Waipapa
Papanui-Innes Community Board
AGENDA

Notice of Meeting:
An ordinary meeting of the Waipapa/Papanui-Innes Community Board will be held on:

Date: Friday 12 April 2019
Time: 9am
Venue: Board Room, Papanui Service Centre,
Corner Langdons Road and Restell Street, Papanui

Membership
Chairperson
Ali Jones
Deputy Chairperson
Emma Norrish
Jo Byrne
Pauline Cotter
Mike Davidson
John Stringer

8 April 2019
Christine Lane
Manager Community Governance, Papanui-Innes
941 5213
christine.lane@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. If you require further information relating to any reports, please contact the person named on the report.

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Strategic Framework

The Council’s Vision – Christchurch is a city of opportunity for all. Open to new ideas, new people and new ways of doing things – a city where anything is possible.

Whiria ngā whenu o ngā papa
Honoa ki te maurua tāukiuki
Bind together the strands of each mat
And join together with the seams of respect and reciprocity.

The partnership with Papatipu Rūnanga reflects mutual understanding and respect, and a goal of improving the economic, cultural, environmental and social wellbeing for all.

Overarching Principle
Partnership - Our people are our taonga – to be treasured and encouraged. By working together we can create a city that uses their skill and talent, where we can all participate, and be valued.

Supporting Principles
Accountability
Affordability
Agility
Equity
Innovation
Collaboration
Prudent Financial Management
Stewardship
Wellbeing and resilience
Trust

Community Outcomes
What we want to achieve together as our city evolves

Strong communities
Strong sense of community
Active participation in civic life
Safe and healthy communities
Celebration of our identity through arts, culture, heritage and sport
Valuing the voices of children and young people

Liveable city
Vibrant and thriving central city, suburban and rural centres
A well connected and accessible city
Sufficient supply of, and access to, a range of housing
21st century garden city we are proud to live in

Healthy environment
Healthy waterways
High quality drinking water
Unique landscapes and indigenous biodiversity are valued
Sustainable use of resources

Prosperous economy
Great place for people, business and investment
An inclusive, equitable economy with broad-based prosperity for all
A productive, adaptive and resilient economic base
Modern and robust city infrastructure and community facilities

Strategic Priorities
Our focus for improvement over the next three years and beyond

Enabling active citizenship and connected communities
Maximising opportunities to develop a vibrant, prosperous and sustainable 21st century city
Climate change leadership
Informed and proactive approaches to natural hazard risks
Increasing active, public and shared transport opportunities and use
Safe and sustainable water supply and improved waterways
Mihi

Tēnā koutou  
Kua hui mai nei  
Ki tēnei whare ō tātou  
Ki te kōrero, ki te whakarongo  
i nga kaupapa ō to hapori  
Nau mai, haere mai.  
Nā reira tēnā koutou katoa

Greetings  
to all who have gathered  
within our (communal) house  
to speak and to listen to the  
topics/conversations of your community  
Welcome, welcome  
Therefore, again I greet all present
Waipapa/Papanui-Innes Community Board
12 April 2019

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 Waipapa/Papanui-Innes Community Board meeting held on Friday, 22 March 2019 be confirmed (refer page 6).

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

4.1 Positive Youth Development Report – Owen Dabkowski
Owen Dabkowski will attend to report back to the Board on his representation of Canterbury at the U16 National Baseball Tournament in Auckland from 7-10 March 2019.

4.2 Community Energy Action
Caroline Shone, Chief Executive will speak on behalf of Community Energy Action (CEA) regarding the organisation’s provision of services to the community.

5. Deputations by Appointment
There were no deputations by appointment at the time the agenda was prepared.

6. Presentation of Petitions
There were no petitions received at the time the agenda was prepared.
Waipapa
Papanui-Innes Community Board
OPEN MINUTES

Date: Friday 22 March 2019
Time: 9am
Venue: Board Room, Papanui Service Centre, Corner Langdons Road and Restell Street, Papanui

Present
Chairperson: Ali Jones
Deputy Chairperson: Emma Norrish
Members: Jo Byrne, Pauline Cotter, Mike Davidson

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The agenda was dealt with in the following order.

1. **Apologies**

   Part C
   
   Community Board Resolved PICB/2019/00024
   
   That the apologies for absence from John Stringer be accepted.
   
   Jo Byrne/Emma Norrish  
   
   Carried

2. **Declarations of Interest**

   Part B
   
   There were no declarations of interest recorded.

3. **Confirmation of Previous Minutes**

   Part C
   
   Community Board Resolved PICB/2019/00025
   
   That the minutes of the Waipapa/Papanui-Innes Community Board meeting held on Friday, 8 March 2019 be confirmed.
   
   Pauline Cotter/Emma Norrish  
   
   Carried

4. **Public Forum**

   Part B
   
   4.1 **Positive Youth Development Report Back – Kate Davies**
   
   Kate Davies reported back to the Board on her participation at the competitions and training camps for the Athletics New Zealand Jumps Future Squad from November 2018 to February 2019.
   
   After questions from members, the Chairperson thanked Kate for her presentation.

   4.2 **Positive Youth Development Report Back – Taiko Torepe-Ormsby**
   
   Taiko Torepe-Ormsby reported back to the Board on representing New Zealand at the State Teams Age Short Course Swimming Championships in Canberra, Australia from 3-5 October 2018.
   
   After questions from members, the Chairperson thanked Taiko for his presentation.
5. Deputations by Appointment

Part B

5.1 Innes Road Bus Stops – Paul and Christian Kellar
Paul and Christian Kellar spoke to the Board regarding the Innes Road Bus Stops proposals. Paul and Christian confirmed their support for either Option 1 or Option 2 of the proposal, with their preference being for Option 1.

After questions from members, the Chairperson thanked Paul and Christian Kellar for their presentation.

Item 8 of these minutes refers.

5.2 Innes Road Bus Stops – Chris and Gemma Greenshields
Chris and Gemma Greenshields spoke to the Board regarding the Innes Road Bus Stops proposal.

Chris and Gemma confirmed their support for either Option 1 or Option 2 of the proposal, with their preference being for Option 1.

After questions from members, the Chairperson thanked Mr and Mrs Greenshields for their presentation.

Item 8 of these minutes refers.

5.3 Innes Road Bus Stops – Peter and Victoria Maddock
An apology was received from Mr and Mrs Maddock as an unexpected meeting prevented their attendance. Mr Maddock’s email, which reiterated his concerns, was circulated to the Board.

Item 8 of these minutes refers.

5.4 Innes Road Bus Stops – Edward Wright, Environment Canterbury
Edward Wright, Manager Public Transport Strategy, Planning and Marketing – Environment Canterbury, spoke to the Board regarding the Innes Road Bus Stops proposal and the necessity to provide good coverage with bus stops to encourage the public to use public transportation.

After questions from members, the Chairperson thanked Mr Wright for his presentation.

Item 8 of these minutes refers.

5.5 Innes Road Bus Stops - Stuart Bryson
Stuart Bryson, local resident, spoke to the Board regarding the Innes Road Bus Stops proposal.

Mr Bryson confirmed his support for Options 1 or 2 of the proposal.

Item 8 of these minutes refers.
6. Presentation of Petitions

Part B
There was no presentation of petitions.

7. Correspondence

Part B

Staff Recommendations

That the Papanui-Innes Community Board:
1. Receive the information in the correspondence report dated 22 March 2019.

7.1 Momorangi Reserve Children's Playground - Andy Waugh
The Board briefly discussed the letter from Mr Waugh that suggested the Momorangi Reserve Children’s playground was well overdue for an upgrade and asked that staff establish where the playground is on the list of priorities and when it would be due for an upgrade via the next staff area report.

7.2 Safe Walking and Cycling in the Vicinity of Ouruhia Model School - Mark Ashmore-Smith, Principal
The Board discussed the letter and information supplied by Mark Ashmore-Smith, Principal of Ouruhia Model School regarding the lack of safe pedestrian and cycling areas in the vicinity of the school which is located on Turners Road, Marshland, Christchurch.

The Board asked staff for information on an approach by Ouruhia School in the previous electoral term regarding traffic and speed concerns on Marshland Road and the outcome of that investigation.

The Board also requested that the information provided by the Principal be forwarded to the appropriate traffic staff for an assessment and answer.

Community Board Resolved PICB/2019/00026 (original Staff Recommendations adopted without change)

That the Waipapa/Papanui-Innes Community Board:
1. Receive the information in the correspondence report dated 22 March 2019.

Ali Jones/Emma Norrish Carried
8. Access to public transport - Innes Road bus stops

Board Comment

The Board noted the deputations (item 5 of these minutes refers) regarding this report.

Staff Recommendations

That the Waipapa/Papanui-Innes Community Board resolve to approve **Option 1**:  

1. Under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles is prohibited on the part of Innes Road referred to as A1 and as shown by broken yellow lines, identified as ‘no stopping’ on the attached drawing TG134001A Issue 1, dated 26/02/2019 (refer to Attachment A of the report from the agenda).

2. Under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Innes Road referred to as A1, identified as ‘bus stop’ on the attached drawing TG134001A Issue 1, dated 26/02/2019 (refer to Attachment A of the report from the agenda), is reserved as a parking place in the form of a bus stop for the exclusive use of buses at all times.

3. Under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles is prohibited on the part of Innes Road referred to as A2 and as shown by broken yellow lines, identified as ‘no stopping’ on the attached drawing TG134001A Issue 1, dated 26/02/2019 (refer to Attachment A of the report from the agenda).

4. Under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Innes Road referred to as A2, identified as ‘bus stop’ on the attached drawing TG134001A Issue 1, dated 26/02/2019 (refer to Attachment A of the report from the agenda), is reserved as a parking place in the form of a bus stop for the exclusive use of buses at all times.

5. Under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles is prohibited on the part of Innes Road referred to as B1 and as shown by broken yellow lines, identified as ‘no stopping’ on the attached drawing TG134001B Issue 1, dated 26/02/2019 (refer to Attachment B of the report from the agenda).

6. Under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Innes Road referred to as B1, identified as ‘bus stop’ on the attached drawing TG134001B Issue 1, dated 26/02/2019 (refer to Attachment B of the report from the agenda), is reserved as a parking place in the form of a bus stop for the exclusive use of buses at all times.

7. Under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles is prohibited on the part of Innes Road referred to as B2 and as shown by broken yellow lines, identified as ‘no stopping’ on the attached drawing TG134001B Issue 1, dated 26/02/2019 (refer to Attachment B of the report from the agenda).

8. Under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Innes Road referred to as B2, identified as ‘bus stop’ on the attached drawing TG134001B Issue 1, dated 26/02/2019 (refer to Attachment B of the report from the
Waipapa/Papanui-Innes Community Board

12 April 2019

Item 3 - Minutes of Previous Meeting 22/03/2019

Under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles is prohibited on the part of Innes Road referred to as C1 and as shown by broken yellow lines, identified as ‘no stopping’ on the attached drawing TG134001C Issue 1, dated 26/02/2019 (refer to Attachment C of the report from the agenda).

Under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Innes Road referred to as C1, identified as ‘bus stop’ on the attached drawing TG134001C Issue 1, dated 26/02/2019 (refer to Attachment C of the report from the agenda), is reserved as a parking place in the form of a bus stop for the exclusive use of buses at all times.

Under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles is prohibited on the part of Innes Road referred to as C2 and as shown by broken yellow lines, identified as ‘no stopping’ on the attached drawing TG134001C Issue 1, dated 26/02/2019 (refer to Attachment C of the report from the agenda).

Under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Innes Road referred to as C2, identified as ‘bus stop’ on the attached drawing TG134001C Issue 1, dated 26/02/2019 (refer to Attachment C of the report from the agenda), is reserved as a parking place in the form of a bus stop for the exclusive use of buses at all times.

That should the Waipapa/Papanui-Innes Community Board decline to approve all or part of the proposed bus stops and no stopping restrictions associated with Option 1 or Option 2, and that the Waipapa/Papanui-Innes Community Board resolve to approve from the alternative bus stop locations associated with Option 3:

Under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles is prohibited on the part of Innes Road referred to as D1 and as shown by broken yellow lines, identified as ‘no stopping’ on the attached drawing TG134001D Issue 1, dated 26/02/2019 (refer to Attachment D of the report from the agenda).

Under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Innes Road referred to as D1, identified as ‘bus stop’ on the attached drawing TG134001D Issue 1, dated 26/02/2019 (refer to Attachment D of the report from the agenda), is reserved as a parking place in the form of a bus stop for the exclusive use of buses at all times.

Under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles is prohibited on the part of Innes Road referred to as D2 and as shown by broken yellow lines, identified as ‘no stopping’ on the attached drawing TG134001D Issue 1, dated 26/02/2019 (refer to Attachment D of the report from the agenda).

Under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Innes Road referred to as D2, identified as ‘bus stop’ on the attached drawing TG134001D Issue 1, dated 26/02/2019 (refer to Attachment D of the report from the agenda).
agenda), is reserved as a parking place in the form of a bus stop for the exclusive use of buses at all times.

17. Under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles is prohibited on the part of Innes Road referred to as E1 and as shown by broken yellow lines, identified as ‘no stopping’ on the attached drawing TG134001E Issue 1, dated 26/02/2019 (refer to Attachment E of the report from the agenda).

18. Under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Innes Road referred to as E1, identified as ‘bus stop’ on the attached drawing TG134001E Issue 1, dated 26/02/2019 (refer to Attachment E of the report from the agenda), is reserved as a parking place in the form of a bus stop for the exclusive use of buses at all times.

19. Under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles is prohibited on the part of Innes Road referred to as E2 and as shown by broken yellow lines, identified as ‘no stopping’ on the attached drawing TG134001E Issue 1, dated 26/02/2019 (refer to Attachment E of the report from the agenda).

20. Under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Innes Road referred to as E2, identified as ‘bus stop’ on the attached drawing TG134001E Issue 1, dated 26/02/2019 (refer to Attachment E of the report from the agenda), is reserved as a parking place in the form of a bus stop for the exclusive use of buses at all times.

21. Under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles is prohibited on the part of Innes Road referred to as F1 and as shown by broken yellow lines, identified as ‘no stopping’ on the attached drawing TG134001F Issue 1, dated 26/02/2019 (refer to Attachment F of the report from the agenda).

22. Under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Innes Road referred to as F1, identified as ‘bus stop’ on the attached drawing TG134001F Issue 1, dated 26/02/2019 (refer to Attachment F of the report from the agenda), is reserved as a parking place in the form of a bus stop for the exclusive use of buses at all times.

23. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.

24. That these resolutions take effect when the traffic control devices that evidence the restrictions described in the staff report are in place.

Community Board Resolved PICB/2019/00027

Part C

That the Waipapa/Papanui-Innes Community Board resolve to approve Option 1:

1. Under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles is prohibited on the part of Innes Road referred to as A1 and as shown by broken yellow lines, identified as ‘no stopping’ on the attached drawing TG134001A Issue 1, dated 26/02/2019 (refer to Attachment A of the report from the agenda).
2. Under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Innes Road referred to as A1, identified as ‘bus stop’ on the attached drawing TG134001A Issue 1, dated 26/02/2019 (refer to Attachment A of the report from the agenda), is reserved as a parking place in the form of a bus stop for the exclusive use of buses at all times.

3. Under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles is prohibited on the part of Innes Road referred to as A2 and as shown by broken yellow lines, identified as ‘no stopping’ on the attached drawing TG134001A Issue 1, dated 26/02/2019 (refer to Attachment A of the report from the agenda).

4. Under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Innes Road referred to as A2, identified as ‘bus stop’ on the attached drawing TG134001A Issue 1, dated 26/02/2019 (refer to Attachment A of the report from the agenda), is reserved as a parking place in the form of a bus stop for the exclusive use of buses at all times.

5. Under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles is prohibited on the part of Innes Road referred to as B1 and as shown by broken yellow lines, identified as ‘no stopping’ on the attached drawing TG134001B Issue 1, dated 26/02/2019 (refer to Attachment B of the report from the agenda).

6. Under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Innes Road referred to as B1, identified as ‘bus stop’ on the attached drawing TG134001B Issue 1, dated 26/02/2019 (refer to Attachment B of the report from the agenda), is reserved as a parking place in the form of a bus stop for the exclusive use of buses at all times.

7. Under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles is prohibited on the part of Innes Road referred to as B2 and as shown by broken yellow lines, identified as ‘no stopping’ on the attached drawing TG134001B Issue 1, dated 26/02/2019 (refer to Attachment B of the report from the agenda).

8. Under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Innes Road referred to as B2, identified as ‘bus stop’ on the attached drawing TG134001B Issue 1, dated 26/02/2019 (refer to Attachment B of the report from the agenda), is reserved as a parking place in the form of a bus stop for the exclusive use of buses at all times.

Pauline Cotter/Mike Davidson  
Carried

Ali Jones and Jo Byrne requested that their vote against the decision be recorded.

9. Right to Drain Water Easement over Janet Stewart Reserve  
Board Comment

The Board noted the advice provided by governance staff that the tree referred to in No. 4 of the staff recommendation below lies in the Waitai/Coastal-Burwood Community Board’s area and accordingly adjusted the wording to reflect this.
Staff Recommendations

That the Waipapa/Papanui-Innes Community Board, acting in the capacity of the administering body, resolve to:

1. Recommend that the Chief Executive acting as the Minister of Conservation’s delegate, consents to the granting of the easement to Christchurch City Council for the right to drain water as outlined in this report.

2. Subject to the consent of the Minister of Conservation, approve the grant of the easement pursuant to Section 48 of the Reserves Act 1977 to:
   a. Christchurch City Council - for the right to drain water over part of Janet Stewart Reserve at 9 Lower Styx Road (Certificate of Title reference 833731) shown on the plan at Attachment C, or such other area if this is only a minor amendment.

3. Authorise the Property Consultancy Manager, should the easement be granted with the consent of the Minister of Conservation, to finalise documentation to implement the easement.

4. Approve the removal of the significant tree (identified in the District Plan as T246) together with any other trees affected by the road intersection improvement works.

Community Board Resolved PICB/2019/00028

Part C

That the Waipapa/Papanui-Innes Community Board, acting in the capacity of the administering body, resolve to:

1. Recommend that the Chief Executive acting as the Minister of Conservation’s delegate, consents to the granting of the easement to Christchurch City Council for the right to drain water as outlined in this report.

2. Subject to the consent of the Minister of Conservation, approve the grant of the easement pursuant to Section 48 of the Reserves Act 1977 to:
   a. Christchurch City Council - for the right to drain water over part of Janet Stewart Reserve at 9 Lower Styx Road (Certificate of Title reference 833731) shown on the plan at Attachment C, or such other area if this is only a minor amendment.

3. Authorise the Property Consultancy Manager, should the easement be granted with the consent of the Minister of Conservation, to finalise documentation to implement the easement.

4. Advise the Waitai/Coastal-Burwood Community Board that the Waipapa/Papanui-Innes Community Board resolved to approve items 1, 2 and 3 at its meeting on 22 March 2019 and therefore recommend that the Waitai/Coastal-Burwood Community Board authorise the removal of the significant tree (identified in the District Plan as T246) together with any other trees in their ward area affected by these road intersection improvement works which is essential to the completion of this upgrade.

Pauline Cotter/Jo Byrne  
Carried
10. MacFarlane Park - Part Changes in Reserve Classification

Community Board Resolved PICB/2019/00029 (original Staff Recommendation adopted without change)

Part C

That the Papanui-Innes Community Board, acting under the delegated authority of the Christchurch City Council, resolves as follows:

1. Under section 24(1)(b) of the Reserves Act 1977, that the process to change the classification from 'recreation reserve' to 'local purpose (community buildings) reserve' in respect of that part of MacFarlane Park being part of Lot 1 & 2 DP 17482 as is shown outlined in red on the plan attached as Attachment A to the staff report from which this resolution emanates (“Affected Part of the Reserve”), be commenced and that the proposed change be publicly notified in accordance with section 24(2) of the Reserves Act 1977.

2. That if no objections are received, the Papanui-Innes Community Board approves the change in classification of the affected Part of the Reserve from recreation reserve to local purpose (community building) reserve and authorises staff to seek the approval of the Minister of Conservation (whose power has been delegated to the Chief Executive) to such change.

Emma Norrish/Pauline Cotter

Carried

11. Havana Gardens - Proposed Easement

Community Board Resolved PICB/2019/00030 (original Staff Recommendation adopted without change)

Part C

That the Waipapa/Papanui-Innes Community Board resolve to:

1. Recommend that the Chief Executive Officer acting as the Minister of Conservation’s delegate consent to the granting of the easement to Enable Networks Limited for the right to convey telecommunications as outlined in this report.

2. Subject to the consent of the Minister of Conservation, approves the grant of the easement pursuant to section 48 of the Reserves Act 1977 to:
   a. Enable Networks Limited – for the right to convey telecommunications over part of Havana Gardens Reserve at 9 Havana Gardens (Record of Title 128730) shown on the plan at Attachment A, or such other area if this is only a minor amendment.

3. Authorise the Property Consultancy Manager, should the easement be granted with the consent of the Minister of Conservation, to do all things necessary at his sole discretion to finalise the easement.

Emma Norrish/Pauline Cotter

Carried
12. Waipapa/Papanui-Innes 2018-19 Youth Development Fund - Application - Angus Hammett

Community Board Resolved PICB/2019/00031 (original Staff Recommendation adopted without change)

Part C

That the Waipapa/Papanui-Innes Community Board resolve to:

1. Approve a grant of $300 from its 2018-19 Youth Development Fund to Angus Hammett towards the costs of attending the AFL New Zealand National combined fitness program to be held in Auckland from April 5 to April 8 2019.

Mike Davidson/Emma Norrish

Carried

Pauline Cotter left the meeting at 10:02 a.m. Pauline Cotter returned to the meeting at 10:04 a.m.

13. Waipapa/Papanui-Innes Community Board Area Report - March 2019

Community Board Resolved PICB/2019/00032 (original Staff Recommendation adopted without change)

Part B

That the Waipapa/Papanui-Innes Community Board:


Pauline Cotter/Jo Byrne

Carried

14. Elected Members’ Information Exchange

Part B

Board members exchanged information on matters of interest as follows:

14.1 Mairehau Library, Kensington Avenue

Jo Byrne raised the idea of a mural for the back wall of the Mairehau Library (facing on to Patrick Street) and the Board requested that staff investigate opportunities for funding for this project.

Jo advised that the back fence at the rear of the building is also in need of maintenance and the electrical box at the front of the library on Kensington Avenue is rather ugly and a target for graffiti.

Staff will look at options for the facility.
Meeting concluded at 10.27am.

CONFIRMED THIS 12TH DAY OF APRIL 2019.

ALI JONES
CHAIRPERSON
7. **Correspondence**

Reference: 19/328922  
Presenter(s): Elizabeth Hovell, Community Board Advisor

1. **Purpose of Report**  
Correspondence has been received from:

<table>
<thead>
<tr>
<th>Name</th>
<th>Subject</th>
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</thead>
<tbody>
<tr>
<td>Karleen Edwards, CEO,</td>
<td>St Albans Pavilion and Pool Group Application for Remission</td>
</tr>
<tr>
<td>Christchurch City Council</td>
<td>of Rates 2017-03-22</td>
</tr>
<tr>
<td>Shannon Smith</td>
<td>Modular Pump Track</td>
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2. **Staff Recommendations**  
That the Papanui-Innes Community Board:

1. Receive the information in the correspondence report dated 12 April 2019.

**Attachments**

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<td>B</td>
<td>Shannon Weir re Modular Pump Track</td>
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</tbody>
</table>
22 March 2019

Ali Jones
Community Board Chair – Waipapa/Papanui Innes

Email: ali.jones@ccc.govt.nz

Dear Ali

St Albans Pavilion and Pool Group application #73186247

Thank you for your letter of 12 March 2019 on behalf of the Waipapa/Papanui-Innes Community Board, in support of the St Albans Pavilion and Pool Group’s application for a Community Organisation Rates Remission.

We acknowledge that the Pool group is doing good work towards the development of a site that will eventually have a positive impact on the local community. Unfortunately the scope of our remissions policy is limited to properties owned and used by not-for-profit community or sports organisations that, in Council’s opinion, provide a significant public good through their use of the land and are open to public. For this reason, we cannot accept applications for properties still in development.

As previously advised we would be happy to accept a further remission application from the Group once their site is open.

In terms of funding for rates payments, the Group may wish to consider their options for a community grant. Sam Callander, Team Leader, Community Funding, has offered to speak with them directly to discuss grant options. The Strengthening Communities Fund closes on 9 April 2019, but decisions won’t be notified until August 2019. The Group could also consider applying to the Discretionary Response Fund. These applications are considered monthly, so they would get a much quicker response.

I would encourage them to make contact with Sam to discuss their next steps. He can be contacted on 03 941 8981.

I hope that there may be an alternative funding option that will assist the Group to meet their rates commitments until their site is fully developed.

Yours sincerely

Karleen Edwards
CHIEF EXECUTIVE
From: Tim and Phillipa Weir  
Sent: Wednesday, 3 April 2019 5:50 p.m.  
To: Holbrough, Stacey  
Subject: RE: Pump Track in Shirley  

Kia ora Stacey  

Thank you for getting my pump track approved by the Council thank you so much  

Love Shannon
8. Road Stopping - 110 Sawyers Arms Road

Reference: 19/172119
Presenter(s): Tom Lennon, Property Consultant

1. Purpose and Origin of Report

Purpose of Report
1.1 This report seeks to address a situation relating to a large portion of unformed road adjacent to 110 Sawyers Arms Road which the neighbouring landowner has applied to have stopped.

1.2 Following discussions with the owners of 110 Sawyers Arms Road a conditional agreement has been reached for the stopping and sale of the unformed road to them. This report sets out the issues and options and seeks resolutions to support and give effect to that solution.

Origin of Report
1.3 This report staff generated to deal with a road stopping application and is submitted to the Community Board for resolutions on the issues set out herein as there is no delegation to depart from Policy.

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 because this project only affects the applicant’s property as they are the only possible and feasible buyers of the stopped road. The owners of the properties neighbouring the applicants land have provided separate written consent.

2.1.2 The community engagement and consultation outlined in this report reflect the assessment.

3. Staff Recommendations

That the Waipapa/Papanui-Innes Community Board recommends that the Council passes the following resolutions:

1. Pursuant to section 80 of the Local Government Act 2002 to depart from the Road Stopping Policy 2009 to authorise the stopping of that part of the legal road adjacent to 110 Sawyers Arms Road (shown as Section 1 on Plan C19676 prepared by Davie Lovell –Smith and dated October 2018) by using the process contained in Part 8 of the Public Works Act 1981.

2. Note that:
   a. This decision is inconsistent with the Road Stopping Policy 2009;
   b. The reason for the inconsistency is that the Road Stopping Policy 2009 requires that the Section 1 be stopped using the Local Government Act 2002 road stopping process;
   c. There is no intention to amend the Road Stopping Policy 2009 to accommodate this decision as this decision involves unique "one-off" circumstances which are unlikely to be repeated.

3. Pursuant to Part 8 of the Public Works Act 1981, to stop Section 1 as legal road;
4. Subject to the road stopping being successfully completed, to sell Section 1 showing on the attached to the owners of 110 Sawyers Arms Road for the sum of $48,500 plus GST (if any) on the basis that:
   a. Of the possible and practical purchasers of Section 1 the owners of 110 Sawyers Arms Road are the only parties that have indicated a desire to purchase Section 1, and
   b. All other owners adjoining Section 1 have consented to the stopping of Section 1 as legal road;
5. To depart from the policy to "publicly tender properties for sale unless there is a clear reason for doing otherwise" to authorise the sale of Section 1 to the owners of Sawyers Arms Road, noting as follows:
   a. This decision is inconsistent with the policy to "publicly tender properties for sale ...";
   b. The reason for the inconsistency is that the policy requires the Council to "publicly tender properties for sale ...";
   c. There is no intention to amend the policy to accommodate this decision as this decision involves unique "one-off" circumstances which are unlikely to be repeated.
6. To delegate to the Property Consultancy Manager the authority to take all necessary steps and to enter into all necessary documents on behalf of the Council as he shall consider necessary or desirable to give effect to the above resolutions.

4. Key Points
4.1 This report does not support the Council's Long Term Plan (2018 - 2028).

4.2 The following feasible options have been considered:
   - Option 1 – Depart from Council policy and stop the road using the Public Works Act 1981 (PWA) procedure, and subsequently dispose of the land unilaterally to the adjoining owner (preferred option)
   - Option 2 – Stop the road using the Local Government Act 1974 (LGA) procedure, and subsequently dispose of the land
   - Option 3 – Do not stop the road

4.1 Option Summary - Advantages and Disadvantages (Preferred Option)
4.1.1 The advantages of this option include:
   - Is less costly for the applicant.
   - Is relatively simple and quick.
   - The end result achieves the same outcome as Option 2 albeit using a different process.
   - Reflects the low level of significance as already determined using the Councils Significance Assessment template.
   - Regulatory checks and balances are in place because the PWA process requires approval from the Minister of Lands.
4.1.2 The disadvantages of this option include:
   - None

4.2 Given that the portion of unformed road is not required for roading or other public works purposes, and that the one other adjoining owner has consented to the proposed road
stopping and sale, it is the view of Officers that the most pragmatic solution to remedying this situation is to commence the road stopping pursuant to the PWA.

4.3 Alternative mechanisms for achieving legal occupation such as a Licence to Occupy were not considered feasible due to Council not favouring licences for permanent occupation of legal road and would also prevent the applicant committing to the long term enhancements and improvements they are intending to undertake once the land is purchased.

5. Context/Background

5.1 An application has been received by the Owners of 110 Sawyers Arms Road to stop a portion of road adjoining their property as identified in the attached diagram (Attachment A).

5.2 The subject portion of unformed road is significant in size and has proven problematic for an extended period of time for the Council in terms of ongoing maintenance and controlling illegal carparking.

5.3 An opportunity exists to stop and sell the portion of unformed road to the adjoining owners who have confirmed their commitment to undertake landscaping improvements and the formalisation of a carparking area over the stopped road.

5.4 Once the subject portion of road is stopped and sold to the adjoining owners, Council will no longer be responsible the ongoing maintenance of this area.

5.5 The road stopping application has been assessed by the Transport Unit against the criteria in the Council’s Road Stopping Policy (Attachment B1), and all the criteria have been considered.

5.6 The proposed road stopping does not contradict any of the criteria in Attachment 1 and therefore the application could proceed.

5.7 The Community Board would be responsible for decision making for this decision in normal circumstances. This report recommends a departure from policy recognising special circumstances, which requires a Council decision. As one of the alternative options is the use of standard processes, it is appropriate for the Community Board to form the initial view in this case.

5.8 The value of the road to be stopped has been assessed by a competent independent registered valuer appointed by Council.

6. Discussion

6.1 Council has the choice of two processes for stopping roads. These processes, the LGA and PWA processes, are described in Attachment B2.

6.2 As there are two adjoining property owners the Policy requires that the statutory process which shall be used to seek to stop the road is the LGA.

6.3 In this particular scenario the only other adjoining owner (108 Sawyers Arms Road) have provided their written consent to the road stopping.

6.4 The LGA processes is likely to take significantly more time and be more expensive more than the PWA process.

6.5 Council staff therefore consider that there are compelling reasons to depart from Policy and utilise the process set out within the PWA.

6.6 The PWA process is the most appropriate method to use when the public’s ability to utilise the land is not going to be materially affected.

6.7 As the only other adjoining owner has consented to the road stopping proceeding, Council staff are of the opinion that the PWA is the most appropriate method in this scenario.
6.8 This process (PWA) can only be used should Council resolve to depart from Policy.

6.9 Council has the ability to depart from Policy in accordance with section 80 of the Local Government Act 2002 – Identification of inconsistent decisions.

6.10 In making a decision to depart from policy the Council must:

6.10.1 Identify the inconsistency.

6.10.2 The reasons for the inconsistency.

6.10.3 Consider whether the departure gives rise to any intention or requirement of the local authority to amend the policy or plan to accommodate the decision. In this instance this proposal is to deal with a one off exception and it is therefore not necessary to consider any changes to the Policy.

6.11 In this instance it is proposed to depart from the Council’s Road Stopping Policy the associated delegations and Council Property Disposal Policy i.e.:

6.11.1 The policy prescribes that in the normal course of events this road stopping would be enacted under the Local Government Act. It is however proposed in this instance to utilise the Public Works Act instead of the Local Government Act.

6.11.2 The standard delegations that would normally apply to a road stopping are not applicable in this instance as the first substantive decision is to depart from the Road Stopping Policy. This is a decision to be made by the full Council and obviously requires consideration of the entire proposal. The rest of the decisions flow consequently from that and the resolutions of this report establish a delegation to implement the recommendations.

6.11.3 The proposed solution requires dealing unilaterally with the applicant which is a departure from the Council’s property disposal policy as set out in 6.12 below.

6.11.4 The departures from Council policies are recommended to facilitate a practical and pragmatic solution to a situation. The land (legal road) is not required for roading purposes or other public works and is problematic for the Council in terms of maintenance and controlling of illegal carparking. Neighbours consents have been obtained to the proposal. There is no impact on the public due to the lack of physical access.

6.12 Council normally disposes of land through a public tender process, unless there is a clear reason for doing otherwise (See Attachment B3).

6.13 There is a clear reason for doing so in this scenario as there is only one practical and logical purchaser, being the Owners of 110 Sawyers Arms Road. This is by virtue that an application to stop and purchase the subject portion of road from the owner of the other adjoining property (108 Sawyers Arms Road) could never be considered as it would cause 110 Sawyers Arms Road to become landlocked.

6.14 The only other adjoining owner (108 Sawyers Arms Road) has consented to the proposed road stopping, and accordingly has effectively indicated that they are satisfied that the land, if possible, be sold to the Owners of 110 Sawyers Arms Road.

6.15 Practice has been to seek Council permission to depart from policy in these cases and this practice has been continued in this report. The Community Board and Council can alternatively note that there is a clear reason not to publically tender, which is there being only one practical purchaser of the land.
7. Conclusion and desired Outcomes

7.1 The best outcome to resolve the situation is to stop the road and sell it to the owners of 110 Sawyers Arms Road. This has a number of complexities associated with it which can be resolved with the following:

- Council resolves to depart from Policy and seeks to stop the road pursuant to the PWA.
- Once the road stopping process is completed successfully, Council deal unilaterally and sells the land to the owner of the adjoining property being 110 Sawyers Arms Road.

8. Option 1 – Depart from Council policy and stop the road using the Public Works Act 1981 process and dispose of the property through a unilateral dealing to the adjoining owner (preferred)

Option Description

8.1 This option involves the stopping of the road as prescribed in Part 8 of the PWA and is subject to approval by the Minister of Lands. The Minister of Lands consent is obtained by application to Crown Property Clearances which is part of Land Information New Zealand.

8.2 In addition to the consent of the Minister of Lands consent of other land owners adjoining the road to be stopped may be required. The PWA also allows stopped roads to be dealt with by the Council as if it had been stopped under the LGA, i.e. sold and amalgamated with adjoining land.

8.3 Once the road is stopped the land automatically becomes fee simple land which will then be able to be sold to the Owners of 110 Sawyers Arms Road.

Significance

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

8.5 Engagement requirements for this level of significance have been complied with by obtaining the consent of the adjoining owners.

Impact on Mana Whenua

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

Community Views and Preferences

8.7 The adjoining owners are not adversely affected by this option and have provided their written consent.

8.8 The views of the community are not being sought because this is not a controversial project and there is no impact on the wider community. Although they will not be aware of this road stopping it is also very unlikely that they are even aware the unformed road to be stopped is a "legal" road. For all intents and purposes and in appearance it has appeared to be part of the property located at 110 Sawyers Arms Road.

Alignment with Council Plans and Policies

12.12 This option is inconsistent with Council’s Plans and Policies

12.12.1 Inconsistency – utilising the road stopping process pursuant to the PWA as opposed to the LGA.

12.12.2 Reason for inconsistency – practicality as per paragraphs 6.11.

12.12.3 Amendment necessary – not applicable
Financial Implications
12.13 Cost of Implementation – none, the applicant is to meet all Councils costs
12.14 Maintenance / Ongoing Costs – None, if stopped the road will be sold.
12.15 Funding source – not applicable - this will result in unbudgeted revenue.

Legal Implications
12.16 A standard agreement for sale and purchase will be prepared by the Legal Services Unit and signed by both parties. One of the conditions in the agreement is obtaining consent of the Council either under delegation or by Council resolution.
12.17 This report has been reviewed by the Legal Services Unit.

Risks and Mitigations
12.18 There is no risk in stopping this portion of road.
12.21 Risk and mitigations have been considered by the Transport Unit against the criteria in the Councils Road Stopping Policy, these criteria consider the City Plan, current level of use, future use, alternative uses, roads adjoining any water body, encumbrances, traffic safety and infrastructure. The Transport Unit concluded there is no reason not to stop the road.

Implementation
12.22 Implementation dependencies - survey plan creation, the Community Board approving the PWA process and obtaining the consent of the Minister of Lands
12.23 Implementation timeframe – 6 months

Option Summary - Advantages and Disadvantages
12.24 The advantages of this option include:
- Is less costly for the applicant
- Is relatively quick
- The end result achieves the same outcome as Option 2 albeit using a different process
- Regulatory checks and balances are in place because the PWA process requires approval from the Minister of Lands.
- It is advantageous for Council as it reduces ongoing maintenance costs.
12.25 The disadvantages of this option include:
- None.

9. Option 2 – Stop the road using the Local Government Act 1974 procedure

Option Description
9.1 This option involves the stopping of the road under the provisions of the LGA which requires public advertisement. If objections are received and NOT allowed then they must be referred to the Environment Court.
9.2 If the Council allows the objections then the road stopping is at an end and no further action will be taken, the road will remain unformed under Council’s ownership and maintenance responsibility.
Significance

9.3 The level of significance of this option is low consistent with section 2 of this report. Although public advertisement has its merits the significance of this road stopping does not warrant consultation with the wider community. Public advertisement is not justified.

9.4 Engagement requirements for this level of significance are in this case prescribed by the LGA and include

9.4.1 The Council shall have available a plan for inspection at its offices and

9.4.2 At least twice at intervals of not less than seven days give public notice of the proposal and

9.4.3 Such notice is to call for objections and

9.4.4 Have a notice placed in a conspicuous place at each end of the road to be stopped and

9.4.5 All notices must allow for a minimum period of at least 40 days after the first publication of the notice in which objections can be received.

Impact on Mana Whenua

9.5 As per Option 1, this option is not a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does specifically impact Ngāi Tahu, their culture and traditions.

Community Views and Preferences

9.6 Although the adjoining owner is not adversely affected by this option, he has provided his written consent to the road stopping.

Alignment with Council Plans and Policies

9.6.1 This option is consistent with Council’s Plans and Policies.

Financial Implications

9.7 Cost of Implementation – none to Council, the applicant is to meet all Councils costs which for this option will be greater than option 1

9.8 Maintenance / Ongoing Costs – None, if stopped the road will be sold.

9.9 Funding source – not applicable.

Legal Implications

9.10 A standard agreement for sale and purchase will be prepared by the Legal Services Unit and signed by both parties. One of the conditions in the agreement is obtaining consent of the Council either under delegation or by Council resolution ♦

9.11 If the Council elects to use the LGA process the following process must be followed.

9.11.1 Public advertisement calling for objections

9.11.2 If no objections are received the Council may by public notice declare that the road is stopped.

9.11.3 If objections are received the Council will

9.11.4 refer any unsatisfied objections to a Hearing Panel who

9.11.5 will consider the objections and report their recommendations to Council and

9.11.6 If the objections are allowed the Council will resolve not to stop the road or

9.11.7 If the objections are not allowed refer them to the Environment Court with the plans along with a full description of the proposed alterations to the road.
9.11.8 The Environment Court shall consider the district plan, the plan of the road to be stopped, the Council's explanation of why the road should be stopped and the objections received and confirm, modify or reverse the decision of Council.

9.11.9 If the Environment Court reverses the Council's decision no proceeding shall be entertained by the Environment Court for 2 years or

9.11.10 If the Environment Court confirms the decision of the Council the Council may declare by public notice that the road is stopped and cease to be a road.

9.12 It is not necessary for the Legal Services unit to review this report because these matters are procedural as prescribed by the LGA.

Risks and Mitigations

9.13 Risk and mitigations have been considered by the Transport Unit against the criteria in the Council's Road Stopping Policy, these criteria consider the City Plan, current level of use, future use alternative uses, road adjoining any water body, encumbrances, traffic safety and infrastructure. The Transport Unit concluded there is no reason not to stop the road.

9.14 If using the LGA process there is a risk that this proposed road stopping, if an objection is received, could attract unwarranted exposure if this matter ended up before the Environment Court.

Implementation

9.15 Implementation dependencies - the Community Board recommending and the Council endorsing the LGA process and potential subsequent referral of the matter to the Environment Court.

9.16 Implementation timeframe – 12 – 18+ months

Option Summary - Advantages and Disadvantages

9.17 The advantages of this option include:
- Wider consultation

9.18 The disadvantages of this option include:
- Longer time frame
- Greater cost for the applicant
- Potential to escalate a low significance matter into something it is not.

10. Option 3 – Do not stop the road

Option Description

10.1 The Council opts not to stop the road and continues to fund the ongoing maintenance and controlling of this portion of unmade road.

10.2 From a practical sense, and given that the unmade road is not required for any roading or public works purposes, this option will be costly for Council due to ongoing maintenance and controlling responsibilities.

Significance

10.3 The level of significance of this option is low and consistent with section 2 of this report

10.4 Engagement requirements for this level of significance are non-existent.
Waipapa/Papanui-Innes Community Board  
12 April 2019

**Impact on Mana Whenua**
10.5 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**
10.6 The applicant is specifically affected by this option due to the Transport Unit having assessed the roads suitability for stopping. Their views are that we will have wasted their time and money.
10.7 The wider Community are very unlikely to know this piece of land is a road because it has been occupied by the land Owners for many years.

**Alignment with Council Plans and Policies**
10.8 This option is consistent with Council’s Plans and Policies
10.8.1 Inconsistency – not applicable
10.8.2 Reason for inconsistency – not applicable
10.8.3 Amendment necessary – not applicable

**Financial Implications**
10.9 Cost of Implementation - nil
10.10 Maintenance / Ongoing Costs – Mowing and landscape maintenance costs will be incurred. The unformed road would remain in Council ownership with associated responsibilities.
10.11 Funding source – Road and footpaths – maintenance.

**Legal Implications**
10.12 There is no legal context, issue or implication relevant to this decision
10.13 This report has not been reviewed and approved by the Legal Services Unit

**Risks and Mitigations**
10.14 There is no risk associated with this action
10.14.1 Residual risk rating: The residual rating of the risk after the below treatment(s) implemented will be low
10.14.2 There may be further applications to stop the road.

**Implementation**
10.15 Implementation dependencies - Council resolving not to stop the road
10.16 Implementation timeframe – 2 months

**Option Summary - Advantages and Disadvantages**
10.17 The advantages of this option include:
- None
10.18 The disadvantages of this option include:
- Disappointed rate payer
- Further road stopping applications may be made and if so the matter would again have to be considered.
- Council’s ongoing maintenance commitment in respect to the subject portion of unmade road will continue
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

<table>
<thead>
<tr>
<th>Author</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Author</td>
<td>Tom Lennon - Property Consultant</td>
</tr>
<tr>
<td>Approved By</td>
<td>Angus Smith - Manager Property Consultancy</td>
</tr>
<tr>
<td></td>
<td>Bruce Rendall - Head of Facilities, Property &amp; Planning</td>
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<tr>
<td></td>
<td>Richard Holland - Team Leader Asset Planning</td>
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<tr>
<td></td>
<td>Lynette Ellis - Manager Planning and Delivery Transport</td>
</tr>
<tr>
<td></td>
<td>Richard Osborne - Head of Transport</td>
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<tr>
<td></td>
<td>David Adamson - General Manager City Services</td>
</tr>
</tbody>
</table>
Attachment B1 - The Road Stopping Policy

1. Council receive multiple applications to stop parts of road which are all assessed against the criteria in the Road Stopping Policy by the Transport Unit.

2. The criteria that are considered are listed in the below table:

<table>
<thead>
<tr>
<th>City Plan</th>
<th>Is the road shown to be stopped in the operative City Plan or does the stopping have any adverse impact on adjoining properties under the City Plan i.e. set backs/site coverage or the neighbourhood in general.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current Level of Use</td>
<td>Is the road the sole or most convenient means of access to any existing lots or amenity features e.g. a river or coast. Is the road used by members of the public</td>
</tr>
<tr>
<td>Future Use</td>
<td>Will the road be needed to service future residential, commercial, industrial or agricultural developments Will the road be needed in the future to connect existing roads Will the road be needed to provide a future or alternative inter-district link</td>
</tr>
<tr>
<td>Alternative Uses</td>
<td>Does the road have potential to be utilised by the Council for any other public work either now or potentially in the future. Does the road have current or potential value for amenity or conservation functions e.g. walkway, utilities corridor, esplanade strip, protected trees etc.</td>
</tr>
<tr>
<td>Road adjoining any water body</td>
<td>If so, there is a need to consider Section 345 LGA, which requires that after road stopping, such land becomes vested in Council as an esplanade reserve.</td>
</tr>
<tr>
<td>Encumbrances</td>
<td>Is the road encumbered by any services and infrastructure and can they be protected by easements</td>
</tr>
<tr>
<td>Traffic Safety</td>
<td>Does access and egress of motor vehicles on the section of the road constitute a danger or hazard to the road users.</td>
</tr>
<tr>
<td>Infrastructure</td>
<td>Does the road currently contain infrastructure, or will it in the future, that is better protected and managed through ownership.</td>
</tr>
</tbody>
</table>

3. An application for road stopping should not proceed if the Council delegate determines in their discretion that:

- the road has been identified as providing a future road corridor; or
- the road has the potential to provide a future or alternative inter-district link; or
- the road is required, or may be required at any time in the future, for any roading or associated purpose (including any possible future need for movement corridors, for example walkways, cycle ways or other uses additional to normal vehicular needs).
- the road is required, or may be required at any time in the future, for any public work, movement corridor or associated purpose by the Council or any other agency.
- the stopping of the road will result in any land becoming landlocked; or
- the road provides access from a public road or reserve to a watercourse or coastal marine area, unless there are sound management, ecological or environmental reasons for doing otherwise; or
- the road provides primary access to an esplanade reserve, reserve or park, unless there are sound management or ecological reasons for doing otherwise; or
- the stopping of the road will adversely affect the viability of any commercial activity or operation; or
• objections are received from any electricity or telecommunications service provider and those objections are not able to be resolved by agreement between the Council and that provider; or
• any infrastructure or utilities situated on the road would be better protected and managed through continued Council ownership; or
• the road stopping could injuriously affect or have a negative or adverse impact on any other property; or
• the road stopping could have an impact on a public work to be undertaken by any other agency including the Crown; or
• that the road has significant landscape amenity; or
• any other relevant circumstances apply; or
• in the living hills zones, the loss of the green space would impact on the landscape value of the area.

4. If approved for further processing, consideration is given to which road stopping process should be used and the Property Consultancy Team is instructed to progress the application.
Attachment B2 - Road Stopping Processes

1. The Road Stopping Policy outlines the legislation under which the road stopping should be actioned.

2. The LGA road-stopping procedure shall be adopted if one or more of the following circumstances shall apply:
   - Where any public right of access to any public space could be removed or materially limited or extinguished as a result of the road being stopped; or
   - The road stopping could injuriously affect or have a negative or adverse impact on any other property; or
   - The road stopping is, in the judgment of the Council, likely to be controversial; or
   - If there is any doubt or uncertainty as to which procedure should be used to stop the road.

3. The PWA road stopping procedure may be adopted if all of the following circumstances shall apply:
   - Where there is only one property adjoining the road proposed to be stopped; and
   - Where the written consent to the proposed road stopping of all adjoining landowners by [the] proposed road-stopping is obtained; and
   - Where the use of the PWA procedure is approved (where necessary) by the relevant Government department or Minister; and
   - Where no other persons, including the public generally, are considered by the Council in its judgment to be adversely affected by the proposed road stopping; and
   - Where the road is to be amalgamated with the adjoining property; and
   - Where other reasonable access exists or will be provided to replace the access previously provided by the stopped road (i.e. by the construction of a new road).

4. If any one of the above circumstances shall not apply, then the LGA procedure shall be used.


5. Councils have powers under Sections 116, 117 and 120 of the PWA to stop roads and in the case of the Christchurch City Council have delegated that authority to the Property Consultancy Manager as well as to the relevant Community Board.

6. All road stoppings that fall within the PWA process are subject to approval from the Minister of Lands. The Ministers consent is obtained by submitting a report to Land Information New Zealand that contains all information relevant to each individual application.

7. The critical factors the Minister considers as set out in Land Information New Zealand’s road stopping standard are:
   - Public use of the road
   - Is sufficient road remaining
   - The reasons for it being stopped
• Access to adjoining properties either remains or is provided for
• All necessary regulatory authorities have been obtained i.e. Council approval and
• Is the use of the PWA warranted.

8. If the Ministers approval is given, then a road stopping notice is published in the New Zealand Gazette stopping the road.

Statutory Process - The Local Government Act 1974

9. The LGA process is prescribed in Schedule 10 of the Act, the following process must be followed:

• The Council shall prepare a plan of the road proposed to be stopped together with an explanation of why the road is to be stopped and the purpose or purposes to which the stopped road will be put, and a survey plan made identifying the road to be stopped.

• Once the plan is approved as to survey by the Chief Surveyor (Land Information New Zealand) the Council shall at least twice at intervals of not less than seven days give public notice of the proposal and name a place where the plan can be inspected. The notice shall be current for at least 40 days during which time objections can be lodged.

• Have a copy of the public notice fixed in a conspicuous place at each end of the road to be stopped.

10. If no objections are received the Council may by public notice declare that the road is stopped, at such time it shall cease to be road. The process is completed by lodging a copy of the notice at Land Information New Zealand and then a transfer of the land to the applicant.

11. If objections are received the Council will appoint a hearings panel to consider the objections and report to Council on whether to allow the objections or not.

12. If it allows the objections Council will pass a resolution not to stop the road.

13. If the objections are NOT allowed then the Council must:
• Send the objections together with a copy of the survey plan with a full description of the proposal the Environment Court.

• The Environment Court shall consider the District Plan, the plan of the proposed road to be stopped, the Councils explanation of why the road stopping is being considered, and any objections received.

14. The Environment Court shall then confirm, modify or reverse the decision of Council which shall be final and conclusive.

15. If the Environment Court reverses the decision of Council then no further proceedings shall be entertained for stopping the road by the Environment Court for 2 years.

16. If the Environment Court confirms the decision of Council the Council may declare the road to be stopped by public notice, the road shall then cease to be a road. The process is completed by lodging a copy of the notice at Land Information New Zealand and then a transfer of the land to the applicant.
Attachment B3 - Unilateral Dealing Considerations

1. The Council’s standard process to dispose of land is to adopt a transparent disposal process, usually by public tender or auction. The Council does this to meet the requirements of section 14(1)(f) of the Local Government Act 2002 to undertake its business activities in accordance with sound business practice and to comply with Council policy (listed in the Council’s Policy Register as ‘Property - process for disposal of Council property within the central city area’) to "publicly tender properties for sale unless there is a clear reason for doing otherwise".

2. Council processes a number of road stopping applications on an annual basis; in the vast majority of scenarios there is only one logical purchaser which justifies dealing unilaterally, and these are able to be processed under the existing staff delegation utilising the PWA process.

3. Section 80 of the Local Government Act 2002 specifically allows the Council to depart from policy, if it complies with the requirements of that section and identifies the inconsistency with the policy, the reasons for the inconsistency and any intention to amend the policy to accommodate the decision. However, the wording of the policy provides that if “there is a clear reason for doing otherwise”, then there is no need to conduct a public tender process.

4. In addition, when considering whether to depart from the policy to publically tender properties for disposal, or not, the Council should consider the Auditor General’s:
   - 'Procurement Guidelines'
   - 'Principles to underpin management by public entities of funding to non-government organisations’;
   - and 'Public sector purchases, grants and gifts: managing funding arrangements with external parties'

5. While not mandatory these Guidelines provide 'best practice' when procuring goods or services and dealing with non-government organisations.

6. The Procurement Guidelines state that, in principle, “advertising an open request for tender for all proposals should be the preferred method for higher value and/or higher risk procurement".
1. Purpose and Origin of Report

Purpose of Report
1.1 The purpose of this report is for the Papanui-Innes Community Board to approve the changes to on street parking on small sections of Rutland Street and Malvern Street to provide higher turnover car parking for customers of the businesses on Rutland Street.

Origin of Report
1.2 This report is being provided to fulfil the Papanui-Innes Community Board InfoCouncil action made at the meeting on 18 May 2018 requesting that consideration is given to converting parking outside the Rugby Club on Rutland Street and around the corner into Malvern Street.

2. Significance

2.1 The decisions in this report low significance in relation to the Christchurch City Council’s Significance and Engagement Policy.

2.1.1 The community engagement and consultation outlined in this report reflect the assessment.

3. Staff Recommendations

That the Waipapa/Papanui-Innes Community Board:

1. Approve that pursuant to Section 27(1)(a) of the Christchurch City Council Traffic and Parking Bylaw 2017, P60 parking be installed on the northwest side of Malvern Street between a start 20m from Rutland Street to a point 85m from Rutland Street. The restricted parking is to apply Monday to Friday, 8am to 5pm.

2. Approve that pursuant to Section 27(1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017, two P30 carparks be installed on the northeast side of Rutland Street, between points 45m and 57m from Malvern Street. The restricted parking is to apply Monday to Friday, 8am to 5pm.

4. Key Points

4.1 This report supports the Council’s Long Term Plan (2018 - 2028):

4.1.1 Activity: Parking

- Level of Service: 10.3.3.0 Improve customer perception of the ease of use of Council on-street parking facilities - =50%

4.2 The provision of additional short term on street carparks was requested by the Community Board after they received a request for more short term customer parking from some of the business owners in the Rutland Street block of businesses. The additional carparking is to provide customer carparks as the area is heavily parked all day by employees of Canterbury Rugby who are based in Rugby Park as well as employees of some of the businesses on Rutland Street.
4.3 The Papanui Parallel MCR removed approximately 50% of the on street carparks along Rutland Street to accommodate the cycle lanes. As a result the on street carparks that are available are generally fully utilised near the businesses resulting in customers finding it difficult to find a nearby carpark at times.

4.4 The areas proposed for conversion to limited time car parking are the close to the businesses and have minimal impact on the needs for all day carparks in the area.

5. **Context/Background**

**Papanui Parallel MCR**

5.1 Council installed a separated cycleway along Rutland Street in 2016/17 after consulting with the community along the route. The cycleway has been in operation for over 12 months and has achieved the expected cycle volumes.

5.2 Since the cycleway has opened, there have been no substantial changes required to the existing road layout. The businesses on Rutland Street have had concerns regarding the limited number of time restricted carparks in the area immediately around the businesses, and approached the Community Board with a request to consider converting some existing all day carparks to limited time carparks. This change would increase the number of parks available for customers, in preference to staff from the businesses and at Canterbury Rugby who are currently parking in the spaces all day.

5.3 Staff considered two locations which could be converted to limited time parks. The first location is on the northeast side of Rutland Street outside Rugby Park between Innes Road and an existing section of short term parking. The second location is a short section on the northwest side of Malvern Street from Rutland Street to Gossett Street on the Rugby Park side of the road. This creates an additional 16 limited time carparks for customers of the businesses.

5.4 The proposed changes were consulted with the community between Wednesday 7 November and Wednesday 28 November 2018.

6. **Option 1 – Installation of two additional P30 carparks on Rutland Street and ten P60 carparks Malvern Street (preferred)**

**Option Description**

6.1 This option is to provide approximately ten P60 carparks on the north side of Malvern Street between Rutland Street and Gossett Street, and two P30 carparks on Rutland Street between the entrance to Canterbury Rugby carpark and the existing P5 carparks. The parking restrictions are only proposed to be Monday to Friday (between 7am – 5pm) and therefore the carparks can be used all day in the weekends or during the evenings in the week.

6.2 This option is different to the consulted option as only 2 of the existing 6 carparks are converted to limited time on Rutland Street.

**Significance**

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

6.4 Engagement requirements for this level of significance are consistent with the consultation undertaken with directly affected residents and businesses.

**Impact on Mana Whenua**

6.5 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

6.6 Consultation was carried out between Wednesday 7 November and Wednesday 28 November 2018.

6.7 We delivered 16 consultation documents to the directly affected residents and businesses on Rutland Street and Malvern Street. Information was also available on the Have Your Say web page. A link to the Have Your Say page was also sent to St Albans Residents Association.

6.8 During the consultation period we received 63 submissions.

6.9 Proposed parking changes on Rutland Street:
- Support 42
- Do not support 21

6.10 Proposed parking changes on Malvern Street:
- Support 19
- Do not support 44

6.11 General feedback regarding the proposal overall included:
- Any help for local businesses appreciated
- There is parking available on Hawkesbury Avenue
- Some people are still upset with the cycleway

6.12 Malvern Street

6.12.1 We received 38 submissions who identified themselves as being associated with Canterbury Rugby either as a staff member or a player. These submitters (38 of the 44) were opposed to the proposed parking changes on Malvern Street for the following reasons:
- This section of Malvern Street is used by staff of Canterbury Rugby for all day parking
- 60 minutes is not long enough for people going to meetings or for training sessions at Rugby Park
- Staff and players would need to park further away and on other residential streets which could cause issues for these residents
- Option to have the first 2-3 spaces on Malvern Street as restricted rather than what is proposed

6.12.2 This feedback was the main opposition to the changes proposed for Malvern Street.

6.12.3 In relation to the issue of available parking for Canterbury Rugby staff and players, Innes Road, Malvern Street, Gossett Street, Carrington Street and Jacob Street are not time limited parking and are available for parking as shown on Attachment A. The proposed parking restrictions will only affect 10 vehicles on Malvern Street and the increased walking distance is only a maximum of 60m to the remaining unlimited carparks that could be used so the planned changes have minimal impact for Canterbury Rugby. Canterbury Rugby have an off street carpark for 38 vehicles on Rugby Park that is accessed off Rutland Street. There is also off street carparking available off Malvern Street adjacent to the rugby stands. Aerial photography shows 11 marked carparks.

6.13 Rutland Street

6.13.1 The majority of submitters from Canterbury Rugby or players supported the changes proposed for Rutland Street.
6.13.2 The directly affected residents did not support the restriction for Rutland Street as they are the only unrestricted parks available at this end of Rutland Street. As a result we intend to retain some of the carparks as unrestricted parking and propose to limit the operating times of the new P30 carparks so they can be used in the evening and at weekends.

6.13.3 Currently staff from the businesses and Canterbury Rugby are parking in the available carparks on Rutland Street all day.

6.14 A letter has been sent to all submitters advising of the outcome of the consultation, including details of the Community Board meeting, and how they can speak to their submission if they wish. Also included in this letter was a link to the feedback received and the Community Board report.

Alignment with Council Plans and Policies
6.15 This option is consistent with Council’s Plans and Policies

Financial Implications
6.16 Cost of Implementation – The cost to install the additional signage and road marking is minimal for the proposed changes.

6.17 Maintenance / Ongoing Costs – The ongoing costs for the changes are minimal.

6.18 Funding source – The costs will be funded from the remaining budget on the Papanui Parallel MCR as it was that project that altered the previous street layouts.

Legal Implications
6.19 There is not a legal context, issue or implication relevant to this decision

Implementation
6.20 The planned changes can be undertaken onsite within 4 weeks of the approval to proceed. Time will be required to manufacture the signs and install the posts.

Option Summary - Advantages and Disadvantages
6.21 The advantages of this option include:

- The changes increase the number of time limited carparks by 12 that customers can use when visiting the businesses on Rutland Street, and are in close proximity to the businesses.

- The changes on Malvern Street have a very minor effect on the availability of all day car parking for staff working at Canterbury Rugby and staff from the businesses on Rutland Street as there are no parking restrictions on Malvern Street, Gossett Street, Carrington Street or Jacobs Street. The additional distance that someone would need to walk to the nearest all day carpark is only 60m, and all day parking remains on the residential side of Malvern Street for residents that may need to have their cars on the street.

- The changes on Rutland Street will increase the availability of an additional 2 short term carparks for business customers, delivery drivers and visitors to the residents on the opposite side of Rutland Street (between 77 and 87), who have no on-street carparks due to the cycleway. Canterbury Rugby have an on-site carpark for 38 vehicles on Rutland Street and another 11 off Malvern Street.

- The planned duration of P30 and P60 carparks will allow sufficient time for the majority of customers using the businesses. For those that need a longer parking duration, there are carparks available on Rutland Street or the surrounding side streets.

6.22 The disadvantages of this option include:
• For directly affected Rutland Street residents, there is a reduction of two all day carparks. Visitor vehicles may not be able to park on the road for longer periods immediately opposite these properties during the week days if they have insufficient car parking on their properties.

• Staff of Canterbury Rugby and the Rutland Street businesses will need to walk approximately 60m further to find the closest available all day carpark if they do not park outside the residential houses on Malvern Street between Rutland Street and Gossett Street.

7. Option 2 – Consulted Option

Option Description
7.1 This option provided ten P60 carparks on Malvern Street and six P30 carparks on Rutland Street as per the attached consultation leaflet, Attachment B.

Significance
7.2 The level of significance of this option is as per section 6.3.

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 6.5 to 6.13.

Alignment with Council Plans and Policies
7.5 This option is consistent with Council’s Plans and Policies.

Financial Implications
7.6 The financial implications are as per section 6.16-6.18.

Legal Implications
7.7 There is not a legal context, issue or implication relevant to this decision

Implementation
7.8 The planned changes can be undertaken onsite within four weeks of the approval to proceed. Time will be required to manufacture the signs and install the posts.

Option Summary - Advantages and Disadvantages
7.9 The advantages of this option include:

• This option provides an additional four P30 carparks on Rutland Street over the preferred option, giving a total of an additional 16 carparks that could be used by customers of the businesses.

7.10 The disadvantages of this option include:

• This option removes all of the all-day parking between Innes Road and Malvern Street. This prevents adjacent residents from using the carparks to park their vehicles on the street, or visitors to park for longer than 30 minutes.

8. Option 3 – Do Nothing

Option Description
8.1 This option leaves the carparking unchanged from the existing.
Significance
8.2 The level of significance of this option is as per section 6.3.

Impact on Mana Whenua
8.3 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
8.4 Refer 6.5 to 6.13.

Alignment with Council Plans and Policies
8.4.1 This option is consistent with Council’s Plans and Policies.

Financial Implications
8.5 There are no financial implications with this option.

Legal Implications
8.6 There is not a legal context, issue or implication relevant to this decision.

Implementation
8.7 The planned changes can be undertaken onsite within four weeks of the approval to proceed. Time will be required to manufacture the signs and install the posts.

Option Summary - Advantages and Disadvantages
8.8 The advantages of this option include:

- This option does not reduce all day parking for residents, staff of the businesses and staff of Canterbury Rugby

8.9 The disadvantages of this option include:

- This option does not increase limited time parking for the customers of the businesses on Rutland Street.

Attachments

<table>
<thead>
<tr>
<th>No.</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>All day Parking Availability Plan</td>
<td>46</td>
</tr>
<tr>
<td>B</td>
<td>PIL - Rutland Street parking changes</td>
<td>47</td>
</tr>
</tbody>
</table>

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          | Brendan Bisley - Senior Project Manager  
|                 | Ann Campbell - Senior Engagement Advisor |
| Approve By      | Lynette Ellis - Manager Planning and Delivery Transport  
|                 | Richard Osborne - Head of Transport  
|                 | David Adamson - General Manager City Services |
The orange lines show where all
day parking is available for if the
parking changes are implemented
HAVE YOUR SAY

Rutland Street and Malvern Street - proposed parking changes

Closes Wednesday 28 November 2018

ccc.govt.nz/haveyoursay

Why are we proposing the changes

Following the opening of the Papanui Parallel Major Cycle Route and changes to the parking layout in Rutland Street, concerns have been raised regarding parking availability for the shops due to people parking all day within close proximity.

What are we proposing

To support regular turnover of available parking, and to give several options for parking requirements, we are proposing the following (refer to plan over the page):

- P30 time restricted parking on Rutland Street adjacent to Rugby Park
  7am - 5pm (Monday to Friday)

- P60 time restricted parking on Malvern Street on the north side between Rutland Street and Gosset Street
  7am - 5pm (Monday to Friday)

Timeline:

<table>
<thead>
<tr>
<th>November 2018</th>
<th>February 2019</th>
<th>March 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Consultation opens</td>
<td>Consultation closes</td>
<td>Decision meeting</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Changes implemented</td>
</tr>
</tbody>
</table>

To comment on the plan and find out more

1. Go online ccc.govt.nz/haveyoursay or complete the enclosed freepost form and return to:
   Christchurch City Council,
   PO Box 73016, Christchurch 8154

Consultation is open until 5pm, Wednesday 28 November 2018
HAVE YOUR SAY
Rutland Street and Malvern Street - proposed parking changes

Closes Wednesday 28 November 2018

Save time and do it online ccc.govt.nz/haveyoursay

Do you support the proposed parking changes on Rutland Street?

☐ Yes   ☐ No

Do you support the proposed parking changes on Malvern Street?

☐ Yes   ☐ No

Do you have any comments?

__________________________________________________________________________

__________________________________________________________________________

__________________________________________________________________________
10. Waipapa/Papanui-Innes 2018-19 Discretionary Response Fund Application - St Albans School

Reference: 19/271179

Presenter(s): Trevor Cattermole Community Development Adviser

1. Purpose of Report

1.1 The purpose of this report is for the Waipapa/Papanui-Innes Community Board to consider an application for funding from its 2018-19 Discretionary Response Fund from the organisation(s) listed below.

<table>
<thead>
<tr>
<th>Funding Request Number</th>
<th>Organisation</th>
<th>Project Name</th>
<th>Amount Requested</th>
<th>Amount Recommended</th>
</tr>
</thead>
<tbody>
<tr>
<td>00058887</td>
<td>St Albans School</td>
<td>Traffic Wardens and Patrol</td>
<td>$5,000</td>
<td>$2,250</td>
</tr>
</tbody>
</table>

1.2 There is currently a balance of $31,209 remaining in the fund.

2. Staff Recommendations

That the Waipapa/Papanui-Innes Community Board:

1. Approves a grant of $2,250 from its 2018-19 Discretionary Response Fund to St Albans School towards Traffic Wardens and Patrols.

3. Key Points

Issue or Opportunity

3.1 This will increase safety and provide safe access to St Albans School.

Strategic Alignment

3.2 The recommendation is strongly aligned to the Strategic Framework and in particular the strategic priority of Strengthening Communities Strategy and Safer Christchurch Strategy.

Decision Making Authority

3.3 Determine the allocation of the Discretionary Response Fund for each community

3.4 Allocations must be consistent with any policies, standards or criteria adopted by the Council

3.5 The Fund does not cover:

- Legal challenges or Environment Court challenges against the Council, Council Controlled organisations or Community Board decisions
- Projects or initiatives that change the scope of a Council project or that will lead to ongoing operational costs to the Council (though Community Boards can recommend to the Council that it consider a grant for this purpose).

Assessment of Significance and Engagement

3.6 The decision(s) in this report is of low significance in relation to the Christchurch City Council’s Significance and Engagement Policy.
3.7 The level of significance was determined by the number of people affected and/or with an interest.

3.8 Due to the assessment of low significance, no further community engagement and consultation is required.

Discussion

3.9 At the time of writing, the balance of the 2018-19 Discretionary Response Fund is as below.

<table>
<thead>
<tr>
<th>Total Budget 2017/18</th>
<th>Granted To Date</th>
<th>Available for allocation</th>
<th>Balance if Staff Recommendation adopted</th>
</tr>
</thead>
<tbody>
<tr>
<td>$84,958</td>
<td>$53,749</td>
<td>$31,209</td>
<td>$28,959</td>
</tr>
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</table>

3.10 Based on the current Discretionary Response Fund criteria, the application listed above is eligible for funding.

3.11 The attached Decision Matrix provides detailed information for the application. This includes organisational details, project details, financial information and a staff assessment.

Attachments

<table>
<thead>
<tr>
<th>No.</th>
<th>Title</th>
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<tbody>
<tr>
<td>A</td>
<td>St Albans School DRF Application Matrix April 2019</td>
<td>51</td>
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</table>

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

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<tr>
<th>Author</th>
<th>Stacey Holbrough - Community Development Advisor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Approved By</td>
<td>Christine Lane - Manager Community Governance, Papanui-Innes</td>
</tr>
</tbody>
</table>
## 2018/19 DRF PAPANUI-INNES DECISION MATRIX

<table>
<thead>
<tr>
<th>Priority Rating</th>
<th>Organisation Name</th>
<th>Name and Description</th>
<th>Total Cost</th>
<th>Contribution Sought Towards</th>
<th>Staff Recommendation</th>
<th>Priority</th>
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<tbody>
<tr>
<td>One</td>
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<td>Salary and Wages - $5,000</td>
<td>$2,250</td>
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</tbody>
</table>

### Organisation Details
- **Service Base:** 17 Sheppard Place
- **Legal Status:** School Board of Trustees
- **Established:** 1/02/1873
- **Target Groups:** Children
- **Annual Volunteer Hours:** 3000
- **Participants:** 1,000

### Alignment with Council Strategies
- Strengthening Communities Strategy
- Children's Policy
- Safer Christchurch

### CCC Funding History
- 2017/18 - $2,250 (Traffic Wardens and Patrols) P-I DRF

### Other Sources of Funding
- Ministry of Education Operations Grant

### Staff Assessment
St Albans School employs two traffic wardens who make sure children safely cross the roads on Trafalgar Street, Westminster Street and Crawford Street. This occurs each week day morning from 8:30 - 9am. In addition the Crawford Street patrol operates each afternoon from 3:00-3:30pm. The school uses their Ministry of Education Operational grant to fund this project and has previously received funding from the Papanui-Innes Community Board Discretionary Response Fund.

Ongoing issues and complaints about traffic behaviour around St Albans School including the Trafalgar Street entrance, Berwick/Crawford Street and Crawford Street/ Westminister Street intersections has highlighted the need for resourced Traffic Warden and Patrol support in the area to increase the safety of St Albans School students.

In the Christchurch Northern Corridor Downstream Effect Management Plan there are a number recommendations proposed for safe access to St Albans School these include: lower speed zones, road calming, upgrade to key intersections and a safe access across Crawford Street study. The Christchurch Northern Corridor Downstream Effect Management Plan is currently open for public comment, with the Papanui-Innes and Linwood-Central-Heathcote Community Boards making final recommendations to Council later this year.

There still remains an immediate need for Traffic Warden and Patrol support to ensure the safety of students and caregivers.

Reference: 19/283195
Presenter(s): Trevor Cattermole Community Development Adviser

1. Purpose of Report
   1.1 The purpose of this report is for the Waipapa/Papanui-Innes Community Board to consider an application for funding from its 2018-19 Discretionary Response Fund from the organisation(s) listed below.

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<td>58967</td>
<td>Te Ora Hou Otautahi</td>
<td>Polyphony 2019</td>
<td>$2,740</td>
<td>$1,370</td>
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   1.2 There is currently a balance of $31,209 remaining in the fund

2. Staff Recommendations
   That the Waipapa/Papanui-Innes Community Board:
   1. Approves a grant of $1,370 from its 2018-19 Discretionary Response Fund to Te Ora Hou Otautahi towards Polyphony 2019.

3. Key Points
   **Issue or Opportunity**
   3.1 This project will provide a strong sense of community and will value the voices of young people.

   **Strategic Alignment**
   3.2 The recommendation is strongly aligned to the Strategic Framework and in particular the strategic priority of Strong Communities, Strengthening Communities Strategy and enabling active citizenship and connected communities.

   **Decision Making Authority**
   3.3 Determine the allocation of the Discretionary Response Fund for each community
   3.4 Allocations must be consistent with any policies, standards or criteria adopted by the Council
   3.5 The Fund does not cover:
      - Legal challenges or Environment Court challenges against the Council, Council Controlled organisations or Community Board decisions
      - Projects or initiatives that change the scope of a Council project or that will lead to ongoing operational costs to the Council (though Community Boards can recommend to the Council that it consider a grant for this purpose).

   **Assessment of Significance and Engagement**
   3.6 The decision(s) in this report is of low significance in relation to the Christchurch City Council’s Significance and Engagement Policy.
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Discussion

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3.10 Based on the current Discretionary Response Fund criteria, the application listed above is eligible for funding.

3.11 The attached Decision Matrix provides detailed information for the application. This includes organisational details, project details, financial information and a staff assessment.

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<td>Papanui-Innes Discretionary Response Fund Decision Matrix - Te Ora Hou Otautahi - Polyphony 2019</td>
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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.

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<td></td>
<td>Te Ora Hou Otautahi Inc.</td>
<td>Name and Description</td>
<td>Meets all eligibility criteria and contributes significantly to Funding Outcomes and Priorities. Highly recommended for funding.</td>
<td>Meets all eligibility criteria and contributes to Funding Outcomes and Priorities. Recommended for funding.</td>
<td>Meets all eligibility criteria and contributes to Funding Outcomes and Priorities but to a lesser extent than Priority 2 applications. Not recommended for funding.</td>
<td>Meets all eligibility criteria and has minimum contribution to Funding Outcomes and Priorities / Insufficient information provided by applicant (in application and after request from Advisor) / Other funding sources more appropriate. Not recommended for funding.</td>
</tr>
<tr>
<td></td>
<td>Polyphony 2019</td>
<td>This is split application 50% Papanui-Innes and 50% Fendalton-Waimairi-Harewood Community Boards. Te Ora Hou (TOH) is a faith-based Maori youth and community development organisation committed to the holistic development of young people, their whanau and communities. Funding is sought for Polyphony - youth voice photography project.</td>
<td>$5,290</td>
<td>Printing costs of art works - $2,740</td>
<td>$1,370</td>
<td>2</td>
</tr>
</tbody>
</table>

#### Other Sources of Funding
- Ara Taiohi Youth Week - $1,000. Creative Communities Scheme - $1,550 (Pending).

#### Staff Assessment
Te Ora Hou Otautahi has 30 years of experience specifically working with urban Maori young people in Otautahi. They have developed indigenous models of youth and community development through research and practice, specifically drawing on both current and traditional knowledge/research aligned with international best practice.

TOH is seeking funding for Polyphony - youth voice photography project. This project gives young people an opportunity to express their voice regarding the issues that impact and affect them within their community, through the medium of photography. Te Ora Hou will hold two sets of workshops one in the Papanui-Innes ward and the other in Fendalton-Waimairi-Harewood ward. The workshops will consist of eight sessions covering topics such as: how to take a good photograph, telling your story, becoming a confident public speaker. Young people will submit artwork based on this year's Youth Week theme "We are more than you see". Youth Week is a nationwide festival of events organised by young New Zealanders to celebrate the talents, passion and success of local young people. The workshops will conclude with an art exhibition that showcases the young people's art work, and give those involved an opportunity to share the messages behind their work.

Polyphony gives young people an opportunity to have greater involvement and participation in connecting with their local community. It will also give the community, schools, local government a greater understanding of the needs, wishes and perspectives of young people who would not necessarily be involved in decision making processes. Polyphony has successfully ran over the last several years with the Papanui Library displaying the young people's art works.

Fendalton-Waimairi-Harewood staff recommendation is: $1,370.

Reference: 19/268752
Presenter(s): Trevor Cattermole, Community Development Advisor

1. Purpose of Report
1.1 The purpose of this report is for the Waipapa/Papanui-Innes Community Board to consider an application for funding from its 2018-2019 Discretionary Response Fund from the organisation(s) listed below.

<table>
<thead>
<tr>
<th>Funding Request Number</th>
<th>Organisation</th>
<th>Project Name</th>
<th>Amount Requested</th>
<th>Amount Recommended</th>
</tr>
</thead>
<tbody>
<tr>
<td>00058868</td>
<td>Neighbourhood Trust</td>
<td>Parenting Week 2019</td>
<td>$15,000</td>
<td>$5,000</td>
</tr>
</tbody>
</table>

1.2 There is currently a balance of $31,209 remaining in the fund

2. Staff Recommendations
That the Waipapa/Papanui-Innes Community Board:

3. Key Points

Issue or Opportunity
3.1 This provides a multi-agency collaborative framework to help develop strong parenting strategies.

Strategic Alignment
3.2 The recommendation is strongly aligned to the Strategic Framework and in particular the strategic priority of the Strengthening Communities Strategy and the Children and Youth Strategies.

Decision Making Authority
3.3 Determine the allocation of the Discretionary Response Fund for each community
3.4 Allocations must be consistent with any policies, standards or criteria adopted by the Council
3.5 The Fund does not cover:
   - Legal challenges or Environment Court challenges against the Council, Council Controlled organisations or Community Board decisions
   - Projects or initiatives that change the scope of a Council project or that will lead to ongoing operational costs to the Council (though Community Boards can recommend to the Council that it consider a grant for this purpose).

Assessment of Significance and Engagement
3.6 The decision(s) in this report is of low significance in relation to the Christchurch City Council’s Significance and Engagement Policy.
3.7 The level of significance was determined by the number of people affected and/or with an interest.

3.8 Due to the assessment of low significance, no further community engagement and consultation is required.

Discussion

3.9 At the time of writing, the balance of the 2018-19 Discretionary Response Fund is as below.

<table>
<thead>
<tr>
<th>Total Budget 2018/19</th>
<th>Granted To Date</th>
<th>Available for allocation</th>
<th>Balance If Staff Recommendation adopted</th>
</tr>
</thead>
<tbody>
<tr>
<td>$84,958</td>
<td>$53,749</td>
<td>$31,209</td>
<td>$26,209</td>
</tr>
</tbody>
</table>

3.10 Based on the current Discretionary Response Fund criteria, the application listed above is eligible for funding.

3.11 The attached Decision Matrix provides detailed information for the application. This includes organisational details, project details, financial information and a staff assessment.

Attachments

<table>
<thead>
<tr>
<th>No.</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Application - Neighbourhood Trust - Parenting Week 2019 Matrix</td>
<td>59</td>
</tr>
</tbody>
</table>

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

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<thead>
<tr>
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<th>Trevor Cattermole - Community Development Advisor</th>
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<tbody>
<tr>
<td>Approved By</td>
<td>Christine Lane - Manager Community Governance, Papanui-Innes</td>
</tr>
</tbody>
</table>
## 2018/19 DRF PAPANUI-INNES DECISION MATRIX

### Organisation Name
Neighbourhood Trust

### Name and Description
**Parenting Week 2019**
Parenting Week will run from 9th to 16th September 2019. It is a mix of seminars, workshops, and open days on all facets of being a parent from parenting skills to budgeting and nutrition.

It has been coordinated by Neighbourhood Trust (NHT) every second year since 2009, with thousands of people benefitting from it and dozens of organisations partnering with NHT.

### Funding History
- **2018/19**: $67,490 (Operational) SCF-FJ
- **2017/18**: $67,490 (Operational) SCF-FJ
- **2017/16**: $5,000 (Parenting Week) DRF-FJ
- **2016/17**: $4,000 (Parenting Week) DRF-CUB
- **2015/16**: $5,000 (Parenting Week) DRF-F-WH
- **2015/16**: $53,000 (Operational) KLP
- **2015/16**: $3,750 (Marahau Community Day) SGF
- **2015/16**: $7,750 (Community Light Party) SGF
- **2015/16**: $400 (incl Hol Prog) DRF
- **2015/16**: $4,000 (Marahau Community Day) SGF
- **2015/16**: $33,000 (Operational) DRF-KLP

### Request Budget
- **Total Cost**: $36,500
- **Requested Amount**: $10,000
- **41% percentage requested**

### Staff Recommendation
- **$5,000**

**That the Papanui-Innes Community Board resolve to approve the making of a grant of $5,000 from its 2018-19 Discretionary Response Fund to the Neighbourhood Trust towards the cost of Parenting Week.**

### Organisation Details:
- **Service Base**: Neighbourhood Trust - McFaddens Road
- **Legal Status**: Charitable Trust
- **Established**: 19/05/1999
- **Staff - Paid**: 0
- **Volunteers**: 157
- **Annual Volunteer Hours**: 5960
- **Participants**: 2,500
- **Target Groups**: Parents, caregivers, children and Youth
- **Networks**: Volunteering Canterbury; North-West Cluster; One Voice Te Reo Kotahi; Shirley Charter

### Alignment with Council Strategies and Board Objectives
- Strengthening Communities Strategy
- Children and Youth Strategies

### Alignment with Council Funding Outcomes
- Support, develop and promote capacity
- Community participation and awareness
- Increase community engagement
- Enhance community and neighbourhood safety
- Provide community-based programmes
- Reduce or overcome barriers
- Foster collaborative responses

### How Much Will The Project Cost? (Measures)
Parenting Week has been coordinated by NHT every second year since 2009. It is collaborative, with many organisationspartnering to run events during the week. Parenting Week will run over 10 days thus giving attendees the opportunity to attend more than one of the planned 36 events.

### How Will Participants Be Better Off?
- Parents will gain new tools to deal with both the everyday and more challenging behaviours of children and gain an understanding of the potential for their children's development during the various ages and stages.
- Parents will gain understanding around specific behaviours of concern, e.g., self-harm, pornography, gaming addiction, drugs and alcohol. Young people will be able to attend some seminars that give accurate, up-to-date information around brain development and the effects of technology, drugs, alcohol.
- Participants will have the opportunity to increase their financial literacy (through Kingdom Resources) with a full-day workshop looking at their family budget.
- Families in the Eastern suburbs will have seminars and workshops siting in their communities and focused on building great whanau and resilience.
- New parents will gain support from small group workshops around breast-feeding, calming baby, as well as larger group work around brain development. Couples will learn skills around negotiating a family and maintaining self-care. Parents of children with anxieties and sleep disruptions will have expert help in dealing with this and understanding what helps.
- Parents of teenagers will gain tips on nutrition and cooking food that 'fits the gap'.

### Staff Assessment
This project is recommended as a Priority One due to its strong alignment to the Funding Outcomes and Priorities and contribution to building resilient communities. Parenting Week has been coordinated by the Neighbourhood Trust every second year since 2009. It involves the delivery of a mix of seminars, workshops, and exocioals on all facets of being a parent from parenting skills to budgeting and nutrition.

Parenting Week offers seminars, exocios, and workshops that offer parents support and encouragement and give them confidence to deal with everyday parenting issues. Parenting Week is about recognising and valuing parenting and caregivers and helping them become aware of ongoing support available. Parenting Week 2017 saw over 2,200 people attend a variety of seminars and workshops on various facets of parenting - such as dealing withё difficult behaviour, teens, parenting children with special needs, cyber-safety, and family cooking and budgeting.

Parenting Week is a highly collaborative project, with many organisations partnering with each other to run events during the week. Twenty-three organisations have already agreed to run or host activities including, Mental Health Education & Resources Centre, The Nutrition Room, All right!, Belfast Community Network, The Collaborative Trust, Te Ara Hou, Pregnancy Help, Plunket, Waipuna, Youth Alive Trust, Brainwave Trust, The Parenting Place, Te Puawaianga ki Otautahi Trust.

Parenting Week connects with existing organisations and supports the activities they believe will be most valuable to their community. It supports their capacity to put on a seminar/workshop/event, under-grating it with administration, promotional materials and advertising. The mana of Parenting Week creates attention to their activity, and they are able to leverage other programmes off this. The Trust is currently in the process of confirming speakers and matching seminars offered with host organisations and venues.

Parenting has become even more challenging post-earthquakes, with difficult behaviours in children, and sleep disruptions. Research from University of Canterbury Associate Professor Kathleen Libby has found that as many as four in five Christchurch primary schoolers are exhibiting symptoms of post-traumatic stress disorder (PTSD). Parenting Week gives parents the opportunity to be resourced with new skills and methods to deal with these issues. All activities are community-based and low-cost (money will be free) to avoid any barriers to parents attending.

The total amount requested is being split between the Papanui-Innes, Fendalton-Waimairi-Hanwood, and Coastal-Burwood Community Boards as these are the areas where the majority of events will be taking place.
13. Waipapa/Papanui-Innes 2018-19 Discretionary Response Fund Application - Nor'west Brass

Reference: 19/329814
Presenter(s): Trevor Cattermole - Community Development Advisor

1. Purpose of Report

1.1 The purpose of this report is for the Waipapa/Papanui-Innes Community Board to consider an application for funding from its 2018-19 Discretionary Response Fund from the organisation(s) listed below.

<table>
<thead>
<tr>
<th>Funding Request Number</th>
<th>Organisation</th>
<th>Project Name</th>
<th>Amount Requested</th>
<th>Amount Recommended</th>
</tr>
</thead>
<tbody>
<tr>
<td>00058765</td>
<td>Nor'west Brass Incorporated</td>
<td>Promotional Gazebo and Banners for Community Events</td>
<td>$3,087</td>
<td>$1,800</td>
</tr>
</tbody>
</table>

1.2 There is currently a balance of $31,209 remaining in the fund

2. Staff Recommendations

That the Waipapa/Papanui-Innes Community Board:

1. Approves a grant of $1,800 from its 2018-19 Discretionary Response Fund to Nor'west Brass Incorporated towards the purchase of a promotional gazebo, teardrop flags and banners.

3. Key Points

Issue or Opportunity

3.1 To consider providing funding support to a local organisation delivering its music based community programme within the Papanui-Innes area.

Strategic Alignment

3.2 The recommendation is strongly aligned to the Strategic Framework and in particular the strategic priority of Building Strong Communities. It will also align to the Papanui-Innes Community Board Community Outcomes and Priorities of

- Young people and older adults are supported.
- A range of social and recreational initiatives which build and develop community wellbeing and connectedness are provided and supported.

Decision Making Authority

3.3 Determine the allocation of the Discretionary Response Fund for each community

3.4 Allocations must be consistent with any policies, standards or criteria adopted by the Council

3.5 The Fund does not cover:

- Legal challenges or Environment Court challenges against the Council, Council Controlled organisations or Community Board decisions
Projects or initiatives that change the scope of a Council project or that will lead to ongoing operational costs to the Council (though Community Boards can recommend to the Council that it consider a grant for this purpose).

Assessment of Significance and Engagement

3.6 The decision(s) in this report is of low significance in relation to the Christchurch City Council’s Significance and Engagement Policy.

3.7 The level of significance was determined by the number of people affected and/or with an interest.

3.8 Due to the assessment of low significance, no further community engagement and consultation is required.

Discussion

3.9 At the time of writing, the balance of the 2018-19 Discretionary Response Fund is as below.

<table>
<thead>
<tr>
<th>Total Budget 2018/19</th>
<th>Granted To Date</th>
<th>Available for allocation</th>
<th>Balance If Staff Recommendation adopted</th>
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<tbody>
<tr>
<td>$84,958</td>
<td>$53,749</td>
<td>$31,209</td>
<td>$29,409</td>
</tr>
</tbody>
</table>

3.10 Based on the current Discretionary Response Fund criteria, the application listed above is eligible for funding.

3.11 The attached Decision Matrix provides detailed information for the application. This includes organisational details, project details, financial information and a staff assessment.

Attachments

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<tr>
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</tr>
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<tbody>
<tr>
<td>A</td>
<td>Papanui-Innes Decision Matrix DRF 2018-19 - Nor’west Brass Incorporated</td>
<td>63</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
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<th>Trevor Cattermole - Community Development Advisor</th>
</tr>
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<tbody>
<tr>
<td>Approved By</td>
<td>Christine Lane - Manager Community Governance, Papanui-Innes</td>
</tr>
</tbody>
</table>
# 2018/19 DRF PAPANUI-INNES DECISION MATRIX

<table>
<thead>
<tr>
<th>Priority Rating</th>
<th>Organisation Name</th>
<th>Name and Description</th>
<th>Total Cost</th>
<th>Contribution Sought Towards</th>
<th>Staff Recommendation</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>One</td>
<td>Nor'west Brass Incorporated</td>
<td>Promotion Gazebo and Banners for Community Events</td>
<td>$3,087</td>
<td>Purchase of promotion gazebos and tear drop banners</td>
<td>$1,800</td>
<td>2</td>
</tr>
</tbody>
</table>

**Organisation Details**
- **Service Base:** 258 Waterloo Road, Hornby
- **Legal Status:** Incorporated Society
- **Established:** 13/03/2014
- **Target Groups:** Current and potential members of the North West Brass Band, schools and the wider community audience.
- **Annual Volunteer Hours:** 1601
- **Participants:** 80

**Alignment with Council Strategies**
- Strengthening Communities Strategy
- Youth and Children’s Strategies

**CCC Funding History**
- 2017/18 - $1,600 (Equipment) SCF HHR
- 2017/18 - $1,500 (Equipment) SCF FWH
- 2016/17 - $2,000 (Equipment) DRF PI
- 2015/16 - $2,000 (Equipment) SCF Metro

**Other Sources of Funding**
- **Staff Assessment**
  Nor'west Brass was formed in 2014 to address the shortage of opportunities to learn and play brass instruments in the Northwest area of Christchurch. The band has been set up as a community-based programme, to provide a sustainable focus on promoting music and developing new players, so as to increase the capacity of available brass players within the Christchurch area. They have an active policy to work and perform with other groups in the community which provides an increased awareness of other community programmes and events.

  The band membership ranges from 7 years old to 84. The band provides educational talks in two or three primary schools each year and attends various community events where the public can try an instrument and learn what it is all about.

  The group is seeking funding to purchase branded Gazebos and teardrop banners which would help to raise awareness of the role that Nor'west Brass play in the community and facilitate more frequent band engagements in community events in the future. The group has sourced a local Christchurch supplier who will also provide any maintenance care that may be required in the future. This project provides support towards social and recreational initiatives which build and develop community well-being.

  This purchase will also provide cover for the musicians and their instruments when they perform throughout the year. Staff at Fendalton-Waimairi-Harewood Ward have recommended $1,200 towards this project.
1. Purpose of Report

1.1 The purpose of this report is for the Waipapa/Papanui-Innes Community Board to consider an application received for funding from its 2018-19 Youth Development Fund.

1.2 This report is to assist the Board to consider an application(s) of funding from Papanui Toc H Athletics Club Inc. towards supporting two of its junior members, Will Haigh and Walter Stevenson to represent Canterbury at the Inter-Provincial Athletics Competition at Nga Puna Wai on 20 and 22 April 2019.

1.3 There is currently a balance of $4,290 remaining in this fund.

2. Staff Recommendations

That the Waipapa/Papanui-Innes Community Board resolve to:

1. Approve a grant of $300 ($150 each) from its 2018-19 Youth Development Fund to Papanui Toc H Athletics Club Inc. towards supporting two of its junior members, Will Haigh and Walter Stevenson, to represent Canterbury at the Inter-Provincial Athletics Competition at Nga Puna Wai on 20 and 22 of April.

3. Key Points

Issue or Opportunity

3.1 This provides an opportunity for two junior members of the Club to represent the Canterbury team at the Inter-Provincial Athletics Competition.

Strategic Alignment

3.2 Investing in our youth to develop leadership, cultural competence and success in their chosen field builds the capacity of our city’s youth, our future adults. In doing so we increase the likelihood of these youths contributing to developing a vibrant, prosperous and sustainable 21st century city; one of the council’s six Strategic Priorities. The recommendations contained in this report are based on this principle.

Decision Making Authority

3.3 Determine the allocation of the discretionary Response Fund for each community (including any allocation towards a Youth Development Fund).

3.4 Allocations must be consistent with any policies, standards or criteria adopted by the Council.

3.5 The Fund does not cover:

- Legal challenges or Environment Court challenges against the Council, Council Controlled organisations or Community Board decisions

- Projects or initiatives that change the scope of a Council project or that will lead to ongoing operational costs to the Council (though Community Boards can recommend to the Council that it consider a grant for this purpose).
Item No.: 14

Assessment of Significance and Engagement

3.6 The decision(s) in this report is of low significance in relation to the Christchurch City Council’s Significance and Engagement Policy.

3.7 The level of significance was determined by the number of people affected and/or with an interest.

3.8 Due to the assessment of low significance, no further community engagement and consultation is required.

4. Applicant 1 - Papanui Toc H Athletics Club Inc.

4.1 Age: Will Haigh is 13 years old and Walter Stevenson is 12 years old.

4.2 School: Will Haigh and Walter Stevenson both attend Heaton Normal Intermediate.

4.3 Suburb: Will Haigh resides in St Albans and Walter Stevenson resides in Edgeware.

4.4 Event seeking support for: The Inter-Provincial Athletics Competition at Nga Puna Wai on 20 and 22 April.

4.5 Both Will Haigh and Walter Stevenson are members of the Papanui Toc H Athletics Club Inc. and are two of the Club’s junior members who have been selected as part of the Canterbury team for the Inter-Provincial Athletics Competition to be held at Nga Puna Wai on 20 and 22 April.

4.6 This year the event will be held in Christchurch at the brand new purpose-built facility at Nga Puna Wai. Although the event is in the applicant’s home town the team will stay onsite as a team.

4.7 Representing Canterbury and being part of a team living and learning together while attending a major sporting event for their age group provides a unique opportunity for social and sporting development for both Will and Walter.

4.8 Papanui Toc H Athletics Club Inc. is the applicant on behalf of Will Haigh and Walter Stevenson.

4.9 The following table provides a breakdown of the costs for Will and Walter.

<table>
<thead>
<tr>
<th>EXPENSES</th>
<th>Cost ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Travel</td>
<td>$22.72</td>
</tr>
<tr>
<td>Accommodation and meals</td>
<td>$425.45</td>
</tr>
<tr>
<td>Events</td>
<td>$68.81</td>
</tr>
<tr>
<td>Uniform</td>
<td>$70.00</td>
</tr>
<tr>
<td><strong>Total per each individual</strong></td>
<td><strong>$586.98</strong></td>
</tr>
</tbody>
</table>

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.

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<tr>
<td>Approved By</td>
<td>Christine Lane - Manager Community Governance, Papanui-Innes</td>
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</tbody>
</table>
15. Waipapa/Papanui-Innes 2018-19 Positive Youth Development Fund Application - Burnside High School

Reference: 19/339200
Presenter(s): Trevor Cattermole, Community Development Advisor

1. Purpose of Report

1.1 The purpose of this report is for the Waipapa/Papanui-Innes Community Board to consider an application(s) received for funding from its 2018-19 Youth Development Fund.

1.2 This report is to assist the Board to consider an application(s) of funding from Burnside High School.

1.3 There is currently a balance of $4,290 remaining in this fund.

2. Staff Recommendations

That the Waipapa/Papanui-Innes Community Board resolve to:

1. Approve a grant of $600 ($200 each) from its 2018-19 Positive Youth Development Fund to Burnside High School towards the costs of Caleb Forsythe, Harrison Morrison and Tyler Thompson participating in the Spirit of Adventure Trophy Voyage in Auckland from 16 to 21 June 2019.

3. Key Points

Issue or Opportunity

3.1 To consider the funding application received to support the development and achievements of young people living in the Waipapa/ Papanui-Innes Community Board area.

Strategic Alignment

3.2 Investing in our youth to develop leadership, cultural competence and success in their chosen field builds the capacity of our city’s youth, our future adults. In doing so we increase the likelihood of these youths contributing to developing a vibrant, prosperous and sustainable 21st century city; one of the council’s six Strategic Priorities. The recommendations contained in this report are based on this principle.

The recommendation in this report align to the Council’s Community Outcome of Strong Communities including:

- Celebration of our identity through arts, culture, heritage and sport.
- Valuing the voices of children and young people.

Decision Making Authority

3.3 Determine the allocation of the discretionary Response Fund for each community (including any allocation towards a Youth Development Fund).

3.4 Allocations must be consistent with any policies, standards or criteria adopted by the Council

3.5 The Fund does not cover:

- Legal challenges or Environment Court challenges against the Council, Council Controlled organisations or Community Board decisions
Waipapa/Papanui-Innes Community Board
12 April 2019

- Projects or initiatives that change the scope of a Council project or that will lead to ongoing operational costs to the Council (though Community Boards can recommend to the Council that it consider a grant for this purpose).

Assessment of Significance and Engagement
3.6 The decision(s) in this report is of low significance in relation to the Christchurch City Council’s Significance and Engagement Policy.
3.7 The level of significance was determined by the number of people affected and/or with an interest.
3.8 Due to the assessment of low significance, no further community engagement and consultation is required.

4. Applicant 1 – Burnside High School
4.1 Burnside High School are seeking funding support to assist with the costs of ten young people participating in the Spirit of Adventure Trophy Voyage in Auckland from 16 to 21 June 2019.
4.2 Three of these young people reside in the Waipapa/ Papanui-Innes Community Board area, namely:
   - Caleb Forsythe a year 10 student from St Albans
   - Harrison Morrison a year 10 student from Redwood
   - Tyler Thompson a year 10 student from Northcote
4.3 The Spirit of Adventure Trophy Voyages are for Year 10 students. Teams of students from four schools, with one teacher per school, compete against each other over a period of five days.
4.4 The main focus of the trip is youth development based around teamwork, leadership skills and personal challenge in a dynamic and unfamiliar environment.
4.5 All events include problem solving, ship handling and aquatic sports in and on the water. The ship environment builds self-confidence and the ability to work as a team. Through the programme students will learn the fundamentals of seamanship, water safety, sailing and marine sciences including navigation, meteorology and conservation.
4.6 The three students have indicated they are excited about this opportunity, seek to improve their self-esteem and self-confidence, become more resilient and make new friends.
4.7 The group are undertaking fundraising activities including three bake sales, two sausage sizzles and a quiz night.
4.8 The following table provides a breakdown of the costs per student.

<table>
<thead>
<tr>
<th>EXPENSES</th>
<th>Cost ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trophy Voyage Fee</td>
<td>$1,200</td>
</tr>
<tr>
<td>Airfares</td>
<td>$210</td>
</tr>
<tr>
<td>Transfers</td>
<td>$25</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$1,435</strong></td>
</tr>
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</table>
Attachments
There are no attachments to this report.

Confirmation of Statutory Compliance

<table>
<thead>
<tr>
<th>Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).</th>
</tr>
</thead>
<tbody>
<tr>
<td>(a) This report contains:</td>
</tr>
<tr>
<td>(i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and</td>
</tr>
<tr>
<td>(ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.</td>
</tr>
<tr>
<td>(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.</td>
</tr>
</tbody>
</table>

Signatories

<table>
<thead>
<tr>
<th>Author</th>
<th>Trevor Cattermole - Community Development Advisor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Approved By</td>
<td>Christine Lane - Manager Community Governance, Papanui-Innes</td>
</tr>
</tbody>
</table>
16. Waipapa/Papanui-Innes Community Board Area Report - April 2019

Reference: 19/259165
Presenter(s): Elizabeth Hovell, Community Board Advisor

1. Purpose of Report
This report provides information on initiatives and issues current within the Community Board area, to provide the Board with a strategic overview and inform sound decision making.

2. Staff Recommendations
That the Waipapa/Papanui-Innes Community Board:
1. Receive the Waipapa/Papanui-Innes Community Board Area Report for March/April 2019.
2. Nominate Board members to lay wreaths at the:
   • Papanui, and
   • Belfast ANZAC Day 2019 commemoration services,
   and confirm which service board members will be attending.

3. Community Board Activities and Forward Planning
3.1 Memos/Information/Advice to the Board
3.1.1 Information sent to the Board:
   • Hills Road Reseal Notification (circulated 22 Mar 2019)
     Refer Item 5.4.1 of this report.
   • Rutland/Malvern Streets Parking Changes Proposal Feedback (circulated 25 Mar 2019)
   • Request from Canterbury Rugby League for Alcohol Bans on Playing Fields for this Winter (circulated 25 Mar 2019)
   • Paddington Proposed Playground Upgrade (circulated 27 Mar 2019)
     Refer Item 5.4.3 of this report
   • Outcome of St Albans Pavilion and Pool Group Application (circulated 22 Mar 2019)
   • SWN: Road Closure Grassmere Street (circulated 18 Mar 2019)
   • Rutland and Malvern Street Feedback and Update (circulated 28 Mar 2019)
   • Metro Sports Facility Update – March 2019 (circulated 2 Apr 2019)
     Refer Item 3.1.6 of this report
   • Banks Avenue School Rebuild Update (circulated 2 Apr 2019)
   • Richmond Roading Repair Update (circulated 2 Apr 2019)
   • CNC Alliance: Project Update (circulated 5 Apr 2019)
3.1.2 **Momorangi Reserve Children’s Playground**

At its meeting on 22 March 2019 the Board requested information from staff on the Momorangi Reserve Children’s Playground in response to correspondence received from a previous resident of the area who suggested an upgrade was due.

Staff responded with the following information:

“There is no funding allocated for the renewal of the playground at Momorangi Reserve in the current 2018 – 2028 Long Term Plan. On investigation the playground was installed in 1975 (44 years old) however soft fall was renewed recently and it has been repainted and maintained to a good standard. This playground underwent an assessment in 2017 and was declared to be in good condition therefore a renewal would be expected in approximately five to ten years.”

3.1.3 **Marshland, Spencerville and Kainga Roads Speed Management** *(Memorandum 19/262563 circulated 26 Mar 2019)*

Please refer to the Memorandum attached *(Attachment A)*

3.1.4 **St Albans Skate Park** *(circulated 27 Mar 2019)*

Refer Item 5.4.6 of this report.

3.1.5 **ANZAC Day 2019**

The Papanui RSA have advised staff that the ANZAC Day 2019 remembrance parade and service will commence with the parade from St James Avenue at 9.30am (please gather at 9.15am) followed by the service which will be held at 10am in the RSA carpark. At the conclusion of the service the commemorative wreath-laying will take place.

The Belfast Community Network have also advised their commemorative service will commence at 8.30am (please gather at 8.10am) at the Sheldon Park War Memorial.

In previous years the Waipapa/Papanui-Innes Community Board have also designated a member to represent the Board by laying a wreath at the Dawn Service in the central city. However, last year the Board adopted the staff recommendation that the Board attend the Belfast commemorations instead.

So this year the staff would like to again recommend that the Board:

“Nominate Board members to lay wreaths at the Papanui and Belfast ANZAC Day commemoration services and confirm which service board members will be attending.”

3.1.6 **Secondary School Enrolment Consultation Zoning**

Greater Christchurch state secondary school principals and boards of trustees have undertaken a joint effort to strengthen the current secondary network. One of the outcomes of this work is the proposed implementation of new and amendments to existing enrolment schemes for some co-educational state secondary schools. There are seven secondary schools proposing to amend or implement a scheme, which are:

- Burnside High School
- Haeata Community Campus
- Hillmorton High School
- Linwood College
- Mairehau High School
• Papanui High School
• Riccarton High School

More information on this process and an online survey to gather feedback can be found at: [www.shapingeducation.govt.nz/secondary](http://www.shapingeducation.govt.nz/secondary)

There are also public meetings to gather feedback:

- Wednesday 20th March, 7pm – 8pm – Hillmorton High School
- Monday 25th March, 7pm – 8pm – Papanui High School
- Tuesday 26th March, 7pm – 8pm – Riccarton High School
- Thursday 28th March, 7pm – 8pm – Burnside High School
- Tuesday 2nd April, 7pm – 8pm – Linwood College
- Thursday 4th April, 6.30pm – 7.30pm – Mairehau High School
- Wednesday 10th April, 6pm – 7pm – Haeta Community Campus

### 3.2 Board area Consultations/Engagement/Submission opportunities

#### 3.2.1 Christchurch Northern Corridor Traffic Mitigation (Opens 13 March – Closes 15 April 2019)

Further to the information and links provided in the previous area report there will be an opportunity for those who provide written comment/s to present in front of a joint panel of the Papanui-Innes and Linwood-Central-Heathcote Community Board members on Wednesday 8 May 2019.

Drop-In Sessions have been held locally in St Albans (Scottish Society Hall – 20 and 26 March and St Albans School Hall – 25 March and 4 April).

### 3.3 Annual Plan and Long Term Plan matters

#### 3.3.1 A final draft of the Board’s submissions to the Annual Plan 2019-2020 was circulated to applicable Board members on Tuesday 26 March 2019. This was lodged by the submissions closing date of 1 April 2019.

### 3.4 Board Reporting

#### 3.4.1 Board members are asked to consider topics for inclusion in Newsline, the newsletter and the report to Council.

### 4. Community Board Plan – Update against Outcomes

#### 4.1 The Waipapa/Papanui-Innes Community Board Plan can be found at the following link: [Waipapa/Papanui-Innes Community Board Plan](#)

#### 4.2 The Board’s ongoing decisions are being included as measures against the Outcomes and Priorities contained in the 2017–2019 Community Board Plan.

### 5. Significant Council Projects in the Board Area

#### 5.1 Strengthening Community Fund Projects

##### 5.1.1 Nil to report.

#### 5.2 Other partnerships with the community and organisations

##### 5.2.1 Shirley Community Trust 20th Anniversary

On Tuesday 26 March 2019 the Shirley Community Trust celebrated their 20 year anniversary. Approximately 70 people attended the event held at the MacFarlane Park Centre. Representatives of local Community organisations and churches mingled with
those members of the Shirley Community Trust who were responsible for the Trust’s initial development and ongoing delivery of Community Development programs over the last two decades.

Speakers included Anne Kennedy, the original Manager, who outlined the first initial steps in the Trust’s development and delivery of flax roots community services.

The previous longstanding chair of the Shirley/ Papanui Community Board, Yvonne Palmer, outlined the strong relationship between the Trust and the Community Board in the early days and the continued development of the relationship which is ongoing to the present day.

The current Shirley Community Trust chair, Graeme Mitchell, spoke of the work that has been done alongside the community and the hope for the continued work into the future. Graeme also highlighted the excellent relationship between the Trust, the Community, Lions International, the Papanui-Innes Community Board and Council staff around the relocation of the MacFarlane Park Centre on to the Park. Graeme took the opportunity to thank all the previous members of the Shirley Community Trust who had the vision to develop and deliver the community-led community development programmes that are now available in Shirley.

The event concluded with the cutting of the cake by some original members of the Trust and Yvonne Palmer.

5.2.2 MacFarlane Park Murals

Local residents and the Shirley Village Project approached staff with the idea for a mural project in MacFarlane Park South. This park is a major thoroughfare for students getting to and from school.

Students from MacFarlane Park Kidsfirst Kindergarten, Shirley Primary and Shirley Intermediate will work on panels that will be fixed into the park along the fence line to activate and brighten the space.

Shirley Intermediate’s concept for their artwork is that they want it to be interactive, for example, find a word or object hidden in the mural.

Shirley Primary, sadly, has families within their school community affected by the tragic events of 15 March 2019 so the concept for their artwork would be about accepting our differences and unity.
5.3 **Community Facilities (updates and future plans)**

5.3.1 **St Albans Community Facility**

This project is currently in the Design and Consenting phase. Final floor plan and artist’s impressions of the Colombo Street and Caledonian Road frontages were published in the 22 March area report.

5.3.2 **10 Shirley Road**

At its meeting on 28 March 2019 the Christchurch City Council approved

> “a grant of $87,850 from the 2018/19 Capital Endowment Fund to the Parks Unit for a modular pump track initially located at the Shirley Community Reserve, and required reporting to be submitted 12 months following payment or once the pump track is operational, whichever comes first.”

5.4 **Infrastructure projects underway**

5.4.1 **Hills Road Reseal** *(circulated 22 Mar 2019)*

An asphalt reseal will be carried out on Hills Road, north of the Warrington Street/Shirley Road intersection up to Acheson Street, in the next month, i.e. planned to be complete before end of April, subject to weather. Work will be undertaken by City Care through our North Road Maintenance contract.

A Work Notice will be dropped to those that live immediately adjacent to the affected area in advance of the works, together with advance signage at the roadside to indicate planned start/finish dates.

The image (see right) gives an indication of the limits of this work (the dark blue line between the yellow highlighted area).

It is expected this work to be undertaken within a week. The work will be undertaken to minimise the impact to traffic disruption vs the impact on home owners by working at night; specific details are being worked through with CTOC at present.

5.4.2 **Richmond Road Repair Update**

The Council Transport Unit is looking to continue with the repairs to Stapletons Road and Randall Street. As part of the process they are required to consult with the community. There has been quite extensive consultation on the proposals but this will be more specific and be limited to the residents in the areas to be worked in. The proposed start of the Stapletons section is straight after the Easter break. Works will then proceed down Stapletons and back along Randall and the completion of the intersection with Petrie. This will complete the first 5 sections of the priority list.
5.4.3 **Belfast Cemetery Extension**

This project is for the development of the extension to Belfast Cemetery. The works included within the consent are all the new roads, paths, lawns, drainage, landscape, monumental beams and alterations to the toilet water and sewer system.

Approximately 500 new plots have been established in the extension works to date. A new children’s area has also been established.

Works are now underway for another section of road layout to link the extension to the entrance.

5.4.4 **Paddington Reserve Playground Renewal and Basketball Hoop**

This was noted in the 22 March 2019 area report as out for consultation. Once the consultation has closed on 7 April, the results will be analysed and reported to the Board to determine the appropriate next steps.

5.4.5 **Sabina Playground – Play Space Renewal**

This project is still in the initial stages. Funding is not available until 2020.

5.4.6 **St Albans Park Sport Turf Renewal**

Project completed with the official opening held on Sunday 31 March 2019.

5.4.7 **St Albans Skate Park Extension**

Project: To extend the existing skate facility to meet the current needs of the users.

The project is at a very early stage, holding conversations with the community on their preferences and priorities for this extension.

The project team are happy to provide any information that the Board may require.

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

6.1 **Picnic Table – 10 Shirley Road Site**

At its meeting on 8 March the Board considered options for a picnic table for the 10 Shirley Road site. This was the result of a resident from the Richmond area speaking to the Community Board at the public forum on 9 November 2018 regarding the state of the site and requesting site maintenance and the addition of amenities such as a picnic table to promote the community use of the site.

The Board considered Options 1-2 and asked for a quote for Option 3 which had not been priced at that time. The Board also suggested that a simple picnic table secured by a chain and block of concrete embedded in the ground might well be the most cost-effective and practical answer in the meantime.
Option 1 - Portland Picnic Set

<table>
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<tr>
<th>Item</th>
<th>Cost</th>
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<tr>
<td>Portland</td>
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Option 2 – Sandringham Picnic Set

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<tr>
<td>Pad and Installation</td>
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Option 3 – Multi-Purpose Concrete Table

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<tr>
<td>M/P Concrete Table</td>
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<tr>
<td>Concrete Benches x2</td>
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<tr>
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Option 4 – Wooden Picnic Table

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</thead>
<tbody>
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<td>(Mitre 10) $104</td>
</tr>
<tr>
<td>Pad and Installation</td>
<td>(approx.) 1,500</td>
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<tr>
<td><strong>Total Approx. Cost</strong></td>
<td>$1,604</td>
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</tbody>
</table>

Option 3 was suggested by staff as a way of adding value to a community space with a multi-purpose amenity. Table tennis is fun and promotes a healthy sense of competition for the youth of the area and social togetherness for the community in a local green space. With the addition of a couple of concrete benches on either side which do not interfere with the game, the table can be used for community gatherings.
This project could be viewed as an opportunity for a partnership with the local community who could help with fundraising and the decoration of the table (see right) which in turn discourages graffiti and engenders a spirit of community ownership.

**Option 4** with the suggested chain and concrete block method of fastening it to the site is not considered to be sufficiently secure and would still require a base pad to prevent weed growth and enable easy mowing of the site.

The staff recommend that the Board fund one of the options presented (preferably 1, 2 or 3) to be placed on the 10 Shirley Road site for the use of the local community as initially raised by a local resident in December 2018.

### 6.2 Events Report Back

#### 6.2.1 Papanui-Innes Community Pride Garden Awards 2019

The Papanui-Innes Community Pride Garden Awards 2019 function was held on Thursday 21 March 2019 at the Chapel Street Centre, Papanui. The event attracted 43 guests despite the recent sad events and it was heartening to see the guests well supported by friends and family.

Also in attendance were five members of the Papanui-Innes Community Board, five governance staff and six representatives of the Christchurch Beautifying Association.

The President, Ron Andrew, of the Christchurch Beautifying Association made comment on the new gardens that have flourished since the 2018 awards and praised the work of the excellent team of judges who gave their time and expertise so willingly.
A special mention is well-deserved by 94 year old Marie McCormick (seen below with her friend and gardener, Rayleen Hughes). Marie has been a member of the Christchurch Beautifying Association since her late 20’s.

“She doesn’t garden much anymore, she isn’t really allowed to, but often when I arrive to work on the garden I find little piles of weeds around the place. She just can’t help herself,” said Rayleen with a laugh.

6.2.2 Papanui-Innes Edible Garden Awards 2019

The Board’s Edible Garden Awards event was held on Monday 21 March 2019 at the Village Centre, Papanui. Over 100 attendees ensured the evening was a huge success with the awards, prizes and catering getting excellent reviews from the guests.

This year saw a plethora of beautiful and edible gardens in the annual Waipapa/Papanui-Innes Edible Garden Awards with 33 entrants in the categories of Residential House, Residential Unit, Schools and Early Learning Centres and Community Gardens.

This event is a partnership between the community board and the Christchurch Horticultural Society. This year we were also honoured to have the support of Mitre 10 Mega Papanui and Ray White Real Estate Papanui in providing some lovely prizes.
6.2.3 Celebrate St Albans Park Opening and St Albans Skate Jam

The celebration of the re-opening of St Albans Park and Pavilion following the rebuild of the pavilion and the upgrade of the playing field surfaces happened in conjunction with the St Albans Skate Jam on Sunday 31 March 2019.

A number of the local residents attended the speeches, sausage sizzle and planting of a kowhai tree by descendants of John Beanland, former Mayor and City Councillor, who sold the original tract of land to the Council for the purposes of creating a park.

Norah Southorn (left) and Marie Haughey (far right), granddaughters of John Beanland and Daph Parkins (centre), long term resident and historian of St Albans.

7. Updates from Other Units

7.1 Parks Update

7.1.1 General

High rainfall at the start of the year changed to long hot, dry day conditions in February and early March. Parks programmed extra mowing to address the rapid growth which during February changed to extreme fire risk conditions. Resources where allocated to informal turf areas to mitigate fire risk.

Water conservation is implemented throughout the city which also impacted on parks with most urban irrigation systems shut down. Sports parks reduced to minimal water apart from the sand carpet fields.

Gardening Crews have begun there annual parks clean –up. Firm and dry conditions allow easy access with vehicles and equipment.
7.1.2 **Sports Parks**

March is the beginning of winter sports field set out and line marking ready for 1st April for club matches to begin.

The winter sport renovation programme is now underway which involves work on under sowing, weed control, deep compaction relief and topdressing to remediate turf damage. I have attached the assessment report for more detail below. The programme is envisaged to be complete end of April.

Our urban rangers have been busy setting up activities with community volunteers for the up and coming planting season.

7.1.3 **Capital Works**

- **St Albans Park**

  The sand fields have just come into the parks maintenance contract. The playground area was tidied up with a splash of paint and some resurfacing ready for the Park re-opening event which was held on 31st March.

  ![St Albans Park – new surface under the pergola within playground](image)

  ![Repoint of the playground wall](image)

  There is still more work to be undertaken with the removal of the dead hedge caused by waterlogging.
• QE11 Drive Retention Basin

The Retention Basin has undergone its first practical completion period. Approximately 20,000 riparian plants are growing well surrounding the basins. Photos below.

New Retention Basin inspection adjacent to #280 QEII Drive

7.1.4 Current Maintenance Programme

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<thead>
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<th>Frequency per month</th>
</tr>
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<tr>
<td>Ornamental mowing</td>
<td>2</td>
</tr>
<tr>
<td>Informal mowing</td>
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</tr>
<tr>
<td>Amenity mowing</td>
<td>2</td>
</tr>
<tr>
<td>Ornamental garden maintenance</td>
<td>2</td>
</tr>
<tr>
<td>Winter sport field mowing</td>
<td>5</td>
</tr>
<tr>
<td>Winter sport cricket block maintenance</td>
<td>2</td>
</tr>
<tr>
<td>Winter sport line marking</td>
<td>3</td>
</tr>
<tr>
<td>Chemical weed control</td>
<td>1</td>
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<tr>
<td>Bin Emptying</td>
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<tr>
<td>Play and Fitness Equipment Check</td>
<td>1</td>
</tr>
<tr>
<td>Drinking Fountain Clean</td>
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</table>
8. Community Board Funding Update

8.1 Positive Youth Development and Discretionary Response Funds Update

The 2018/19 financial year’s Positive Youth Development and Discretionary Response Funds Balance Sheet update is attached (refer Attachment B to this report).

Attachments

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<tbody>
<tr>
<td>A</td>
<td>Marshland, Spencerville and Kainga Speed Management Memo</td>
<td>87</td>
</tr>
<tr>
<td>B</td>
<td>Papanui-Innes Community Board DRF and PYDF Balance Sheet as at 25 Mar 2019</td>
<td>94</td>
</tr>
</tbody>
</table>
### Signatories

| Authors                      | Lyssa Aves - Governance Support Officer  
|------------------------------|------------------------------------------  
|                              | Trevor Cattermole - Community Development Advisor  
|                              | Christine Lane - Manager Community Governance, Papanui-Innes  
|                              | Stacey Holbrough - Community Development Advisor  
|                              | Elizabeth Hovell - Community Board Advisor  
|                              | Helen Miles - Community Recreation Advisor  
|                              | Sharon Munro - Community Support Officer  
| Approved By                  | Christine Lane - Manager Community Governance, Papanui-Innes  
|                              | Matthew McLintock - Manager Community Governance Team  
|                              | John Filsell - Head of Community Support, Governance and Partnerships  

Memorandum

Date: 25 March 2019
From: Wayne Gallot, Wayne Anisy
To: Coastal Burwood and Papanui Innes Community Boards
Cc: Jo Wells, Governance Manager - Coastal Burwood Community Board
Christine Lane, Governance Manager - Papanui Innes Community Board
Subject: Marshland, Spencerville, Kainga Speed Management
Reference: 19/262563

1. Purpose of this Memo
   1.1 The purpose of this memo is to update you on next steps for the Spencerville Road and Kainga Road speed management project, following the joint Coastal-Burwood / Papanui-Innes Board seminar on Tuesday 12 February 2019.

2. Background
   2.1 Slowing down saves lives, with a strong link between speed and safety on our roads. We want to make Christchurch roads as safe as possible and staff have been working to review speed limits across the city’s transport network where there are concerns they are not safe or appropriate.
   2.2 Having speed limits set at the correct level for the conditions on specific roads is one of the most important ways Council can help people get to where they need to go safely.
   2.3 Marshland Rd, Spencerville Rd and Kainga Rd have all been identified as high risk roads with poor crash history - particularly along Marshland Road / Main North Road corridor. Across the whole area there have been 4 fatal, 28 serious, 77 minor and 155 non-injury crashes between 2013 and 2017.
   2.4 We have also had community requests for reduced speed limits on local roads west of Marshland Road and community feedback calling for more consistency in speed limits around the Prestons subdivision. Looking ahead, we need to consider how speed limits in the area work with the new intersections and roading improvements planned for Mairehau Road, and the completion of the Christchurch Northern Corridor (the safer and quicker north/south route)

3. Proposal
   3.1 This speed management review proposes changing speed limits on Marshland, Spencerville and Kainga Roads, and adjoining roads (see attached map – Attachment A) from 80/70km/h to 60 km/h. This recommended change in speed is consistent with the following policies and strategies:
      • Safer Journeys Road Safety Strategy
        A safe road system increasingly free of death and serious injury
      • Speed Management Guide 2016
        Safe and appropriate speeds, plus consistency and credibility of speed limits
4. Joint Board Seminar
   4.1 At the joint Community Board seminar on 12 February, staff spoke to a presentation that outlined the proposal, the reasons behind the proposal, the legal and policy framework, the intended consultation strategy, and expected project timeframes.

   4.2 Community Board members asked a number of questions, and raised some concerns with the proposal. Although no notes were recorded by staff at the seminar, Attachment B is staffs’ recollection of the main questions asked and concerns raised. The responses provided to those questions and concerns in Attachment B seeks to encapsulate and build on verbal responses given by staff at the seminar.

5. Community Engagement
   5.1 As this speed review is a safety initiative on clearly high-risk roads (264 crashes between 2013 and 2017) it is very important to ensure the consultation approach clearly manages expectations around the scope of community influence.

   5.2 We will be encouraging people to provide feedback, and for them to suggest ways to improve what’s proposed. However, we will not be asking people if they support, or do not support the plan. The rationale for this is that we do not want to create a situation where we are asking people to agree or disagree with something that Council has a legal responsibility to ensure is set safely and appropriately. A binary yes/no response does not assist decision-making on a safety initiative, where doing nothing is not an option.

6. Next Steps
   6.1 Following the joint Board seminar, the project team spent time reviewing options and feedback received from elected members and governance managers.

   6.2 There is some flexibility with the timing of this project and it may make sense to pause things until the Christchurch Northern Corridor is complete.

   6.3 The nature of the engagement (asking people to provide feedback rather than give a definitive yes/no) is a new approach for speed management reviews and, while appropriate for the nature of the project, it would be useful to have elected member endorsement.

   6.4 Staff request guidance on whether another meeting with elected members is required before this project goes out for consultation, either as a joint seminar or with the project team attending separate board meetings.

   6.5 If the proposal cannot proceed as a whole, it may be necessary to progress certain elements separately. An example of this is Mairehau Road, where planned roading improvements and construction of new intersection connections to Prestons Park will require a reduced speed limit to put in place.
### Attachments

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<tbody>
<tr>
<td>A</td>
<td>Marshland-Spencerville-Kainga Speed Management Map (draft sketch) 2019 01 18</td>
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</tr>
<tr>
<td>B</td>
<td>Marshland, Spencerville and Kainga Speed Management (Attachment B to Memo 19-262563)</td>
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</tbody>
</table>

### Signatories

**Authors**
- Ryan Rolston - Team Leader Traffic Operations
- Wayne Gallot - Traffic Engineer
- Wayne Anisy - Traffic Engineer
- Philippa Upton - Engagement Advisor
- Katy McRae - Manager Engagement

**Approved By**
- Steffan Thomas - Manager Operations (Transport)
- Richard Osborne - Head of Transport
Marshland, Spencerville and Kainga Speed Management Project
Joint Seminar of the Coastal-Burwood and Papanui-Innes Community Boards
Tuesday 12 February 2019

Community Board Member Questions & Concerns

Has crash data been analysed to determine what the main causes were and/or to identify if perhaps intersection improvements were more appropriate?

An analysis of reported crash data has been undertaken. Of the 264 reported crashes in the area (incl 4 fatal and 28 serious injury), only 21 instances had ‘inappropriate speed’ noted as a driver factor. That said, the highest represented crash types of ‘lost control / off road - straight’ (17%), ‘cornering’ (14%) and ‘rear end’ (17%) suggest that speed could be a contributing factor in the occurrence and/or severity of many other crashes. Intersection improvements in the form of traffic signals are already planned for the Hawkins-Lower Styx-Marshaland intersection, with budget also allocated in the LTP for future improvements at the Belfast-Marshaland intersection. Minor safety improvements have also recently been implemented at the Hawkins-Prestons intersection. The highest number of intersection crashes occurred at the intersection of Marshaland Road and QE II Drive, which is under NZTA control.

The proposed 60 km/h speed limit along the Main North Road / Marshaland Road corridor is too slow, especially outside peak periods, and the majority of drivers will not comply.

The proposed 60 km/h speed limit along this corridor is consistent with the safe and appropriate speed identified in the national Speed Management Guide. Information provided by NZTA indicates mean operating speeds along the route of 60-64 km/h across the Old Waimakariri River Bridge and through Bridgend, 65-69 km/h from the motorway off ramp to Prestons Road and 50-54 km/h south of Prestons Road. The indicated mean speeds are consistent with average speeds derived from total travel times (excluding time stopped at red traffic signals) of runs through the route conducted by staff between 3:30-4:00pm on 25 July 2018. Research indicates that reducing the speed limit, and simply changing the speed limit signs, typically results in a 2-3 km/h reduction in operating speeds. It is proposed to incorporate other interventions (eg speed indication signs) to further support the reduced speed limit, and seek to manage operating speeds at a level consistent with the reduced speed limit. Whilst it is recognised that achieving compliance with the reduced speed limit on certain parts of the route may be challenging, particularly at off peak times with low traffic density, NZ Police also accept this and are fully supportive of the proposal.

Could a variable speed limit apply to the Main North Road / Marshaland Road corridor, whereby a higher speed limit applied during the evening / night / early morning periods?

In accordance with the provisions of Land Transport Rule: Setting of Speed Limits 2017 (the Rule), variable speed limits can only be set with approval from NZTA. The Rule also sets out circumstances where variable speed limits may be appropriate, and it is questionable whether the Main North Road / Marshaland Road corridor would fall within those identified circumstances. More specialised signs and/or a greater number of signs and other
supporting infrastructure would also be required to support a variable speed limit than would be needed for a permanent speed limit on the same route, particularly when there are a number of side roads to contend with. On that basis, a variable speed limit would be difficult and potentially expensive to implement. A variable speed limit would also be more difficult to enforce, and would be inconsistent with community requests for better continuity and consistency with speed limits in the area. Lastly, the reported crash data for the 5 year period 2013-2017 indicates that around 20% of the approximately 180 crashes along the Marshland Road / Main North Road corridor occurred after 8pm and before 6am. Maintaining the current speed limit, or setting a higher speed limit, during these periods would therefore fail to address what is still a relatively significant safety issue.

How did this project originate? It doesn’t appear to be community led, and is rather being promoted by staff. What happens if the majority of feedback received during consultation is opposed to the proposal?

Council’s Traffic Operations team is currently working on a number of speed management projects focussed on routes in the Christchurch City Council road network that have been identified as being in the top 10% of high risk roads where death and serious injury (DSI) savings could be realised through speed management interventions. This is consistent with the approach of the Government Policy Statement on Land Transport. The focus on these high risk routes is also consistent with Council’s Road Safety Action Plan (which promotes collaborative planning among road safety inter-agencies to reduce death and serious injuries) and the Long Term Plan (which has a level of service target to reduce death and serious injuries by 5 or more per year). External consultants were engaged to undertake preliminary investigations of these routes and identify possible interventions. The consultant’s reports were then reviewed by Council staff and used as the basis to develop speed management proposals that also considered the local road network surrounding the identified routes in the context of the Speed Management Guide focus on safe and appropriate speeds, as well as improved consistence and credibility of speed limits. Although it is not proposed to seek a binary (support / oppose) response from the public during consultation, feedback on the proposal would be encouraged and used to inform any changes that would be appropriate to make before finalising the proposal. Land Transport Rule: Setting of Speed Limits 2017 requires Council to consult, and to take feedback received during consultation into consideration, when setting speed limits. It should also be noted that the requirements of the Rule include the need to consult with specific stakeholder groups (including NZTA, NZ Police, Automobile Assoc., Road Transport Forum and others), and that two of these groups (NZTA and NZ Police) already support the proposal. The staff report on the proposal, which would first be presented to the Community Boards and then to Council for a final decision on the proposal, would outline the consultation process and feedback received. In accordance with the Rule requirements, consultation feedback would be considered in drafting any staff recommendations in the report, and would also be considered by Council in making the final decision whether to adopt the staff recommendations or not.

Wouldn’t it be better to manage, and seek to reduce, operating speeds first and then consider implementing a reduced speed limit later?

Changing the speed limits as proposed is a very low cost intervention, that can be implemented quickly and have an influence on operating speeds. Additional speed management interventions (eg speed display signs) will be incorporated in to the proposal to help support the reduced speed limit on the main routes. Operating speeds on many of the surrounding local roads are already lower than the posted 70 km/h and 80 km/h speed limits,
and consistent with the safe and appropriate speeds for these roads. Changing speed limits, and updating the regulatory signage accordingly, will help signal the safe and appropriate speed to drivers unfamiliar with the area as well as support a key focus of the Speed Management Guide to improve credibility and consistency of speed limits.

Did the previous speed limit reduction on Marshland Road from 80 km/h to 70 km/h correspond to a reduction in crashes?

The current 70 km/h speed limit on Main North Road and Marshland Road came into force on 1 December 2014. While a specific crash review hasn’t been undertaken of the Marshland Road (and Main North Road) corridor, reported crash data from 2013-2017 (inclusive) indicates a slight increase in total number of crashes in the wider area for 2015 (52 crashes) compared to that reported in 2014 and 2013 (48 crashes). Although the total reported crashes increased to 61 in 2016 before falling slightly to 55 in 2017, there was a decrease in the number of combined injury crashes. Overall, however, definitive conclusions about the effect of the Marshland Road speed limit change cannot be drawn from the above data. A specific crash review of that corridor would be required and then considered in the context of any other road network changes (eg increased traffic flows) for the same period.

The proposal appears not to be guided by an overall speed management strategy or policy, but rather setting its own by default.

The proposal is guided by, and is considered consistent with, the legal and policy framework outlined in the seminar presentation and in this memo. In terms of specific Council documents, this includes the Road Safety Action Plan and the Long Term Plan.

If the main impetus for the proposed speed limit reductions on the Main North / Marshland, Spencerville and Kainga Road corridors is safety related, how will public be informed about the reasons for proposed speed limit reductions on other local roads?

While safety is the primary focus of all proposed speed limit changes in the proposal, those proposed for the local road network surrounding the key routes of Main North Road / Marshland Road, Spencerville Road and Kainga Road also address the second focus area of the Speed Management Guide to improve credibility and consistency of speed limits by aligning them to the safe and appropriate speeds already being observed by the majority of drivers (ie self-explaining roads). Speed limit changes on these roads would also address safety concerns raised by some local residents and also address community requests for more consistent speed limits around the area. The consultation material would seek to convey these messages.
Papanui-Innes Community Board
2018/19 Discretionary Response and Positive Youth Development Funds Allocations

<table>
<thead>
<tr>
<th>Papanui-Innes Discretionary Response Fund</th>
<th>Allocation 2018/19</th>
<th>Board Approve</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project/Service/Description/Group</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Balance of PYDF/DRF Carried Forward from 2017/18 Funding Year</td>
<td>$18,846</td>
<td></td>
</tr>
<tr>
<td>Discretionary Response Fund Budget Allocation 2018/19 (unallocated from SCF)</td>
<td>$73,112</td>
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</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$ 91,958</strong></td>
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</tr>
<tr>
<td>Opening Amount Transferred to Positive Youth Development Fund 2018/19</td>
<td><strong>$7,000</strong></td>
<td></td>
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<tr>
<td>Balance for Allocation in Discretionary Response Fund</td>
<td><strong>$84,958</strong></td>
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</tbody>
</table>

**POSITIVE YOUTH DEVELOPMENT FUND (PYDF) - Opening Transfer from DRF**

<table>
<thead>
<tr>
<th>Project/Service/Description/Group</th>
<th>Amount</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Taiko Torepe-Ormsby (2018 State Teams Age Short Course Swimming Championships, Canberra, Australia 2-5 Oct 18)</td>
<td>$400</td>
<td>14-Sep</td>
</tr>
<tr>
<td>Anna Dabkowski (2018 AIMS Games Championship, Taunton)</td>
<td>$100</td>
<td>14-Sep</td>
</tr>
<tr>
<td>Jorja McCaughan (2018 NZCAF Schools Aerobic National Championships, Wellington)</td>
<td>$150</td>
<td>14-Sep</td>
</tr>
<tr>
<td>Jennifer Trieu (New Zealand Rhythmic Gymnastics Nationals, Tauntona, 1-6 Oct 2018)</td>
<td>$200</td>
<td>28-Sep</td>
</tr>
<tr>
<td>Kate Davies (competitions/training camps for Athletics New Zealand Jumps Future Squad Nov 18-Feb 19)</td>
<td>$250</td>
<td>9-Nov</td>
</tr>
<tr>
<td>Anna Lee School of Dance for Alexandra Swan (She Shines On Dance Tour, New York and Orlando, USA Apr 19)</td>
<td>$450</td>
<td>9-Nov</td>
</tr>
<tr>
<td>Rosa Vesty (Australian Volleyball Schools Cup, Melbourne 9-14 Dec 18)</td>
<td>$450</td>
<td>23-Nov</td>
</tr>
<tr>
<td>Team Lightpump: Gurung, Magar and Bhattarai (Teramg Hillary Cup Inter-Nepalese Football Tournament, Auckland 2-3 Feb 19)</td>
<td>$210</td>
<td>25-Jan</td>
</tr>
<tr>
<td>Owen Dabkowski (U16 National Baseball Tournament, Auckland)</td>
<td>$200</td>
<td>22-Feb</td>
</tr>
<tr>
<td>Angus Hammett (AFL NZ National Combined Fitness Programme, Auckland 5-8 Apr 19)</td>
<td>$300</td>
<td>22-Mar</td>
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</table>

**POSITIVE YOUTH DEVELOPMENT FUND Balance**

<table>
<thead>
<tr>
<th>Amount</th>
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<tbody>
<tr>
<td>$4,290</td>
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**DISCRETIONARY RESPONSE FUND (DRF) - Initial Amount**

<table>
<thead>
<tr>
<th>Project/Service/Description/Group</th>
<th>Amount</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Villa Maria College for Hannah Warner (NZ Choral Federation Big Sing Competition, Wellington 30 Aug-1 Sep 18)</td>
<td>$125</td>
<td>10-Aug</td>
</tr>
<tr>
<td>Villa Maria College for Laura Warner (NZ Choral Federation Big Sing Competition, Wellington 30 Aug-1 Sep 18)</td>
<td>$125</td>
<td>10-Aug</td>
</tr>
<tr>
<td>Belfast Community Network (Northwest Collective)</td>
<td>$3,000</td>
<td>24-Aug</td>
</tr>
<tr>
<td>Canterbury Cook Islands Sports Assn Inc (Rent costs)</td>
<td>$4,000</td>
<td>24-Aug</td>
</tr>
<tr>
<td>Papanui Softball Club (Replacement of equipment)</td>
<td>$1,000</td>
<td>24-Aug</td>
</tr>
<tr>
<td>St Albans Residents Association - SARA (Towards Rental of Premises)</td>
<td>$7,500</td>
<td>14-Sep</td>
</tr>
<tr>
<td>Neighbourhood Week 2018 (costs of neighbourhood/community celebrations)</td>
<td>$3,000</td>
<td>14-Sep</td>
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<tr>
<td>Papanui-Innes Community Board’s Edible Garden Awards 2019</td>
<td>$3,000</td>
<td>28-Sep</td>
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<tr>
<td>Papanui-Innes Community Board’s Youth Recreation Project</td>
<td>$7,000</td>
<td>28-Sep</td>
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<tr>
<td>Papanui-Innes Community Board’s Community Pride Garden Awards 2019</td>
<td>$3,000</td>
<td>28-Sep</td>
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<tr>
<td>Papanui-Innes Community Board’s Community Service Awards 2019</td>
<td>$3,500</td>
<td>28-Sep</td>
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<tr>
<td>St Albans Residents Association - SARA (Edgeware Village Beautification Programme)</td>
<td>$7,000</td>
<td>9-Nov</td>
</tr>
<tr>
<td>Shirley Community Trust (Summer holiday programme)</td>
<td>$4,000</td>
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</tr>
<tr>
<td>Richmond Residents’ and Business Association (Establishment and running costs)</td>
<td>$ -</td>
<td>7-Dec</td>
</tr>
<tr>
<td>Delta Community Support Trust (Community Advocacy)</td>
<td>$3,000</td>
<td>7-Dec</td>
</tr>
<tr>
<td>Community Focus Trust (Hosting St Albans Community Day and Park celebration)</td>
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<td>7-Dec</td>
</tr>
<tr>
<td>The Santa Claus Workshop Charitable Trust (towards purchase of a scroll saw)</td>
<td>$1,399</td>
<td>25-Jan</td>
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<tr>
<td>Papanui-Innes Community Board (Celebrate St Albans Park Opening - 31 Mar 19)</td>
<td>$2,500</td>
<td>8-Feb</td>
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<tr>
<td>Richmond Residents’ and Business Association (Establishment and running costs)</td>
<td>$600</td>
<td>22-Feb</td>
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**DISCRETIONARY RESPONSE FUND Balance**

<table>
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<tr>
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<td>$31,209</td>
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<td>$53,749</td>
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NPBM: 18/92999

Opened: 1-Jul-18
Updated: 25-Mar-19
17. 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.