

**Waipapa**  
**Papanui-Innes Community Board**  
**MINUTES ATTACHMENTS**

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**Date:** Friday 17 June 2022  
**Time:** 9.30am  
**Venue:** Board Room, Papanui Service Centre,  
Corner Langdons Road and Restell Street, Papanui

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# locations



# Kindergarten





# Cycleway crossing



Joanna Gould's Supporting Links:

1. CCC Draft Annual Plan 2022-2023 Submission

<https://www.10shirleyroad.org.nz/ccc-draft-annual-plan-2022-2023-submission/>  
<https://www.10shirleyroad.org.nz/wp-content/uploads/2022/04/CCCDraftAnnualPlan2022JoannaGould.pdf>

- Page 7: Learning Libraries Concept
- Page 8: Shirley Centre Concept
- Page 9: Instore Demonstration Concept

2. Shirley Centre Concept

- 'Shirley Centre Concept 2021' Post (Overview of .pdf):

<https://www.10shirleyroad.org.nz/shirley-centre-concept-2021/>

- PDF:

<https://www.10shirleyroad.org.nz/wp-content/uploads/2022/05/ShirleyCentreConcept2021JoannaGould.pdf>

3. 'Shirley Centre 10 Shirley Road' Facebook

- Page: <https://www.facebook.com/ShirleyCentre10ShirleyRoad/> (updated daily with research/ideas/organisations/shared posts)

- Community Group: <https://www.facebook.com/groups/shirleyroadcentral/> (updated daily with community notices/shared posts for the residents in our communities)

4. South Library Report

<https://www.10shirleyroad.org.nz/south-library-report/>

After making my deputation at Council regarding the South Library Report, I emailed Pauline the follow up questions:

4.1. "From a potential disaster/civil defence point of view, a standalone civic building at 10 Shirley Road, opposite our largest school (Shirley Primary) would also provide a central emergency location (with solar panels & rainwater harvesting system), away from The Palms (which closed for over six months due to earthquake repairs)."

- Fences and containers at Shirley Library,

<https://canterburystories.nz/collections/community/ginahubert/ccl-cs-22611>

- "Building Community Resilience: Learning from the Canterbury earthquakes", Appendix 2: Shirley Case Study Report, Page 73-85,

<https://hauora.co.nz/assets/files/Resources/Final%20Report%20to%20HRC%20-%20Building%20Community%20Resilience.pdf>

4.1 Q. Could the Council set up a new building at 10 Shirley Road that is able to be transformed into an "Emergency Operations Centre (EOC)" when needed?

<https://ccc.govt.nz/services/civil-defence/about-civil-defence-emergency-management/>

4.2. "5.6 It is not envisaged that further significant central government funding will be forthcoming and certainly not Capital funding

to contribute to a major repair or rebuild.

Note, Council did receive operational funding from the Ministry of Education when South Library was opened for a few years to support targeted learning initiatives in partnership with the schools in the local area. This funding did not contribute to the running costs or improvements to the facility itself."

Page 39,

[https://christchurch.infocouncil.biz/Open/2022/06/SACRC\\_20220601\\_AGN\\_7539\\_AT.PDF](https://christchurch.infocouncil.biz/Open/2022/06/SACRC_20220601_AGN_7539_AT.PDF)

4.2 Q. Could the Council approach the Ministry of Education for capital funding and/or "targeted learning initiatives" funding for the 10 Shirley Road building?

When I attended the Shirley Village Project focus group meetings, a Shirley Library staff member had been asked by Shirley Intermediate to help students with their literacy.

The 10 Shirley Road site is central to Mairehau High School, Shirley Primary School, Shirley Intermediate & the new Banks Avenue School, Richmond/Shirley/MacFarlane Park Kindergartens, plus Shirley Playcentre on the same site.

4.3. Shirley Centre Concept 2021:

<https://www.10shirleyroad.org.nz/wp-content/uploads/2022/05/ShirleyCentreConcept2021JoannaGould.pdf>

- 5.1 Shirley Centre | Original Building: Shirley Primary School

"The Shirley Primary School was erected in 1915 to the design of George Penlington, the Education Board Architect in Canterbury."

- Page 5, 5.2 Shirley Centre | Original Building: George Penlington (CEB Architect for Shirley Primary & Richmond Schools)

"Cantabrians have long been proud of the region's education heritage, but they have extra reason to pay respect to the city's remaining historic educational treasures. Some of the city's foremost and celebrated colonial architects designed these institutional buildings...George Penlington."

<https://mch.govt.nz/christchurchs-education-heritage-recognised>

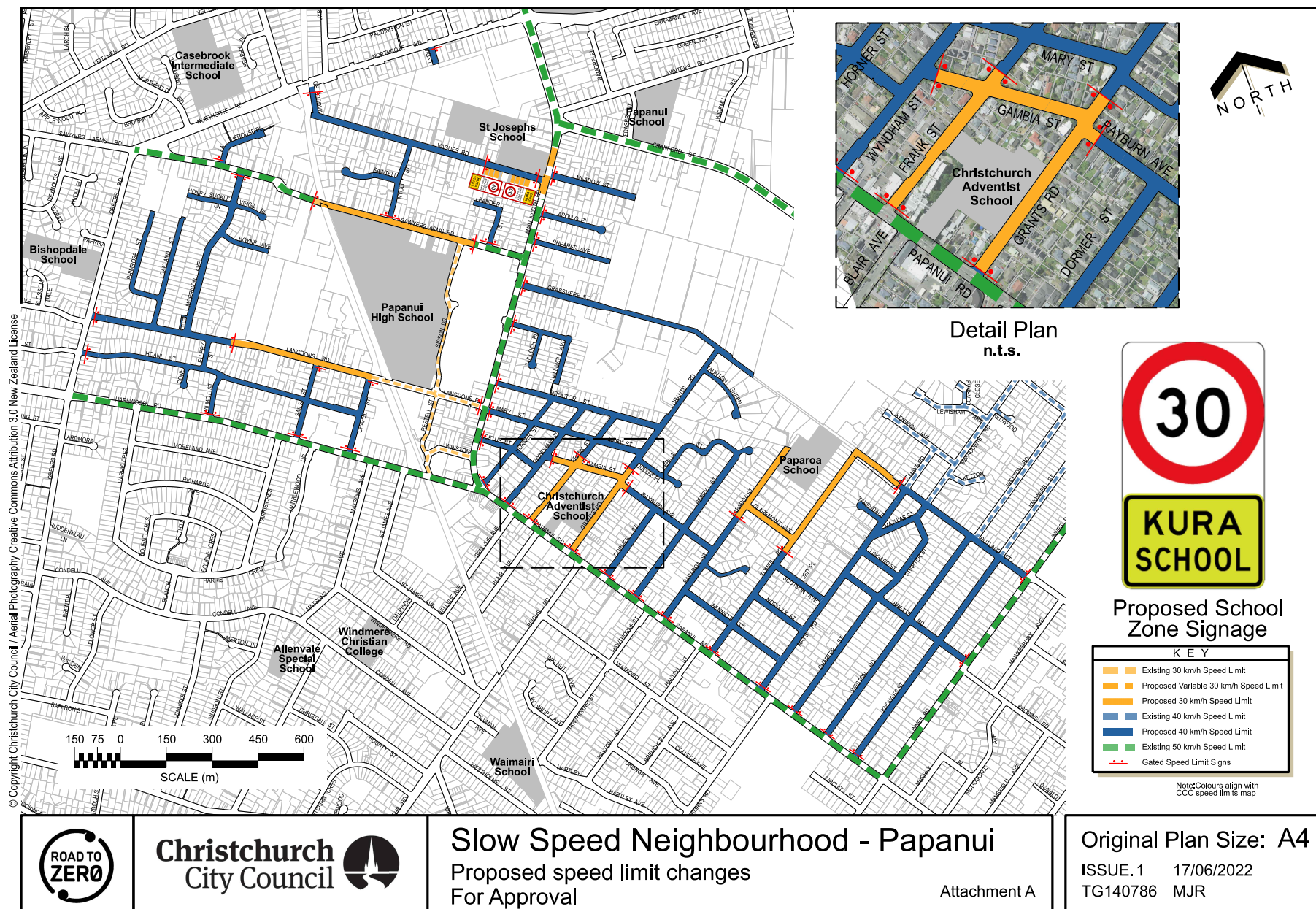
- Page 10, 10.1 Shirley Centre | Design Inspiration: George Penlington

"George Penlington (1865-1932), chief architect of the Canterbury Education Board, designed the building to meet New Zealand's first school building code, which addressed post-First World War concerns about national health and hygiene by mandating standards for natural light and ventilation."

[https://issuu.com/masseypress/docs/chch\\_walkingarchguide\\_look\\_inside/15](https://issuu.com/masseypress/docs/chch_walkingarchguide_look_inside/15)

4.3 Q. Could the Council & the Ministry of Education work together (funding & heritage information) to honour George Penlington's legacy & the impact he had on our school buildings throughout Christchurch, by designing a building that reflects some of his design features & include his drawings/plans/photos within a new building?







Staff advice previously provided (April 2022) and circulated at the meeting explaining the exclusion of Main North Road from the Slow Speed Neighbourhood:

*When considering where we apply speed reductions, we have to consider impacts on all vehicles and the wider network. In residential streets/neighbourhoods, the impact is minimal due to the lower volumes and most road users being residents of the area, whereas along Main North Road it is a much more complex group of affected users. Although the current road layout of Main North Road is of similar nature to places such as Riccarton Road, it is an arterial traffic route, has high volumes of traffic and services a number of types of vehicles e.g. public transport/freight/cyclists/wide loads etc.*

*Riccarton Road has a number of facilities e.g. crossings/cycle lanes/ and commercial business on both sides of the road so it has a high place function at all times of the day. This existed prior to the 30km/h being implemented, and a significant amount of additional work was required to reinforce the 30km/h including but not limited to centreline islands, thresholds, landscaping etc. This required a large amount of design input, ongoing stakeholder engagement with adjacent shop owners and had a high cost associated with these works. Lincoln Road through Addington village is also undergoing significant infrastructure changes. Main North Rd is of a similar nature in the sense, although there is less retail activity due to the mall being an internal experience with car parking fronting Main North Road. This will require additional treatment in order to align with a 30km/h environment, and this level of treatment is outside the scope and budget of the neighbourhood slow speed zone project at this time. This project primary purpose is to address roads which already operate as slow neighbourhood zones. Main North Road operates as an arterial with high place function (i.e. high numbers of pedestrians/cars) predominantly at peak hours and therefore must be treated differently and with more attention.*

*We appreciate the public desire for speed reduction through this very busy section of Main North Road and this was discussed amongst the technical team when deciding on the scope for this initial speed review. We agree from a technical perspective, that 30km/h is the desired speed limit where high numbers of pedestrian are expected, but in order to implement this at this specific location, there needs to be more detailed assessment done to identify the extent of work required to implement the 30km/h and get a better understanding of its impacts on all users of this corridor.*

*This was the same approach taken when assessing the Shirley Slow Speed Neighbourhood, and the arterial adjacent to the mall was excluded as different treatments and messaging would be required. The future intent is very much to reduce the speeds in these locations adjacent to malls on busy roads. However, these 30km/h zones will need a different approach and design solution to be implemented.*