due to the age and condition of the existing kerbs, dish channels and footpaths, the remaining five streets have been scheduled for renewal in the next three years, with completion programmed for the 2007/2008 year.
3. A significant portion of the consultation process was completed in 2002. Extensive consultation was undertaken with the Papanui Cluster community based on the Living Streets philosophy (involving people with interests in the streets to create a balance between on-street activities, pedestrians, bicycles, general traffic and adjacent land uses). The consultation process involved residents, businesses and community groups and took an overall approach to the whole cluster. Key elements of the consultation process included a number of workshops with the local community to identify issues, agree to objectives and develop options.
3. A seminar was presented to the Board on 14 September 2005 on the background to the project and the proposed consultation to be undertaken in relation to the recommended concept plans.
4. The Concept Plans in the "Papanui Cluster Update" booklet were distributed to stakeholders (approximately 1000) for consultation in October 2005. Feedback was received from 39 people. Of these, 19 expressed support for the proposal, 3 objected to the proposal generally, and 17 did not indicate support or opposition, but provided suggestions regarding various aspects of the proposal. Of those who supported the proposal some also provided suggestions regarding possible improvements. An overview of the key issues raised is included in Attachment 3.
5. The feedback received on the consultation plan was given consideration by the project team. The majority of suggestions received were on changing aspects of the landscaping for the various streets such as reducing the number of trees on the north side of Loftus Street or changing the choice in landscaping plantings. A final decision on these amendments will be made at design time.
6. Attachment 3 also includes an explanation of changes proposed as a result of feedback, and an explanation of why changes are not proposed where considered inappropriate or not practicable. Letters summarising the feedback and the project team responses were mailed to those who responded in October 2005.

## 12 Cont'd

**FINANCIAL AND LEGAL CONSIDERATIONS**

7. The estimated total costs for the five streets in the Cluster is \$3,318,000 inclusive of all consultation, design, and project management. The estimated total costs for each of the streets is as follows:
- |                  |            |
|------------------|------------|
| ▪ Proctor Street | \$946, 900 |
| ▪ Wyndham Street | \$987, 500 |
| ▪ Loftus Street  | \$729, 000 |
| ▪ Horner Street  | \$294, 900 |
| ▪ Gambia Street  | \$359, 700 |
8. The Papanui Cluster is part of the Street Renewal Programme and is programmed for construction in the 2006/2007 year. Design costs are provided for in the 2005/2006 budget and the 2006/2007 draft budget provides sufficient funding to construct this project.
9. Aside from the resolutions relating to new traffic restrictions set out below, there are no legal implications arising from this project.

**STAFF RECOMMENDATIONS**

It is recommended that the Board:

- (a) Approve the Papanui Cluster kerb and channel renewal, as detailed in Attachment 2, to proceed to final design, tender and construction.
- (b) Approve the following new traffic restrictions:

**Proctor Street:**

New no stopping  
North side

- i. That the stopping of vehicles be prohibited at any time on the north side of Proctor Street, commencing at its intersection with Main North Road and extending 16.5 metres in an easterly direction; and that the existing no stopping be rescinded at this location.
- ii. That the stopping of vehicles be prohibited at any time on the north side of Proctor Street, commencing at a point 63 metres of its intersection with Main North Road and extending 23 metres in an easterly direction.
- iii. That the stopping of vehicles be prohibited at any time on the north side of Proctor Street, commencing at a point 10 metres from the common boundary of No's 74 and 78 Proctor Street and extending 35 metres in an easterly direction.
- iv. That the stopping of vehicles be prohibited at any time on the north side of Proctor Street, commencing at a point 4 metres from the common boundary of No.'s 64 and 66 Proctor Street and extending 84 metres in an easterly direction.
- v. That the stopping of vehicles be prohibited at any time on the north side of Proctor Street, commencing at a point 15 metres from the common boundary of No.'s 36 and 38 Proctor Street and extending 52 metres in an easterly direction.
- vi. That the stopping of vehicles be prohibited at any time on the north side of Proctor Street, commencing at its intersection with Grants Road and extending 27 metres in a westerly direction.

12. Cont'd

South side

- i. That the stopping of vehicles be prohibited at any time on the south side of Proctor Street, commencing at its intersection with Grants Road and extending 21 metres in a westerly direction.
- ii. That the stopping of vehicles be prohibited at any time on the south side of Proctor Street, commencing at its intersection with Frank Street and extending 25 metres in an easterly direction.
- iii. That the stopping of vehicles be prohibited at any time on the south side of Proctor Street, commencing at its intersection with Frank Street and extending 29 metres in a westerly direction.
- iv. That the stopping of vehicles be prohibited at any time on the south side of Proctor Street, commencing at its intersection with Wyndham Street and extending 13 metres in an easterly direction.
- v. That the stopping of vehicles be prohibited at any time on the south side of Proctor Street, commencing at its intersection with Wyndham Street and extending 62 metres in a westerly direction.
- vi. That the stopping of vehicles be prohibited at any time on the south side of Proctor Street, commencing at its intersection with Horner Street and extending 16 metres in an easterly direction.
- vii. That the stopping of vehicles be prohibited at any time on the south side of Proctor Street, commencing at its intersection with Horner Street and extending 17 metres in a westerly direction.
- viii. That the stopping of vehicles be prohibited at any time on the south side of Proctor Street, commencing at a point 63 metres of its intersection with Main North Road and extending 26 metres in a easterly direction.
- ix. That the stopping of vehicles be prohibited at any time on the south side of Proctor Street, commencing at its intersection with Main North Road and extending 13.5 metres in an easterly direction.

Main North Road

- i. That the stopping of vehicles be prohibited at any time on the east side of Main North Road, commencing at its intersection with Proctor Street extending 10 metres in a north-easterly direction; and that the existing no stopping be rescinded at this location.
- ii. That the stopping of vehicles be prohibited at any time on the east side of Main North Road, commencing at its intersection with Proctor Street extending 26 metres in a south-westerly direction and; that the existing no stopping be rescinded at this location.

Frank Street

- i. That the stopping of vehicles be prohibited at any time on the west side of Frank Street, commencing at its intersection with Proctor Street and extending 40 metres in a north-easterly direction.
- ii. That the stopping of vehicles be prohibited at any time on the east side of Frank Street, commencing at its intersection with Proctor Street and extending 31 metres in a south-westerly direction.



**12. Cont'd**

Grants Road

- i. That the stopping of vehicles be prohibited at any time on the west side of Grants Road, commencing at its intersection with Proctor Street and extending 8 metres in a north-easterly direction.
- ii. That the stopping of vehicles be prohibited at any time on the west side of Grants Road, commencing at its intersection with Proctor Street and extending 8 metres in a south-westerly direction.

**New bus stop:**

Grants Road

- i. That a bus stop be installed on the east side of Grants Road commencing at a point 12 metres from its intersection with Proctor Street and extending in a north-easterly direction for a distance of 12 metres.
- (c) The new traffic restrictions described in (b) above to take effect upon completion of the works described in (a) above.

**Wyndham Street:**

New no stopping

North side

- i. That the stopping of vehicles be prohibited at any time on the north side of Wyndham Street, commencing at a point 58 metres of its intersection with Main North Road and extending 20 metres in an easterly direction.
- ii. That the stopping of vehicles be prohibited at any time on the north side of Wyndham Street, commencing at its intersection with Loftus Street and extending 9 metres in a westerly direction.
- iii. That the stopping of vehicles be prohibited at any time on the north side of Wyndham Street, commencing at its intersection with Loftus Street and extending 14 metres in an easterly direction.
- iv. That the stopping of vehicles be prohibited at any time on the north side of Wyndham Street, commencing at a point 32 metres of its intersection with Loftus Street and extending 29 metres in an easterly direction.
- v. That the stopping of vehicles be prohibited at any time on the north side of Wyndham Street, commencing at a point 29 metres of its intersection with Gambia Street and extending 11 metres in an easterly direction.
- vi. That the stopping of vehicles be prohibited at any time on the north side of Wyndham Street, commencing at its intersection with Mary Street and extending 30 metres in a westerly direction.
- vii. That the stopping of vehicles be prohibited at any time on the north side of Wyndham Street, commencing at its intersection with Mary Street and extending 11 metres in an easterly direction.
- viii. That the stopping of vehicles be prohibited at any time on the north side of Wyndham Street, commencing at its intersection with Proctor Street and extending 8 metres in a westerly direction.

**12. Cont'd**

**Loftus Street:**

New no stopping  
North side

- i. That the stopping of vehicles be prohibited at any time on the north side of Loftus Street, commencing at its intersection with Main North Road and extending 14 metres in an easterly direction; and that the existing no stopping be rescinded at this location.
- ii. That the stopping of vehicles be prohibited at any time on the north side of Loftus Street, commencing at its intersection with Horner Street and extending 23.5 metres in a westerly direction.
- iii. That the stopping of vehicles be prohibited at any time on the north side of Loftus Street, commencing from its intersection with Horner Street and extending 14 metres in an easterly direction.
- iv. That the stopping of vehicles be prohibited at any time on the north side of Loftus Street, commencing at its intersection with Wyndham Street and extending 19.5 metres in a westerly direction.

South side

- i. That the stopping of vehicles be prohibited at any time on the south side of Loftus Street, commencing at its intersection with Wyndham Street and extending 37.5 metres in a westerly direction.
- ii. That the stopping of vehicles be prohibited at any time on the south side of Loftus Street, commencing at its intersection with Horner Street and extending 12.5 metres in an easterly direction.
- iii. That the stopping of vehicles be prohibited at any time on the south side of Loftus Street, commencing at its intersection with Horner Street and extending 20 metres in a westerly direction.

**Main North Road**

- i. That the stopping of vehicles be prohibited at any time on the east side of Main North Road commencing at its intersection with Loftus Street and extending 12 metres in a north-easterly direction.
- ii. That the stopping of vehicles be prohibited at any time on the east side of Main North Road, commencing at its intersection with Loftus Street and extending 3.5 metres in a south-westerly direction.

**Horner Street**

New no stopping  
North side

- i. That the stopping of vehicles be prohibited at any time on the north side of Horner Street, commencing at its intersection with Loftus Street and extending 10 metres in a westerly direction.
- ii. That the stopping of vehicles be prohibited at any time on the north side of Horner Street, commencing at its intersection with Loftus Street and extending 11 metres in an easterly direction.
- iii. That the stopping of vehicles be prohibited at any time on the north side of Horner Street, commencing at its intersection with Mary Street and extending 25 metres in a westerly direction.

**12. Cont'd**

- iv. That the stopping of vehicles be prohibited at any time on the north side of Horner Street, commencing at its intersection with Mary Street and extending 20 metres in an easterly direction.
- v. That the stopping of vehicles be prohibited at any time on the north side of Horner Street, commencing at its intersection with Proctor Street and extending 18 metres in a westerly direction.

South side

- i. That the stopping of vehicles be prohibited at any time on the south side of Horner Street, commencing at its intersection with Proctor Street and extending 30 metres in a westerly direction.
- ii. That the stopping of vehicles be prohibited at any time on the south side of Horner Street, commencing at its intersection with Mary Street and extending 17 metres in an easterly direction.
- iii. That the stopping of vehicles be prohibited at any time on the south side of Horner Street, commencing at its intersection with Mary Street and extending 26 metres in a westerly direction.
- iv. That the stopping of vehicles be prohibited at any time on the south side of Horner Street, commencing at its intersection with Loftus Street and extending 19 metres in an easterly direction.
- v. That the stopping of vehicles be prohibited at any time on the south side of Horner Street, commencing at its intersection with Loftus Street and extending 11 metres in a westerly direction.

**Mary Street**

East side

- i. That the stopping of vehicles be prohibited at any time on the east side of Mary Street, commencing at its intersection with Horner Street and extending 35 metres in a north-westerly direction.
- ii. That the stopping of vehicles be prohibited at any time on the east side of Mary Street, commencing at its intersection with Horner Street and extending 29 metres in a south-easterly direction.

West side

- i. That the stopping of vehicles be prohibited at any time on the west side of Mary Street, commencing at its intersection with Horner Street and extending 21 metres in a north-westerly direction.
- ii. That the stopping of vehicles be prohibited at any time on the west side of Mary Street, commencing at its intersection with Horner Street, and extending 33.5 metres in a south-easterly direction.

New Parking restriction

- i. That the parking of vehicles be restricted to a maximum period of 30 minutes on the south side of Horner Street, commencing at a point 94 metres from its intersection with Loftus Street and extending in a westerly direction for a distance of 5.5 metres and; that the existing no stopping be rescinded at this location.

12. Cont'd

**Gambia Street**

New no stopping  
North side

- i. That the stopping of vehicles be prohibited at any time on the north side of Gambia Street, commencing at its intersection with Wyndham Street and extending 16 metres in an easterly direction.
- ii. That the stopping of vehicles be prohibited at any time on the north side of Gambia Street, commencing at a point 26 metres of its intersection with Frank Street and extending 43 metres in an easterly direction then north-easterly direction.
- iii. That the stopping of vehicles be prohibited at any time on the north side of Gambia Street, commencing at a point 21 metres of its intersection with Frank Street and extending 33 metres in a westerly direction then north-easterly direction.
- iv. That the stopping of vehicles be prohibited at any time on the north side of Gambia Street, commencing at its intersection with Grants Road and extending 25.5 metres in a westerly direction.

South side

- i. That the stopping of vehicles be prohibited at any time on the south side of Gambia Street, commencing at its intersection with Grants Road and extending 23 metres in a westerly direction.
- ii. That the stopping of vehicles be prohibited at any time on the south side of Gambia Street, commencing at a point 6.5 metres from the common boundary of No 19 Gambia Street and No. 48 Frank Street and extending 58 metres in a westerly direction then south-westerly direction.
- iii. That the stopping of vehicles be prohibited at any time on the south side of Gambia Street, commencing at a point 16.5 metres from the common boundary of No. 27 and 33 Gambia Street and extending 36 metres in an easterly direction then south-westerly direction.
- iv. That the stopping of vehicles be prohibited at any time on the south side of Gambia Street, commencing at its intersection with Wyndham Street and extending 14.5 metres in an easterly direction.

**Grants Road**

East side

- i. That the stopping of vehicles be prohibited at any time on the east side of Grants Road, commencing at its intersection with Rayburn Street and extending 27 metres in a north-easterly direction.
- ii. That the stopping of vehicles be prohibited at any time on the east side of Grants Road, commencing at its intersection with Rayburn Street and extending 13.5 metres in a south-westerly direction.

West side

- i. That the stopping of vehicles be prohibited at any time on the west side of Grants Road, commencing at its intersection with Gambia Street and extending 15 metres in a north-easterly direction.
- ii. That the stopping of vehicles be prohibited at any time on the west side of Grants Road, commencing at its intersection with Gambia Street and extending 26 metres in a south-westerly direction.

**12. Cont'd**

**Rayburn Street**

North side

- i. That the stopping of vehicles be prohibited at any time on the north side of Rayburn Road, commencing at its intersection with Grants Road and extending 13.5 metres in a south-easterly direction.

South side

- i. That the stopping of vehicles be prohibited at any time on the south side of Rayburn Road, commencing at its intersection with Grants Road and extending 13 metres in a south-easterly direction.

**CHAIRPERSON'S RECOMMENDATION**

For discussion.

## 12. Cont'd

**BACKGROUND ON PAPANUI CLUSTER KERB AND CHANNEL RENEWAL**

10. There are eight streets in east Papanui, referred to for the purposes of the project as “the Papanui Cluster”. Together, Proctor, Wyndham, Loftus, Horner, Gambia, Mary and Frank Streets and Grants Road form a small residential area. Mary Street, Frank Street and Grants Road were earmarked as “Living Street” showcase streets and have already proceeded through the consultation and Board approval process. They are being constructed at present. The remaining five streets are all local roads, located on the east side of Papanui Road at the intersection of Papanui Road and Main North Road. Due to the age and condition of the existing kerbs, dish channels and footpaths, the remaining streets have been scheduled for renewal in the next three years, with completion programmed for the 2007/2008 year.
11. The Papanui Cluster is an older area of the city that is covered by several zones. Along the Papanui Road and Main North Road frontage to the cluster is a Business 1 (B1) zone. The zoning for the bulk of the Cluster is Living 3 (L3) and the rest has a Living 2 (L2) zoning. The Cluster’s streets are mostly residential, that is, have a Living 2 (L2) and Living 3 (L3) zoning in the City Plan. The area consists of a high proportion of character bungalows and some newer townhouses but is being rebuilt with high density housing.
12. A description of the streets is provided below:
  - a) Proctor Street is 10 metres wide with old kerb and dish channels and footpaths. There are berms and minimal planting. The kerb and old dish channel extends from Main North Road to Grants Road. At No’s 53 and 54 a boxed drain (Horner Branch Drain) crosses Proctor Street and is part of the Greenspace waterways enhancement proposal. At Grants Road intersection the section on the northern corner is a park and also forms part of the waterway (Papanui Drain). The street is zoned L2.
  - b) Wyndham Street is currently 10 metres wide with old kerb and channels. There are grass berms and minimal trees throughout the street. Wyndham Street falls within three zones. The Papanui Road end of the street is zoned B1 and there is a parking demand in this area. The section from the business zone to Mary Street is zoned L3 and the remainder of the street is zoned L2 in the City Plan
  - c) Loftus Street is divided into two sections and its carriageway is currently 10 metres wide with old kerb and channels. The majority of the section from the Main North Road to Horner Street is zoned B1 and has a high demand for parking. The section of Loftus Street from Horner Street to Wyndham Street is zoned L3, has grass berms and some street trees.
  - d) Horner Street is divided into two sections and is currently 10 metres wide with kerb and old dish channels. At Papanui Road the street is zoned B1 and there is a demand for on-street parking and access to car parking. The rest of Horner Street is zoned L3. There are minimal berms in Horner Street. Access at Papanui Road is restricted to in-coming traffic only. At this intersection of Horner Street and Papanui Road there is a taxi stand and a park.
  - e) Gambia Street is divided into two sections and is currently 10 to 12 metres wide with old kerb and channels. From Wyndham Street to Frank Street, Gambia Street is zoned L3 and from Frank Street to Grants Road it is zoned L2 in the City Plan. There are berms and street trees in the section between Frank Street and Wyndham Street and street trees in the carriageway between Wyndham Street and Grants Road. Gambia Street is a memorial street and there is a commemorative plaque on the power pole at the intersection with Wyndham Street and another at the intersection with Grants Road.

**12. Cont'd**

13. The principal aim of the project is to renew the dish kerb and channel in the streets in the Papanui Cluster and replace it with flat channel. The objectives of the project include:
- To bring together and reinforce the sense of community and character of the area.
  - To manage surface water in a manner that improves water quality and mitigates flooding.
  - Enhancement of the streetscape in a manner that reinforces the sense of community and character and reflect the zoning of the street.
  - To manage traffic on local roads in a manner that reduces traffic speed, short cutting, improves cycle and pedestrian safety and circulation, and enhances the streetscape.
  - To manage traffic on main roads in a manner that balances the current levels of service with improvement to access and egress, pedestrian and cycle crossability, and desire lines.
  - To improve pedestrian and cycle safety and accessibility.
  - To manage on-street parking in a manner that balances the demands of residents and local businesses.

**CONSULTATION**

14. A significant portion of the consultation process was completed in 2002. Extensive consultation was undertaken with the Papanui Cluster community based on the Living Streets philosophy (involving people with interests in the streets to create a balance between on street activities, pedestrians, bicycles, general traffic and adjacent land uses). The consultation process involved residents, businesses and community groups and took an overall approach to the whole cluster. Key elements of the consultation process was a number of workshops with the local community to identify issues, agree to objectives and develop options.
15. The results of the Living Street consultation process highlighted the following issues relating to the Papanui Cluster. Some of these are relative to all streets and some are applicable to parts of other streets:
- Traffic speed (Gambia and Proctor).
  - Streetscape – want to see some form of improvement.
  - Pedestrian safety especially in relationship to crossing Papanui and Main North Roads.
  - Parking – too close to driveways and overspill from businesses.
  - Turning into and out of the Main North and Papanui Roads.
  - Short cutting and rat running – Proctor Street.
  - Drainage /surface water management – flooding.
  - General issues raised in relation to street sweeping and rubbish.
  - Request for undergrounding services.
16. These issues (except for the undergrounding of services which was not part of the project) were taken into consideration in the development of concept plans for each of the five streets. The concept plans and information about landscaping, stormwater management, integrated art works and the plans for the extension for the Papanui Stream Esplanade Reserve were presented in the form of a publicity booklet entitled “Papanui Cluster Update”.
17. The Community Board was advised through a seminar (14 September 2005) of the background to the project and the proposed consultation to be undertaken in relation to the “Papanui Cluster Update” publicity booklet.
18. The “Papanui Cluster Update” was then distributed for consultation in September 2005. Concept plans and descriptions of Council’s proposal for each street were provided in the booklet. Descriptions and explanations of the choice in artworks, landscaping and stormwater management were also provided. A detailed plan and description of the proposed extension to the Papanui Stream Esplanade Reserve was also provided (refer to Attachment 1). The “Papanui Cluster Update” was distributed to stakeholders (approximately 1,000) for consultation, and feedback was received from 39 people. Of these, 19 expressed support for the proposal, three objected to the proposal generally, and 17 did not indicate support or opposition, but provided suggestions regarding various aspects of the proposal. Of those who supported the proposal some also provided suggestions regarding possible improvements.

**12. Cont'd**

19. Following the project team's consideration of this feedback, minor amendments were made to the some of the concept plans as distributed in September 2005.
20. Changes to Loftus Street Concept Plan
  - As several Loftus Street residents objected to the number trees proposed along the north side of Loftus Street between Papanui Road and Horner Street, the Project Team has decided to reduce the number of trees along this part of the street.
  - At the request of the resident, the proposed footpath at 6 Loftus Street has been deviated to maintain a rare native tree broom located within the property which weeps over the property fence. The deviated footpath and subsequent change in landscaping aims to include the tree broom as part of the landscaping for the street.
  - Extra landscaping has been proposed in front of 2 Loftus Street as the resident requested not to have the footpath directly adjacent to the property fence.
21. Changes to Horner Street Concept Plan
  - Two restricted P30 parks have been proposed to replace the no stopping on the south side of Horner Street between Loftus Street and Papanui Road, as requested by the tenants and landlord of the commercial units at No. 2 Horner Street.
22. There have been some minor changes to the reserve extension. The footpath is to be moved slightly west to place more distance between the path and the adjacent property's fence. The art seat will include extra space next to it to allow for wheelchair access.
23. There were no changes requested for the other three streets and the concept plans for Proctor Street, Wyndham Street and Gambia Street remain the same.
24. Those who responded to the concept plan consultation received a summary of the feedback to the plan, and the Project Team responses (refer to Attachment 3). They were also informed of the changes to the plans. Specific queries/comments were dealt with individually.
25. The plans included as Attachment 2 have been identified as the preferred options for the streets in the Cluster as it satisfies the aims and objectives of the project, and has the support of some of the community (a majority of those who provided feedback on the plans). It is therefore recommended that the Plans detailed in Attachment 2 proceed to final design, tender and construction.

**OPTIONS**

26. The design of these streets was required to tie in with the latest street upgrades of Mary Street, Franks Road and Grants Road, as well as working around existing power poles which are to remain. The designs have also included the development of swales to help with stormwater issues in the area. On this basis only one option for each of the streets was fully developed. Each of the recommended options are discussed below along with a description of the Papanui Stream Esplanade Reserve on Proctor Street.
27. Option 1: Maintenance of the status quo in all five streets.
  - This option is not recommended, as it does not achieve the principal aim of the project of renewing the old kerb and dish channel, and does not address the other objectives of the project. Maintaining the status quo is also 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.



12. Cont'd

28. Proctor Street Recommended Option:

- Proctor Street will be narrowed at the intersection with Main North Road to 7 metres with a raised and paved threshold, and kerb build-out. It is proposed that two single lane sections be constructed along Proctor Street where the carriageway will be narrowed to 3.5 metres. One of these single lane points will be located outside No's 94 and 77 and will be paved and raised. The other will be adjacent to the proposed extension of the Papanui Stream Esplanade Reserve. The narrowing at the Reserve is flush and not paved.
- Paved and raised thresholds are proposed at the intersections of Proctor Street/Horner Street and Proctor Street/Frank Street where the street is proposed to be 6m. At the intersection of Proctor Street/Grants Road the road will be narrowed to 7.5m. The remaining carriageway will be reconstructed at 9m. There will be on-street parking along both sides of the street, except where the road narrows to less than 9 metres.
- Landscape planting on Proctor Street will complement the planting schemes implemented in Frank Street, Mary Street and Grants Road. Existing trees on Proctor Street will be supplemented with plantings of White Ash and Tulip Trees.
- New enhanced open waterway channels, landscaped with low growing native shrubs and groundcovers, are to be created between Horner's Branch Drain, Wyndham Street and the Reserve extension on the west side of Proctor Street.

29. Wyndham Street Recommended Option

- The Council proposes to provide a wider street, with kerb build-outs and angle parking in Wyndham Street where it meets Papanui Road, which is a Business zoned area. At the end of the Business zone the carriageway is narrowed to 6m and raised. The carriageway between this narrowed point and the intersection at Wyndham Street/Loftus Street will be reconstructed at 9.0 metres wide allowing for on-street parking along both sides of the street and two-way traffic. It is proposed to narrow the carriageway to 7 metres from this intersection to Gambia Street and 6 metres for the remainder to Proctor Street. This will allow two-way traffic and parking will be provided in paved parking bays. All the intersections at Wyndham Street/Loftus Street, Wyndham Street/Gambia Street, and Wyndham Street/Mary Street are proposed to be raised platforms.
- Landscape planting on Wyndham Street will complement the planting schemes implemented in Frank Street, Mary Street and Grants Road. A variety of native and exotic trees will be planted along both sides of the street to supplement existing trees. It is proposed to install swales with low growing native shrubs and groundcovers, and to include gravel beds to filter stormwater, as a key function of Wyndham Street's swales is to provide a flow path for heavy rain.
- Swale located on the south side of Wyndham Street between Gambia and Mary Streets and on the north side of Wyndham Street between Mary Street and Proctor Street. Parking bays to be located on the south side of the street.

30. Loftus Street Recommended Option:

- The Loftus Street/ Main North Road intersection will be raised and narrowed to 7m with a kerb build-out. The kerb build out on the east will be paved with cobblestones. Raised and paved thresholds will also be built at the intersections of Loftus Street/Horner Street and Loftus Street/Wyndham Street. The intersection west of Horner Street will be 6.5m wide and east of Horner Street will be 6m. The intersection at Loftus Street/Wyndham Street will be 6m. There will no parking allowed at the narrowed intersection. The remaining roadway will be reconstructed at 9.0m wide allowing for on-street parking along both sides of the street and two-way traffic.

12. Cont'd

- An integrated art feature in the form of a seat and a mosaic "rug" will be installed at the proposed landscaped area east of the Loftus Street/Horner Street intersection. Landscape planting at the intersection of Loftus Street/Horner Street will complement the planting schemes implemented in Frank Street, Mary Street and Grants Road. A filtration swale will be installed between Horner Street and Wyndham Street planted with a mix of low growing native shrubs and groundcovers, that will filter stormwater through their sand/gravel base before it drains into Papanui Stream via the new Wyndham Street pipeline.

31. Horner Street Recommended Option:

- Narrowed raised thresholds will be installed at the intersections of Horner Street/Loftus Street and Horner Street/Mary Street where the carriageway will be 7m. At the intersection of Horner Street/Proctor Street the carriageway will be narrowed to 6m. The remaining carriageway will be reconstructed at 9m. There will be on-street parking along both sides of the street except at the narrowed intersections.
- Landscape planting on Horner Street will complement the planting schemes implemented in Frank Street, Mary Street and Grants Road. Grass berms will be planted along both sides of the street and landscaping planted at the kerb build outs and intersections.

32. Gambia Street Recommended Option:

- The Gambia Street/Wyndham Street intersection will be raised and the carriageway narrowed to 6m. Kerb build outs at the intersection with Wyndham Street will be landscaped and planted with lancewood. At these narrowed carriageways there will no parking allowed. The remaining roadway will be reconstructed at 9m wide allowing for on-street parking along both sides of the street and two-way traffic. The memorial plaques at both ends of Gambia Street will be left in their original positions. The other two intersections have been landscaped and reconstructed as part of the work on Frank Street and Grants Road.
- Landscape planting on Gambia Street will complement the planting schemes implemented in Frank Street, Mary Street and Grants Road, using a mix of exotic and native trees. Existing trees on Gambia Street will be supplemented with extra trees.

33. Reserve Extension – Greenspace Project (see Attachment 1):

- The option developed for the Reserve allowed for the maximum use of the area as a recreational space, as well as providing stormwater management. Stormwater from the streets discharging to Horner's Branch Drain will be directed under Proctor Street and through the newly created Reserve before discharging into the Papanui Stream. The Reserve will be connected to the Papanui Stream walkway via a 2 metre wide asphalt path and bridge. The watercourse is designed to accommodate stormwater in flood conditions and therefore may not have water flowing through it permanently. Water quality will be enhanced by the use of appropriate plants as such carex species, to act as filters for stormwater run-off before it enters the watercourse and Papanui Stream. Short gravel riffles will allow for aeration of water as it passes along the water course.

**12. Cont'd**

- The existing Magnolia and New Zealand native beech trees are to be retained however, extra planting will provide a major component of this area of the Reserve. The old Horners' Drain box culvert will be filled in and the area between the boundary and watercourse will be planted with a combination of shrubs and low ground cover plants such as azaleas, rhododendrons, bergenia, renga renga and pittosporum. A similar combination of shrubs and low ground cover plants is to be planted along the southern boundary fence to enhance the footpath. A section of grass between the path and watercourse will provide an open area and opportunity to view and access the water. Kowhai trees will provide shade to the water course and a food source for native birds. This planting concept is to extend from the Reserve and across Proctor Street. The planting style is to be of a domestic nature to reflect the character of the surrounding gardens.
- A seat with mosaic detail is located alongside the footpath with an orientation looking across the Reserve. This seat can also be accessed by gravel path with stepping stones across the watercourse.

**PREFERRED OPTION**

34. The preferred option for the renewal of the Papanui Cluster remains the same as the recommended options discussed above and illustrated in Attachment 2. These options have been identified as the preferred options as they satisfy the aims and objectives of the project and have the support of some of the community (a majority of those who provided feedback on the plan). These options will enhance the streetscape through implementation of landscaping and improve the utility and level of service provided through the renewal of kerb and channel, and road and footpath surface. They are also consistent with the Road Safety Strategy particularly in respect to designing and managing roads with appropriate speed environments and providing safe facilities for pedestrians.

**13. AKAROA STREET/HILLS ROAD INTERSECTION SAFETY IMPROVEMENTS**

<b>General Manager responsible:</b>	General Manager of City Environment
<b>Officer responsible:</b>	Transport and City Streets Manager
<b>Author:</b>	Brian Boddy, DDI 941-8013

**PURPOSE OF REPORT**

1. The purpose of this report is to seek the Board's approval to proceed to final implementation of safety improvements at the intersection of Hills Road and Akaroa Street.

**EXECUTIVE SUMMARY**

2. Community concern has been raised over the crashes occurring at the Akaroa Street/Hills Road intersection, the failure to observe the existing Give Way control against the Hills Road north-bound traffic, and the speed at which vehicles are negotiating the intersection.
3. After assessing the range of issues at this intersection, the objectives for the work were established as:
  - Improve the safety of motorists entering and exiting this intersection.
  - Improved safety for pedestrians.
  - Clearly define priorities for turning traffic.
  - Reduce the speed at which motorists negotiate the intersection.
4. In addition, all proposals needed to be considered as a short term treatment to address the current and future safety issues and result in minimum write-off of existing assets prior to any future alterations from northern access proposals.

**13. Cont'd**

5. An initial proposed scheme plan was distributed for consultation. However, concerns were raised by residents, Land Transport New Zealand, and Council staff that the proposal would not fully address all safety issues. Therefore, a further review of possible options was undertaken, and a new option was distributed in August 2005.
6. The new option will 'T' Hills Road (north-west/south-eastern arm) with Hills Road (north/south arm) and Akaroa Street (northeast/south-western arm), as a priority-controlled intersection with no slip lanes. The design will incorporate cycle lane facilities, pedestrian crossing facilities and ensure appropriate/safe vehicle crossing locations. The elimination of a slip lane and realignment of the intersection will resolve safety issues, particularly those generated from the speed of entry to the intersection.

**FINANCIAL AND LEGAL CONSIDERATIONS**

7. The safety improvement works for the intersection of Akaroa Street and Hills Road is programmed in the Transport and City Streets Unit's capital programme, for implementation in 2005/06 financial year. The estimated cost of this project is \$65,000.
8. There are no legal implications for this project.

**STAFF RECOMMENDATIONS**

It is recommended that the Community Board: -

- (a) Approve the works as shown on Plan TP 170202 for implementation.
- (b) Approve the following traffic restrictions:
  - (i) That the stopping of vehicles be prohibited at any time on the west side of Hills Road, commencing at its intersection with Whitehall Street and extending in a northerly direction for a distance of 95 metres.
  - (ii) That the stopping of vehicles be prohibited at any time on the east side of Akaroa Street, commencing 28 metres south of the intersection with Dawe Street and extending in a southerly direction for a distance of 140 metres.
  - (iii) That the stopping of vehicles be prohibited at any time on the west side of Akaroa Street, commencing at the common boundary of 15 and 17 Akaroa Street and extending in a southerly direction and around the corner into Hills Road for a distance of 95 metres.
  - (iv) That the existing give way control on Hills Road against north-bound traffic be removed.

**CHAIRPERSON'S RECOMMENDATIONS**

That the staff recommendation be adopted and temporary signage warning of the new intersection layout installed once the intersection is completed.

## 13. Cont'd

**BACKGROUND ON AKAROA STREET HILLS ROAD INTERSECTION SAFETY IMPROVEMENTS**

9. Hills Road is a minor arterial (14 metres wide) south of Akaroa Street and a collector road (13.0 metres wide) north of this intersection. Akaroa Street is a minor arterial and is 10.5 metres wide. The Orbiter bus travels along Hills Road. As there are no stops within the project area, the bus service will not be affected by the proposal. The average daily traffic volumes for these streets are:

Akaroa Street:	12,800	adt (2005)	
Hills Road:	17,800	adt (2005)	north of Aylesford Street (south of Akaroa Street)
	4,800	adt (2005)	north of Akaroa Street

10. There have been four crashes recorded at the Akaroa Street/Hills Road intersection for the 5 year period between 1999 and 2003. Two crashes involved loss of control (south-bound on Hills Road). A right turner from the side street (Hills Road north) failed to give way to north-bound traffic. A pedestrian crossing Hills Road in a west-bound direction was hit by a south-bound vehicle.
11. The common complaint received from the public is that vehicles travelling north on Hills Road (i.e. turning from the minor arterial into the collector road) are failing to give way to right turning traffic from Akaroa Street. During a site visit in October 2004, several of those conflicts could be observed. The high vehicle speeds on Hills Road are a contributing factor to this conflict, as drivers in breach of the priority find it hard to stop in time if required. Despite being an observed risk however, there are no reported crashes based on this problem.
12. Akaroa Street is narrower than Hills Road, and there are a considerable number of right turners from Akaroa Street. Those drivers waiting in the centre of the road are vulnerable to rear end crashes. Again, there are no reported crashes based on this problem.
13. Initial consultation with the residents, property owners, local schools, churches, and businesses started in February 2005 with the distribution of a publicity leaflet (with concept plan TP 170201), and eight responses received. Technically, the proposal offered a workable treatment however, feedback was generally negative, with the perception that the option would not sufficiently address the safety concerns at the intersection.
14. In response this feedback, further investigations were made into movements and risks at the intersection, and future developments, their timing, and their likely effects on traffic movements through this intersection. This resulted in a new concept plan (TP 170202) being drawn.
15. Community consultation on the later option was undertaken in August 2005 with the distribution of a new publicity pamphlet. Approximately 130 households, and other interested groups, were consulted, of which four responded. Half of the respondents were happy with the proposal and were keen to see it proceed.
16. The negative issues that arose, and the team response to each, are summarised as follows:

## 13. Cont'd

Concern	Description	Response
<b>Give Way</b>	Why not have a Give Way on the road between Akaroa Street and Hills Road.	A Give Way restriction had been installed against the left turn from Hills to Hills. It has not proved effective due to non-observance by drivers. To relocate this Give Way to the right turn from Akaroa to Hills would create a very similar situation that should not be repeated.
<b>Parking</b>	It gives no parking to 13 houses.	The proposed no stopping restrictions are required to allow the safe and efficient movement of traffic in all directions.
<b>Traffic Lights</b>	Having traffic lights would be more of an advantage. During peak traffic you are waiting a considerable amount of time to try and cross Hills Road.	Traffic lights were not considered, as a low cost effective interim solution was needed to address safety concerns at this location. The completion of the Northern Arterial will greatly affect future traffic flows and further works will be addressed at that time.

17. The preferred option removes the thoroughfare to the west of the central island in the intersection outside No. 307 Hills Road. This will result in drivers intending to turn left from Hills Road (north-bound) into Hills Road (north-west bound) to slow down for a sharp left turn around the existing island. The carriageway to the west of the island (previously the slip lane) will effectively become a cul-de-sac, servicing properties 307, 309 and 311 Hills Road. It is further proposed to construct a splitter island on the Hills Road north-west approach, including a pedestrian refuge. A short length of footpath is proposed for the existing island. Hence, there will be a pedestrian facility crossing the Hills Road north/west approach for the first time. The crossing point is located back from the limit line further than usual to achieve good intervisibility to all approaches.
18. This proposal will improve the safety of the intersection in several ways.
- Motorists will no longer be able to turn left from Hills Road into Hills Road at speed. They will have to slow to negotiate the realigned intersection. This lessens the likelihood of loss of control crashes as well as potential crashes when residents of 307, 309 and 311 Hills Road turn into or out of their driveways.
  - It greatly lessens the potential for motorists to fail to give way when executing the above mentioned turn.
  - The proposed flush median will allocate some road space to right turners from Akaroa St, who at present are at risk of being rear-ended.
  - In addition, the expected reduction in vehicle speeds discussed in the next section is expected to reduce both severity and occurrence of crashes, especially loss of control.
  - The introduction of a pedestrian crossing treatment reduces risks to pedestrians.

Overall, this proposal addresses all four of the reported crash types. It also addresses the risks (identified above), for which there are currently no reported crashes.

19. The layout does increase the potential for rear-end crashes on Hills Road (north-bound), as left turners now have to give way to opposing right turners. These collisions may occur if left turners slow suddenly and unexpectedly in front of proceeding straight-through traffic. A potential increase in nose-to-tail crashes is often an undesirable consequence of intersection changes. This needs to be accepted, as the alternative crash types that the proposal aims to address (e.g. loss of control, right angle crashes) are generally of a higher degree of seriousness. That is, the proposal may introduce a new crash type, but this crash type occurs less often and does generally not result in injuries.

**13 Cont'd**

20. The right turning volumes from south-bound Akaroa Street traffic onto Hills Road will not create a problem in terms of north-bound Akaroa Street traffic being delayed. This is due to the turning volumes concerned being low and straight through traffic having the road width available to pass a left turner safely if necessary. The option of a left turn lane was considered however, this option was rejected as one of the existing problems with the site was the high speed of vehicles turning left from Hills Road onto Hills Road.
21. The proposal sees a minimal amount of physical works, with most of the changes concentrating on road markings. It is necessary to landscape the closure of the thoroughfare, so that motorists familiar with the intersection find a change in visual cues. The proposal does not pre-empt the pending reconstruction of the intersection, which is expected to occur in conjunction with the development of the northern arterial.

**OPTIONS**

22. Three options were assessed as part of Akaroa Street/Hills Road intersection safety improvements as follows:
  - a) Maintenance of the status quo. This options is not preferred as it will fail to address any of the safety concerns for this intersection.
  - b) Construction of a pedestrian island in Hills Road, installation of a Give Way sign against traffic right turning off Akaroa Street onto Hills Road, and the installation of cycle lanes through the intersection as shown on plan TP 170201 attached.
  - c) Construction of a pedestrian island in Hills Road, closure of the left turn slip lane to vehicular traffic travelling north on Hills Road, the installation of a splitter island and cycle lanes through the intersection as shown on plan TP 170202.

**PREFERRED OPTION**

23. Option c was developed as the preferred option following adverse feedback to option b. The final scheme plan consists of the following elements:
  - New no stopping lines will be installed at the intersection.
  - New kerb, channel and footpath will be constructed in Hills Road to link in with existing kerb and channel outside number 307 Hills Road and the existing traffic island to close the left turn lane in Hills Road.
  - A pedestrian island will be installed in Hills Road outside No.s 307 and 318 with pedestrian cut-downs in the existing kerbs.
  - A footpath will be constructed across the existing island.
  - A splitter island will be installed in Hills Road at its intersection with Akaroa Street.

24. The preferred option (refer Attachment 2) satisfies the project aim and objectives as follows:

Improve safety for motorists entering and exiting the intersection - the reduction of speed of vehicles using this intersection will increase safety. The reduced through-traffic lane width will provide some certainty and uniformity of vehicle movements through the intersection.

Clearly define turning priorities for turning traffic - the new intersection will clearly define turning traffic priorities and reduce non compliance with the traffic regulations.

Improve safety for pedestrians – the proposed footpath and crossings points will make safer crossing points and shorter crossing distances for pedestrians.

Reduce the speed at which motorists negotiate the intersection – the geometry changes to the overall intersection and the slip-lane removal will reduce vehicle speeds.

**13. Cont'd**

- 25. It is acknowledged that there was a low response to the consultation leaflet for this latest option for the intersection proposal. The consultation to the previous option, which prompted further investigation received more feedback than the latest proposal. The reduced consultation response is implied to indicate that the final option has a greater level of support than the previous version.
- 26. It is also acknowledged that this proposed roading change removes parking from the frontage of 12 properties. To generate sufficient road space for turning vehicles requires the removal of parking (as shown in the attachment). This parking removal is common to both options, and is, unfortunately, unavoidable for the current roading situation at this intersection (particularly given the narrowness of Akaroa Street). All properties for which no stopping is proposed were delivered consultation leaflets.
- 27. The preferred option (refer Attachment 2) has been selected for the following reasons:
  - a) It best satisfies project aims and objectives from the options considered.
  - b) It has a reasonable degree of community support and includes community suggested items.
  - c) Allows for future alterations to be done at reasonable costs as the Northern Arterial routes are developed.

**14. TRANSPORT AND CITY STREETS UNIT – OUTSTANDING ISSUES**

Stuart Wood will be in attendance to discuss and update the Board on current issues (see attached).

**STAFF RECOMMENDATION**

That the information be received.

**CHAIRPERSON’S RECOMMENDATION**

That the information be received.

**15. COMMUNITY BOARD OBJECTIVES**

<b>General Manager responsible:</b>	General Manager, Regulation & Democracy Services
<b>Officer responsible:</b>	Community Board Principal Adviser
<b>Author:</b>	Elaine D Greaves, DDI 941-5105

**PURPOSE OF REPORT**

- 1. The purpose of this report is to request the Board to adopt its objectives for the period 2006-09 (see attached).

**EXECUTIVE SUMMARY**

- 2. The Board met on two occasions during the latter part of 2005 to specifically work on its objectives in order to better align them to the community outcomes, as outlined in the Council’s Long Term Community Plan.



**15. Cont'd**

**FINANCIAL AND LEGAL CONSIDERATIONS**

3. There are no financial or legal considerations pertaining to this report.

**STAFF RECOMMENDATION**

It is recommended that the Board adopt its objectives for the period 2006-09.

**CHAIRPERSON'S RECOMMENDATION**

That the information be received.

**16. UPDATE OF BOARD FUNDS**

Attached are schedules with up-to-date information regarding the Board's 2005/06 Discretionary, SCAP and Youth Development Funds.

**STAFF RECOMMENDATION**

That the information be received.

**CHAIRPERSON'S RECOMMENDATION**

That the information be received.

**17. UPDATE FROM COMMUNITY BOARD PRINCIPAL ADVISER**

The Community Board Principal Adviser will update the Board on current issues.

**STAFF RECOMMENDATION**

That the information be received.

**CHAIRPERSON'S RECOMMENDATION**

That the information be received.

**18. CHAIRPERSONS' AND BOARD MEMBERS' INFORMATION EXCHANGE**

Board members will be provided with an opportunity to give an update on community activities.

**19. NOTICES OF MOTION**

**20. MEMBERS' QUESTIONS** (If any have been submitted in accordance with Standing Orders 4.1.1 to 4.1.5)

**21. RESOLUTION TO EXCLUDE THE PUBLIC**

Attached.

**RESOLUTION TO EXCLUDE THE PUBLIC**

*Section 48, Local Government Official Information and Meetings Act 1987.*

I move that the public be excluded from the following parts of the proceedings of this meeting, namely item 22.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter and the specific grounds under Section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

	<b>GENERAL SUBJECT OF EACH MATTER TO BE CONSIDERED</b>	<b>REASON FOR PASSING THIS RESOLUTION IN RELATION TO EACH MATTER</b>	<b>GROUND(S) UNDER SECTION 48(1) FOR THE PASSING OF THIS RESOLUTION</b>
<b>PART A 22.</b>	<b>77 NORTHCOTE ROAD PURCHASE</b>	<b>) GOOD REASON TO ) WITHHOLD EXISTS ) UNDER SECTION 7</b>	<b>SECTION 48(1)(a)</b>

This resolution is made in reliance on Section 48(1) (a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public are as follows:

**Item 22 Protection of privacy of natural persons**

**SECTION 48(1)(a)**

**CHAIRPERSON'S RECOMMENDATION**

That the foregoing motion be adopted.

**Note**

Section 48(4) of the Local Government Official Information and Meetings Act 1987 provides as follows:

“(4) Every resolution to exclude the public shall be put at a time when the meeting is open to the public, and the text of that resolution (or copies thereof):

- (a) Shall be available to any member of the public who is present; and
- (b) Shall form part of the minutes of the local authority.”