

Halswell-Hornby-Riccarton Community Board

AGENDA

Notice of Meeting:

An ordinary meeting of the Halswell-Hornby-Riccarton Community Board will be held on:

Date: Tuesday 24 July 2018
Time: 4.30pm
Venue: Boardroom, Fendalton Service Centre,
Corner Jeffreys and Clyde Roads, Fendalton

Membership

Chairperson	Mike Mora
Deputy Chairperson	Helen Broughton
Members	Natalie Bryden
	Vicki Buck
	Jimmy Chen
	Catherine Chu
	Anne Galloway
	Ross McFarlane
	Debbie Mora

18 July 2018

Gary Watson
Manager Community Governance, Halswell-Hornby-Riccarton
941 8258
gary.watson@ccc.govt.nz
www.ccc.govt.nz

Note: The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted.
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Halswell-Hornby-Riccarton Community Board – Community Board Plan 2017-2019

Community Outcomes and Priorities

1. Strong Communities

Outcomes for the Halswell-Hornby-Riccarton Community Board area:

- 1.1 A range of social and recreational initiatives which build and develop community wellbeing.
- 1.2 Culturally inclusive and celebrates diversity.

Our Board Priorities are to:

Community

- 1.3 Support and encourage the involvement of children and young people in all aspects of community life including decision making.
- 1.4 Support and advocate for initiatives that address poverty issues and improve the well-being of families and individuals.
- 1.5 Support and advocate for activities for older adults in the ward to reduce social isolation.
- 1.6 Advocate for culturally inclusive practices, where diversity is supported.
- 1.7 Consider disability access across all projects.
- 1.8 Ensure partnerships are created and strengthened with community organisations, schools and the University of Canterbury.
- 1.9 Foster the development of leadership and celebrate this across the wards.

Community Board Engagement

- 1.10 Advocate for the promotion and accessibility of the Community Board and its members so as to enhance more active participation and transparency in the Board's decision-making.
- 1.11 Supporting and enabling consultation to gain clear views from the community.

Social Wellbeing

- 1.12 Advocate for safe, well-run and attractive social housing and strategies that reduce homelessness in the city.
- 1.13 Support the creation of safe, accessible and connected places for people to meet in the community.
- 1.14 Support local events and activities that bring communities together.
- 1.15 Support innovative projects that enhance social wellbeing.

2. Liveable City

Outcomes for the Halswell-Hornby-Riccarton Community Board area:

- 2.1 Residents feel safe in their communities and neighbourhoods.
- 2.2 Residents have ready access to parks and greenspace for recreational facilities and activities.
- 2.3 The cultural, natural and built heritage is acknowledged, valued and enhanced.
- 2.4 Children are provided with fun and safe environments.
- 2.5 Community facilities are provided that meet the needs of communities.
- 2.6 A safe, efficient and sustainable transport and local roading network.

Our Board Priorities are to:

Roading and Transport

- 2.7 Work with schools and community groups to ensure safe crossings and road networks near schools and along key transit routes.
- 2.8 Support public transport and cycling initiatives that promote increased usage.

Planning

- 2.9 Advocate for improvements to parks, greenspace and recreational facilities.
- 2.10 Advocate for the protection of the quality of residential living.
- 2.11 Monitor the issues of green field subdivisions and increasing intensification across the ward.
- 2.12 Advocate for the community facing the challenges of growth.
- 2.13 Advocate and make decisions on effective traffic management measures that contribute to meeting the needs and connectivity of local communities.
- 2.14 Monitor planning issues and support community concerns through appropriate channels.

Community Facilities and Playgrounds

- 2.15 Ensure the new Riccarton Community Centre and the Hornby Library and Customer Services and South West Leisure Centre meet the needs of the community.
- 2.16 Advocate for the timely provision of local facilities to meet the needs of growing local communities.
- 2.17 Ensure that usage of Council facilities is being optimised.
- 2.18 Advocate for the provision of quality playgrounds throughout the wards.

Heritage

- 2.19 Support and advocate for the enhancement and protection of local heritage assets.

3. Healthy Environment

Outcomes for the Halswell-Hornby-Riccarton Community Board area:

- 3.1 A commitment to protect and improve the local environment.
- 3.2 Climate change and environmental sustainability is considered by the Community Board in its decision making, including for all new facilities.

Our Board Priorities are to:

- 3.3 Support and advocate to maintain clean drinking water and high standards of air quality.
- 3.4 Monitor pollution issues, quarrying effects and compliance of consents.
- 3.5 Support local communities on land use, and air and water quality issues and where appropriate, advocate for and represent any community concerns arising.
- 3.6 Monitor and respond on parks and tree issues raised by the community.
- 3.7 Encourage and support the implementation of local sustainable greenspace use initiatives, for example, food forests and community gardens.
- 3.8 Support and advocate for initiatives aimed at addressing climate change.

4. Prosperous Economy

Outcomes for the Halswell-Hornby-Riccarton Community Board area:

- 4.1 Strong local business communities.
- 4.2 An environment where innovative projects are trialled and supported.
- 4.3 Has a strong social enterprise sector.

Our Board Priorities are to:

- 4.4 Continue to liaise with local business networks.
- 4.5 Support initiatives that promote a wide range of innovative practices.
- 4.6 Foster social enterprise initiatives.
- 4.7 Advocate for Council rate increases to be kept as low as possible.
- 4.8 Support the provision of more affordable and social housing.

Part A	Matters Requiring a Council Decision
Part B	Reports for Information
Part C	Decisions Under Delegation

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1. Apologies

At the close of the agenda no apologies had been received.

2. Declarations of Interest

Members are reminded of the need to be vigilant and to stand aside from decision making when a conflict arises between their role as an elected representative and any private or other external interest they might have.

3. Confirmation of Previous Minutes

That the minutes of the Halswell-Hornby-Riccarton Community Board's Extraordinary Meeting held on [Friday 6 July 2018](#), be confirmed. (refer page 6)

That the minutes of the Halswell-Hornby-Riccarton Community Board's Ordinary Meeting held on [Tuesday 10 July 2018](#), be confirmed. (refer page 9)

4. Public Forum

A period of up to 30 minutes is available for people to speak for up to five minutes on any issue that is not the subject of a separate hearings process.

The public forum session will be held at 4.30pm

4.1 Ōpāwaho Heathcote River Network

Sue Bye will address the Board regarding the role and work of the Ōpāwaho Heathcote River Network.

5. Deputations by Appointment

Deputations may be heard on a matter or matters covered by a report on this agenda and approved by the Chairperson.

There were no deputations by appointment requested at the time the agenda was prepared.

6. Presentation of Petitions

There were no petitions received at the time the agenda was prepared.



Halswell-Hornby-Riccarton Community Board EXTRAORDINARY MINUTES

Date: Friday 6 July 2018
Time: 4pm
Venue: Hao Room, Te Hāpua: Halswell Centre
341 Halswell Road

Present

Chairperson	Mike Mora
Deputy Chairperson	Helen Broughton
Members	Vicki Buck
	Jimmy Chen
	Catherine Chu
	Anne Galloway
	Ross McFarlane
	Debbie Mora

6 July 2018

Gary Watson
Manager Community Governance, Halswell-Hornby-Riccarton
941 8258
gary.watson@ccc.govt.nz
www.ccc.govt.nz

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- Part A **Matters Requiring a Council Decision**
Part B **Reports for Information**
Part C **Decisions Under Delegation**
-

1. Apologies

Community Board Resolved HHRB/2018/00072

That the apologies received for absence from Natalie Bryden and for lateness from Catherine Chu, be accepted.

Mike Mora/Ross McFarlane

Carried

2. Declarations of Interest

There were no declarations of interest recorded.

Catherine Chu arrived at 4.04pm.

3. Denton Park - Proposed Management Plan and Part Reserve Classification Changes - Hearings Panel Report

Board Comment

The Board considered the report and recommendations of the Hearings Panel on the Denton Park – Proposed Management Plan and Part Reserve Classification Changes.

Cr Sara Templeton, Chairperson of the Hearings Panel, was in attendance and spoke to the Panel's accompanying report and responded to questions from members.

Hearings Panel Recommendations

That the Halswell-Hornby-Riccarton Community Board, acting under the delegated authority of the Christchurch City Council, resolves to:

1. Receive the information provided in the Hearings Panel report.
2. Not approve under section 24(1)(b) of the Reserves Act 1977 the change of reserve classification from 'Recreation Reserve' to 'Local Purpose (Community Buildings) Reserve' in respect of that part of Denton Park being part of Rural Section 41304 and as shown outlined in yellow and marked "A" on the plan attached to the agenda report as Attachment A;
3. Approve under section 41 of the Reserves Act 1977 only the changes to the Denton Park Management Plan detailed in Attachment B to the agenda report.

Halswell-Hornby-Riccarton Community Board
06 July 2018



Community Board Resolved HHRB/2018/00073

Part C

That the Halswell-Hornby-Riccarton Community Board, acting under the delegated authority of the Christchurch City Council, resolved to:

1. Receive the information provided in the Hearings Panel report.
2. Not approve under section 24(1)(b) of the Reserves Act 1977 the change of reserve classification from 'Recreation Reserve' to 'Local Purpose (Community Buildings) Reserve' in respect of that part of Denton Park being part of Rural Section 41304 and as shown outlined in yellow and marked "A" on the plan attached to the agenda report as Attachment A;
3. Approve under section 41 of the Reserves Act 1977 only the changes to the Denton Park Management Plan detailed in Attachment B to the agenda report.
4. Note that the Chairperson of the Hearings Panel had actioned the insertion of the word '*predominately*' into Clause 2, Objectives, Page 3, paragraph 2(ii), and Clause 3.8, Buildings and Structures, Policies, page 5, paragraph 20, of the Denton Park Management Plan.

Mike Mora/Jimmy Chen

Carried unanimously

Community Board Decided HHRB/2018/00074

Part A

The Halswell-Hornby-Riccarton Community Board recommends that the Council note that:

1. The Halswell-Hornby-Riccarton Community Board strongly supports the Hornby Library, Customer Services and South West Leisure Centre projects (ID 862) and (ID1019) as indicated in the Council's Long Term Plan 2018-2028, and wishes to achieve this outcome as soon as possible.
2. The Halswell-Hornby-Riccarton Community Board recognises there will be further consultation to select a suitable site. To expedite the process the Community Board requests that geotechnical investigations of Kyle Park be undertaken as soon as possible to ascertain whether a joint facility is viable on Kyle Park. The study is to include the possibility of above ground construction.

Jimmy Chen/Debbie Mora

Carried

At the conclusion of the meeting, the Chairperson on behalf of the Board, acknowledged the active participation of the community in the prior stages of the project and the formal hearings process.

He conveyed the Board's appreciation to the Council Hearings Panel for its work and extended the Board's thanks to Council staff for their involvement throughout.

Meeting concluded at 5pm

CONFIRMED THIS 24TH DAY OF JULY 2018

**MIKE MORA
CHAIRPERSON**

Halswell-Hornby-Riccarton Community Board OPEN MINUTES

Date: Tuesday 10 July 2018
Time: 4.30pm
Venue: Board Room, Fendalton Service Centre, Corner Jeffreys
and Clyde Roads, Fendalton

Present

Chairperson	Mike Mora
Deputy Chairperson	Helen Broughton
Members	Natalie Bryden
	Catherine Chu
	Ross McFarlane
	Debbie Mora

10 July 2018

Gary Watson
Manager Community Governance, Halswell-Hornby-Riccarton
941 8258
gary.watson@ccc.govt.nz
www.ccc.govt.nz

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- Part A** **Matters Requiring a Council Decision**
Part B **Reports for Information**
Part C **Decisions Under Delegation**
-

The agenda was dealt with in the following order.

1. Apologies

Part C
Community Board Resolved HHRB/2018/00075

That the apologies received for absence from Vicki Buck, Jimmy Chen and Anne Galloway, be accepted.

Helen Broughton/Natalie Bryden

Carried

2. Declarations of Interest

Part B
There were no declarations of interest recorded.

3. Confirmation of Previous Minutes

Part C
Community Board Resolved HHRB/2018/00076

That the minutes of the Halswell-Hornby-Riccarton Community Board meeting held on Tuesday 19 June 2018, be confirmed.

Ross McFarlane/Natalie Bryden

Carried

4. Public Forum

Part B
There were no public forum presentations.

5. Deputations by Appointment

Part B
There were no deputations by appointment.

6. Presentation of Petitions

Part B
There was no presentation of petitions.

7. Halswell-Hornby-Riccarton Wards - Council Property Review Process

Community Board Decided HHRB/2018/00077 (Original Staff Recommendation accepted without change)

Part A

That the Halswell-Hornby-Riccarton Community Board recommends to the Council that it adopt the following resolutions:

1. Approve the retention of the following Council properties for a future strategic purpose:
Hornby Ward
 - a. Yaldhurst Memorial Hall, 524 Pound Road
 - b. Chattertons Reserve, 166 Chattertons Road
 - c. Templeton Sewage Treatment, 173 Maddisons Road
 - d. Strategic Property Holdings, 14 Hasketts Road, Templeton
 - e. Strategic Property Holdings, 30 Hasketts Road, Templeton
 - f. Strategic Property Holdings, 4 Hasketts Road, Templeton
 - g. Strategic Property Holdings, 22 Hasketts Road, Templeton
 - h. Strategic Property Holdings, 48 Hasketts Road, Templeton
 - i. Strategic Property Holdings, 7 Hasketts Road, TempletonRiccarton Ward
 - j. Former Sockburn Service Centre Site and Depot, 149 Main South Road
2. Support retention of the following properties, subject to the conditions in resolution 3. below:
Halswell Ward
 - a. Former Halswell Library, 381 Halswell Road
 - b. New Zealand Cadet Forces Wigram, 97R Harvard Avenue
3. Retention of the properties set out in resolutions 1. and 2. Above, is conditional on staff and the Council engaging in a process that identifies an alternative public use that:
 - a. Can be rationalised;
 - b. Satisfies a clearly identified need;
 - c. Is supported by a sound and robust business case;
 - d. Supports Council strategies;
 - e. Has established funding in the Council's Annual and Long Term Plans,
 - f. Has an identified sponsor, namely an end asset owner (titular internal owner/sponsor) who supports retention for the alternative public use and holds an appropriate budget provision within the Council's Annual and Long Term Plans.
4. That the Halswell-Hornby-Riccarton Community Board be delegated authority to make a retention decision for an alternative use so long as all of the conditions set out in resolution 3. above, are met to its satisfaction.

Mike Mora/Debbie Mora

Carried

8. Longhurst - Proposed Parking Restrictions - Caulfield Avenue, Hamill Road and Greenaway Street

Community Board Resolved HHRB/2018/00078 (Original Staff Recommendation accepted without change)

Part C

That the Halswell-Hornby-Riccarton Community Board resolved to:

1. Approve that the resolutions in 2. to 12. below take effect when the traffic control devices that evidence the restrictions described in the staff report, are in place.

Caulfield Avenue (South west side, outside the Longhurst Medical Centre)

2. Approve that all stopping and parking restrictions on the western and south western side of Caulfield Avenue commencing at its intersection with Noodlum Way and extending in a southerly and south easterly direction, measured along the kerb line for a distance of 75 metres, be revoked.
3. Approve that the stopping of vehicles be prohibited at any time on the south western side of Caulfield Avenue commencing at a point 27 metres south of its intersection with Noodlum Way, and extending in a south easterly direction for a distance of 15 metres.
4. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes on the south western side of Caulfield Avenue commencing at a point 42 metres south and south east of its intersection with Noodlum Way, measured along the kerb line and extending in a south easterly direction for a distance of 33 metres.

Caulfield Avenue (North east side, opposite the Longhurst Medical Centre)

5. Approve that all stopping and parking restrictions on the north eastern side of Caulfield Avenue commencing at a point 20 metres north west of its intersection with Hamill Road and extending in a north westerly direction for a distance of 32 metres, be revoked.
6. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes on the north eastern side of Caulfield Avenue commencing at a point 20 north west of its intersection with Hamill Road and extending in a north westerly direction for a distance of 12 metres.

Hamill Road (North west side)

7. Approve that all stopping and parking restrictions on the north west side of Hamill Road commencing at a point 13 metres north east of its intersection with Caulfield Avenue and extending in a north easterly direction for a distance of 70 metres, be revoked.
8. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes on the north west side of Hamill Road commencing at a point 13 metres north east of its intersection with Caulfield Avenue and extending in a north easterly direction for a distance of 24 metres.
9. Approve that the parking of vehicles be restricted to a maximum period of 5 minutes on the north west side of Hamill Road commencing at a point 37 metres north east of its intersection with Caulfield Avenue and extending in a north easterly direction for a distance of 18 metres.

(Note: There is a seven metre gap here which is due to the entrance to the car park of 1 Hamill Road.)

10. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes on the north west side of Hamill Road commencing at a point 49 metres north east of its intersection with Caulfield Avenue and extending in a north easterly direction for a distance of 21 metres.

Greenaway Street (South west side)

11. Approve that all stopping and parking restrictions on the south west side of Greenaway Street commencing at a point 16 metres north west of its intersection with Hamill Road and extending in a north westerly direction for a distance of 21 metres, be revoked.
12. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes on the south west side of Greenaway Street commencing at a point 16 metres north west of its intersection with Hamill Road and extending in a north westerly direction for a distance of 21 metres.

Ross McFarlane/Helen Broughton

Carried

9. Elected Members' Information Exchange

Part B

Board members exchanged information on matters of current interest.

Meeting concluded at 5.18pm

CONFIRMED THIS 24TH DAY OF JULY 2018

MIKE MORA
CHAIRPERSON

7. Halswell Ward - Proposed Road Names - Various Subdivisions

Reference: 18/541409

Presenter: Paul Lowe, Principal Advisor Resource Consents

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is for the Halswell-Hornby-Riccarton Community Board to consider and approve the proposed road names arising from local subdivisions.

Origin of Report

- 1.2 This report is staff generated resulting from naming requests from subdivision developers.
- 1.3 This report relates to the following subdivisions – Stoneridge Downs, 821 Cashmere Road and Halswell Downs, 78 Sutherlands Road.

2. Significance

- 2.1 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
 - 2.1.1 The level of significance was determined by the number of people affected and/or with an interest.
 - 2.1.2 Due to the assessment of low significance, no further community engagement and consultation is required.

3. Staff Recommendations

That the Halswell-Hornby-Riccarton Community Board resolve to approve the following new road names:

1. Stoneridge Downs (RMA/2017/1374), 821 Cashmere Road
 - Saddle Vale Rise
 - Quarry Rim Lane
 - Tui Vale Lane
 - Stoney Creek Lane
2. Halswell Downs (RMA/2017/2007), 78 Sutherlands Road
 - Bunz Road
 - Welsh Road
 - Ned Paterson Street
 - Selah Place

4. Background

4.1 Introduction

- 4.1.1 Road naming requests have been submitted by the developers for the Stoneridge Downs (RMA/2017/1374) and Halswell Downs (RMA/2017/2007) subdivisions. A

preferred name and an alternative name(s) have been put forward by the developers for each road.

- 4.1.2 The recommended road and/or right-of-way names have been checked against existing road names in Christchurch and bordering districts, for duplication, alternative spellings, or other similarities in spelling or pronunciation to avoid the potential for confusion. The recommended names are considered sufficiently different to existing road names.
- 4.1.3 The recommended road and/or right-of-way names have been checked against the Council's *Roads and Right-of-Way Naming Policy* dated 2 November 1993. The recommended names are considered to be consistent with this policy.
- 4.1.4 The recommended road and/or right-of-way names and types have been checked against the Australian and New Zealand Standard *AS/NZS 4819:2011 Rural and urban addressing*. The recommended names are considered to be consistent with this Standard unless otherwise stated below.
- 4.1.5 Under the *Roads and Right-of-Way Naming Policy* the names considered must be requested by the developer. There is not an ability to consider alternative names without first checking whether there are any duplications or similarities with other road and right-of-way names.
- 4.1.6 Consultation has been undertaken with Land Information New Zealand who have raised no concerns with the proposed road names.
- 4.1.7 The requests have been accompanied by an explanation of the background to the names which are summarised below.

4.2 Stoneridge Downs (RMA/2017/1374)

- 4.2.1 Road names have been requested by Onetrac Limited for roads at the Stoneridge Downs subdivision in Cashmere which fronts onto Cashmere Road.
- 4.2.2 The road names have been chosen in accordance with the theme of historic links with the neighbouring Halswell Quarry/Kennedy's Bush, rolling land form of local hills, expansive vistas towards the western mountain ranges and the increasing diversity of native birds that frequent the well vegetated valley.
- 4.2.3 The names in order of preference for each road are:

Road 1

- Saddle Vale Rise - Referenced to the subdivision theme emphasizing local land form as the main road slowly rises from valley floor towards the saddle at the head of a steep valley.
- Kepler Rise - Referenced to the subdivision theme emphasizing local land form as main road slowly rises from valley floor towards the saddle at the head of a steep valley.

ROW 1

- Quarry Rim Lane - Referenced to the subdivision theme with the popular "Quarry Rim" walking track around the crater edge of the neighbouring Halswell Quarry Reserve.
- Kepler Ridge Lane - Referenced to the subdivision theme with views from ROW 1 directly towards the Southern Alps mountain ranges.
- Cooper Ridge Lane - Referenced to the subdivision theme.

ROW 2

- Tui Vale Lane - Referenced to the subdivision theme with increasing diversity of native birds that frequent the well vegetated valley. A lane that runs along the flat between the hills servicing up to seven properties.
- Rock Wren Lane - Referenced to the subdivision theme with increasing diversity of native birds that frequent the well vegetated valley.
- Falcons Crest Lane - Referenced to the subdivision theme with increasing diversity of native birds that frequent the well vegetated valley.

ROW 3

- Stoney Creek Lane - Referenced to the subdivision theme. A feature of ROW 3 is the prominent stone lined waterway (using locally sourced rock), which meanders down the hill, through the quarry rock lining, after rainfall.
- Boulder Creek Lane - Referenced to the subdivision theme. A feature of ROW 3 is the prominent stone lined waterway (using locally sourced rock), which meanders down the hill, through the quarry rock lining, after rainfall.
- Rockstone Lane - Referenced to subdivision theme. A feature of ROW 3 is the prominent stone lined waterway (using locally sourced rock), which meanders down the hill, through the quarry rock lining, after rainfall.

4.2.4 The preferred name for each road is listed first and the alternative names thereafter. It is not clear on the meaning of Kepler in Kepler Rise, however noting it is not a preferred name that has been recommended for approval.

4.3 Halswell Downs (RMA/2017/2007)

4.3.1 Road names have been requested by the Halswell Downs Trust for roads at the Halswell Downs subdivision in Cashmere which is bounded by Sutherlands Road, Cashmere Road, Hendersons Road and Sparks Road.

4.3.2 The road names have been chosen in accordance with the theme of historic locality and tying the road names back to the natural environment of the site.

4.3.3 The names in order of preference for each road are:

ROAD 1

- Bunz Road - the Bunz drain runs along the east side of the subdivision. It is spring fed from two or three springs within or adjoining the subdivision. The spring fed drain runs into the Cashmere Stream on the southern boundary of the subdivision and eventually feeds into the Heathcote River. Eels and trout live in the waterway. The springs are protected and will be planted with native trees. Naming the main entrance road, which curves to also run parallel to the drain, after Bunz drain will be a reminder of its origin and significance.
- Henry Williams Road - The Reverend Henry Williams M.A. was Vicar of Halswell from 1898 after the formation of Halswell into a parochial district in that year. He was born in England in 1871 and accompanied his parents to New Zealand in 1879. He was educated at Christ College and Canterbury College. He was ordained a deacon in 1895 and a priest in 1896 by the Bishop of Canterbury. He served as the curate of Riccarton and Halswell from 1895 until 1898 when he was appointed vicar. He was also the Anglican Chaplain of what is now known as the Hillmorton Hospital

ROAD 2

- Welsh Road - after Miss Gabrielle Patricia Welsh, a local identity who lived in Sutherlands Road in the adjoining property to Halswell Downs, with her brother for 80 years, and who in January 2002 received a Member of the New Zealand Order of Merit (MNZM) for services to the community and persons with disabilities. In her later years she moved to the Anthony Wilding Retirement Village where she lived until passing away. A fitting way to remember someone who gave so much of her time to so many – a women of great character.
- Sheehan Street - John Sheehan was a farmer in Halswell. He was born in Tipperary, Ireland in 1850 and accompanied his parents to New Zealand in 1860, landing at Lyttelton in the ship 'Clontarf'. In 1899, after having worked in various agricultural roles, he bought his Halswell farm of 160 acres. Mr Sheehan was a member of the Canterbury Agricultural and Pastoral Association and was well known as a breeder and prize taker at the shows with carriage, blood and draught horses.

ROAD 3

- Ned Paterson Street - Ned Paterson was the Halswell Quarry Manager from 1901 until his retirement in 1938. In 1927 a house was built for him and his family, and was known as the Quarry Manager's House, and since the quarry became a recreational park in 1990 it has been called 'Paterson House' in honour of the first family to live there. The three-bedroom dwelling is said to have been built as a show home to demonstrate the potential of quarry stone for modern houses.
- Hean Street - Named after Victor Hean, the architect who designed the Quarry Manager's house c1926.
- Beamsgate Road - an old flower, gift and craft supply shop that was located in Sutherlands Road for many years until c2000. It was operated by the resident owner and her husband and was well known and frequented by the local Halswell community.

ROAD 4

- Selah Place - means 'pause', 'listen' or 'think of that' in memory of the peaceful rural environment and surrounds.
- Withers Street - Named after the Withers family of 11 who lived in one of the stone cottages at Halswell Quarry from 1933 to 1955. George Withers worked at the quarry and was a World War 1 veteran.

Attachments

No.	Title	Page
A ↓	Stoneridge Downs Subdivision - Proposed Road Names - Plan	20
B ↓	Halswell Downs Subdivision - Proposed Road Names - Plan	21

Confirmation of Statutory Compliance

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).
(a) This report contains:

- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
 - (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.
- (b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories

Authors	Laura Braddick - Planning Technician Paul Lowe - Team Leader Planning
Approved By	John Higgins - Head of Resource Consents Leonie Rae - General Manager Consenting and Compliance





REVISION DETAILS		BY	DATE
1	ISSUED FOR APPROVAL	RJH	11/05/18

SURVEYED	WOODS	78 SUTHERLANDS RD HALSWELL CHRISTCHURCH
DESIGNED	RJH	
DRAWN	RJH	
CHECKED	MC	
APPROVED	MC	WOODS.CO.NZ

HALSWELL
DOWNS TRUST

HALSWELL DOWNS

PROPOSED ROAD NAMES

STATUS	ISSUED FOR APPROVAL	REV
SCALE	1:1000 @ A3	1
COUNCIL	CHRISTCHURCH CITY COUNCIL	
DWG NO	P17-147-00-934-MSC	

Document No. LVP17-147-78 SUTHERLANDS ROAD DRAWINGS/ENG/P17-147-00-934-MSC, ROAD NAMES.DWG

8. Traffic and Parking Bylaw 2017 - Local Existing Heavy Vehicle Restrictions - Administrative Update

Reference: 18/640117

Presenters: Wayne Gallot, Traffic Engineer and Michael Thomson, Transport Engineer

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is to recommend that the Halswell-Hornby-Riccarton Community Board resolve Heavy Vehicle Restrictions under the Traffic and Parking Bylaw 2017 for streets with existing restrictions in Hei Hei, Hornby and Islington, made previously under the Land Transport Act 1998.

Origin of Report

- 1.2 This report is staff generated to ensure continued enforceability of existing Heavy Vehicle Restrictions.

2. Significance

- 2.1 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 2.2 The levels of significance were determined through application of the Significance and Engagement Policy assessment tools and resources.
- 2.3 The community engagement and consultation outlined in this report reflect the assessment.

3. Staff Recommendations

That the Halswell-Hornby-Riccarton Community Board resolve to:

1. Approve, pursuant to Clause 19 of the Council's Traffic and Parking Bylaw 2017, that heavy vehicles be prohibited on the following roads within the Hei Hei area (refer Agenda Attachment A) except where there is no other way reasonably available for the traffic concerned to proceed, and/or bona fide deliveries to or collections from properties on the road, and/or scheduled bus services;
 - a. Hei Hei Road (entire length)
 - b. Aurora Street (entire length)
 - c. Manurere Street (entire length)
 - d. Tuaiwi Crescent (entire length)
 - e. Ranui Street (entire length)
 - f. Wycola Avenue (entire length)
 - g. Tinokore Street (entire length)
 - h. Amuri Street (entire length)
 - i. Ngata Place (entire length)
 - j. Taurima Street (entire length)
 - k. Whelan Place (entire length)

- l. Keri Place (entire length)
 - m. Tirangi Street (entire length)
 - n. Ariki Place (entire length)
2. Approve, pursuant to Clause 19 of the Council's Traffic and Parking Bylaw 2017, that heavy vehicles be prohibited on the following roads in the Islington area (refer Agenda Attachment B) except where there is no other way reasonably available for the traffic concerned to proceed, and/or bone fide deliveries to or collections from properties on the road;
 - a. Foremans Road (between its intersection with Halswell Junction Road and its intersection with Parker Street)
 - b. Steele Street (entire length)
 - c. Lomax Place (entire length)
 - d. Montague Street (entire length)
 - e. Roswell Place (entire length)
 - f. Camelia Place (entire length)
3. Approve, pursuant to Clause 19 of the Council's Traffic and Parking Bylaw 2017, that heavy vehicles be prohibited on the following roads in the Hornby area (refer Agenda Attachment B) except where there is no other way reasonably available for the traffic concerned to proceed, and/or bone fide deliveries to or collections from properties on the road;
 - a. Seymour Street (between its intersection with Main South Road and its intersection with Shands Road)
 - b. Skerten Avenue (entire length)
 - c. Ruakaka Street (entire length)
 - d. Denise Crescent (entire length)
 - e. Davidson Crescent (entire length)
 - f. Waitohi Street (entire length)
 - g. Loreto Place (entire length)
4. Approve, pursuant to Clause 19 of the Council's Traffic and Parking Bylaw 2017, that heavy vehicles be prohibited on the following roads in the South Hornby area (refer Agenda Attachment C) except where there is no other way reasonably available for the traffic concerned to proceed, and/or bone fide deliveries to or collections from properties on the road;
 - a. Boston Avenue (entire length)
 - b. Blankney Street (entire length)
 - c. Witham Street (entire length)
 - d. Oriana Crescent (entire length)
 - e. Dunstan Crescent (entire length)
 - f. Glenora Place (entire length)
 - g. Fairmont Place (entire length)
 - h. Silverwood Place (entire length)

General Revocations

5. Approve that any other existing traffic control and/or restriction made under any Act, Rule or Bylaw that is contrary to or in conflict with any of the above recommendations, be revoked.

4. Key Points

- 4.1 The recommendations in this report are consistent with the anticipated outcomes of the Traffic Safety and Efficiency Service Plan in the [Council's Long Term Plan \(2018 - 2028\)](#).
- 4.2 The following feasible options have been considered:
 - Option 1 – Administrative changes to reflect existing/as-built traffic environment (preferred option)
 - Option 2 – Do nothing
- 4.3 Option Summary - Advantages and Disadvantages (Preferred Option)
 - 4.3.1 The advantages of this option include:
 - Re-resolving the existing heavy vehicle restrictions under the Council's Traffic and Parking Bylaw 2017 will enable the Police to better enforce these restrictions.
 - The recommendations require no physical works, with the possible exception of some replacement heavy vehicle restriction signage, and therefore have little (if any) associated cost.
 - 4.3.2 The disadvantages of this option include:
 - No identified disadvantages.

5. Context/Background

- 5.1 A number of streets in the city have Heavy Vehicle Restrictions. These were established under Section 16A of the Land Transport Act 1998 (the Act).
- 5.2 Subsequent to any restriction imposed by the Council, Section 16A was amended to be only used as a mechanism for temporary Heavy Vehicle Restrictions. The savings provisions are such that any resolutions made under Section 16A cease to have legal effect from 11 August 2018.
- 5.3 As part of the 2017 review, the Council inserted Clause 19 Control of Vehicles on Roads, which provides an alternative mechanism to retain existing Heavy Vehicle Restrictions and create new ones.

6. Option 1 - Administrative changes to reflect existing/as-built traffic environment (preferred)

- 6.1 This option seeks to re-establish, and address enforcement issues associated with existing Heavy Vehicle Restrictions in place around the city by resolving the restrictions under the Council's Traffic and Parking Bylaw 2017. Maps identifying the locations of these heavy vehicle restrictions are provided in **Attachments A to C**. These recommendations also require no physical works, with the possible exception of some replacement heavy vehicle restriction signage, and therefore have little (if any) associated cost.

Significance

- 6.2 The level of significance of this option is low and is consistent with section 2 of this report.

Impact on Mana Whenua

- 6.3 This option does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Ngāi Tahu, their culture and traditions.

Community Views and Preferences

- 6.4 The recommendations for this option relate only to administrative that support the current operating conditions of the road network. It is considered that the recommendations in the preferred option have no material impact on road users, adjoining property owners or other stakeholders and, as such, it is considered unnecessary to engage or consult with those parties in this instance.
- 6.5 Notwithstanding the above, it is noted that some Seymour Street residents have previously contacted Council staff, Community Board members and the local Member of Parliament in regard to concerns over the enforceability of the existing Heavy Vehicle Restriction in that road. Re-establishing the existing Seymour Street heavy vehicle restriction by resolution under the Bylaw may help to address the residents' concerns, albeit subject to the availability of the Police to resource enforcement activities of this nature.

Alignment with Council Plans and Policies

- 6.6 This option is consistent with the Council's Plans and Policies.

Financial Implications

- 6.7 Cost of Implementation – Nil
- 6.8 Funding source – Not applicable
- 6.9 Maintenance/Ongoing Costs – Covered under the area maintenance contract and effect will be minimal to the overall asset.

Legal Implications

- 6.10 Existing Heavy Vehicle Restrictions in Christchurch were established under Section 16A of the Land Transport Act 1998. An amendment to Section 16A came into force on 10 August 2017 that prevents Section 16A from being used for the creation of permanent Heavy Vehicle Restrictions. Existing notices given under Section 16A cease to have effect beyond 12 months from when the amendment came into force.
- 6.11 Part 2 Clause 19 of the Traffic and Parking Bylaw provides the Council with the authority to establish Heavy Vehicle Restrictions (subject to conditions as the Council sees fit) by resolution.
- 6.12 The Delegations Register sets out authority for making decisions on Council matters. The power to make decisions under Part 2 Clause 19 of the Traffic and Parking Bylaw is delegated to the Community Boards.
- 6.13 The installation of any traffic signs and/or markings with traffic control devices must comply with Land Transport Rule: Traffic Control Devices 2004.

Risks and Mitigations

- 6.14 No identified risks

Implementation

- 6.15 Implementation dependencies – Community Board approval
- 6.16 Implementation timeframe – Immediately upon Community Board approval (no physical works are required, with the possible exception of some replacement heavy vehicle restriction signage).

Option Summary - Advantages and Disadvantages

- 6.17 The advantages of this option include:

- Re-resolving the existing heavy vehicle restrictions under the Council's Traffic and Parking Bylaw 2017 ensures continuing enforceability.
- The recommendations require no physical works, with the possible exception of some replacement heavy vehicle restriction signage, and therefore have little (if any) associated cost.

6.18 The disadvantages of this option include:

- No identified disadvantages.

7. Option 2 – Do nothing

Option Description

7.1 This option would maintain the status quo in relation to the existing heavy vehicle restrictions that were established under Section 16A of the Land Transport Act 1998. These cease to be enforceable from 11 August 2018.

Significance

7.2 The level of significance of this option is low consistent with section 2 of this report.

Impact on Mana Whenua

7.3 This option does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Ngāi Tahu, their culture and traditions.

Community Views and Preferences

7.4 Refer paragraphs 6.4 and 6.5

Alignment with Council Plans and Policies

7.5 This option is consistent with the Council's Plans and Policies.

Financial Implications

7.6 Not applicable

Legal Implications

7.7 Existing Heavy Vehicle Restrictions made under Section 16A of the Land Transport Act cease to have legal effect (Refer paragraphs 6.10 to 6.13).

Risks and Mitigations

7.8 Existing Heavy Vehicle Restrictions cease to have legal effect and are not enforceable. If this option is approved and became common knowledge, the existing restrictions could cease to be effective. This can be remediated by resolving the recommendations of the preferred option.

Implementation

7.9 Not applicable

Option Summary - Advantages and Disadvantages

7.10 The advantages of this option include:

- No identified advantages

7.11 The disadvantages of this option include:

- Expiry of legal status of existing Heavy Vehicle Restrictions, existing restrictions no longer enforceable.

Attachments

No.	Title	Page
A ↓	Heavy Vehicle Restrictions - Hei Hei Area - Map	29
B ↓	Heavy Vehicle Restrictions - Hornby Area - Map	30
C ↓	Heavy Vehicle Restrictions - South Hornby Area - Map	31

Confirmation of Statutory Compliance

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

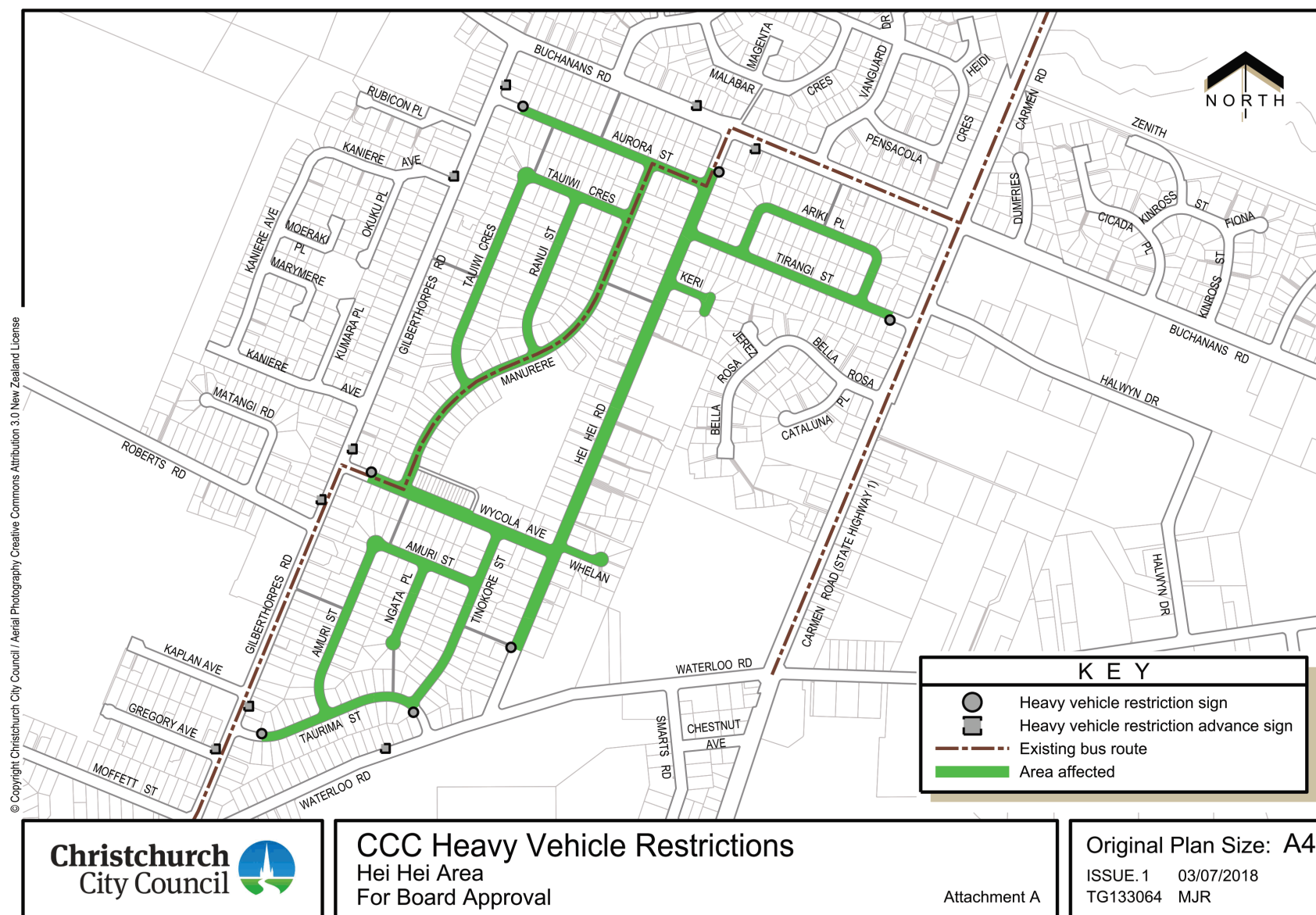
(a) This report contains:

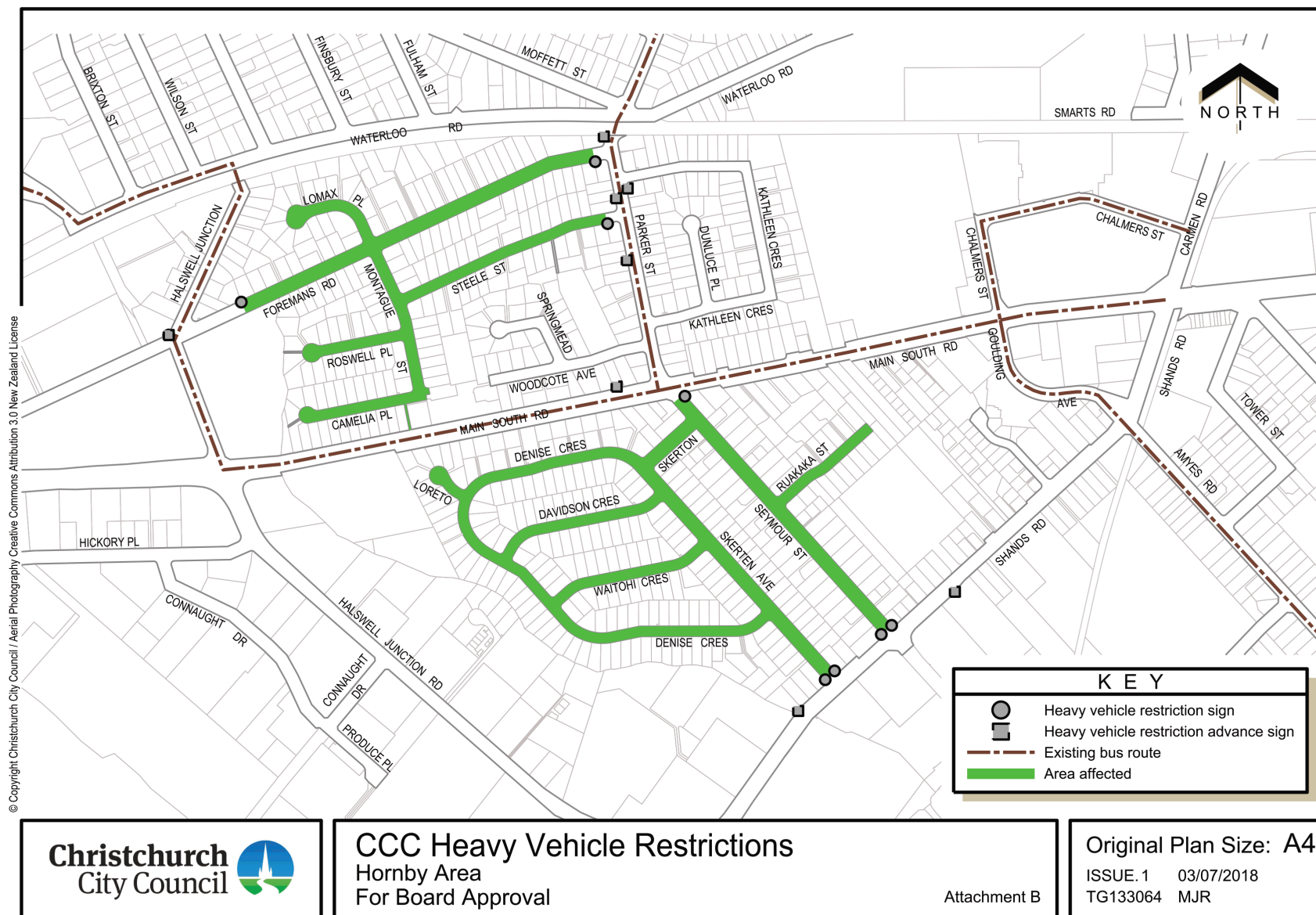
- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

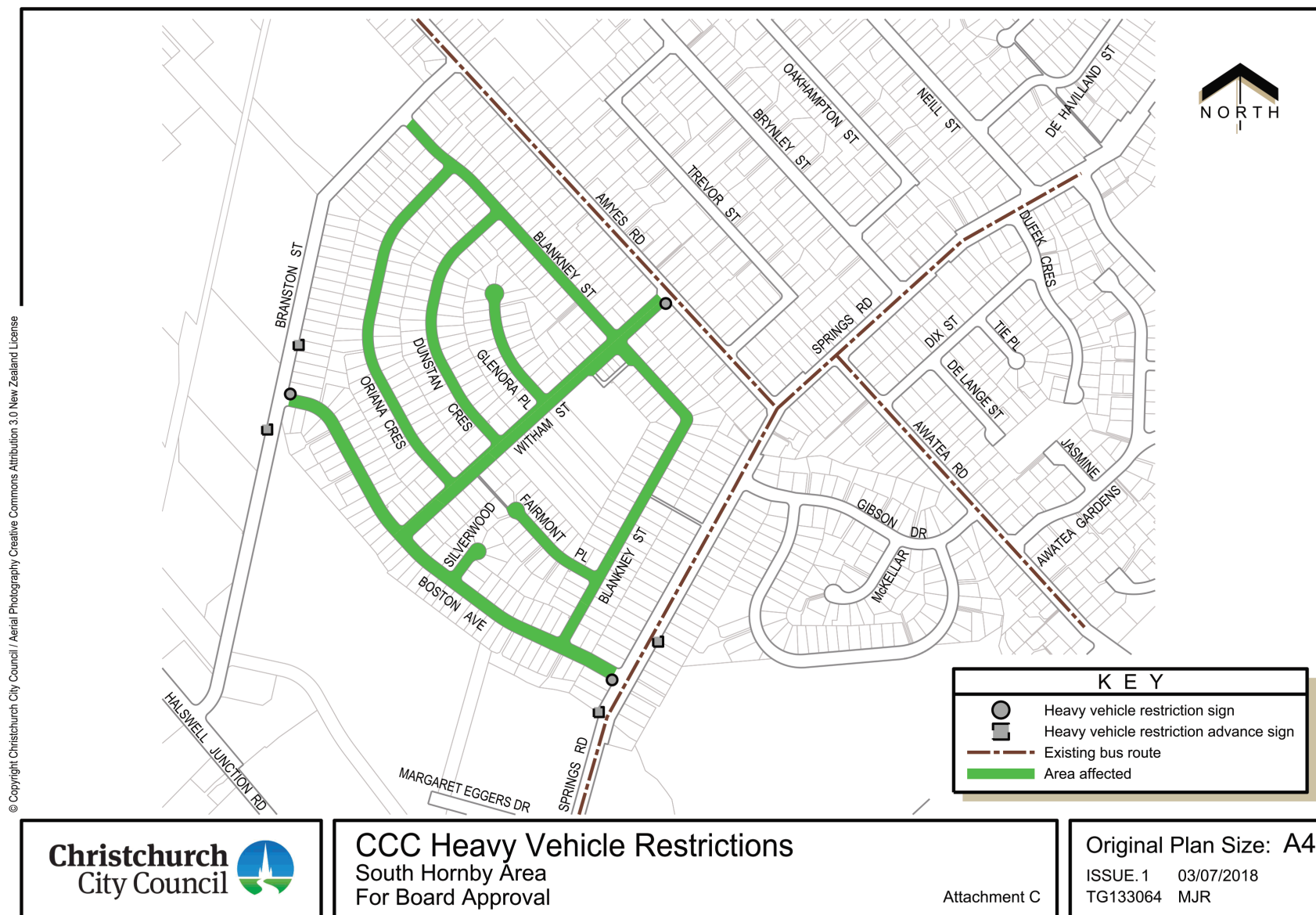
(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories

Authors	Wayne Gallot - Traffic Engineer Michael Thomson - Transport Engineer Vivienne Wilson - Associate General Counsel
Approved By	Ryan Rolston - Team Leader Traffic Operations Steffan Thomas - Manager Operations (Transport)







9. Richmond Drainage Reserve - Longhurst - Proposed Pathways

Reference: 18/674765

Presenter: Peter Barnes, Senior Planner Open Space

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is for the Halswell-Hornby-Riccarton Community Board to approve the construction of two short sections of pathway within the Richmond Drainage Reserve. The two paths (each path is 2.5 metres wide x three metres long) will link to the adjacent Knights Stream School site from an existing pedestrian pathway.

Origin of Report

- 1.2 This report is staff generated in response to a request from the Ministry of Education.

2. Significance

- 2.1 The decision in this report is of a low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
 - 2.1.1 The level of significance was determined by the scale and intensity of the proposal.

3. Staff Recommendations

That the Halswell-Hornby-Riccarton Community Board resolve to:

1. Approve the Ministry of Education's request to construct two pedestrian pathways on the Richmond Drainage Reserve to connect the adjacent Knights Stream School site with the existing pedestrian pathway in the reserve.

4. Key Points

- 4.1 This report supports the [Council's Long Term Plan \(2018 - 2028\)](#):
 - 4.1.1 Activity: Parks and Foreshore
 - Level of Service: 6.8.2.5 Parks are provided managed and maintained in a clean, tidy, safe, functional and equitable manner (Asset Condition) - Structures, fixtures and furniture - condition average or better: 95 per cent
- 4.2 The following feasible options have been considered:
 - Option 1 – Approve the construction of sections of asphalt path on Richmond Drainage, to provide access for children to the adjacent Knights Stream School site.
 - Option 2 – No paths constructed. Status quo
- 4.3 Option Summary - Advantages and Disadvantages (Preferred Option)
 - 4.3.1 The advantages of this option include:
 - Improved student connectivity and movement to proposed Knights Stream School site. The Ministry of Education advise these linkages will assist in easing congestion on the Richmond Avenue/Killarney Avenue side of the site, and through the school car park.
 - Improved visual surveillance within Richmond Drainage Reserve, and the adjacent Neil Graham Park.

4.3.2 The disadvantages of this option include:

- No disadvantages identified

5. Background

Delegations Register

The Council Delegations Register identifies the Community Boards as being able to approve landscape changes within a Council reserve (Delegations Register reference clause 5.16). This includes the construction of pathways.

Richmond Drainage Reserve

- 5.1 The Richmond Drainage Reserve runs north to south, parallel to the western boundary of the Knights Stream School site. The drainage reserve connects Tongariro Street and Richmond Avenue.
- 5.2 The drainage reserve has a seamless unfenced boundary with the Neil Graham Park to the east which has a playground and an open space area.
- 5.3 The Richmond Drainage Reserve has an existing boundary fence to the west with the Knights Stream School site. A 2.5 metres asphalt pathway runs within the Richmond Drainage Reserve parallel to the school site boundary, connecting Tongariro Street and Richmond Avenue. The path is approximately three metres from the school site boundary fence.
- 5.4 The drainage reserve has an area of 5,833m², and the adjacent Neil Graham Park is 4,055m² in area.

Knights Stream School

- 5.5 The Ministry of Education has approached Council staff seeking permission to construct two pedestrian pathways to link the new school with the existing pedestrian path in the Richmond Drainage Reserve. The Ministry of Education is constructing the new school including the two proposed pathway linkages during 2018. Opening is scheduled for the 2019 school year (refer **Attachment A**).
- 5.6 The Ministry of Education is fully funding the construction of both paths.

6. Option 1 – Construct paths on Richmond Drainage Reserve (preferred)

Option Description

- 6.1 The Ministry of Education propose to construct two asphalt paths from the gates on their boundary, eastward to connect with the existing pathway at the Richmond Drainage Reserve.
- 6.2 Each path is proposed to be 2.5 metres wide (consistent with the existing path) and approximately three metres in length from the existing drainage reserve path to the school site boundary.

Significance

- 6.3 The level of significance of this option is low consistent with section 2 of this report. This is because of the minor scale and intensity of this option.

Impact on Mana Whenua

- 6.4 This option does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Ngāi Tahu, their culture and traditions.

Community Views and Preferences

- 6.5 It is noted that no specific user group or residents' association is active in the area. No person or group is expected to be negatively affected.

Alignment with Council Plans and Policies

- 6.6 This option is consistent with the Council's Plans and Policies.

Financial Implications

- 6.7 Nil. The Ministry of Education will fund all path construction costs.
- 6.8 The maintenance and ongoing costs of the proposed two paths (each 2.5 metres x approximately three metres) are considered to be minor, and will be funded by existing ongoing maintenance budget.

Legal Implications

- 6.9 There is no legal issues relevant to this decision.

Risks and Mitigations

- 6.10 There are minimal risks associated with this proposal.

Implementation

- 6.11 Implementation undertaken by the Ministry of Education, who have stated that they expect the work to be undertaken during late 2018.

Option Summary - Advantages and Disadvantages

- 6.12 The advantages of this option include:
- Improved visual surveillance for all Richmond Drainage Reserve and Neil Graham Park users.
 - Improved access and shorter travel times for Knights Stream School students. This will include easing congestion on Killarney Avenue and Richmond Avenue side and through the school car park.
- 6.13 The disadvantages of this option include:
- No significant disadvantages have been identified.

7. Option 2 – No path construction -Status Quo

Option Description

7.1 No additional paths to be constructed.

Significance

7.2 The level of significance of this option is low consistent with section 2 of this report.

Impact on Mana Whenua

7.3 This option does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not impact Ngāi Tahu, their culture and traditions.

Community Views and Preferences

7.4 It is noted that as there is no specific user group or residents' association active in the area, no persons or groups are expected to be affected.

Alignment with Council Plans and Policies

7.5 This option is consistent with the Council's Plans and Policies.

Financial Implications

7.6 There are no financial implications with no path construction/status quo.

Legal Implications

7.7 There are no legal issues relevant to this option.

Risks and Mitigations

7.8 There are minimal risks associated with this option.

Option Summary - Advantages and Disadvantages

7.9 No advantages of this option have been identified.

7.10 The disadvantages of this option include:

- School students will not have a paved path to provide a short access route and short travel time to the school site. Foot traffic over grass to and from the school gates at the boundary is likely to create a worn and sometimes muddy area, possibly requiring increased maintenance.
- If students do not use the proposed access points (and if paths are not provided), this may increase congestion on the Killarney Avenue and Richmond Avenue side, and through the school car park.

Attachments

No.	Title	Page
A ↓	Knights Stream School and Richmond Drainage Reserve - Proposed Pathways - Site Plan	38

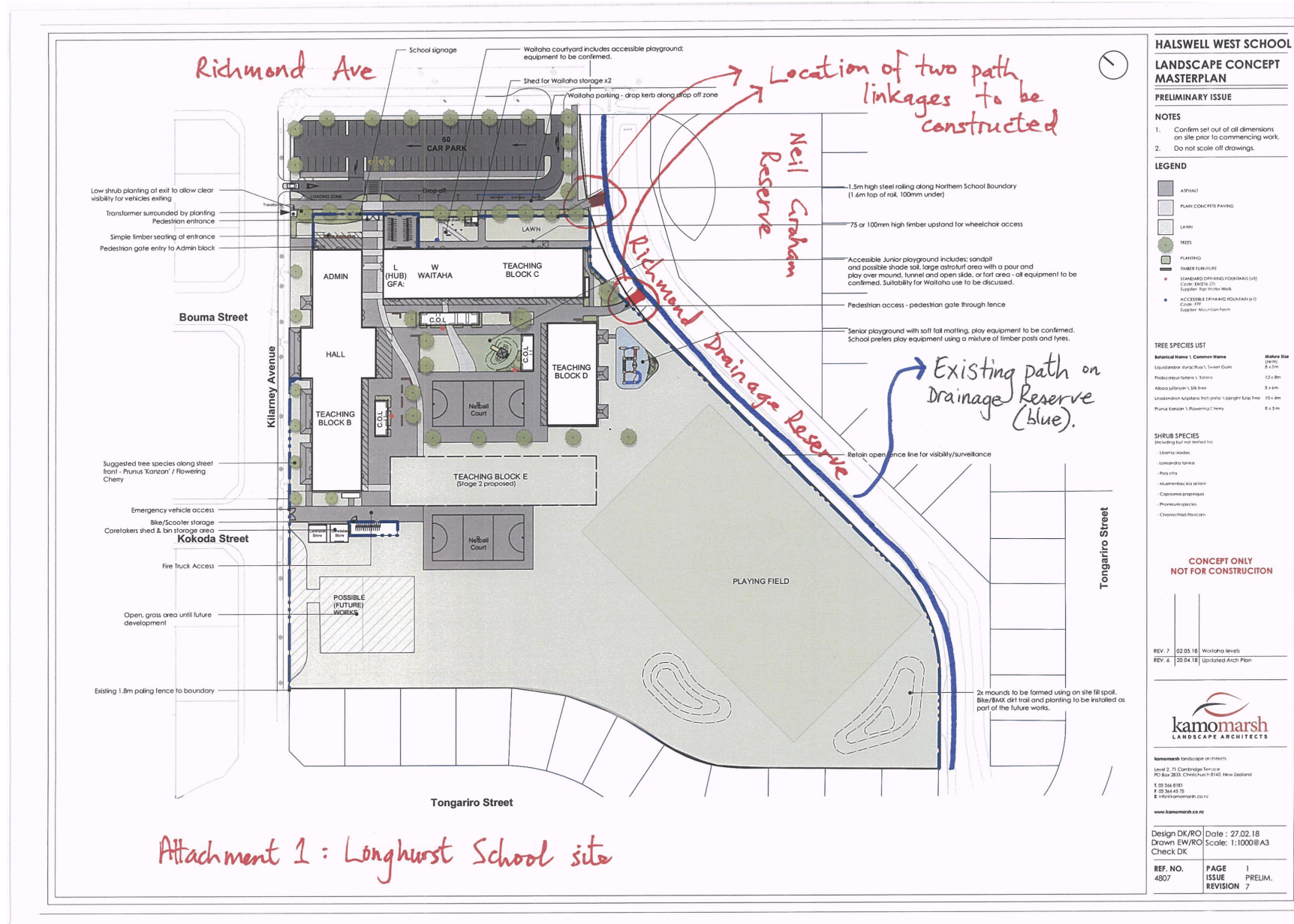
Confirmation of Statutory Compliance

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).
(a) This report contains:

- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
 - (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.
- (b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories

Author	Peter Barnes - Senior Planner Open Space
Approved By	Andrew Rutledge - Head of Parks Mary Richardson - General Manager Citizen and Community



10. Halswell-Hornby-Riccarton Community Board - 2018-19 Youth Development Fund - Applications - St Thomas of Canterbury College, Tom Mackintosh, Davina Waddy, Jessika Rowe and Angus Gilbert

Reference: 18/591337

Presenter: Emily Toase, Community Recreation Advisor

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is for the Halswell-Hornby-Riccarton Community Board to consider five applications received for funding from its 2018-18 Youth Development Fund.
- 1.2 There is currently a balance of \$17,000 remaining in this fund.

Origin of Report

- 1.3 This report is to assist the Board to consider five applications received for funding from St Thomas of Canterbury College, Tom Mackintosh, Quantelle Hira-Kapua, Jessika Rowe and Angus Gilbert.

2. Significance

- 2.1 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
 - 2.1.1 The level of significance was determined by the number of people affected and/or with an interest.
 - 2.1.2 Due to the assessment of low significance, no further community engagement and consultation is required.

3. Staff Recommendations

That the Halswell-Hornby-Riccarton Community Board resolve to:

1. Approve a grant of \$500 from its 2018-19 Youth Development Fund to St Thomas of Canterbury towards two students traveling to Japan to compete in the Under 15 Rugby Tour from 5 to 18 October 2018.
2. Approve a grant of \$500 from its 2018-19 Youth Development Fund to Tom Mackintosh towards representing New Zealand in the Under 23s World Rowing Championships in Poland from 25 to 29 July 2018.
3. Approve a grant of \$500 from its 2018-19 Youth Development Fund to Davina Waddy towards representing New Zealand in the Under 23s World Rowing Championships in Poland from 25 to 29 July 2018.
4. Approve a grant of \$500 from its 2018-19 Youth Development Fund to Jessika Rowe towards representing New Zealand in the Under 20 Mixed Touch World Cup 2018 in Malaysia from 4 to 12 August 2018.
5. Approve a grant of \$500 from its 2018-19 Youth Development Fund to Angus Gilbert towards representing New Zealand in the Junior World Rowing Championships in the Czech Republic from 8 to 12 August 2018.

4. Applicant 1 – St Thomas of Canterbury College

- 4.1 St Thomas of Canterbury College has applied for funding on behalf of two of its students who have been selected to compete in the Under 15 Rugby Tour to Japan from 5 to 18 October 2018.
- 4.2 St Thomas of Canterbury College is looking to build the development of rugby across the school, providing opportunities for their students to experience a high performance environment. The Japan tour will give 23 of their students the opportunity to play four games in four different areas of the country.
- 4.3 Eruera Te Kani is a fourteen year old from Templeton who has been selected to travel as part of the school's rugby squad. Eruera has represented Canterbury at 11th 13th and 14th Grade and Canterbury Maori Rugby League at 14th Grade Level. He has also recently been part of the South Island Rugby League Under 16 Development League Programme.
- 4.4 Eruera currently plays club rugby league for the Hornby Panthers in the Under 16s team. One day he hopes to represent his family at the Hikurangi Sport Club in Ruatoria where his family have always played rugby, and also to continue to represent Canterbury at regional level.
- 4.5 Felix Faatili is a fourteen year old from Hei Hei who plays in the Under 15s team at St Thomas of Canterbury College and also represents Canterbury in the codes of rugby and league.
- 4.6 Felix trains five nights a week and is working towards his dream of securing a professional contract either for the Crusaders or to compete in the National Rugby League. Felix also aspires to represent New Zealand at rugby.
- 4.7 To fundraise for the tour, Felix has organised sausage sizzles, a runathon and has designed and is selling customised made mouth guards and umbrellas in the school colours. Eruera held a stall at Otakarora Market on 7 April 2018 in Victoria Square. He has also completed a hangi fundraiser and is selling raffle tickets to save for the trip.
- 4.8 The following table provides a breakdown of the costs for the rugby tour to Japan:

EXPENSES	Cost (\$)
Fights	1620
Travel Insurance	120
Transportation	562
Accommodation	838
Food	457
Miscellaneous/Cultural Activities	403
Total	\$4,000
Amount Requested	\$1,500

- 4.9 This is the third time the applicant school has applied for funding. The previous two applications were on behalf of different students and for other sports tournaments.

5. Applicant 2 – Tom Mackintosh

- 5.1 Tom Mackintosh is a 21 year old from Upper Riccarton who has been selected to represent New Zealand in the Under 23s Rowing Team.
- 5.2 The New Zealand team will be competing in the Men's Coxless Four at the World Under 23 Rowing Championship in Poznan, Poland, from 25 to 29 July 2018. The Coxless Four is a rowing boat which seats four people who propel the boat with sweep oars.

- 5.3 Tom has been rowing for eight years and currently trains twice daily at Lake Karapiro to work towards the World Championships. He is also currently studying at the University of Canterbury for a Bachelor of Commerce double major in Finance and Accounting.
- 5.4 Tom's achievements in rowing so far include receiving bronze in the Junior World Championships, gold in the New Zealand Rowing Championships and a placing of seventh in the Under 23s World Championships in 2017.
- 5.5 Tom hopes his participation in the Under 23s World Championships will help towards pushing himself and his team into the New Zealand Elite World Championships and Tom also aspires to represent New Zealand at the Tokyo 2020 Olympics.
- 5.6 The following table provides a breakdown of the costs for the Under 23 World Championships:

EXPENSES	Cost (\$)
Relocating/Lake Karapiro training	300
International flights	2,550
Transfers	150
Travel insurance	92
Accommodation and meals	3,686
Team uniform	1,143
Vehicle/boat transport	248
Total	\$8,169
Amount Requested	\$500

- 5.7 This is the second time the applicant has applied for funding.

6. Applicant 3 – Davina Waddy

- 6.1 Davina Waddy is a 21 year old from Upper Riccarton who has been selected to represent New Zealand in the Under 23s Rowing Team.
- 6.2 The New Zealand team will be competing in the Women's Coxless Four at the World Under 23 Rowing Championship in Poznan, Poland, from 25 to 29 July 2018.
- 6.3 Davina started rowing five years ago and has been a member of the Southern Rowing Performance Centre since September 2015 which is one of the four high performance rowing centres in New Zealand. It was at the Centre that Davina was selected to train at the National Training Centre on Lake Karapiro as part of the New Zealand Summer Squad.
- 6.4 Davina achievements also include being unbeaten in the Women's Sweep Rowing as part of the New Zealand Under 21s Team, she placed 4th in the Women's 8s in Rotterdam in 2016 with the Under 23s Team, and won silver at the New Zealand National Rowing Championships in 2017.
- 6.5 In addition to training fourteen times a week, Davina is also completing a degree in Commerce and Supply Chain Management at the University of Canterbury. She hopes that by competing in the World Under 23s Rowing Championships she will inspire other athletes to pursue their dreams whilst also continuing to study.
- 6.6 Davina is working towards being selected for the New Zealand Elite Rowing Team in 2019 and represent New Zealand in the 2020 Olympics.
- 6.7 To fundraise for the trip, Davina has saved \$400 from the wages from her part time summer job. Training and studying time has limited the opportunity to commit to a part time job during the term. She has also applied to the University of Lincoln for \$500 and is awaiting a decision.
- 6.8 The following table provides a breakdown of the costs for the National Tournament.

EXPENSES	Cost (\$)
Relocating/Lake Karapiro training	300
International flights	2,550
Transfers	150
Travel insurance	92
Accommodation and meals	3,686
Team uniform	1,143
Vehicle/boat transport	248
Total	\$8,169
Amount Requested	\$500

6.9 This is the first time the applicant has applied for funding.

7. Applicant 4 – Jessika Leigh Rowe

- 7.1 Jessika Rowe is a nineteen year old from Templeton who has been selected to represent New Zealand in the Under 20 Mixed Touch Team at the Youth World Cup in Malaysia in August 2018.
- 7.2 The team is one of six that will be travelling to Kuala Lumpur in Malaysia from 4 August to 21 August 2018. The Touch World Cup has been established since 2005 and is currently held by New Zealand so the teams will be competing to retain the World Cup title.
- 7.3 Jessika has been playing touch for three years and has enjoyed lots of success including making the finals at the National Championships twice with her team and at 17 years old, won the Nationals with the Under 21s Girls Team.
- 7.4 Jessika has had trials for the New Zealand Mixed Touch Team previously but this is the first time she has been selected. She was also named in the Canterbury Open Mixed Team for 2017-18 as one of the youngest players to be selected in several years.
- 7.5 Jessika is currently studying Sport Science: Adventure Sport and the Environment at the University of Canterbury, as well as playing netball, running and practising martial arts, which she has also taught for the last seven years.
- 7.6 Through competing in the Mixed Touch World Cup Jessika hopes to push herself to develop her skills further and gain experience of playing internationally. She aims to use this knowledge and experience to pass on to her Canterbury teams mates and the junior teams that she coaches.
- 7.7 To fundraise for the Mixed Touch World Cup Jessika is saving money from her part time job.
- 7.8 The following table provides a breakdown of the costs for competing in the Mix Touch World Cup.

EXPENSES	Cost (\$)
Domestic flights - to and from Auckland	217
Tournament entry fees	340
Accommodation and food	1,050
Flights	1,600
Uniforms	550
Medical/health care	65
Insurance	65
Transport	155
Equipment hire	100
Miscellaneous	105
Training camp	350

Total	\$4,597
Amount Requested	\$500

7.9 This is the first time the applicant has applied for funding.

8. Applicant 5 – Angus William Gilbert

- 8.1 Angus Gilbert is an eighteen year old from Riccarton who has been selected to represent New Zealand in the World Junior Rowing Championships in the Czech Republic from 8 to 12 August 2018.
- 8.2 In the lead up to the World Championships Angus is required to train at Lake Karapiro near Cambridge, twice a day for eight weeks where he is staying in accommodation provided by Rowing New Zealand with the other three members of the New Zealand Junior Rowing crew.
- 8.3 Angus has been rowing for four years for Christchurch Boys' High School and the Canterbury Rowing Club and his ultimate goal is to represent New Zealand at the Olympics. In the interim, Angus hopes to continue to be selected for the Under 21 and Under 23 programmes and then make selection to the New Zealand Elite Rowing Team.
- 8.4 This year, Angus was awarded the Cheltenham Trophy for outstanding rowing performance and leadership for his school team. He was also joint winner of the Senior Oarsman Trophy at Christchurch Boys' High School. Angus also received gold in the Under 19 Canterbury Championships and silver at the New Zealand Secondary School Rowing Championships.
- 8.5 Having been selected to represent New Zealand, Angus has now been offered a place in the Pathways to Podium programme; a prestigious nationwide programme delivered by Sport New Zealand which helps emerging athletes and coaches prepare for high performance sport. Angus hopes this will also help him to achieve his goals.
- 8.6 After school, Angus hopes to study at the University of Canterbury and continue to row for Canterbury. He would also like to start coaching so he can give back to the sport and encourage other young people to row.
- 8.7 Angus has raised \$1,600 towards the trip so far through applying to the New Zealand Racing Board and Canterbury Rowing Association.
- 8.8 The following table provides a breakdown of costs.

EXPENSES	Cost (\$)
Lake Karapiro training camp accommodation	1,120
Lake Karapiro training camp food cost	1,080
Total	2,200
Flights	2,700
Transfers	200
Travel insurance	92
Accommodation and meals	3,306
Team uniform	952
Vehicles and boat transport	230
Total	\$7,480
Athletes contribution	\$6,500
Total cost of training camp and World Championships	\$8,700
Amount Requested	\$500

8.9 This is the first time the applicant has applied for funding.

Attachments

There are no attachments to this report.

Confirmation of Statutory Compliance

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

(a) This report contains:

- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories

Author	Emily Toase - Community Recreation Advisor
Approved By	Gary Watson - Manager Community Governance, Halswell-Hornby-Riccarton

11. Halswell-Hornby-Riccarton Community Board Area Report - July 2018

Reference: 18/591557

Presenter: Gary Watson, Community Governance Manager

1. Purpose of Report

This report provides information on initiatives and current issues within the Halswell-Hornby-Riccarton wards, to provide the Board with a strategic overview and inform sound decision making.

2. Staff Recommendations

That the Halswell-Hornby-Riccarton Community Board decide to:

1. Receive the Halswell-Hornby-Riccarton Community Board Area Report for July 2018.
2. Receive and note for record purposes the delegated decisions (Part C) made by the former Riccarton/Wigram Community Board on 15 July 2014 regarding the Matai Street East - New Cycle Path and Cycle Pedestrian Signalised Crossings Project at Matai Street/Deans Avenue, Fendalton Road/Harper Avenue and Deans Avenue.
3. Appoint a member to represent the Board at the Council Graffiti Programme Ten Year Anniversary event on Friday 23 November 2018.
4. Convene its Submissions Committee to consider the preparation of Board submissions on the Council Bylaws being reviewed in 2018.

3. Community Board Activities and Forward Planning

3.1 Memos/Information/Advice to the Board

Matai Street East – New Cycle Path and Cycle Pedestrian Signalised Crossings Project at Matai Street/Deans Avenue, Fendalton Road/Harper Avenue and Deans Avenue

At its meeting on 15 July 2014, the former Riccarton/Wigram Community Board considered a combined Part A and Part C report seeking specific recommendations to the Council, and for other Board decisions to be made under delegated authority on those Riccarton/Wigram specific elements of the proposed new cycle path and cycle pedestrian signalised crossings project at Matai Street/Deans Avenue, Fendalton Road/Harper Avenue and Deans Avenue.

The former Fendalton/Waimairi and Hagley/Ferrymead Community Boards also considered the relevant sections of the same report in July 2014 as the ward boundaries at that time were contiguous.

The location specific recommendations for the then Riccarton/Wigram ward (both Part A and Part C) were adopted by the Riccarton/Wigram Community Board and the full staff report was subsequently included in a Joint Board Chairpersons Report to the Council meeting on 31 July 2014.

The Council was informed that the Riccarton/Wigram Community Board had resolved to adopt all of the staff recommendations for its area, subject to the Council's adoption of a number of project related Part A recommendations which duly occurred.

The minutes of the Riccarton/Wigram Community Board meeting of 15 July 2014 were subsequently confirmed by the Board on 5 August 2014 but through omission, did not include the full wording of the Part C decisions.

The contents of the decisions made are contained in **Attachment A**.

The purpose of bringing this matter to the Board's attention now is to request that the Board formally receive the information presented and note it for record purposes.

A notation and the inclusion of these decisions will be entered by staff in the Minute Book of the Board's meeting of 15 July 2014.

3.2 Board area Consultations/Engagement/Submission Opportunities

3.2.1 Council Bylaws – 2018 Reviews

A review of the following Council Bylaws is being undertaken:

- Alcohol Restrictions in Public Places Bylaw 2009;
- Brothels (Location and Advertising of Commercial Sexual Services) Bylaw 2013;
- Cemeteries Bylaw 2013;
- Freedom Camping Bylaw 2015;
- Public Places Bylaw 2008.

Consultation is scheduled to occur during August and September 2018, with hearings to follow in October 2018.

The Board is invited to indicate its interest or otherwise, in the making of submissions on these bylaw reviews and for its Submissions Committee to be convened for this purpose, as required.

3.2.2 Lester Lane

A proposal for the installation of No Stopping Restrictions in Lester Lane from 11pm to 5am, is currently being consulted on until 26 July 2018.

Thereafter, a report including details of any feedback received, will come to the Board for a decision.

3.3 Annual Plan and Long Term Plan

3.3.1 The Council's Long Term Plan 2018-28 was approved by the Council in June 2018.

Staff will be providing Community Boards with information on the specific outcomes of relevance for their wards.

3.4 Board Reporting

3.4.1 Board members are invited, through the issued weekly meetings schedule, to forward any items they would like highlighted for inclusion in the Board's monthly Newsletter, Newswire releases and the monthly report to the Council.

4. Community Board Plan – Update against Outcomes

4.1 The next quarterly update will be included in the Area Report to the Board's meeting on 25 September 2018.

5. Significant Council Projects in the Board Area

5.1 Strengthening Community Fund Projects

Applications made to the Halswell-Hornby-Riccarton Community Board's 2018-19 Strengthening Communities Fund will be presented and decided on by the Board at its meeting on 28 August 2018.

5.2 Other partnerships with the community and organisations

5.2.1 New Zealand Institute of Sport - Get Set Go Workshop

Get Set Go is a workshop and guide to running community programmes and events which are held throughout the year across the city and are open to community organisations, sports clubs and recreation groups.

A workshop has recently been delivered to two classes at the New Zealand Institute of Sport based in Riccarton, with over sixty students attending a tailored version, specifically aimed at preparing them for future careers working in community sport.



The attending students are currently studying the New Zealand Institute of Sport Diploma in Sport Management and Exercise Prescription.

In addition to the Get Set Go Workshop, the students will also have the opportunity to participate in the planning and running of various community events to be held from October 2018 to March 2019, including Hoon Hay Hoops, Hornby Hoops, Hoon Hay Fiesta, Global Football Festival and Connect 2019, thereby gaining practical experience in their chosen field.

5.3 Community Facilities (updates and future plans)

5.3.1 Upper Riccarton War Memorial Library

As previously reported to the Board, the Upper Riccarton War Memorial Library is currently operating from the former Plunket building annexe at the rear of the library.

As previously reported to the Board, the building which is owned by Upper Riccarton War Memorial Library Incorporated, was closed in November 2017 due to earthquake damage. The future of the building remains under active consideration by the library.

5.3.2 Yaldhurst Memorial Hall

As the Board will recall, a report on future options for the Yaldhurst Memorial Hall was deferred following a meeting held in December 2017 with the Yaldhurst community and representatives of the Yaldhurst Rural Residents' Association.

The community requested a six months period in which to further investigate and consider community-led options for the earthquake damaged facility.

While this work is continuing, it is hoped to be in a position to report back to the Board within the next few months.

5.4 Infrastructure Projects Update

5.4.1 Ngā Puna Wai Sports Hub

The facilities for stage one of the Ngā Puna Wai Sports Hub have made significant progress. The premier hockey turf is now completed with the second almost finalised, and the stand under construction.

The car park adjacent to the athletic track is ready for use. The track itself needs only to have completed the staggered Start and Finish lines.



5.4.2 Halswell Domain Skate Park - Update

With a big effort to complete the design work, construction of the skate park is due to commence in late August 2018. The steel for the site has been ordered and the storm water basin changes will be completed alongside the construction. Project completion is scheduled for late December 2018.

5.4.3 Knights Stream Skate Park - Update

The Knights Stream Skate Park is progressing well and despite some weather delays, all the concrete work has been finished. The next stage involves the completion of the landscaping and furniture installation. Project completion is still expected by mid August 2018.



5.4.4 Riccarton Road Update

Deans Avenue to Harakeke Street Section

Construction of the Riccarton Road to Harakeke Street section is completed apart from the traffic signal installation at the railway crossing. Some poles have been installed with delivery of the remaining bespoke poles expected by the end of July. The delay is due to the workload of the supplier.

Project staff will be working with KiwiRail to complete the installation and connection to the rail signals. The pedestrian/cycle crossing will then become operational. Meantime, the bus lanes are partially open awaiting the crossing completion and pedestrians are limited in being able to cross the bus and traffic lanes until the signal controls are activated.

Harakeke Street to Matipo Street Section

This work is currently out to the market awaiting tenders from prospective contractors with tenders closing on Friday 10 August 2018.

A longer tender period has been provided due to the complexity of the work. It is hoped to award the contract in October 2018.

Further community engagement will occur after the contractor is appointed.

6. Significant Community Issues, Events and Projects in the Board Area

6.1 Riccarton Racecourse – Temporary Alcohol Ban

A further temporary alcohol ban was approved by the Council on 28 June 2018 for the local area surrounding the Riccarton Racecourse for New Zealand Cup Day on 17 November 2018.

It will be recalled that the request from the Canterbury Racing Club and Riccarton Park Function Centre for the temporary ban was supported by the Board on 27 March 2018.

6.2 Templeton Community

A submission writing workshop arranged and run by the Templeton Residents' Association was well received by attendees.

The workshop was facilitated by local Council staff and provided information on compiling written submissions to decision-making processes including resource consent applications, Long Term Plans, and local projects.

6.3 Wonderful Me

This project, developed as a collaboration between the University of Canterbury, secondary school students and community organisations, has commenced. Wonderful Me is a free four week course for children in the Riccarton area aged between eight and 13 years and centres on affirming uniqueness and self-worth, building healthy friendships with a clear anti-bullying focus.

The Halswell-Hornby-Riccarton Community Board provided funding to the University of Canterbury Foundation for the project, bringing the two levels of students together to provide community-based solutions to community issues.

Initiators of the successful projects have been working with local community groups to develop and bring the ideas to fruition. The painting of the water treatment box in Shand Reserve was another project developed out of this funding.

6.4 Council Graffiti Programme - Ten Year Anniversary - Invitation

The Council's Graffiti Programme will be celebrating its Ten Year Anniversary on Friday 23 November 2018 from 4pm to 6pm at the New Brighton Community Centre.

Community Boards have been invited to appoint a member representative to attend the event.

6.5 Events Report Back

6.5.1 Community Service and Youth Service Awards

The Board's annual Community Service and Youth Service Awards were successfully hosted on Wednesday 27 June 2018 at the Tea House, Riccarton Park.

Board members available, presented two Youth Service Awards and nine Community Service Awards as a way of recognising the valued service occurring in the community. The Vanda Dance Group from the Christchurch Iranian Society provided excellent entertainment. One recipient received their award by delivery as they were unable to attend the function.



6.5.2 Hello Hornby 2019



The Organising Committee met on 14 June 2018 to start planning for next year's Hello Hornby event and decided on the date of Saturday 9 March 2019 again at Wycla Park.

The group is now working on calling for expressions of interest from local businesses, organizations and residents who would like to be involved in the planning, sponsorship and helping to support the event on the day.

Attachments

No.	Title	Page
A ↓	Matai Street East - New Cycle Path and Cycle Pedestrian Signalised Crossings at Matai Street/Deans Avenue, Fendalton Road/Harper Avenue and Deans Avenue - Riccarton/Wigram Community Board - Delegated (Part C) Decisions - 15 July 2014	53

Signatories

Authors	Cindy Sheppard - Governance Support Officer Peter Dow - Community Board Advisor Marie Byrne - Community Development Advisor Gary Watson - Manager Community Governance, Halswell-Hornby-Riccarton Karla Gunby - Community Development Advisor Emily Toase - Community Recreation Advisor Noela Letufuga - Community Support Officer
Approved By	Gary Watson - Manager Community Governance, Halswell-Hornby-Riccarton

Riccarton/Wigram Community Board - Decision - 15 July 2014

Matai Street East – New Cycle Path and Cycle Pedestrian Signalised Crossings at Matai Street/Deans Avenue, Fendalton Road/Harper Avenue and Deans Avenue

6. Staff Recommendation
 - 6.1 It is recommended that the Fendalton/Waimairi, Hagley/Ferrymead and Riccarton/Wigram Community Boards recommend that the Council:
 - 6.1.1 Revoke the existing give way control currently placed on the left turn slip lane from Harper Avenue to Deans Avenue.
 - 6.1.2 Approve the Deans Avenue/Fendalton Road/Harper Avenue intersection changes for final design, tender and construction, as detailed on Attachment 1.
 - 6.1.3 Approve that an additional left turn lane be provided on Harper Avenue at the west bound approach to Deans Avenue, and that this new and existing left turn lanes be controlled by traffic signals.
 - 6.2 It is recommended that the Hagley/Ferrymead and Riccarton/Wigram Community Boards recommend that the Council:
 - 6.2.1 Approve the Deans Avenue Pedestrian and Cycle Crossing on Deans Avenue at Matai Street East for final design, tender and construction as detailed on Attachment 2.
 - 6.2.2 Approve that a pedestrian and cyclist road crossing, controlled by traffic signals in accordance with sections 6 and 8.5(3) of the Land Transport Act – Traffic Control Devices Rule 2004, be installed on Deans Avenue located at a point two metres south of its intersection with Matai Street East.
 - 6.3 It is recommended that the Riccarton/Wigram Community Board recommend that the Council:
 - 6.3.1 Approve the Matai Street East changes for final design, tender and construction, as detailed on Attachment 3.
 - 6.3.2 Approve that a path on the south side of Matai Street East commencing at its intersection with Deans Avenue and extending in a westerly direction for a distance of 154 metres be resolved as a two-way cycle path.
 - 6.3.3 Approve that a path on the north side of Matai Street East commencing at its intersection with Mona Vale Avenue and extending in an easterly direction for a distance of 172 metres be resolved as a two-way cycle path.

RICCARTON/WIGRAM COMMUNITY BOARD – DELEGATED DECISIONS

- 6.4 It is recommended that the **Riccarton/Wigram Community Board**:
- 6.4.1 Revoke all existing parking restrictions on the south side of Matai Street East commencing at its intersection with Deans Avenue and extending in a westerly direction to the intersection of Mona Vale Avenue.
 - 6.4.2 Approve that the stopping of vehicles be prohibited at any time on the south side of Matai Street East commencing at its intersection with Deans Avenue and extending in a westerly direction for a distance of 164 metres.
 - 6.4.3 Approve that the stopping of vehicles be prohibited between the hours of 11pm and 5am Monday to Sunday on the south side of Matai Street East commencing at a point 164 metres west of its intersection with Deans Avenue and extending in a westerly direction for a distance of 17 metres.
 - 6.4.4 Approve that the stopping of vehicles be prohibited at any time on the south side of Matai Street East commencing at its intersection with Darvel Street and extending in an easterly direction for a distance of 15 metres.
 - 6.4.5 Revoke all existing parking restrictions on the east side of Darvel Street commencing at its intersection with Matai Street East and extending in a southerly direction for a distance of 13 metres.
 - 6.4.6 Approve that the stopping of vehicles be prohibited at any time on the east side of Darvel Street commencing at its intersection with Matai Street East and extending in a southerly direction for a distance of 13 metres.
 - 6.4.7 Revoke all existing parking restrictions on the west side of Darvel Street commencing at its intersection with Matai Street East and extending in a southerly direction for a distance of 13 metres.
 - 6.4.8 Approve that the stopping of vehicles be prohibited at any time on the west side of Darvel Street commencing at its intersection with Matai Street East and extending in a southerly direction for a distance of 13 metres.
 - 6.4.9 Approve that the stopping of vehicles be prohibited at any time on the south side of Matai Street commencing at its intersection with Darvel Street and extending in a westerly direction for a distance of 13 metres.
 - 6.4.10 Approve that the stopping of vehicles be restricted to a maximum period of 120 minutes on the south side of Matai Street East commencing at a point 13 metres west of its intersection with Darvel Street and extending in a westerly direction for a distance of 82 metres.
 - 6.4.11 Approve that the stopping of vehicles be prohibited at any time on the south side of Matai Street East commencing at its intersection with Mona Vale Avenue and extending in an easterly direction for a distance of 25 metres.

- 6.4.12 Revoke all existing parking restrictions on the east side of Mona Vale Avenue commencing at its intersection with Matai Street East and extending in a southerly direction for a distance of 21 metres.
- 6.4.13 Approve that the stopping of vehicles be prohibited at any time on the east side of Mona Vale Avenue commencing at its intersection with Matai Street East and extending in a southerly direction for a distance of 21 metres.
- 6.4.14 Revoke all existing parking restrictions on the west side of Mona Vale Avenue commencing at a point 130 metres north of its intersection with Kilmarnock Street and extending in a northerly direction for a distance of 24 metres.
- 6.4.15 Approve that the stopping of vehicles be prohibited at any time on the west side of Mona Vale Avenue commencing at a point 130 metres north of its intersection with Kilmarnock Street and extending in a northerly direction for a distance of 24 metres.
- 6.4.16 Revoke all existing parking restriction around the raised median island on Mona Vale Avenue which divides Mona vale Avenue and the bus parking lay-by at the intersection of Matai Street East commencing on the east side of the median at a point 14 metres north of its southern most end of the median and continuing in a southerly direction and then swinging to the west around the southern end nosing of the median for a total distance of 21 metres.
- 6.4.17 Approve that the stopping of vehicles be prohibited at all times around the raised median island on Mona Vale Avenue which divides Mona vale Avenue and the bus parking lay-by at the intersection of Matai Street East commencing on the east side of the median at a point 14 metres north of its southern most end of the median and continuing in a southerly direction and then swinging to the west around the southern end nosing of the median for a total distance of 21 metres.
- 6.4.18 Revoke all existing parking restrictions on the east side of Mona Vale Avenue commencing at its intersection with Matai Street East and extending in a northerly direction for a distance of 32 metres.
- 6.4.19 Approve that the stopping of vehicles be prohibited at any time on the east side of Mona Vale Avenue commencing at its intersection with Matai Street East and extending in a northerly direction for a distance of 32 metres.
- 6.4.20 Revoke all existing parking restrictions on the north side of Matai Street East commencing at its intersection with Deans Avenue and extending in a westerly direction to the intersection of Mona Vale Avenue.
- 6.4.21 Approve that the stopping of vehicles be prohibited at any time on the north side of Matai Street East commencing at its intersection with Deans Avenue and extending in a westerly direction for a distance of 18 metres.
- 6.4.22 Approve that the stopping of vehicles be prohibited between the hours of 11pm and 5am Monday to Sunday on the north side of Matai Street East commencing at a point 18 metres west of its intersection with Deans Avenue and extending in a westerly direction for a distance of 27 metres.

- 6.4.23 Approve that the parking of vehicles be restricted to 60 degree angled parking on the north side of Matai Street East commencing at a point 18 metres west of its intersection with Deans Avenue and extending in a westerly direction for a distance of 27 metres.
- 6.4.24 Approve that the stopping of vehicles be prohibited at any time on the north side of Matai Street East commencing at a point 45 metres west of its intersection with Deans Avenue and extending in a westerly direction for a distance of 18 metres.
- 6.4.25 Approve that the parking of vehicles be restricted to 60 degree angled parking and for a maximum period of five minutes on the north side of Matai Street East commencing at a point 68 metres west of its intersection with Deans Avenue and extending in a westerly direction for a distance of 14 metres.
- 6.4.26 Approve that the stopping of vehicles be prohibited at any time on the north side of Matai Street East commencing at a point 91 metres west of its intersection with Deans Avenue and extending in a westerly direction for a distance of 11 metres.
- 6.4.27 Approve that the parking of vehicles be restricted to a maximum period of three minutes on the north side of Matai Street East commencing at a point 102 metres west of its intersection with Deans Avenue and extending in a westerly direction for a distance of 28 metres. This restriction is to apply from 8:15am to 9.15am and from 2.30pm to 3.30pm school days.
- 6.4.28 Approve that the stopping of vehicles be prohibited at any time on the north side of Matai Street East commencing at a point 130 metres west of its intersection with Deans Avenue and extending in a westerly direction for a distance of 99 metres.
- 6.4.29 Approve that the stopping of vehicles be prohibited at any time on the north side of Matai Street East commencing at its intersection with Mona Vale Avenue and extending in an easterly direction for a distance of 22 metres.
- 6.4.30 Approve that a Give Way Control be placed against Matai Street East on its west bound approach to the cycle path crossing located at a point 144 metres west of its intersection with Deans Avenue.
- 6.4.31 Approve that a Give Way Control be placed against Matai Street East on its east bound approach to the cycle path crossing located at a point 161 metres west of its intersection with Deans Avenue.
- 6.4.32 Approve that a Give Way Control be placed against Mona Vale Avenue at its approach to the cycle path crossing located at a point six metres north of its intersection with Matai Street East.
- 6.4.33 Approve that a Give Way Control be placed against Mona Vale Avenue at its approach to the cycle path crossing across the entry to the bus parking lay-by located at a point 156 metres north of its intersection with Kilmarnock Street.

12. Elected Members' Information Exchange

This item provides an opportunity for Board members to update each other on recent events and/or issues of relevance and interest to the Board.