Te Pātaka o Rākaihautū
Banks Peninsula Community Board
AGENDA

Notice of Meeting:
An ordinary meeting of the Te Pātaka o Rākaihautū/Banks Peninsula Community Board will be held on:

Date: Monday 8 July 2019
Time: 10am
Venue: Lyttelton Community Boardroom, 25 Canterbury Street, Lyttelton

Membership
Chairperson
Pam Richardson
Deputy Chairperson
Tyrone Fields
Members
Felix Dawson
Janis Haley
John McLister
Jed O’Donoghue
Tori Peden
Andrew Turner

2 July 2019

Joan Blatchford
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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
Austerity
Agility
Equity
Innovation

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
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Karakia Whakamutunga
Mihi/Karakia Timatanga

1. Apologies
   An apology for absence has been received from Andrew Turner.

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 Te Pātaka o Rākaihautū/Banks Peninsula Community Board meeting held on Monday, 24 June 2019 be confirmed (refer page 5).

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

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

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

6. Presentation of Petitions
   There were no petitions received at the time the agenda was prepared.
OPEN MINUTES

Date: Monday 24 June 2019
Time: 10am
Venue: Little River Service Centre, 4238 Christchurch-Akaroa Road, Little River

Present
Chairperson Pam Richardson
Deputy Chairperson Tyrone Fields
Members Felix Dawson
Janis Haley
Tori Peden

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Mihi/Karakia Timatanga: Tyrone Fields

The agenda was dealt with in the following order.

1. Apologies
   Part C
   Community Board Resolved BKCB/2019/00063
   That the apologies for absence from Jed O’Donoghue, John McLister and Andrew Turner be accepted.
   Tori Peden/Janis Haley Carried

2. Declarations of Interest
   Part B
   Tori Peden declared an interest in Item 12 – Results for Expressions of Interest for Little River Coronation Library and Future Use.

3. Confirmation of Previous Minutes
   Part C
   Community Board Resolved BKCB/2019/00064
   That the minutes of the Te Pātaka o Rākaihautū/Banks Peninsula Community Board meeting held on Monday, 10 June 2019 be confirmed.
   Janis Haley/Tyrone Fields Carried

4. Public Forum
   Part B
   There were no public forum presentations.

5. Deputations by Appointment
   Part B
   5.1 Jan Cook - Banks Peninsula Speed Limit Review
   Jan Cook, a resident of French Farm, spoke to the Board regarding Item 11 – Banks Peninsula Speed Limit Review – Akaroa Harbour, Bays and Little River. Ms Cook supported the proposed speed limit changes but requested that a lower limit be applied to Wainui Main Road in the French Farm bluff and Aquatic Club area. She also expressed a hope that there would be a good review of all road signage as part of this project.
Community Board Resolved BKCB/2019/00065

Part B

That the Banks Peninsula Community Board:

1. Thank Jan Cook for her presentation.

Tori Peden/Pam Richardson  Carried

6. Presentation of Petitions

Part B

There was no presentation of petitions.

7. Correspondence - Banks Peninsula Water Management Zone Committee Minutes

Community Board Resolved BKCB/2019/00066

[Original staff recommendation accepted without change]

Part B

That the Banks Peninsula Community Board:

1. Receive the unconfirmed minutes of the Banks Peninsula Water Management Zone Committee.

Tori Peden/Pam Richardson  Carried

8. Reserve Management Committee Meeting Minutes

Community Board Resolved BKCB/2019/00067

[Original staff recommendation accepted without change]

Part B

That the Banks Peninsula Community Board:

1. Receive the minutes of the following Reserve Management Committees:
   • Cass Bay Reserves Management Committee – 4 April 2019
   • Okains Bay Reserve Management Committee – 4 June 2019

Janis Haley/Tyrone Fields  Carried

9. Head to Head Walkway Working Party

Community Board Resolved BKCB/2019/00068
[Original staff recommendation accepted without change]

Part B

That the Banks Peninsula Community Board:

1. Receive the notes of the Head to Head Walkway Working Party meeting on 8 April 2019.

Felix Dawson/Tyrone Fields  Carried

11. Banks Peninsula Speed Limit Review- Akaroa Harbour, Bays and Little River Areas

Board Comment
The Board noted that a number of additional issues had been raised as part of the consultation on the speed limit review and wanted to draw some of those issues to the attention of staff.

The Board thanked staff for the background work which had been carried out in the preparation of this report.

Community Board Resolved BKCB/2019/00069

Part C

That the Te Pātaka o Rākaihautū/Banks Peninsula Community Board:

1. Request that staff look at the following additional items raised as part of the speed limit review process:
   a. Signage, particularly permanent warning signs (school bus, children, stock, etcetera).
   b. Consider the speed limits on out of scope roads in a future review.
   c. Consider a single speed limit for the majority of the urban areas of the Akaroa and Lyttelton townships in a future review.
   d. Consider changing Onawe Flat Road to a one-way road.
   e. Communicate the rationale for the changes, including feedback from the New Zealand Transport Agency, to all submitters and the public.
   f. Note the comments made regarding the poor condition of the roads.

Janis Haley/Tori Peden  Carried

Community Board Decided BKCB/2019/00070

[Original staff recommendation accepted without change]

Part A

That the Te Pātaka o Rākaihautū/Council:

1. Approve, pursuant to Part 4 Section 27 of the Christchurch City Council Traffic and Parking Bylaw 2017 and the Land Transport Rule: Setting of Speed Limits 2017, that the
speed limits on the following roads be revoked and set as listed below in clauses a-llll, and shown in Attachments A- H of the agenda.

**Le Bons Bay Map – Attachment A**

a. **Revolve** the existing permanent speed limit of 70 kilometres per hour on Le Bons Bay Road commencing at a point 20 metres north west of its intersection with Le Bons Valley Road and extending in an easterly direction to a point 715 metres east of its intersection with Le Bons Bay Valley Road.

b. **Approve** that the permanent speed limit on Le Bons Bay Road commencing at a point 20 metres north west of its intersection with Le Bons Valley Road and extending in an easterly direction to a point 715 metres east of its intersection with Le Bons Valley Road be set at 60 kilometres per hour.

c. **Revolve** the existing permanent speed limit of 100 kilometres per hour on Le Bons Valley Road commencing at its intersection with Le Bons Bay Road and extending in a south westerly direction to its end.

d. **Approve** that the permanent speed limit on Le Bons Valley Road commencing at its intersection with Le Bons Bay Road and extending in a south westerly direction to its end be set at 60 kilometres per hour.

e. **Revolve** the existing permanent speed limit of 100 kilometres per hour on The Branch Road commencing at its intersection with Le Bons Valley Road and extending in a north westerly direction to its end.

f. **Approve** that the permanent speed limit on The Branch Road commencing at its intersection with Le Bons Valley Road and extending in a north westerly direction to its end be set at 60 kilometres per hour.

g. **Revolve** the existing permanent speed limit of 100 kilometres per hour on Leonardo Lane commencing at its intersection with Le Bons Valley Road and extending in a south easterly direction to its end.

h. **Approve** that the permanent speed limit on Leonardo Lane commencing at its intersection with Le Bons Valley Road and extending in a south easterly direction to its end be set at 60 kilometres per hour.

**Little River Map – Attachment B**

i. **Revolve** the existing permanent speed limit of 100 kilometres per hour on Church Road commencing at its intersection with Western Valley Road and extending in a south easterly direction to its intersection with Christchurch Akaroa Road (SH75).

j. **Approve** that the permanent speed limit on Church Road commencing at its intersection with Western Valley Road and extending in a south easterly direction to its intersection with Christchurch Akaroa Road (SH75) be set at 60 kilometres per hour.

k. **Revolve** the existing permanent speed limit of 100 kilometres per hour on Cemetery Road commencing at its intersection with Church Road and extending in a south easterly direction to its end.

l. **Approve** that the permanent speed limit on Cemetery Road commencing at its intersection with Church Road and extending in a south easterly direction to its end be set at 60 kilometres per hour.

m. **Revolve** the existing permanent speed limit of 100 kilometres per hour on Western Valley Road commencing at a point 30 metres south west of its intersection with
n. Approve that the permanent speed limit on Western Valley Road commencing at a point 30 metres south west of its intersection with Church Road and extending in a northerly direction to a point 470 metres north of its intersection with Church Road be set at 60 kilometres per hour.

Little Akaloa Map – Attachment C

o. Revoke the existing permanent 100 kilometres per hour speed limit on Chorlton Road commencing at a point 131 metres south of its intersection with Little Akaloa Road and extending in an easterly direction to a point 75 metres east of its intersection with Lukes Road.

p. Approve that the permanent speed limit on Chorlton Road commencing at a point 131 metres south of its intersection with Little Akaloa Road and extending in an easterly direction to a point 75 metres east of its intersection with Lukes Road be set at 50 kilometres per hour.

q. Revoke the existing permanent 100 km/h speed limit on Lukes Road commencing at its intersection with Chorlton Road and extending in a westerly direction to its end.

r. Approve that the existing permanent speed limit on Lukes Road commencing at its intersection with Chorlton Road and extending in a westerly direction to its end be set at 50 kilometres per hour.

s. Revoke the existing permanent speed limit of 100 kilometres per hour on Little Akaloa Road commencing at a point 397 metres south west of its intersection with Chorlton Road and extending in a south westerly direction for a distance of 300 metres.

t. Approve that the permanent speed limit on Little Akaloa Road commencing at a point 397 metres south west of its intersection with Chorlton and extending in a south westerly direction for a distance of 300 metres be set at 50 kilometres per hour.

Duvauchelle – Barrys Bay Map – Attachment D

u. Revoke the existing permanent speed limit of 50 kilometres per hour on Onawe Flat Road commencing at a point 38 metres south east of its western intersection with Christchurch Akaroa Road (SH75) and extending in a south easterly direction for a distance of 582 metres.

v. Revoke the existing permanent speed limit of 50 kilometres per hour on Onawe Flat Road commencing at a point 50 metres south west of its eastern intersection with Christchurch Akaroa Road (SH75) and extending in a southerly direction for a distance of 569 metres.

w. Revoke the existing permanent speed limit of 30 kilometres per hour (SL-41) on Onawe Flat Road commencing at a point 620 metres south east of its western intersection with Christchurch Akaroa Road (SH75) and extending in a south easterly direction then a northerly direction to a point 619 metres south of its eastern intersection with Christchurch Akaroa Road (SH75).

x. Approve that the permanent speed limit on Onawe Flat Road commencing at a point 38 metres south east of its western intersection with Christchurch- Akaroa
Road (SH75) and extending in a south easterly direction then a northerly direction to a point 50 metres south west of its eastern intersection with Christchurch-Akaroa Road (SH75) be set at 30 kilometres per hour.

**Okains Bay Map – Attachment E**

y. **Revoke** the existing permanent speed limit of 100 kilometres per hour on Okains Bay Road commencing at a point 450 metres south west of its intersection with Chorlton Road and extending in a north easterly direction to its end at Okains Bay Camping Ground.

z. **Approve** that the permanent speed limit on Okains Bay Road commencing at a point 450 metres south west of its intersection with Chorlton Road and extending to a point 35 metres north east of its intersection with Big Hill Road be set at 60 kilometres per hour.

aa. **Approve** that the permanent speed limit on Okains Bay Road commencing at a point 35 metres east of its intersection with Big Hill Road and extending in a north easterly direction to its end at Okains Bay Camping Ground be set at 40 kilometres per hour.

bb. **Revoke** the existing permanent speed limit of 100 kilometres per hour on Knapps Road commencing at its intersection with Okains Bay Road and extending in a north westerly direction to its end.

c. **Approve** that the permanent speed limit on Knapps Road commencing at its intersection with Okains Bay Road and extending in a north westerly direction to its end be set at 40 kilometres per hour.

dd. **Revoke** the existing permanent speed limit of 100 kilometres per hour on School House Road commencing at its intersection with Okains River Road and extending in a westerly direction to its end.

ee. **Approve** that the permanent speed limit on School House Road commencing at its intersection with Okains River Road and extending in a westerly direction to its end be set at 40 kilometres per hour.

ff. **Revoke** the existing permanent speed limit of 100 kilometres per hour on Back Road commencing at its eastern intersection with Okains Bay Road and extending in a southerly direction to its end.

gg. **Approve** that the permanent speed limit on Back Road commencing at its eastern intersection with Okains Bay Road and extending in a southerly direction to its end be set at 50 kilometres per hour.

hh. **Revoke** the existing permanent speed limit of 100 kilometres per hour on Okains River Road commencing at its intersection with Okains Bay Road and extending in a north easterly direction to its intersection with Chorlton Road.

ii. **Approve** that the permanent speed limit on Okains River Road commencing at its intersection with Okains Bay Road and extending in a north easterly direction to its intersection with Chorlton Road be set at 40 kilometres per hour.

jj. **Revoke** any existing permanent speed limit within the Okains Bay Camping Ground commencing at its intersection with Okains Bay Road and extending throughout the Campground.
kk. **Approve** that the permanent speed limit within Okains Bay Camping Ground commencing at its intersection and extending throughout the Camping Ground be set at 10 kilometres per hour.

ll. **Revoke** the existing permanent 100 kilometre per hour speed limit on Chorlton Road commencing at its intersection with Okains Bay Road and extending in a northerly direction to a point 30 metres north of its intersection with Okains River Road.

mm. **Approve** that the permanent speed limit on Chorlton Road commencing at its intersection with Okains Bay Road and extending in a northerly direction to a point 30 metres north of its intersection with Okains River Road be set at 60 kilometres per hour.

Onuku and Akaroa Maps – Attachments F and G

nn. **Revoke** the existing permanent 50 kilometres per hour speed limit on Beach Road commencing at a point 40 metres south west of its intersection with Bruce Terrace and extending in a south westerly direction to its end.

oo. **Approve** that the permanent speed limit on Beach Road commencing at a point 40 metres south west of its intersection with Bruce Terrace and extending in a south westerly direction to its end be set at 30 kilometres per hour.

pp. **Revoke** the existing permanent speed limit of 100 kilometres per hour on Grehan Valley Road commencing at a point 926 metres south east of Rue Lavaud and extending in a south easterly direction to its end.

qq. **Approve** that the permanent speed limit on Grehan Valley Road commencing at a point 926 metres south east of Rue Lavaud and extending in a south easterly direction to its end be set at 50 kilometres per hour.

rr. **Revoke** the existing permanent speed limit of 100 kilometres per hour on Lighthouse Road commencing at a point 154 metres south of its intersection with Onuku Road and extending in a southerly direction for a distance of 146 metres.

ss. **Approve** that the permanent speed limit on Lighthouse Road be set at 50 kilometres per hour commencing at a point 154 metres south of its intersection with Onuku Road and extending in a southerly direction for a distance of 146 metres be set at 50 kilometres per hour.

tt. **Revoke** the existing permanent speed limit of 100 kilometres per hour on Morgans Road commencing at its intersection with Long Bay Road and extending in a westerly direction to a point 209 metres east of its intersection with Old Coach Road.

uu. **Approve** that the permanent speed limit on Morgans Road commencing at its intersection with Long Bay Road and extending in a westerly direction to a point 209 metres east of its intersection with Old Coach Road be set at 60 kilometres per hour.

vv. **Revoke** the existing permanent speed limit of 100 kilometres per hour on Old Coach Road commencing at its intersection with Long Bay Road and extending in a southerly direction to a point 31 metres north of its intersection with Morgans Road.

ww. **Approve** that the permanent speed limit on Old Coach Road commencing at its intersection with Long Bay Road and extending in a southerly direction to a point
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31 metres north of its intersection with Morgans Road be set at 60 kilometres per hour.

xx. **Revoke** the existing permanent speed limit of 100 kilometres per hour on Rue Balguerie commencing at a point 213 metres south east of its intersection with Rue Cachalot and extending in south easterly direction to its intersection with Stony Bay Road.

yy. **Revoke** the existing permanent speed limit of 100 kilometres per hour on Stony Bay Road commencing at its intersection with Purple Peak Road and extending in south easterly direction for a distance of 40 metres.

zz. **Approve** that the permanent speed limit on Rue Balguerie commencing at a point 213 metres south east of its intersection with Rue Cachalot and extending in a south east direction to its intersection with Purple Peak Road be set at 50 kilometres per hour.

aaa. **Approve** that the permanent speed limit on Stony Bay Road commencing at its intersection with Purple Peak Road and extending in a south east direction for a distance of 40 metres be set at 50 kilometres per hour.

bbb. **Revoke** the existing permanent speed limit of 100 kilometres per hour on Purple Peak Road commencing at its intersection with Rue Balguerie and extending in a northerly then easterly direction to its end.

ccc. **Approve** that the permanent speed limit on Purple Peak Road commencing at its intersection with Rue Balguerie and extending in a northerly then easterly direction to its end be set at 50 kilometres per hour.

ddd. **Revoke** the existing permanent speed limit of 50 kilometres per hour on Rue Jolie (North) commencing at its intersection with Woodills Road and extending in a southerly direction to its intersection with Rue Viard.

eee. **Approve** that the permanent speed limit on Rue Jolie (North) commencing at its intersection with Woodills Road and extending in a southerly direction to its intersection with Rue Viard be set at 20 kilometres per hour.

fff. **Revoke** the existing permanent speed limit of 50 kilometres per hour on Rue Viard commencing at its intersection with Rue Lavaud and extending in a westerly direction to its intersection with Rue Jolie (North).

ggg. **Approve** that the permanent speed limit on Rue Viard commencing at its intersection with Rue Lavaud and extending in a westerly direction to its intersection with Rue Jolie (North) be set at 20 kilometres per hour.

hhh. **Revoke** the existing permanent speed limit of 100 kilometres per hour on Childrens Bay Road commencing at its intersection with Christchurch Akaroa Road (SH75) and extending in a north westerly direction to its end.

iii. **Approve** that the permanent speed limit on Childrens Bay Road commencing at its intersection with Christchurch Akaroa Road (SH75) and extending in a north westerly direction to its end be set at 20 kilometres per hour.

jjj. **Revoke** the existing permanent speed limit of 100 kilometres per hour speed limit on Onuku Road commencing at a point 23 metres south west of its intersection with Stanley Place and extending in a southerly direction to its intersection with Hamiltons Road.
kkk. Approve that the permanent speed limit on Onuku Road commencing at a point 23 metres south west of its intersection with Stanley Place and extending in a southerly direction to a point 825 metres north west of its intersection with Hamiltons Road be set at 60 kilometres per hour.

iii. Approve that the permanent speed limit on Onuku Road commencing at its intersection with Hamiltons Road and extending in a north westerly direction for a distance of 825 metres with be set at 40 kilometres per hour.

mmm. Revoke the existing permanent speed limit of 100 kilometres per hour on Hamiltons Road commencing at its intersection with Onuku Road and extending in a southerly direction to its end.

nnn. Approve that the permanent speed limit on Hamiltons Road commencing at its intersection with Onuku Road and extending in a southerly direction to its end be set at 40 kilometres per hour.

ooo. Revoke the existing permanent speed limit of 100 kilometres per hour on Haylocks Road commencing at its intersection with Onuku Road and extending in a south easterly direction to its end.

ppp. Approve that the permanent speed limit on Haylocks Road commencing at its intersection with Onuku Road and extending in a south easterly direction to its end be set at 40 kilometres per hour.

French Farm and Wainui Map – Attachment H

qqq. Revoke the existing permanent speed limit of 100 kilometres per hour on Wainui Main Road commencing at its intersection with Christchurch Akaroa Road (SH75) and extending in a southerly direction to a point 100 metres north east of its intersection with French Farm Valley Road.

rrr. Revoke the existing permanent speed limit of 70 kilometres per hour on Wainui Main Road commencing at a point 100 metres north east of its intersection with French Farm Valley Road and extending in a south westerly direction to a point 425 metres south west of its intersection with Bantry Lodge Road.

sss. Revoke the existing permanent speed limit of 100 kilometres per hour on Wainui Main Road commencing at a point 425 metres south west of its intersection with Bantry Lodge Road and extending in a southerly direction to a point 580 metres east of its western intersection with Cemetery Road.

ttt. Approve that the permanent speed limit on Wainui Main Road commencing at its intersection with Christchurch Akaroa Road (SH75) and extending in a southerly direction to a point 580 metres east of its western intersection with Cemetery Road be set at 60 kilometres per hour.

uuu. Revoke the existing permanent speed limit of 100 kilometres per hour on Moores Road commencing at its intersection with Wainui Main Road and extending in a south westerly direction to its end.

vvv. Approve that the permanent speed limit on Moores Road commencing at its intersection with Wainui Main Road and extending in a south westerly direction to its end be set at 60 kilometres per hour.

www. Revoke the existing permanent speed limit of 70 kilometres per hour on French Farm Valley Road commencing at its intersection with Wainui Main Road and extending in a south westerly direction to its end.
xxx. Approve that the permanent speed limit on French Farm Valley Road commencing at its intersection with Wainui Main Road and extending in a south westerly direction to its end be set at 60 kilometres per hour.

yyy. Revoke the existing permanent speed limit of 70 kilometres per hour on Winery Road commencing at its intersection with French Farm Valley Road and extending in a westerly direction to its end.

zzz. Approve that the permanent speed limit on Winery Road commencing at its intersection with French Farm Valley Road and extending in a westerly direction to its end be set at 60 kilometres per hour.

aaaa. Revoke the existing permanent speed limit of 100 kilometres per hour on Bantry Lodge Road commencing at its intersection with Wainui Main Road and extending in a south westerly direction to its end.

bbbb. Approve that the permanent speed limit on Bantry Lodge Road commencing at its intersection with Wainui Main Road and extending in a south westerly direction to its end be set at 60 kilometres per hour.

cccc. Revoke the existing permanent speed limit of 100 kilometres per hour on Tikao Bay Road commencing at its intersection with Wainui Main Road and extending in a north easterly direction for a distance of 100 metres.

dddd. Approve that the permanent speed limit on Tikao Bay Road commencing at its intersection with Wainui Main Road and extending in a north easterly direction for a distance of 100 metres be set at 20 kilometres per hour.

eeee. Revoke the existing permanent speed limit of 100 kilometres per hour on Cemetery Road commencing at its northern intersection with Wainui Main Road and extending in a westerly direction to a point 115 metres east of its intersection with Seaview Lane.

ffff. Approve the permanent speed limit on Cemetery Road commencing at its northern intersection with Wainui Main Road and extending in a westerly direction to a point 115 metres east of its intersection with Seaview Lane be set at 60 kilometres per hour.

gggg. Revoke the existing permanent speed limit of 100 kilometres per hour on Donovans Road commencing at its intersection with Wainui Valley Road and extending in a north westerly direction to its end.

hhhh. Approve that the permanent speed limit on Donovans Road commencing at its intersection with Wainui Valley Road and extending in a north westerly direction to its end be set at 40 kilometres per hour.

iiii. Revoke the existing permanent speed limit of 100 kilometres per hour on Edwards Road commencing at its intersection with Wainui Valley Road and extending in a north westerly direction to its end.

jjjj. Approve that the permanent speed limit on Edwards Road commencing at its intersection with Wainui Valley Road and extending in a westerly direction to its end be set at 40 kilometres per hour.

kkkk. Revoke the existing permanent speed limit of 100 kilometres per hour on Wainui Valley Road commencing at a point 864 metres north west of its intersection with Wainui Main Road and extending in a northerly then a westerly direction to its end.
III. Approve that the permanent speed limit on Wainui Valley Road commencing at a point 864 metres north of its intersection with Wainui Main Road and extending in a northerly then a westerly direction to its end be set at 40 kilometres per hour.

Felix Dawson/Tori Peden

Carried

Attachments
A Summary Table of Speed Limit Proposals

10. Godley House Site

Staff updated the Board on the planned consultation for the Godley House site, including the following timeline:

- Public drop in session - 20 July 2019
- Consultation open - 8 July to 5 August 2019
- Report to Community Board - 2 September 2019

Community Board Resolved BKCB/2019/00071

[Original staff recommendation accepted without change]

Part B

That the Banks Peninsula Community Board:

1. Receive the information presented by staff.

Janis Haley/Tori Peden

Carried

12. Results of Expressions Of Interest for Little River Coronation Library and Future Use

Board Consideration

Staff presenting this report to the Board highlighted an historic issue of flooding in and around the building. They recommended that the Board include a request for staff to investigate raising the building as part of its resolution on this matter.

Staff Recommendations

That the Te Pātaka o Rākaihautū/Banks Peninsula Community Board:

1. Approve the future use of the Coronation Library as a base for a range of community activities facilitated by the Little River Wairewa Community Trust Board
2. Approve the Little River Wairewa Community Trust Board as the preferred applicant to be based at the Coronation Library located within Awa-iti Domain subject to the successful negotiation of a Community Partnership Agreement with the Council
3. Approve the commencement of public consultation to change the classification of approximately 2500 square metres around Coronation Library from Recreation Reserve to Local Purpose (Community Buildings) Reserve
4. Note that a further report will be presented to the Community Board seeking its delegated authority to approve a Community Partnership Agreement with the Little
River Wairewa Community Trust Board to use the Little River Coronation Library following successful negotiations of the terms and conditions.

Community Board Resolved BKCB/2019/00072

Part C

That the Te Pātaka o Rākaihautū/Banks Peninsula Community Board:

1. Approve the future use of the Coronation Library as a base for a range of community activities facilitated by the Little River Wairewa Community Trust Board.

2. Approve the Little River Wairewa Community Trust Board as the preferred applicant to be based at the Coronation Library located within Awa-iti Domain subject to the successful negotiation of a Community Partnership Agreement with the Council.

3. Approve the commencement of public consultation to change the classification of approximately 2500 square metres around Coronation Library from Recreation Reserve to Local Purpose (Community Buildings) Reserve.

4. Note that a further report will be presented to the Community Board seeking its delegated authority to approve a Community Partnership Agreement with the Little River Wairewa Community Trust Board to use the Little River Coronation Library following successful negotiations of the terms and conditions.

5. Request that staff investigate lifting the building above the one metre flood level before any earthquake repairs are carried out.

Felix Dawson/Tyrone Fields

Carried

Attachments

A  Coronation Library - Photos of Flooding - 12 August 2012
B  Coronation Library - Map
C  Coronation Library - 10 Year and 50 Year Flood Event Plan

Tori Peden declared an interest in Item 12 and did not take part in the discussion or voting thereon.

13. Elected Members’ Information Exchange

Part B

Elected Members exchanged information on items of interest and events attended.

Karakia Whakamutunga: Tyrone Fields

Meeting concluded at 12.24pm.

CONFIRMED THIS 8th DAY OF JULY 2019.
Item 3 - Minutes of Previous Meeting 24/06/2019
7. Reserve Management Committee Meeting Minutes

Reference: 19/207334
Presenter(s): Liz Carter

1. Purpose of Report
Minutes have been received from the following Reserve Management Committees:

<table>
<thead>
<tr>
<th>Committee</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Robinsons Bay Reserve Management Committee</td>
<td>24 June 2019</td>
</tr>
</tbody>
</table>

2. Staff Recommendations
That the Banks Peninsula Community Board:

1. Receive the minutes of the following Reserve Management Committees:
   - Robinsons Bay Reserve Management Committee – 24 June 2019

Attachments

<table>
<thead>
<tr>
<th>No.</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Minutes - Robinsons Bay Reserve Management Committee – 24 June 2019</td>
<td>20</td>
</tr>
</tbody>
</table>
MINUTES OF THE ROBINSONS BAY RESERVE MANAGEMENT COMMITTEE
Held at the Reserve on Monday 24th June 2019

PRESENT: Pippa Foley, Paddy Stronach, Raywn Stronach, Marion Wilson, Suky Thompson

APOLOGIES: Pam Richardson

MINUTES: The minutes of the Meeting held on 25th March 2019 were read and confirmed. Paddy/Raywyn

BUSINESS FROM MINUTES: Pippa explained that Matt Standford (Enviroschools) had suggested Toni Watts to assist with School Resource. Toni was to visit Reserve and report back. She has not done that as yet.

Bridge bearers still outside Foley’s woolshed. Pippa to engage Ian McPherson to take them to the Reserve and place as near as possible to school exhibit.

The Weta Motels have been installed by Suky and Brent installed - one on the demonstration Morepork box post by the picnic table and one on a kanuka tree on the track opposite the lacebark housing the high Morepork box. Suky will label when she has a chance.

Suky to pass on Committee’s thanks to Brent.

FINANCIAL: Raffle monies have been deposited in local account giving a balance of $1073.89 which include 43c interest. Pippa will prepare Balance Sheet for 30th June.

CORRESPONDENCE: All emails. To and from Matt Standford and Toni Watts.

GENERAL BUSINESS: The demonstration Morepork box has been repaired (the hinges were coming out), but the stuffed toy is wet and the birdcall no longer works. Suky to take bird home to dry out.

Progress on the Cocksfoot sign has been slow. Suky reported the Council have come back twice with rewordings to the text approved by the Committee. They want to shorten the text as they have a rule of thumb that panels should not have more than 200 words. Suky distribution 3 versions of the panel. These were discussed and Suky given feedback. Suky to prepare final draft and give to council.

Sawyers to Farmers panel next to the Dairy display. Council staff were concerned that the text on the new panel repeated some of the information on this panel. Suky suggested that the Sawyers to Farmers panel be re-skinned with a new display explaining Dairying only, so that it is relevant to the display, and doesn’t repeat information. Her thoughts are that it explains how small Iscale dairying and cocksfooting went hand in hand. This panel could depict someone milking a cow in a bail, and also mention the cheese and butter factories around the Peninsula. A second panels to put on cocksfoot display. Again discussed and Suky to prepare a drafts.

Final Panel - Robinsons Bay 2020 – This again discussed. Ideas brought to next meeting.

Steps using wharf timber. Pippa to write to Paul Devlin to see if we can have any old timbers removed from the jetty to be used for steps in the Reserve.

Roll Funds Over. Pippa to contact Steve Gray to ask for funds to be rolled to next Financial year because the Committee has outstanding projects to complete. 3 more interpretation panels, erection of post and rail fence, landscaping around displays, education material and more steps around steeper areas of loop track.

Meeting finished approx 4.45pm.

Signed as a true and correct record......................................................... Date........................................
8. Head to Head Walkway Working Party

Reference: 19/712063
Presenter(s): Amy Hart, Support Officer

1. Purpose of Report
The Board's Head to Head Walkway Working Party held a meeting on 17 June 2019, the notes of which are attached.

2. Staff Recommendations
That the Banks Peninsula Community Board:

1. Receive the notes of the Head to Head Walkway Working Party meeting on 17 June 2019.

Attachments

<table>
<thead>
<tr>
<th>No.</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Head to Head Walkway Working Party - Notes - 17 June 2019</td>
<td>22</td>
</tr>
<tr>
<td>B</td>
<td>Head to Head Walkway Working Party - Notes Attachment - 17 June 2019</td>
<td>26</td>
</tr>
</tbody>
</table>
Head to Head Walkway Working Party
NOTES

Date: Monday 17 June 2019
Time: 11am
Venue: Lyttelton Community Boardroom, 25 Canterbury Street, Lyttelton

Membership
Chairperson
Jed O'Donoghue - Banks Peninsula Community Board
Felix Dawson - Banks Peninsula Community Board
Tyrone Fields - Banks Peninsula Community Board
John McLister - Banks Peninsula Community Board
Andrew Turner - Deputy Mayor and Banks Peninsula Community Board
Jenny Healey - Cass Bay Reserves Management Committee
Tom Kuenning - Church Bay Neighbourhood Association and Charteris Bay Residents Association
Graeme Fraser - Diamond Harbour Reserves Management Committee
Richard Suggate - Diamond Harbour Community Association
Helen Chambers - Governors Bay Community Association
Karen Banwell – Healthy Harbour
Anne Parkinson – Lyttelton Harbour Business Association
Wendy Everingham - Project Lyttelton / Lyttelton Information Centre
Suky Thompson - Rod Donald Banks Peninsula Trust
Yvette Couch-Lewis - Te Hapū o Ngāti Wheke

Amy Hart
Support Officer
941 6633
amy.hart@ccc.govt.nz
www.ccc.govt.nz

This forum has no decision making powers and is purely for the purpose of providing advice and information sharing.
The agenda was dealt with in the following order.

1. **Election of Chairperson**
   Nominations were called for the position of Chairperson for this meeting.

   Felix Dawson was nominated by Andrew Turner and seconded by Richard Suggate.

   As there were no other nominations the matter was put to a vote.

   **Working Party Resolved HHWP/2019/00003**
   That the Head to Head Walkway Working Party:
   
   1. Elect Felix Dawson as the Chairperson of the Head to Head Walkway Working Party for this meeting.

   Andrew Turner/Richard Suggate  
   
   **Carried**

2. **Apologies**
   
   Apologies were received and accepted from Jed O’Donoghue, Tyrone Fields, Anne Parkinson, Wendy Everingham, Yvette Couch-Lewis, Tom Kuenning and Graeme Fraser.

   Apologies for lateness were received and accepted for Sukey Thompson, who was absent for Items 1-3, and Karen Banwell, who was absent for Items 1-4.1.

   Please note that Pat Pritchett and Howard Buchanan attended in Mr Kuenning’s place as the Church Bay Neighbourhood Association and Charteris Bay Residents Association representatives, respectively.

3. **Declarations of Interest**
   
   There were no declarations of interest recorded.

4. **Confirmation of Previous Notes**
   
   **Working Party Resolved HHWP/2019/00004**
   
   That the minutes of the Head to Head Working Party meeting held on Monday, 8 April 2019 be confirmed.

   Helen Chambers/Jenny Healey  
   
   **Carried**
5. Head to Head Working Party Update

Presenters: Kelly Hansen, Manager Parks Planning and Asset Management, Marcy McCallum, Project Manager, and Nick Singleton, Team Leader Regional Parks Port Hills and Banks Peninsula

5.1 Update Since Last Meeting

Staff provided an update on work completed and underway since the last meeting.

Staff noted that installation of steps at Paradise Beach will be led by a contractor rather than the community due to the technical nature of the project. However the community will be involved in the project. Please refer to the agenda of this meeting for additional updates.

Working Party Action

That the Head to Head Walkway Working Party:

1. Request that staff investigate whether installation of a staircase at Black Point can be a community-led project.

5.2 Charteris Bay Route Options

Staff presented advantages and disadvantages of each route, including a new option proposed by submitters along Marine Drive from Orton Bradley Park to Traffic Cop corner, and rough cost estimates.

The Charteris Bay Residents’ Association tabled a resolution from its Annual General Meeting on 17 May 2019 (below and Attachment A).

After considerable discussion it was resolved unanimously that to facilitate the Head to Head walkway the Council must:

1. Complete the footpath along Marine Drive from the yacht club to Andersons Road.
2. Repair the seawall from Traffic Cop Bay to Andersons Road (South).
3. Slow traffic to 50kmh on Marine Drive from the southern end of Andersons Road.
4. Slow traffic to 30kmh on Andersons Road and Bayview Road.

Mr Buchanan noted the following correction to Resolution 1: Complete the footpath along Marine Drive from the yacht club Paradise Beach to Andersons Road.

Staff noted that Resolution 1 corresponds to staff’s proposed Option 2c (along Marine Drive, down the steps to Paradise Beach and along the foreshore).

Staff noted that repair to the seawall from Traffic Cop corner to Andersons Road is not currently programmed or budgeted. The Working Party noted it is willing to wait several years until this is budgeted so that the route can go on top of the seawall along Marine Drive. Staff noted that a small portion of the cost to construct a walkway would come from a separate seawall repair budget while the remaining cost to widen the seawall for a walkway would come from the Head to Head budget.

Staff noted that the Community Board and Council will consider the matters raised in Resolutions 3 and 4 in a separate report.
Head to Head Working Party
17 June 2019

The Charteris Bay Residents’ Association tabled a map of a new proposed route (Attachment A), which is a variation of staff’s proposed Option 1d (from Orton Bradley Park along Marine Drive to Traffic Cop corner).

Working Party Resolved HHWP/2019/00005

That the Head to Head Walkway Working Party recommend that the Banks Peninsula Community Board:

1. Approve Option 2c (along Marine Drive, down steps to Paradise Beach and along foreshore) as a new section of the Head to Head Walkway.

Andrew Turner/Richard Suggate

Carried

Working Party Resolved HHWP/2019/00006

That the Head to Head Walkway Working Party:

1. Request that staff work with the Charteris Bay Residents Association and Church Bay Neighbourhood Association to investigate a new route proposed by the Residents Association (variation of Option 1d – from Orton Bradley Park along Marine Drive to Traffic Cop corner) in terms of design, cost and safety, and report back to the Working Party.

Andrew Turner/Helen Chambers

Carried

Attachments

A Tabled Document - Charteris Bay Residents Association

Meeting concluded at 12.24pm.
Head to Head Walkway Working Party
NOTES ATTACHMENTS

Date: Monday 17 June 2019
Time: 11am
Venue: Lyttelton Community Boardroom, 25 Canterbury Street, Lyttelton

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<td>3</td>
</tr>
</tbody>
</table>
Head to Head Working Party
17 June 2019

Head to Head Walkway Orton Bradley Park to Charteris Bay

Charteris Bay Residents Association AGM Friday 17th May 2019

After considerable discussion it was resolved unanimously that to facilitate the Head to Head walkway the Council must:

1. Complete the footpath along Marine Drive from the yacht club to Andersons Road
2. Repair the seawall from Traffic Cop Bay to Andersons Road (South)
3. Slow traffic to 50kmh on Marine Drive from the southern end of Andersons Road
4. Slow traffic to 30kmh on Andersons Road and Bayview Road
Item 9

9. Akaroa Golf Club Reserve - Proposed Easement for Subdivision
Reference: 19/605903
Presenter(s): Dan Egerton, Property Consultant

1. Purpose of Report
   1.1 The purpose of this report is for the Te Pātaka o Rākaihautū/Banks Peninsula Community Board (the Board) to approve an easement for the right to drain sewage and stormwater over the part of the Duvauchelle Showground Reserve (Akaroa Golf Course), identified in Attachment A as area C and an extended area B.

   1.2 The Board is also requested that should it approve the granting of the easement, to recommend to the Chief Executive that she exercise her authority as delegate of the Minister of Conservation to consent to the easement. The Minister has delegated her authority to the Council, which has subsequently sub-delegated the authority to the Chief Executive.

2. Executive Summary
   2.1 The Banks Peninsula Community Board considered a very similar report regarding the same subdivision in August 2018, and resolved BKCB/2018/00087 (Attachment B).

   2.2 Upon subdivision consent application Councils planners required that an easement be granted for existing laterals.

   2.2.1 The easements which were previously granted as per the resolution in 2.1 are shown as areas A and B; both being 5m x 3m. As can be seen the new proposed easement areas are 6.5m x 3m. The extension from 5m to 6m (A) is considered to be within the margin of error from scheme plan to survey plan; however the extension to 6.5m x 7.5m (B) is not considered to fall within that scope.

   2.3 An easement is required over Council land but staff do not have a delegation to make a decision in this matter because the land is held as a reserve under the Reserves Act 1977. The Board has the delegated authority of the Council to make a decision on the granting of this proposed easement whilst the Council has the delegation to grant consent on behalf of the Minister of Conservation.

3. Staff Recommendations
   That the Te Pātaka o Rākaihautū/Banks Peninsula Community Board:

   1. Approve pursuant to Section 48(1)(a) and Section 48(2) of the Reserves Act 1977, the granting of an easement for the right to drain sewage and stormwater over the part of Duvauchelle Showground Reserve shown on the submitted plan as area C, and area B, legally described as Part Lots 13-14 Deposited Plan 1887, subject to:
      a. The consent of the Minister of Conservation or her delegate.
      b. All necessary statutory consents under but not limited to the Resource Management Act and Building Control Act, being obtained.

   2. Recommend that the Chief Executive, using the Council’s delegated authority from the Minister of Conservation, consents to the granting of the easement to the Christchurch City Council for the right to drain sewage and stormwater as outlined in the staff report.
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 easements.

4. **Context/Background**

   **Issue or Opportunity**

   4.1 The developer of 21-23 Pawsons Valley Road, Duvauchelle has applied for subdivision consent of this land into smaller residential allotments, as part of this subdivision the applicant sought to discharge waste water (sewage and storm) into existing Council mains running along the inside eastern boundary of the Akaroa Golf Course section of the Duvauchelle Showgrounds.

   4.2 This was previously considered by the Board, and was subsequently approved.

   4.3 During the resource consent application stage it was noticed than existing laterals were not protected by easements, accordingly these laterals also require easements, albeit retrospectively given the infrastructure is in situ.

   4.4 As the land is a recreation reserve pursuant to the Reserves Act 1977 a Council resolution is required to grant the easement.

   **Duvauchelle Showground**

   4.5 The reserve land affected by the proposed easement comprises a 49.69ha parcel held in title CB7C/1117, being Part Lots 13-14 DP 1887. It is held by the Council as recreation reserve which is subject to the Reserves Act 1977.

   4.6 The land is currently leased to the Akaroa Golf Course, as part of this the Lessee must give their consent for the proposed easement. This consent has been sought from the Akaroa Golf Club who have given their approval to the proposed easement providing the location of the easement is not changed from the area as indicted on Attachment A. The Akaroa Golf Club’s consent is Attachment D.

   **Easement**

   4.7 Section 48 of the Reserves Act 1977 (the Act) provides that the Council with the consent of the Minister of Conservation, may grant easements for rights-of-way and other services over reserve land. In this case Section 48(1)(a) “any public purpose”.

   4.8 Under Section 48(2) of the Act, it is necessary for the Council to publically notify its intention to grant an easement except where the reserve is unlikely to be materially altered or permanently damaged, and the rights of the public in respect of the reserve are unlikely to be permanently affected (section 48(3) of the Act). In this case public notification is not required because the proposed infrastructure will not materially alter the reserve.

   4.9 The new easement area required is shown on the plan in Attachment A as area C, and the extended easement area shown as easement area B.

   4.10 It is the normal policy of the Council that a one-off compensation fee, as determined by an independent valuation, is payable to the Council for the privilege of gaining an encumbrance on the Council’s title. (Council 27 September 2001.).

   4.11 Valuation firm JLL have valued the land for the previous easements and determined that a fee payable of $30,000 was appropriate and has been paid. This was valued on a cost benefit basis; as opposed to a land value depreciation factor; as such and due to the minor nature of the increased easement area a further valuation, and subsequent compensation is not considered necessary.
4.11.1 In essence the valuation determined that the value of the easement was determined on a cost saving basis to the applicant. A third easement parcel does not have any further cost saving to the applicant.

4.11.2 This is further supported by virtue that the infrastructure is existing.

Consent of the Minister of Conservation
4.12 The Council’s Chief Executive holds delegation to authorise the Minister of Conservation’s consent, as is required to grant easements under Section 48 (1) of the Reserves Act 1977. The details of this are set out in an appendix.

Decision Making Authority
4.13 The delegation to grant easements over reserves sits with the relevant Community Board, and is not able to be sub-delegated.

Previous Decisions

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

4.16 The level of significance was determined by significance matrix.

5. Options Analysis

Options Considered
5.1 The following reasonably practicable options were considered and are assessed in this report:

- Grant the further easement rights
- Do not grant the further easement rights, and require infrastructure to be removed.

Options Descriptions
5.2 Preferred Option: Grant the further easement rights.

5.2.1 Option Description: A further easement right is granted over the recreation reserve for the existing lateral.

5.2.2 Option Advantages

- Formalises, legalises, and records the location of the existing laterals.

5.2.3 Option Disadvantages

- The reserve becomes more encumbered.

5.3 Do not grant the easement right.

5.3.1 Option Description: Decline the further easement right, and require the infrastructure to be removed.

5.3.2 Option Advantages

- The reserve is less encumbered.

5.3.3 Option Disadvantages

- The applicant will have to incur costs in removing the infrastructure.
Options Considerations

5.4 Should Council require the infrastructure to be removed the applicant could consider a grievance given the infrastructure has been in situ for a number of years with no issues.

5.4.1 It should be noted that a number of properties get services across this reserve, and this will need to be dealt with in the future.

5.5 By granting an easement (and extending the previously approved easement area) the location of the infrastructure is recording on the respective certificate of titles, and the infrastructure becomes legalised.

6. Community Views and Preferences

6.1 Given the low impact of this decision and that Section 48(3) of the Act allows for granting of the easement without notification due to the fact that the installation of the infrastructure will not materially alter the reserve, the community views and preferences have not been considered.

7. Legal Implications

7.1 There is a legal context, issue or implication relevant to this decision

7.2 This report not been reviewed and approved by the Legal Services Unit

7.3 The legal consideration is section 48(1) of the Reserves Act 1977 enables the Council, with the consent of the Minister of Conservation, to grant easements over public reserves, in this case for the right to drain sewage and stormwater.

8. Risks

8.1 None.

9. Next Steps

9.1 Minister of Conservation consent is sought (sub-delegated to the Chief Executive Officer of the Council)

9.2 Easement is surveyed and subsequently registered.
## 10. Options Matrix

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Option 1 – Grant Easement</th>
<th>Option 2 – Do not grant Easement</th>
<th>Option 3 - &lt;enter text&gt;</th>
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<tr>
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<td>Cost to Implement</td>
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<td>&lt;enter text&gt; (Criteria 2 e.g. Accessibility Impacts)</td>
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<td>&lt;enter text&gt; (Criteria 3 e.g. Health &amp; Safety Impacts)</td>
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<td>&lt;enter text&gt; (Criteria 4 e.g. Future Generation Impacts)</td>
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<td><strong>Statutory Criteria</strong></td>
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<td>Alignment to Council Plans &amp; Policies</td>
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<tr>
<td>&lt;enter Other Statutory Criteria&gt;</td>
<td>Complies with Reserves Act 1977</td>
<td>Not applicable</td>
<td></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

<table>
<thead>
<tr>
<th>Author</th>
<th>Dan Egerton - Property Consultant</th>
</tr>
</thead>
</table>
| Approved By | Angus Smith - Manager Property Consultancy  
Bruce Rendall - Head of Facilities, Property & Planning  
Russel Wedge - Team Leader Parks Policy & Advisory  
Andrew Rutledge - Head of Parks  
Brent Smith - Acting General Manager Citizens & Community |
## Title Plan - LT 536504

<table>
<thead>
<tr>
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<th>LT 536504</th>
</tr>
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<tbody>
<tr>
<td>Surveyor</td>
<td>Vincent Thomas Ryan</td>
</tr>
<tr>
<td>Surveyor Firm</td>
<td>Vince T Ryan Registered Surveyor</td>
</tr>
</tbody>
</table>
| Surveyor Declaration | I Vincent Thomas Ryan, being a licensed cadastral surveyor, certify that:  
(a) this dataset provided by me and its related survey are accurate, correct and in accordance with the Cadastral Survey Act 2002 and the Rules for Cadastral Survey 2010, and  
(b) the survey was undertaken by me or under my personal direction.  
Declared on 13 Jun 2019 03:37 PM |

### Survey Details

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<td>Deposit Date</td>
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### Territorial Authorities
Christchurch City

### Comprised In
RT CB7C/117

### Created Parcels

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<th>RT Reference</th>
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<tr>
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<tr>
<td>Area B Deposited Plan 536504</td>
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**Total Area:**

0.0000 Ha
### Schedule of Easements

<table>
<thead>
<tr>
<th>Purpose</th>
<th>Servient Tenement (Burdened Land)</th>
<th>Shown</th>
<th>Dominant Tenement (Benefited Land)</th>
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</thead>
<tbody>
<tr>
<td>Right to drain water and sewage.</td>
<td>Pt Lot 14 DP 1887</td>
<td>A, C</td>
<td>Lot 20 DP 1887 RT 16K/1150</td>
</tr>
<tr>
<td></td>
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<td>LOT 21 DP 1887 RT 16K/1151</td>
</tr>
</tbody>
</table>
8. Akaroa Golf Club Reserve - Proposed Easement for Subdivision

Community Board Resolved BKCB/2018/00087

(Original Staff Recommendation accepted without change)

Part C

That the Te Pātaka o Rākaihautū/Banks Peninsula Community Board:

1. Approve pursuant to Section 48(1)(a) and Section 48(2) of the Reserves Act 1977, the granting of an easement for the right to drain sewage and stormwater over the part of Duvauchelle Showground Reserve shown on the submitted plan as Attachment A, legally described as Part Lots 13-14 Deposited Plan 1887, subject to:
   a. The consent of the Minister of Conservation or her delegate.
   b. All necessary statutory consents under but not limited to the Resource Management Act and Building Control Act, being obtained.
   c. Compensation being payable to the Christchurch City Council of $30,000.

2. Recommend that the Chief Executive, using the Council’s delegated authority from the Minister of Conservation, consents to the granting of the easement to the Christchurch City Council for the right to drain sewage as outlined in the staff report.

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.

Jed O'Donoghue/Tori Peden

Carried
Consent of the Minister of Conservation

1.1 In exercising the consent of the Minister of Conservation, the Council should be satisfied that due procedure has been followed and in this respect the Council should have regard to the following matters:

1.1.1 The land affected by the application is a reserve subject to the provisions of the Reserves Act 1977.

1.1.2 The easement being applied for falls within the purposes specified in Section 48(1) of the Reserves Act.

1.1.3 The provisions of Section 48(2) (public notification) have been complied with or that a waiver can be given to this requirement under Section 48(3).

1.1.4 Section 4 of the Conservation Act 1987 (this Act shall be interpreted and administered as to give effect to the principles of the Treaty of Waitangi) meaning that in consenting to transactions under the Reserves Act 1977, consideration is to be given to the requirement or otherwise to consult with iwi.

1.2 It is confirmed that the subject land is reserve land, held in title CB7C/1117, for recreation reserve. Section 48(1) of the Act allows the Council to grant rights-of-way and other easements over any part of the reserve for any public purpose (section 48(1) (a)). It is not necessary to undertake public notification of the proposed easement according to Section 48(3) of the Act due to the fact that the installation of the infrastructure will not materially alter the reserve.

1.3 Specific consultation with iwi is not considered necessary as the site affected does not feature in the City Plan as having any significance to tangata whenua and the proposal is believed to be consistent with the framework of the Mahaau iwi Management Plan (MIMP) as the proposed earthworks activities will be minimal.
Hi Joanne

Thank you for your email.

As the proposed easement runs closely beside the eastern boundary of the golf club leased land we do not foresee any problems with the proposed easements. If the location were to change from the area indicated in the diagram we would seek further advice.

Regards

Rachael Court (Secretary)
Akaroa Golf Club
Pawsons Valley Rd
Duvauchelle

PO Box 42
Akaroa 7542

Tel 03 304 5704
Fax 03 304 5705
Office Hours Mon, Tues, Fri 9-3pm
10. Te Pātaka o Rākaihautū/Banks Peninsula Community Board Area Report - July 2019

Reference: 19/438440
Presenter(s): Penelope Goldstone – Community Governance Manager

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 Te Pātaka o Rākaihautū/Banks Peninsula Community Board:

1. Receive the Te Pātaka o Rākaihautū/Banks Peninsula Community Board Area Report for July 2019.
2. Decide whether it wishes to make a submission on the Council’s Te Wai Ora o Tane Draft Integrated Water Supply, and delegate authority to the Chairperson to approve the final submission.

3. Community Board Activities and Forward Planning

3.1 Memos/Information/Advice to the Board

3.1.1 Campervan Dump Stations – At its meeting on 13 November 2017, the Board “requested that staff research information on an offer by the New Zealand Motor Caravan Association to fund the installation of campervan dump stations around the Peninsula, and report back to the Board”.

A memorandum and relevant material is attached to this report in response to the request – Attachment A and Attachment B

3.1.2 Freedom Camping at Stoddart Point, Diamond Harbour

At its 20 May 2019 meeting the Board:

- Referred correspondence from Christine Turner, Secretary, Diamond Harbour Community Association (Attachment C), to staff with a request to report back on any steps that can be taken to address the concerns in the letter relating to the effects of freedom camping at Stoddart Point, specifically including changes to the Council literature in regard to freedom camping at that site, regulatory reform, signage and enforcement.

- Requested that staff report back to the Board at the 8 July meeting (via the Area Report) on this issue to allow any changes that need to be in place by 1 December 2019 to be enacted.

Background

- The Chair of the Board received correspondence on 7 March 2019 from Christine Turner, Secretary of the Diamond Harbour Community Association, about parking and freedom camping issues at Stoddart Point.
The Council received correspondence raising similar issues (to Dr Karleen Edwards, the then Chief Executive, on 11 May 2019), from Richard Suggate, Chair of the Diamond Harbour Community Association).

The response from the Chief Executive is attached (Attachment D), dated 24 May 2019, and goes some way to address the requests from the Board.

**Council Literature / CamperMate Information**

Staff discussions have clarified that the Board’s interest is likely to be in relation to the Council’s camping pamphlet (and its reference to CamperMate), and in relation to information on the CamperMate app about Diamond Harbour.

The reference to CamperMate in the Council’s “Know where to camp” brochure was due to the Akaroa CamperMate trial funded by the Ministry for Business, Employment and Innovation (MBIE). The trial uses data and technology to manage freedom camping issues, and Akaroa was one of ten sites around the country where parking sensors were being trialled. This meant app users could see if there were freedom camping parks available or not, and then make travel decisions accordingly. The trial in Akaroa showed good results, with 90% of app users going elsewhere when remotely finding the car parks at the freedom camping area full (on average, from 93km away).

CamperMate is the free app of a private company, which anyone can use to find freedom camping and other travel information from across New Zealand. The Council does not have control over the content of the app, but can request / suggest changes to correct or add information.

One advantage of the app (over the Council’s website) is that the app can be downloaded and used offline, which is useful in areas with low / no signal.

The current CamperMate entry for Diamond Harbour contains a pin for a free camping area at the Stoddart Point car park and states it is suitable for self-contained vehicles only. The text reads as follows:

**Diamond Harbour**

As of 1.12.15 the Christchurch City Council have adopted a freedom camping bylaw which allows certified self contained vehicles to park here for a maximum of two nights per month. Check the map for detailed information. You can camp on all council-owned and/or managed land within the Diamond Harbour area, excluding the prohibited area in Purau Bay.

This information is not incorrect – but the Board’s questions have prompted staff to take a fresh look at the wording, and we have requested that CamperMate change it to the following:

**Stoddart Point parking area, Diamond Harbour**

Certified self-contained campervans can stay in this parking area for up to two nights in any 30 day period.

Proof of self-containment will be required. Regular monitoring and enforcement. Please take all rubbish with you.

Popular parking area for visitors, and for locals commuting by ferry.
Camping in a tent, or a vehicle without certified on-board facilities is banned throughout the Christchurch district (including Banks Peninsula). If you are not in a certified self-contained vehicle you need to stay at a camping ground where there are facilities you can use. Fines apply. Website: http://ccc.govt.nz/camping

- As set out in the letter to the Chair of the Community Association from the Chief Executive – Council, staff contacted the CamperMate app in June last year to raise concerns about the use of the term “free camping ground”. The term was removed as a result, and the app was changed (nationwide) to use the term “free camping area”. This distinguishes areas of this type from areas with camping facilities (camping grounds).

- The new description, above, also uses the term “parking area” to more clearly communicate that it is not a site with camping facilities, and has other uses / users.

Parking Competition and Freedom Camping
- The issues outlined in the two letters from the Diamond Harbour Community Association relate to competition for parking spaces (particularly difficulties faced by commuters taking the ferry), and to freedom camping.

- It is not clear from the letters whether the issue is the parking immediately adjacent to the Diamond Harbour Wharf / the end of Waipapa Avenue, or whether the freedom camping issues are in the upper or lower Stoddart Point car park – or in all three areas.

- Parking by freedom camping vehicles is not the same as freedom camping.
- Freedom camping is the act of sleeping overnight in a vehicle.
- Freedom camping vehicles parked during the day are treated the same as any other vehicle.

Monitoring and Observations (Parking and Freedom Camping)
- Observations of parking in the area have shown variable rates of occupancy of parking spaces, with few instances of full capacity being reached across both parking areas.

- There have been relatively few complaints about freedom camping in the area, and a very small number of tickets (infringement fees) issued.

- The monitoring of parking capacity and freedom camping activities at Diamond Harbour is ongoing, and community and Board feedback will be taken into account when the compliance and monitoring programme for the coming freedom camping season is being considered.

Current Freedom Camping Bylaw Restrictions in the Diamond Harbour Area
- Those in certified self-contained vehicles are able to stay overnight in the Diamond Harbour area for up to two nights in any 30-day period.

- Outside of the mapped Diamond Harbour area, those in certified self-contained vehicles are able to stay overnight without a limit on duration. This is the case across the whole of the district (other than those areas that are limited to two nights, or prohibited completely).
The Council’s Freedom Camping Bylaw

- The Freedom Camping Act 2011 enabled freedom camping in all council areas across New Zealand, unless restricted or prohibited by a bylaw.

- The Act sets out the grounds on which councils can regulate freedom camping via bylaw and requires an assessment of whether a bylaw is the “most appropriate and proportionate way of addressing the perceived problem” (section 11(2)(b)).

- The current bylaw was adopted in 2015 and came into force in December 2016. It has been amended twice:
  - November 2016 – self-contained only across the district, and new prohibited areas due to clear evidence of significant problems (Lower Styx River car park, Windsport Park car park, Addington Reserve car park, French Farm foreshore and Wainui foreshore)
  - November 2018 – prohibited all forms of freedom camping in Akaroa township due to clear evidence of significant problems, and enabled 18 parking spaces for self-contained freedom camping in the Akaroa Freedom Camping Area.

- The Freedom Camping Bylaw is due for its full five-year review in 2020. The Council is unlikely to make any changes prior to the full review.

- Even a small amendment to a bylaw can take up to a year to complete, due to the legislative processes that are required.

- Work on the Freedom Camping Bylaw review will begin later this year, and the issues being raised in Diamond Harbour will be considered as part of that process.

3.2 Board Area Consultations/Engagement/Submission Opportunities

3.2.1 Te Wai Ora o Tāne Draft Integrated Water Strategy

The Council would like feedback on an integrated water strategy for Ōtautahi Christchurch and Te Pātaka o Rākaihautū Banks Peninsula. The draft strategy covers Christchurch’s water supply, wastewater, and stormwater.

For more details and to make a submission please click here. Submissions are open from 14 June to 14 July 2019.

3.3 Annual Plan and Long Term Plan matters

3.3.1 The Board made a submission to the Council’s Draft Annual Plan 2019/20 (attached to the Board’s 6 May 2019 agenda). The Council will adopt the final Annual Plan by end-June 2019.

3.4 Board Reporting

3.4.1 Board members are asked to highlight topics for inclusion in Newsline, the Board Newsletter and/or the Report to Council.

4. Community Board Plan – Update against Outcomes

4.1 The Community Board Plan is available here.
4.2 The Board received an update on the Community Board Plan in the March 2019 Area Report. The next update will be compiled as at 30 June 2019 and presented to the Board the next month.

5. Significant Council Projects in the Board Area

5.1 Strengthening Community Fund Projects

5.1.1 Applications to the 2019-20 Banks Peninsula Strengthening Communities Fund will be discussed at a workshop scheduled for 8 July 2019. Funding decisions will be made in August for the projects starting in September 2019.

5.2 Other partnerships with the community and organisations

5.2.1 Lyttelton Recreation Centre

Expressions of interest for the new voluntary Lyttelton Recreation Centre Advisory Group is well underway. Details have been posted via media for four advisory group members, one activator and three volunteers.

The Recreation Centre booking system is currently being investigated. Due to the complexity of the site the aim will be to complete this in phases. The first phase will be access to the squash courts.

A ‘Meet and Greet’ morning tea was held on 20th June for the Project Lyttelton volunteers, Activators, Project Manager and Support Staff alongside Council staff. This was an opportunity for both groups to be introduced, particularly as we progress with the partnership and new ways of working.

Employing a Facility Manager – Project Lyttelton are actively putting together a Job Description for this role. This new role is expected to commence when the partnership agreement has been signed.

The partnership agreement is currently with the Council’s Insurance and Indemnity Committee, and on confirmation received the document will be signed by both parties.

5.3 Infrastructure Projects Underway (as of May 2019)

5.3.1 Akaroa Wharf Renewal

Public consultation on the views and preferences for the future use of the wharf is currently being planned for June 2019. Consultation will include a number of drop in sessions in Akaroa in mid-June. Repair works to the wharf as identified in the recent structural report will take place over winter and be complete in advance of the cruise ship season in October 2019.

5.3.2 Allandale Domain Renewal

The detailed design is underway and an Archaeological Authority is being applied for the minor excavation required for the project. This had delayed the project tendering.

5.3.3 Awa-iti Domain Tennis Courts Renewal

Development of concept design is underway.

5.3.4 Cass Bay Playground Toilet Renewal

A project has commenced to renew the Cass Bay toilet block. Staff have held initial discussions with the Cass Bay Residents Association and Reserves Management
Committee to gain better understanding of requirements for the area. Site investigation and design will occur this financial year with construction programmed to commence in Spring 2019.

5.3.5 **Cressy Terrace Retaining Wall Renewal**

This project is to repair the existing earthquake damaged retaining wall beneath the road on Cressy Terrace. The tenders submissions are currently being evaluated. Construction is planned for completion in October 2019, subject to the tender evaluation process.

5.3.6 **Cressy Terrace Tennis Courts**

The earthquakes caused damage to the tennis courts, including cracks and uneven areas on the court surface. This project is unable to progress until the Retaining Wall Renewal project has been completed, which is currently in the tendering process. The expectation is that the tennis court renewal will follow on after the retaining wall work has been completed.

5.3.7 **Delivery package for Memorials**

This is a delivery package of five heritage assets requiring earthquake repairs or restoration. A Condition and Conservation Report has been received for the Akaroa Whaling Try Pots, which will help guide staff on the best conservation treatment for these assets.

5.3.8 **Delivery Package - Neighbourhood Parks - Green Assets**

Delivery Package Neighbourhood Parks is for the renewal of green assets (gardens, hedges, natural areas, turf) at the end of their useful life. This does not include trees and Neighbourhood Parks new green assets. This financial year’s work is on landscape and turf work at Halswell Domain around the new skate facility and new planting in Governors Bay Reserve.

5.3.9 **Delivery Package Marine Seawall Renewals**

This project is to renew seawalls around Banks Peninsula and coastal areas. Some walls will require input from other Council asset Units and New Zealand Transport Agency (NZTA). This financial year’s work is on the Little Akaloa seawall (completed), Akaroa township seawall repairs between the wharf and fire station (currently investigating consent requirements) and Akaroa boat park seawall repairs.

5.3.10 **Delivery Package Marine Structures Renewals**

This programme of work is for the renewal of marine structures around Banks Peninsula, which includes wharfs (excludes Akaroa wharf), jetties, slipways and boat ramps. For this financial year this programme is working on 25 sites and currently making good progress on all sites.

5.3.11 **Delivery Package Monuments and Artworks Renewals**

A delivery package is underway to conserve three monuments and artworks. These are the Moai statue in the Arts Centre, the Britomart Canon in Akaroa and the Our Saviour statue in the Rose Historic Chapel grounds.

The Moai Statue was removed from the Arts Centre in December 2018 and placed in safe storage. The three heritage lamps removed from Shag Rock Reserve for the rock fall work following the earthquake will also be installed in the coming months to coincide with the Coastal pathway construction. The project is currently on budget and tracking to programme.
5.3.12 **Delivery Package Recreational Surface Renewals**

This project includes renewal of the line marking for the Hoon Hay Park and Lyttelton half basketball courts. Work is currently scheduled to be undertaken in April/May 2019.

5.3.13 **Diamond Harbour Track and Signage Renewal**

Track work is completed with some signage to be installed in the near future to fully complete this project.

5.3.14 **Former Council Stables**

The project remains on hold during the heritage Expression of Interest process.

5.3.15 **Delivery Package - Garden and Heritage Renewal of Building**

A project is underway to complete exterior work to the Little River Craft Centre (Railway Station). Work includes replacing rotten timber, full paint of the exterior, and improving accessibility. The project is about to go to tender.

5.3.16 **Garden of Tane Renewals**

This project is for capital works in line with the Reserve Management Plan and through consultation with the Reserve Management Committee. For this financial year work is planned on tracks, drainage, trees and signage. All aspects are either in consenting or underway and will be completed this financial year.

5.3.17 **Governors Bay Community Centre and Pool Reserve - Play and Recreation Facilities**

This project is to upgrade the park for the community with play and recreational equipment, landscaping and furniture. The current phase is contractor engagement for the skate bowl and pump track with construction to start in the near future, subject to contractor availability.

5.3.18 **Head to Head Governors Bay to Allandale Seawall Renewal**

Staff are currently investigating options and working on designs for various sections of the sea wall between Allandale and Governors Bay. Works will be staged over the three financial years where budget has been allocated. This will be reported to the Community Board to determine the appropriate next steps.

5.3.19 **Head to Head Walkway**

This project is to provide/construct a walkway around Lyttelton Harbour from Godley Head to Adderley Head. Consultation on the route between Orton Bradley Park and Charteris Bay was undertaken during February/March 2019. Staff are also working on sections of track upgrades, signage and route options for the rest of the Head to Head Walkway. This will be reported via the Head to Head Walkway Working Party and the Community Board in due course.

5.3.20 **Kukupa Hostel**

This project is on hold during the heritage Expression of Interest process.

5.3.21 **Little River Railway Goods Shed**

Project construction commenced in April 2019 with excavation for the foundation and drainage now that authorities are in place.

5.3.22 **Naval Point Development Plan**

Public consultation is scheduled for 27 June to 28 July 2019 and will include a community meeting and several drop in sessions. Staff will be taking two options out to
the public for feedback. Pile removal is currently scheduled for late-May 2019 and will take three to four weeks.

5.3.23 **Okains Bay Campground Pavilion Earthquake Repair**

The concept design has been approved by the Okains Bay Reserve Management Committee and is now moving into detailed design. Resource Consent, Building Consent and Archaeological Authority applications are all underway. The project scope has been expanded to include the re-location and installation of some existing relocatable buildings for laundry, toilet and showerblock services.

5.3.24 **Okains Bay Renewal**

This project is for renewal of playground safety surfacing, landscaping, and furniture replacement. This financial year sees the installation of an outside BBQ for the picnic area and planting works throughout the reserve.

5.3.25 **Port Levy Toilet Block Renewal**

This project is to upgrade the toilet facilities in Port Levy (including landscaping). Staff are currently investigating options and liaising with the local runanga, which will be reported to the Community Board in due course to determine appropriate next steps.

5.3.26 **Robinsons Bay Reserve Renewals**

This project is for the development of Robinsons Bay Reserve and repairs on the wharf. This year sees the re-piling of the wharf, which is in construction phase and completed.

5.3.27 **Signal Box - Norwich Quay**

Repairs to the retaining wall are being investigated.

5.3.28 **Stanley Park Renewal**

This project is an ongoing project that involves the completion of works detailed in the Management Plan. This year sees work on replanting, track upgrades and new stone steps at the main entranceway.

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

6.1 Please refer to Item 5.1 above.

7. **Updates from Other Units**

7.1 **Community Parks Update**

7.1.1 **Overview**

Winter sports turf maintenance is currently under way. The Metrological Office has predicted cold to cool temperatures ranging from low to low teens, with increasing rainfall closer to the end of the month. It is typical at this time of year that growth rates decrease region wide due to the increase of frosts. The average temperature for June is expected to be slightly higher than average.

7.1.2 **Contract Key Performance – Quality – 89%**
7.1.3 **Current Maintenance Programme**

### Scheduled Parks Maintenance Programme for June 2019

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### Scheduled Parks Maintenance Programme for July 2019

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<tr>
<td>Drinking Fountain Clean</td>
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</table>
7.1.4 **Lyttelton Recreation Ground**

Two dog signs have been placed at the ground informing visitors of their responsibilities in regards to dog control. A further sign is being investigated.

7.1.5 **Awa-iti Domain**

The water tank stand that has been a long standing issue to locals has now been slated for removal. This is due to the Head Ranger Port Hills/Banks Peninsula facilitating the removal. Thanks should be given to him for his part in this matter.

7.1.6 **Corsair Bay**

A memorial seat donated by a local resident is expected to be placed near the beach front. The seat is being donated by the local as a community gift. The seat will be of the
same design as a usual park seat (image below). This is expected to be placed later in the year.

7.2 Regional Parks Update

7.2.1 Supported several plantings and working bees for the Diamond Harbour Reserve Management Committee, particularly in Sam’s and Morgan’s Gullies.

7.2.2 Staircase removed from the Head to Head Walkway in Governors Bay that was failing. Alternate track put in to allow ongoing access until repaired.

7.2.3 Work underway to repair seawall along Allandale track.

7.2.4 Robinson Bay wharf working bees with community volunteers.

7.2.5 Repairs to Pigeon Bay wharf, Daly’s Wharf, Diamond Harbour wharf.

7.2.6 Cass Bay staircase and track work.

7.2.7 Liaison with Lyttelton Reserves Management Committee on rogue tracks and planned diagonal track development.

7.2.8 Ongoing plant and animal pest work across Regional park land in area.

7.2.9 Garden of Tane Reserve Management Committee meeting.

7.2.10 Upgrading Duvauchelle depot to house Community Park maintenance team alongside Regional Park rangers.

7.2.11 Sites of Ecological Significance landowner visits to discuss ecological values and support.

7.2.12 Ngaio point re-development track work completed.

7.2.13 Akaroa Wharf commercial users meeting to discuss operational day to day management.
7.2.14 Debrief of cruise ship season.

7.2.15 Signage provided to Birdlings Flat Residents Association around rockfall concerns at southeast end of beach.

7.2.16 Support for Banks Peninsula pest free project.

8. Community Board Funding Update

8.1 At the time of writing, 25 applications had been made to the Board’s 2018-19 Discretionary Response Fund (three of these were Board Projects, two other applications have been withdrawn). The Banks Peninsula Discretionary Response Fund 2018-19 allocations are included (Attachment E).

8.2 Eight applications (four from students of Akaroa Area School) for the Youth Development Fund had been allocated from the Board’s Discretionary Response Fund using the new email process (Attachment E).

8.3 The Board formally moved its Board Project nominations for two projects on 10 July. Summer with your Neighbours’ and ‘ANZAC Day Services’ will be considered for allocation of funds early in the new financial year (after 1 July 2019).

Attachments

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<td>Memo to Banks Peninsula Community Board Caravan Dump Station 12 June 2019</td>
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<td>B</td>
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<td>C</td>
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<tr>
<td>D</td>
<td>Correspondence from Chief Executive to Diamond Harbour Community Association - 24 May 2019</td>
<td>69</td>
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<td>E</td>
<td>Banks Peninsula Discretionary Response Fund FY 2018-2019</td>
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## Signatories

<table>
<thead>
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<tbody>
<tr>
<td>Joan Blatchford</td>
<td>Manager Community Governance, Banks Peninsula/Lyttelton</td>
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<tr>
<td>Penelope Goldstone</td>
<td>Manager Community Governance, Banks Peninsula/Akaroa</td>
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<tr>
<td>Liz Carter</td>
<td>Community Board Advisor</td>
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<tr>
<td>Fiona Smith</td>
<td>Support Officer</td>
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<tr>
<td>Amy Hart</td>
<td>Banks Peninsula Support Officer</td>
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<tr>
<td>Philippa Hay</td>
<td>Community Development Advisor</td>
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<tr>
<td>Trisha Ventom</td>
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<tr>
<td>Andrea Wild</td>
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<td>Susan Mather</td>
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<tr>
<td>Penelope Goldstone</td>
<td>Manager Community Governance, Banks Peninsula/Akaroa</td>
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<tr>
<td>Matthew McLintock</td>
<td>Manager Community Governance Team</td>
</tr>
<tr>
<td>John Filsell</td>
<td>Head of Community Support, Governance and Partnerships</td>
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Christchurch City Council
Provision of Caravan Dump Station in Akaroa
Three Waters and Waste

Memorandum

Date: 12 June 2019

From: Mike Bourke Senior Planning Technician

To: Banks Peninsula Community Board

Cc: Bridget O’Brien – Planning and Delivery Manager Three Waters and Waste
    Kylie Hills – Project Manager - Akaroa Wastewater Project

PURPOSE

This memorandum provides information on a proposed caravan dump station to be built in Akaroa as part of the wastewater project and what is available from the NZ Motor Caravan Association to assist.

Background

A dump station is a roadside facility where the travelling community can safely and hygienically dispose of their liquid wastes from their vehicle. They are a common feature throughout NZ and are supported by the NZMCA (Motor Caravan Association). These facilities require sealed access, a receiving dish, a 100 mm diameter standard sewer connection and a water supply connection for the flushing tap. They are often installed close to a potable water supply to allow refilling of the motor home. The Community Board wish to see appropriate caravan and motor home dump station facilities provided in Akaroa as soon as possible.

Wastewater Project

This Akaroa Wastewater Project has undertaken to provide a purpose built dump station at the site of the proposed terminal pump station near the boatyard as part of the wider project. It will be a simple matter to site and construct this new facility as part of the construction project. The expected cost of this facility as part of the wastewater project would be between $10,000 and $15,000. The timing of the wastewater project construction is uncertain at this stage but, at best, construction could commence in late 2021. This allows for a Council decision on the preferred wastewater reuse option, consent applications and appeals, detailed design and tendering.

Siting of a new dump station at the terminal pump station site is ideal as services can be made available as part of the pump station build (perhaps even recycled water for washing down) and it will be a simple matter to remotely monitor the site for vandalism and misuse from the new pump station.

Assistance Available from NZMCA

The NZMCA do offer to provide, free of charge, the receiving dish with plumbing attached, ready for installation. All installation, roading, sewer and water connection and reinstatement costs are not part of what NZMCA provide (pers comm John Allen – Canterbury Environmental Adviser for NZMCA). The

TRIM 19/645932
value of the NZMCA offer is less than $1,500 per installation. The major part of the cost of any dump station installation will be the road works, trenching and connection for sewer and water services. The full cost of a new dump station installation where services are no more than 10m away is expected to be $20,000 in an urban setting.

**Siting of a New Dump Station**

Clearly it is simpler to site a new facility in an urban area where sewer and water services already exist. Installation in a rural area would require a septic tank system to also be installed and a water supply for washing down would also need to be provided. Ideally a potable water supply would be provided close to a dump station site to allow camper vans and motor homes to replenish their on-board potable water supply.

In an urban setting obtaining the community agreement to the siting of a new dump station can be difficult. This has certainly been the case in residential areas in Christchurch. They are better suited to a semi-industrial area.

There is a dump station available at the Akaroa Top 10 Holiday Park (Morgans Road) where free use of their dump station is permitted even to motor home and caravan owners who are not staying at the park. They do not however, allow non-staying motor homes to fill up with potable water as they are charged for their water supply by the Council.

**Recommendation**

This information be received.

**Example of Simple Dump Station**

![Image of a simple dump station]

New Caravan Dump Station at BP Russley – Harewood Road / Russley Road
DUMP STATION GUIDE

New Zealand Motor Caravan Association

August 2015
DUMP STATION FUNDING

Dump stations are small facilities that help protect public health and the environment by ensuring the proper disposal of black and grey waste water from motor caravans and caravans.

The NZMCA provides assistance for the installation of public dump stations by way of a:
(1) pre-cast unit (and fittings) built to NZS 5465:2001 – NZ Standard for Self Containment of Motor Caravans and Caravans – that requires minimal work to assemble and install, along with the appropriate signage to assist the public in locating the site;
(2) if necessary, additional financial assistance (assessed on a case by case basis).

In return, we require the dump station to meet the following conditions for its economic life:

- Accessible to the general public 24 hrs a day
- Accessible for large vehicles (e.g. 12m buses)
- Built to a design that meets the approval of NZMCA and relevant Council requirements
- Able to be used for no charge (We are not opposed to a donation so long as the donation is not ‘required’)
- In a location where NZMCA members have verified a need for a dump station (The NZMCA will investigate this part once we have your request for funding)

The NZMCA has a limited budget, so meeting the above conditions does not guarantee that funding can be approved in that financial year.

You may purchase units and signs. Please visit www.nzmca.org.nz for an order form.

We publish the location of dump stations in our members’ Travel Directory, bi-monthly Motor Caravanner magazine, and website.

If the dump station is well-designed and fully accessible, then no one has any excuse for not using the facility and this will help protect public health and the environment from indiscriminate waste disposal.

To apply for funding, submit the application form at the end of this guide and include any necessary supporting documentation.

NZMCA representatives are willing to volunteer their expertise and assist local authorities, organisations and contractors to find suitable locations for dump stations, and provide technical advice for installation.

DUMP STATION INSTALLATION

Dump stations need to be positioned with appropriate access, e.g. drive through, or a large turning area, for longer length vehicles as motor caravans can be up to 12m long and can have their tank release valves on any side of the vehicle.

Constructed dump stations:

Appendix B of NZS 5465:2001 (below) outlines the minimum requirements for dump station installations.

Below is a photo of a practical dump station installed in Omokoroa, giving an idea of the size and look of the facility, and a schedule of materials and plans for the ‘ideal’ dump station.

We recommend you use a gully trap in the dump station with a removable grate for people to empty port-potties, or use non-standard sized hoses without spillage or blockage.

If you have no grate over the open hole of the gully, the station will need a lid to keep out litter and leaves.

Two x 1m posts either side of the dump station is recommended to prevent vehicles driving over the top and damaging the unit.
NZS 5465:2001
Appendix B – Dump station installations

B 1
Dump stations for the disposal of waste water from the waste tanks of motor caravans and caravans having self containment certificates in accordance with this Standard shall comply with the following minimum requirements.

Note: waste outlets can be on either side of the vehicle.

B 2
The station shall be on an un-floodable level site with a good vehicular access and egress, and should be clearly marked with this complying sign. Ideally, large vehicles should be able to “drive by” from either direction.

B 3
The station shall consist of:

a) A self cleansing unit of at least 600 x 500 mm with an upstand surround of not less than 100 mm, above the adjacent carriageway or on sealed surfaces 25 mm with a gradient to the outlet of at least 1 in 60.

The following is to clarify the above instructions:

(i) A self-cleansing unit of at least 600 x 500mm with an internal upstand of not less than 100mm with an internal gradient to the outlet of at least 1 in 60;

(ii) The external upstand of the Dump Station not more than 100mm and not less than 25mm above the carriageway serving the facility.

For current drainage regulations refer to Acceptable Solution G13/AS2.

b) The following shall be mounted in the base:

i. A 75mm diameter bayonet coupling;
ii. A 75 mm diameter cap to seal the bayonet coupling;
iii. A 100 mm N.B. floor waste outlet with protective grate; or
iv. A 100 mm N.B. sewer pipe with a water seal.

c) Mounted over the base shall be:

i. A water standpipe with the tap, and backflow prevention device as approved by the local authority consent not less than 450 mm above the base;
ii. A flexible hose of not more than 300 mm length attached to the tap.

B 4
The installation shall be connected to a waste water treatment system and shall comply with all appropriate regulatory and bylaw requirements.

PRE-CAST DUMP STATIONS

In an effort to standardise the construction of dump stations around New Zealand, we have developed a precast lightweight version to comply with NZS 5465:2001.
SCHEDULE OF MATERIALS:
DUAL BAY DUMP POINT (see figure 2)

Note: A building consent application will have to be gained for approval to construct the foul sewer drainage portion of this work.

Island
• ‘Dump point’ island [typical size 900 x 800mm] with rounded ends. Constructed with concrete kerb to perimeter with 100mm thick concrete slab 2850mm long in centre and grassed surfaces each end. Include all reinstatement of surrounding surfaces. Note: Lip of dump station unit should be flush with surface of concrete slab to remain no more than 100mm from the carriageway.

Water
• Water supply pipe from existing reticulation run to one outlet in the island including all necessary excavation, imported fill, backfill, surface reinstatement, pipe work, fittings, connection to existing system as required.
• 1 No. vertical water supply pipe finishing 1100mm above island with bend and extension for tap, fixed with saddle clamp to timber post.
• 1 No. backflow prevention device.
• 1 No. Self closing bib tap (for non-potable water tap)
• 1 No. Self closing bib tap with screwed ruff (>15sec timer) or standard brass hose tap (for potable water). Contact us for further information on bib taps.
• 1 No. 500mm long flexible hose pipe and coupling for attachment to tap.
• No.100 x 100 x 18000 long HS Tanalised Pine posts set in ground and bedded in concrete.
• 1 No. Non-potable water sign mounted on post.
• 1 No. Drinking water sign mounted on post where fresh water supply is located.

Foul Sewer Drainage
• 1 No. Building consent approval.
• 1 No. 100mm diameter sewer branch pipe work from existing foul sewer system to new vehicle dump point including all necessary excavation, imported fill, backfill, surface reinstatement, pipe work, fittings, connection to existing system as required in accordance with Local Authority requirements.
• 1 No. 700 x 350 precast concrete surround set in concrete slab.
• 1 No. 100mm diameter sewer P-trap, connected to new pipe work.
  • 1 No. 100 x 100 x 75 dia. sewer pipe junction.
  • 1 No. 300 x 210 Marley gully 1575-100 without grate, bed in concrete.
• 1 No. 75 dia. sewer pipe in vertical extension with bend as detailed connected to branch, terminating with 75 bayonet coupling set in concrete.
• 1 No. 75 dia. airtight cap to coupling with chain stay fixed to concrete.
• 1 No. Cement plastered grading of concrete base of sump trap to falls.

Metal lid/cover (supplied with approved funding)
• 2 No. Purpose made hinges each comprising two lengths 50 x 6 MS flat, one end fish tailed for casting into concrete, both drilled for and complete with M12 bolt and locking nut, other end welded to checker plate lid.
• 1 No. 700 x 550 x 6mm checker plate cover with lifting ring.
• 1 No. Hot dip galvanise plate and hinges
• 2 No. Cast hinges into concrete base.

DUMP STATION SIGNS

When a new public dump station is to be installed we may provide the following signs:

Small 300 x 300mm, single sided
Medium 300 x 580mm, double sided
Large 470 x 900mm, double sided
Water 150 x 210mm, potable and non-potable

Medium and large signs come with brackets and straps.
Figure 2 - DUAL VEHICLE DUMP POINT IN ACCORDANCE WITH NZS 5465:2001

For best use, recommended maximum height of 1000mm from surface of carriageway to lip of dump station.

If fresh water taps are to be included in the installation, it is recommended that they be installed as far away from the D/S carriageway as the site will allow. With the increasing numbers using the facilities congestion can occur frequently.
Pam Richardson  
Chairperson  
Banks Peninsula Community Board  
PO Box 73028, Christchurch 8154

Dear Pam

I am writing on behalf of the Diamond Harbour Community Association to express concern about the number of freedom campers we have had at Stoddart Point in Diamond Harbour this summer season. There has regularly been a dozen or so vans parked in the car parks. The parking spaces in the area are overloaded and our regular commuters must park on the grass or under the trees when they come to catch the ferry. One morning there were 14 cars, a school van and a trailer parked on the grass.

This is a commuting community, and the domain is not a good place for freedom camping. The domain is best used for a limited number of ferry car parks and facilities for day visitors (e.g. for picnickers and walkers). Ferry parking is already overcrowded down by the wharf, leading to parking on yellow lines, but putting more asphalt parking in the domain is not an acceptable solution. If freedom camping is to continue, perhaps we need signs for designated parks for a strictly limited number of freedom campers.

The freedom campers also add to the demand on the toilets and rubbish collection. The domain public toilet has been overflowing out of the septic tank field and seeping down across the coastal track and into the harbour. The septic tank is inadequate and over-used and this has been confirmed by an engineering report which has been presented to you. This is a health and safety issue. What does the Community Board and Council intend doing about this matter?

Without some action by the Council both the parking and toilet situation will probably be worse next summer. We look forward to your response.

Yours sincerely,

Christine Turner  
Secretary  
Diamond Harbour Community Association
Sent: Friday, 24 May 2019 5:13 p.m.
Subject: RE: Stoddart Point Freedom Camping

Dear Mr Suggate

Thank you for your letter (dated 12 May 2019) in which you write as the Chair of the Diamond Harbour Community Association to raise concerns about freedom camping issues.

In your letter you raise two main concerns:
- competition for parking in Stoddart Point Domain and near the Diamond Harbour Wharf, between freedom campers and locals / commuters (and the potential to close the Domain to freedom campers or to limit parking spots for freedom campers)
- the information in the CamperMate app about Stoddart Point.

I will address your concerns about parking competition and increase in freedom camping vehicles first.

We had a small number of similar complaints over the summer about an increase in freedom camping vehicles using the parking areas near the wharf and in the domain, and understand that this can make it difficult for locals / commuters to find a parking space, and that having to park further away can be inconvenient.

As you set out in your letter, the Council’s Freedom Camping Bylaw 2015 (the bylaw) currently enables those in certified self-contained vehicles to stay overnight in the Diamond Harbour area for up to two nights in any 30-day period. In order to alter this, the bylaw would have to be amended. Even a small amendment to a bylaw can take up to a year to complete due to the legislative processes required, and any restrictions put in place would have to align with the Freedom Camping Act 2011.

The bylaw is due for review in 2020, and the Council is unlikely to make any changes prior to the full review. Work on the review will begin later this year, and the issues in Diamond Harbour will be considered as part of that process.

We do understand your frustration at having to adjust during times of higher demand.

You suggest the temporary closure of the area to freedom camping. Although there is a power in the bylaw for the Chief Executive to temporarily close or restrict freedom camping within certain criteria, I would only put a closure in place if I received advice about evidence of significant problems.

However, our freedom camping and parking monitoring over the summer has shown inconsistent numbers of freedom camping vehicles, few instances of full capacity being reached across both parking areas, and relatively few complaints about freedom camping in the area.

With regards to your comments on the CamperMate app, Council staff contacted the CamperMate app in June last year to raise concerns about the descriptions used.

The use of the term “free camping ground” was removed as a result, and the app was changed to the term “free camping area”, to distinguish this type of area from areas with camping facilities. Technically, Stoddart Point is an area where freedom camping is allowed, so this term is not
incorrect. The app also makes it clear that only certified self-contained camping is allowed, and that there is a maximum stay of two nights in any 30-day period. I also note that the CamperMate information pin is located in the domain carpark, but remains silent on the wharf car parking area.

The use of camping apps is both problematic and helpful to councils. Many people wanting to freedom camp travel around the country may not always know which local council area they are in, or how to access information about the rules or bylaws. Camping apps pull information together, and most do their best to provide accurate information.

If vehicles are freedom camping without the appropriate on-board facilities, as you suggest, please contact the Council’s call centre (phone 03 941 8999 or 0800 800 169), or use the Snap Send Solve app.

Thank you for bringing your concerns to my attention. Council staff will continue to monitor the situation.

Kind regards

Dr Karleen Edwards
Chief Executive

Christchurch City Council
Civic Offices, 53 Hereford Street, Christchurch
PO Box 73016, Christchurch, 8154

Please consider the environment before printing this email
### Banks Peninsula Discretionary Response Fund 2018/19

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<th>Previous BUDGET</th>
<th>Board Approval</th>
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Transfer of remaining unallocated funds ($56,645) from the 2018/19 Strengthening Communities Fund to the 2018/19 Discretionary Response Fund

Credit for unused grant to Project Lyttelton (N.Thompson email 20/11/2018) $289.00

Total BUDGET $70,202.00

#### Youth Development Fund

**Allocations made**

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<td>Angus Latham</td>
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<tr>
<td>Riley Flanagan - Youth Development Fund</td>
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<td>Jack Lopas</td>
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**Youth Development Fund Allocated** $450.00

#### In Assessment

In Assessment Balance $-

#### Declined

#### Pending Board Approval

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**Pending Board Approval Balance** $4,204.00

#### Shape Your Place Toolkit

**Allocations Made**

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#### Discretionary Response Fund

**Allocations made**

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<td>Banks Peninsula Community Board - Reserve Management Activity Costs</td>
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11. 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.