Waipuna
Halswell-Hornby-Riccarton Community Board
AGENDA

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

Date: Tuesday 9 July 2019
Time: 4.30pm
Venue: Hao Room, Te Hāpua: Halswell Centre
341 Halswell Road, Halswell

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

3 July 2019

Marie Byrne
Acting Manager Community Governance, Halswell-Hornby-Riccarton
941 6502
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Note: The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted. If you require further information relating to any reports, please contact the person named on the report.

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Strategic Framework

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

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

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

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

Supporting Principles
Accountability
Affordability
Agility
Equity
Innovation

Collaboration
Prudent Financial
Management
Stewardship
Wellbeing and
resilience
Trust

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

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

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

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

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

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

Enabling active citizenship and connected
communities

Maximising opportunities to develop a vibrant,
prosperous and sustainable 21st century city

Climate change
leadership

Informed and proactive
approaches to natural
hazard risks

Increasing active, public
and shared transport
opportunities and use

Safe and sustainable
water supply and
improved waterways
Waipuna/Halswell-Hornby-Riccarton Community Board – Community Board Plan 2017-2019

Community Outcomes and Priorities

1. **Strong Communities**

   **Outcomes for the Waipuna/Halswell-Hornby-Riccarton Community Board area:**
   1.1 A range of social and recreational initiatives which build and develop community wellbeing.
   1.2 Culturally inclusive and celebrates diversity.

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

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

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

2. **Liveable City**

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

   **Our Board Priorities are to:**
   **Roading and Transport**
   2.7 Work with schools and community groups to ensure safe crossings and road networks near schools and along key transit routes.
   2.8 Support public transport and cycling initiatives that promote increased usage.

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

2.14 Monitor planning issues and support community concerns through appropriate channels.

**Community Facilities and Playgrounds**

2.15 Ensure the new Riccarton Community Centre and the Hornby Library and Customer Services and South West Leisure Centre meet the needs of the community.

2.16 Advocate for the timely provision of local facilities to meet the needs of growing local communities.

2.17 Ensure that usage of Council facilities is being optimised.

2.18 Advocate for the provision of quality playgrounds throughout the wards.

**Heritage**

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

3. **Healthy Environment**

**Outcomes for the Waipuna/Halswell-Hornby-Riccarton Community Board area:**

3.1 A commitment to protect and improve the local environment.

3.2 Climate change and environmental sustainability is considered by the Community Board in its decision making, including for all new facilities.

**Our Board Priorities are to:**

3.3 Support and advocate to maintain clean drinking water and high standards of air quality.

3.4 Monitor pollution issues, quarrying effects and compliance of consents.

3.5 Support local communities on land use, and air and water quality issues and where appropriate, advocate for and represent any community concerns arising.

3.6 Monitor and respond on parks and tree issues raised by the community.

3.7 Encourage and support the implementation of local sustainable greenspace use initiatives, for example, food forests and community gardens.

3.8 Support and advocate for initiatives aimed at addressing climate change.

4. **Prosperous Economy**

**Outcomes for the Waipuna/Halswell-Hornby-Riccarton Community Board area:**

4.1 Strong local business communities.

4.2 An environment where innovative projects are trialled and supported.

4.3 Has a strong social enterprise sector.

**Our Board Priorities are to:**

4.4 Continue to liaise with local business networks.

4.5 Support initiatives that promote a wide range of innovative practices.

4.6 Foster social enterprise initiatives.

4.7 Advocate for Council rate increases to be kept as low as possible.

4.8 Support the provision of more affordable and social housing.
Waipuna/Halswell-Hornby-Riccarton Community Board
09 July 2019

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

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1. **Apologies**
   
   At the close of the agenda, no apologies had been received.

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

3. **Confirmation of Previous Meeting Minutes**
   
   That the minutes of the Waipuna/Halswell-Hornby-Riccarton Community Board meeting held on [Wednesday 26 June 2019](#), be confirmed (refer page 7).

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

   The public forum will be held at 4.30pm.

   4.1 **Halswell Quarry Park - Replacement Artwork - Adelaide Sister City Garden**
   
   Peter Cottrell, Chairperson, Christchurch Adelaide Sister City Committee, will address the Board regarding replacement artwork in the Adelaide Sister City Garden at the Halswell Quarry Park.

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.
Waipuna
Halswell-Hornby-Riccarton Community Board
OPEN MINUTES

Date: Wednesday 26 June 2019
Time: 4.30pm
Venue: Hao Room, Te Hāpua: Halswell Centre
341 Halswell Road, Halswell

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

26 June 2019

Marie Byrne
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The agenda was dealt with in the following order.

1. **Apologies**

   **Part C**

   Community Board Resolved HHRB/2019/00063

   That the apologies received from Natalie Bryden for absence, and from Jimmy Chen and Anne Galloway for lateness, be accepted.

   Ross McFarlane/Catherine Chu  

   Carried

2. **Declarations of Interest**

   **Part B**

   There were no declarations of interest recorded.

3. **Confirmation of Previous Minutes**

   **Part C**

   Community Board Resolved HHRB/2019/00064

   That the minutes of the Waipuna/Halswell-Hornby-Riccarton Community Board meeting held on Tuesday 11 June 2019, be confirmed.

   Ross McFarlane/Mike Mora  

   Carried

4. **Public Forum**

   **Part B**

   4.1 **Country Palms Subdivision – Palm Trees**

   Kim Sanders, Company Engineer, Suburban Estates Limited, addressed the Board with a request that an additional palm tree be approved for the new entrance to the Country Palms subdivision off Halswell Junction Road.

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

   The Waipuna/Halswell-Hornby-Riccarton Community Board decided to:

   1. Refer the request made by Suburban Estates Limited for an additional palm tree at the Country Palms Subdivision to staff for consideration and response back to the Board and the company.

**Attachments**

A  Kim Sanders - Country Palms Subdivision
Jimmy Chen arrived at 4.37pm.

4.2 Harrington Park - Proposed Peace Garden

Representatives from the Oak Development Trust and the local community addressed the Board in relation to a proposal for a Peace Garden at Harrington Park.

After questions from members, the Chairperson thanked the group for their presentation. The Waipuna/Halswell-Hornby-Riccarton Community Board decided to:

1. Refer the proposal received from the local Riccarton community for a Peace Garden at Harrington Park to staff for consideration and response back to the Board and the community representatives.

Attachments
A Harrington Park - Proposed Peace Garden

Anne Galloway arrived at 4.42pm.

5. Deputations by Appointment

Part B
There were no deputations by appointment.

6. Presentation of Petitions

Part B
There was no presentation of petitions.

7. Waipuna/Halswell-Hornby-Riccarton Community Board - Extraordinary Minutes - 5 June 2019

Community Board Resolved HHRB/2019/00065

That the minutes of the Waipuna/Halswell-Hornby-Riccarton Community Board Extraordinary Meeting held on Wednesday 5 June 2019, be confirmed.

That the Waipuna/Halswell-Hornby-Riccarton Community Board notes for record purposes, its submission regarding the Proposed Roydon Quarry resource consent application.

Ross McFarlane/Vicki Buck Carried

8. Notice of Motion - Deans Avenue - Cruising

Helen Broughton moved:

There have been recent concerns from some local residents in the Deans Avenue area regarding noise from cruising on Friday and Saturday nights on Deans Avenue.
That the Waipuna/Halswell-Hornby-Riccarton Community Board request a meeting with the New Zealand Police to discuss these concerns and security issues in the area of the mosque.

Helen Broughton sought to alter the wording of her proposed motion to the following:

1. That the Waipuna/Halswell-Hornby-Riccarton Community Board notes there have been recent concerns from some local residents in the Deans Avenue area regarding noise from cruising on Friday and Saturday nights on Deans Avenue.
2. That the Waipuna/Halswell-Hornby-Riccarton Community Board notes that the Deans Avenue Precinct Society, with support from the Board, have scheduled a residents meeting for Wednesday 24 July 2019 where the New Zealand Police will be present to discuss these concerns.

The wording changes sought did not receive the agreement of the majority of members present. When put to the meeting by the Chairperson, the motion lapsed through the lack of a seconder.

9. 5 Kirk Road - Access to Public Transport - Marking Of Existing Bus Stop

Community Board Resolved HHRB/2019/00066 (Original Staff Recommendation accepted without change)

Part C

That the Waipuna/Halswell-Hornby-Riccarton Community Board resolved to approve Option 1:

1. Under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles is prohibited on the part of Kirk Road referred to as A1, as identified as ‘No Stopping’ on the attached drawing TG134701a Issue 1, dated 31-05-2019 (refer Attachment A of the agenda staff report).
2. Under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the part of Kirk Road referred to as A1, identified as ‘Bus Stop’ on the attached drawing TG134701a Issue 1, dated 31-05-2019 (refer Attachment A of the agenda staff report), is reserved as a parking place in the form of a bus stop for the exclusive use of buses at all times.
3. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report, are revoked.
4. That these resolutions take effect when the traffic control devices that evidence the restrictions described in the agenda staff report are in place.

Carried

Jimmy Chen/Mike Mora

Ross McFarlane left the meeting at 5.04pm.

Community Board Resolved HHRB/2019/00067 (Original Staff Recommendation accepted without change)

Part C

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

1. Approve a grant of $5,000 from its 2018-19 Discretionary Response Fund to Halswell Hall towards replacing the original clay drainage pipes.

2. Approve a grant of $5,000 from its 2018-19 Discretionary Response Fund to Wigram School towards the establishment of a school garden.

Mike Mora/Vicki Buck

Carried

Ross McFarlane returned to the meeting at 5.06pm.

11. Halswell Swimming Pool - Operating Hours

Staff Recommendations

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

1. Approve the trial of Option 3 during the 2019-2020 summer season to extend the opening hours for the 19 weeks from 6am to 7pm Monday to Thursday, 6am to 9pm Friday, and 9am to 9pm Saturday and Sunday.

2. Allocate funding of up to $59,707.50 from Waipuna/Halswell-Hornby-Riccarton Community Board funding sources to allow the completion of the trial.

Debbie Mora moved by way of amendment, and seconded by Catherine Chu:

That the Waipuna/Halswell-Hornby-Riccarton Community Board resolve to approve an amended Option 1 that provides additional operating hours for the 19 week season from 6am to 7pm Sunday to Thursday and 9am to 9pm Friday and Saturday.

Arising from the Board’s subsequent considerations, the amendment, with the approval of the seconder, was withdrawn.

Community Board Resolved HHRB/2019/00068

Helen Broughton moved by way of amendment, and seconded by Catherine Chu:

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

1. Approve an extended Option 2 with the proviso that it is funded up to $50,000 from the Board’s 2018-19 and 2019-20 Discretionary Response Fund, and further that the Board delegate to its Halswell ward members, the authority to decide on the trial operating hours for the Halswell Swimming Pool’s 2019-20 season.
On being put to the meeting as the substantive motion, the amendment was declared carried.

The meeting adjourned at 5.32pm and reconvened at 5.34pm.


Community Board Resolved HHRB/2019/00069 (Original Staff Recommendation accepted without change)

Part B

That the Waipuna/Halswell-Hornby-Riccarton Community Board decided to:


2. Receive the staff memorandum in relation to the Waipuna/Halswell-Hornby-Riccarton Community Board’s 2019-20 Strengthening Communities Fund.

Catherine Chu left the meeting at 5.52pm.

13. Elected Members’ Information Exchange

Part B

Board members exchanged information on the following:

- Cruising behaviour – Deans Avenue residents feedback tabled and noted that a resident’s meeting has been arranged with the New Zealand Police to discuss issues
- Cashmere Road - footpath maintenance – noted that remedial work is underway
- Annual Plan – updates requested on:
  - Ōpāwaho/Heathcote River Storm Water Management Plan
  - Stormwater Areas - maintenance schedule – information still awaited
- Bradshaw Terrace
- Halswell Junction Road Extension
- Westlake Reserve – update on recent incident awaited

Meeting concluded at 6.01pm

CONFIRMED THIS 9TH DAY OF JULY 2019
Item 3 - Minutes of Previous Meeting 26/06/2019
7. 38 Hanrahan Street - Proposed Right-of-Way Name

Reference:  19/679636
Presenter:  Paul Lowe, Principal Advisor Resource Consents

1. Purpose of Report

1.1 The purpose of this report is for the Waipuna/Halswell-Hornby-Riccarton Community Board to consider and approve the proposed right-of-way name arising from a proposed subdivision at 38 Hanrahan Street, Riccarton.

2. Staff Recommendations

That the Waipuna/Halswell-Hornby-Riccarton Community Board resolve to approve the following new right-of-way name:

1. 38 Hanrahan Street (RMA/2019/666)
   a. Stemmer Lane

3. Background

   Introduction

3.1 A right-of-way naming request has been submitted by the developer for a subdivision at 38 Hanrahan Street (RMA/2019/666). A preferred name and alternative names have been put forward by the developer.

3.2 The recommended right-of-way names has been checked against existing road names in Christchurch and bordering districts, for duplication, alternative spelling, or other similarities in spelling or pronunciation to avoid the potential for confusion. The recommended names are considered sufficiently different to existing road names.

3.3 The recommended right-of-way names has been checked against the Australia and New Zealand Standard AS/NZA 4819:2011 Rural and Urban addressing. The recommended names are considered to be consistent with the standard, unless otherwise stated below.

3.4 Under the Roads and Right-of-Way-naming policy, the names considered must be requested by the developer. There is not an ability to consider alternative names without first checking whether there are any duplications or similarities with other road and right-of-way names.

3.5 Consultation has been undertaken with Land Information New Zealand who have raised no concerns with the proposed names, unless otherwise specified below.

3.6 The requests have been accompanied by explanation of the background to the names which are summarised below.

Assessment of Significance and Engagement

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

3.8 The level of significance was determined by the number of people affected and/or with an interest.
3.9 Due to the assessment of low significance, no further community engagement and consultation is required.

38 Hanrahan Street (RMA/2019/666)

3.10 A right-of-way name has been requested by Firestone Limited for the new right-of-way within the subdivision at 38 Hanrahan Street (refer Attachment A).

3.11 The name has been chosen in accordance with the theme of locality history.

3.12 The preferred name, followed by two alternative names, are:

3.12.1 Preferred Name

- Stemmer Lane – Originally, Peer Street nearby was known as Stemmers Road before being renamed around 1910 and was the more popular term at the time due to being located within Peerswick Village. Robert Anthony Stemmer (1857-1935) was a local gardener and a part of the area's history.

3.12.2 Alternative Names

- Jerningham Lane – Peerswick Village was originally named after a stallion ‘The Peer’ that was born in 1855 and went on to be owned by Edward Jerningham Wakefield (1820-1879). Edward was the son of Edward Gibbon Wakefield owner of the New Zealand Company and co-Founder of the Canterbury Association. Edward and The Peer must have spent a lot of time in the area as it went on to be named Peerswick/Peers Village.

- Alan Lane – Hanrahan Street used to be called Alan Street before being renamed in recognition of Right Reverend Monsignor Thomas Hanrahan.

Attachments

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Confirmation of Statutory Compliance

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

(a) This report contains:

(i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and

(ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(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.
<table>
<thead>
<tr>
<th>Signatories</th>
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<tbody>
<tr>
<td>Authors</td>
<td>Laura Braddick - Senior Resource Consents Support Officer</td>
</tr>
<tr>
<td></td>
<td>Paul Lowe - Principal Advisor Resource Consents</td>
</tr>
<tr>
<td>Approved By</td>
<td>John Higgins - Head of Resource Consents</td>
</tr>
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<td></td>
<td>Carolyn Gallagher - Acting General Manager Consenting and Compliance</td>
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</table>
8. Athol Terrace and Rutherglen Avenue - Residents' Parking Restriction Exemption Scheme Pilot

Reference: 19/649345
Presenter: Edwin Tiong, Traffic Engineer

1. Purpose of Report
1.1 The purpose of this report is for the Waipuna/Halswell-Hornby-Riccarton Community Board to consider approving a Residents' Parking Restriction Exemption scheme for Athol Terrace (part) and Rutherglen Avenue.

2. Staff Recommendations
That the Waipuna/Halswell-Hornby-Riccarton Community Board resolve under clause 10 of the Christchurch City Council Traffic and Parking Bylaw 2017 that:

1. The sections of Athol Terrace shown as a “Proposed P120 Residents Exemption Area” on drawing TG133755 issue 1 dated 12-6-2019 and attached to the agenda staff report, is a residents’ exemption parking area for the use of persons who reside in the street and hold the associated permit; and,
2. The sections of Rutherglen Avenue shown as a “Proposed P120 Residents Exemption Area” on drawing TG133756 issue 1 dated 12-6-2019 and attached to the agenda staff report, is a residents’ exemption parking area for the use of persons who reside in the street and hold the associated permit; and,
3. Such permit holders are not required to comply with the 120 minute time restriction on those sections of Athol Terrace and Rutherglen Avenue as described in 1. and 2.above.

That the Waipuna/Halswell-Hornby-Riccarton Community Board resolves:

4. That resolutions 1. to 3. above take effect when signage that evidence these resolutions, is in place.

3. Key Points
3.1 This recommendations in this report are consistent with the anticipated outcomes of the Traffic Safety and Efficiency Service Plan in the Council’s Long Term Plan (2018 - 2028)
3.2 The following feasible options have been considered:
   - Option 1 - Implement Residential Parking Restriction Exemption Scheme (preferred option).
   - Option 2 - Do Nothing
3.3 Option Summary - Advantages and Disadvantages (Preferred Option)
3.3.1 The advantages of this option include:
   - May assist prioritising on-street parking for residents of the street.
   - May provide improved utilisation of existing P120 areas.
3.3.2 The disadvantages of this option include:
• There are no identified disadvantages to this option.

4. Context/Background

Background

4.1 Athol Terrace and Rutherglen Avenue are within walking distance of the University of Canterbury. Both streets have restricted P120 parking areas. The restricted parking sections of Athol Terrace and Rutherglen Avenue tend to be largely occupied on weekdays.

4.2 The Council adopted the Suburban Parking Policy on 28 February 2019 (CNCL/2019/00042). The Policy makes changes to how residents’ parking is provided for, including provision to allow residents to be exempt from complying with time limited parking restrictions when other methods have not been successful at managing parking demands on suburban residential streets.

4.3 To gauge public interest in residential parking exemption permits and to test the Council’s internal processes, staff have sought to pilot residential parking restriction exemptions on a small number of streets.

4.4 Following advice and a direction from the Waipuna/Halswell-Hornby-Riccarton Community Board, staff now seek to pilot residential parking restriction exemptions on Athol Terrace (part) and Rutherglen Avenue.

4.5 Information from the pilot will be used to:
   4.5.1 Quantify public participation in the scheme.
   4.5.2 Inform the costs of implementing and administering the scheme.
   4.5.3 Test the Council’s internal systems to assess and approve applications, maintain records and enforce compliance with the scheme.

4.6 Learnings from the pilot will be used to inform the strategy for introducing residents’ parking restriction exemptions into other suburban areas of the city. Staff anticipate being in a position to consider expansion of the residents’ parking restriction exemption in other areas six months after the commencement of the pilot.

4.7 Although being set up as a pilot, staff recommend approving the scheme on Athol Terrace and Rutherglen Avenue in anticipation that it will be retained in the long term. This means additional Community Board approvals would be required to revoke or modify the scheme in the future.

How the Residents’ Parking Restriction Exemption Scheme will work

4.8 The scheme allows residents that reside in the street to purchase a permit for a specific vehicle to be exempt from complying with P120 parking restrictions on the street.

4.9 The cost of a permit is specified in the Annual Plan. The cost of a permit is currently $54 per year. Permits must be renewed annually, the date of expiry is 30 June being the end of the financial year.

4.10 Should the Community Board approve the pilot, eligible residents will be sent information outlining how the scheme works and how to apply for a permit.

4.11 It is not proposed to limit the number of permits issued within the pilot. The Suburban Parking Policy does however set out criteria on which permit applications can be prioritised. This may
be utilised through further expansion of the scheme if an excessive number of applications were to be received.

**Strategic Alignment**

4.12 The Council’s strategic priorities have been considered in formulating the recommendations in this report, however this area of work is not specifically covered by an identified priority.

4.13 The recommendations in this report are also consistent with the anticipated outcomes of the Traffic Safety and Efficiency Service Plan in the [Council’s Long Term Plan (2018 - 2028)](#).

**Decision Making Authority**

4.14 Part 1, Clauses 7 and 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides the Council with the authority to install parking restrictions by resolution.

4.15 Part 1, Clause 10 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides the Council with the authority to install residents’ parking restriction exemption areas by resolution.

4.16 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of stopping restrictions, traffic control devices and residents’ parking restriction exemptions.

4.17 The installation of any signs and/or markings associated with traffic control devices must comply with the [Land Transport Rule: Traffic Control Devices 2004](#).

**Assessment of Significance and Engagement**

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

4.19 The level of significance was determined by the low level of impact and low number of people affected by the decision.

4.20 No direct consultation has occurred with residents. Should the Community Board approve the staff recommendation, staff will send eligible residents a letter with information on the scheme and how to apply for a permit. This informal approach is appropriate because the decision only affects those residents who choose to participate in the scheme.

5. **Options Analysis**

**Options Considered**

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

- Option 1 - Implement Residents’ Parking Restriction Exemption Scheme (preferred option).
- Option 2 - Do Nothing

5.2 No other options were considered.

**Options Descriptions**

5.3 **Option One: Preferred Option:** Install Residents’ Parking Restriction Exemption Scheme.

5.3.1 **Option Description:** Implement Residents’ Parking Restriction Exemption Scheme on Athol Terrace and Rutherglen Avenue. The scheme allows residents that purchase a permit to be exempt from complying with P120 parking restrictions on the streets.

5.3.2 Changes to existing P120 signage are required to enact the scheme (refer [Attachments A and B](#)).
5.3.3 Option Advantages

- May assist prioritising on-street parking for residents of the street.
- May provide improved utilisation of existing P120 areas.

5.3.4 Option Disadvantages

- There are no identified disadvantages to the preferred option.

5.4 Option Two: Do Nothing

5.4.1 Option Description: Do not implement a Residents’ Parking Restriction Exemption Scheme in Athol Terrace and Rutherglen Avenue.

5.4.2 Option Advantages

- There are no identified advantages to this option.

5.4.3 Option Disadvantages

- May not prioritise on-street parking for residents of the street optimally.

Analysis Criteria

5.5 Options within this report have been assessed against the criteria outlined within the Suburban Parking Policy.

6. Community Views and Preferences

6.1 The recommendation of staff to pilot the scheme on Athol Terrace and Rutherglen Avenue was developed with input from the Community Board.

6.2 There have been requests from residents to have a residents’ parking scheme on both streets.

6.3 The Team Leader Parking Compliance supports the preferred option.

7. Legal Implications

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

7.2 This specific report has not been reviewed and approved by the Legal Services Unit. However, the report has been written using a general approach previously approved of by the Legal Services Unit, and the recommendations are consistent with the policy and legislative framework.

8. Next Steps

8.1 A decision is required by the Waipuna/Halswell-Hornby-Riccarton Community Board.

8.2 If the Community Board approves the Residents’ Parking Restriction Exemption Scheme pilot, staff will send eligible residents a letter with information on the scheme and how to apply for a permit within two weeks of the decision.

8.3 If approved, signage changes will be implemented approximately four weeks after the contractor receives the request.
9. Options Matrix

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Option 1 – Implement Residents' Parking Restriction Exemption Scheme</th>
<th>Option 2 – Do Nothing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Financial Implications</td>
<td>Cost to Implement</td>
<td>$1,500 for the installation of supplementary parking signage, plus $750 for preparation of this report and informing residents.</td>
</tr>
<tr>
<td></td>
<td>Maintenance/Ongoing</td>
<td>Covered under the area maintenance contract and effect will be minimal to the overall asset. Costs to administer the scheme recovered through permit fees.</td>
</tr>
<tr>
<td></td>
<td>Funding Source</td>
<td>Traffic Operations Budget</td>
</tr>
<tr>
<td></td>
<td>Impact on Rates</td>
<td>No impact</td>
</tr>
<tr>
<td>Suburban Parking Policy Consistency</td>
<td>Resident Parking Restriction Exemption Scheme supported by Suburban Parking Policy.</td>
<td>No impact</td>
</tr>
<tr>
<td>Social &amp; Community Impacts</td>
<td>Consistent with resident requests for improved access to on-street parking. May assist prioritising on-street parking for use by residents of the street.</td>
<td>No impact</td>
</tr>
</tbody>
</table>

Attachments

<table>
<thead>
<tr>
<th>No.</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Athol Terrace - Residents' Parking Restriction Exemption Scheme Pilot - Drawing TG133755 12-6-2019 - For Board Approval</td>
<td>25</td>
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<tr>
<td>B</td>
<td>Rutherglen Avenue - Residents' Parking Restriction Exemption Scheme Pilot - Drawing TG133756 12-6-2019 - For Board Approval</td>
<td>26</td>
</tr>
</tbody>
</table>

Confirmation of Statutory Compliance

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).
(a) This report contains:
   (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
   (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.
(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.
## Signatories

<table>
<thead>
<tr>
<th><strong>Author</strong></th>
<th>Edwin Tiong - Traffic Engineer</th>
</tr>
</thead>
</table>
| **Approved By** | Ryan Rolston - Team Leader Traffic Operations  
| | Steffan Thomas - Manager Operations (Transport)  
| | Richard Osborne - Head of Transport |
Proposed P120 Residents exemption area on existing P120 Parking 9am--4pm, Mon-Fri, Feb-Nov parking restriction area (Both Sides)

Rutherglen Avenue
Proposed P120 Residents exemption area
For Board Approval

Reference: 19/672478
Presenter: Emma Norrish, Hearings Panel Chairperson, and Community Board Member

1. Purpose of Report

1.1 The purpose of this report is to recommend to the Waipuna/Halswell-Hornby-Riccarton Community Board (the Board), acting under delegated authority, a proposed change of reserve classification for part of Kyle Park and proposed amendments to the Kyle Park Management Plan. These changes follow a consultation and hearings process.

1.2 The Hearings Panel has no decision-making powers but, in accordance with its delegation, has considered the written and oral submissions received on the proposal and is now making recommendations to the Board.

1.3 The Board can then accept or reject those recommendations as it sees fit bearing in mind that the Local Government Act 2002 section 82(1)(e) requires that “the views presented to the local authority should be received by the local authority with an open mind and should be given by the local authority, in making a decision, due consideration.”

1.4 The Board should put itself in as good a position as the Hearings Panel having heard all the parties. It can do so by considering this report which includes a summary of the written and verbal submissions that were presented at the hearings, any additional information received and the Hearings Panel’s considerations and deliberations. A link to the written submissions is available should you want to review them.

https://christchurch.infocouncil.biz/Open/2019/06/BLHP_20190617_AGN_3849_AT.PDF

2. Hearings Panel Recommendations

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

1. Receive the information provided in the Hearings Panel report.

2. Approve under section 24 of the Reserves Act 1977, the change of reserve classification from ‘Recreation Reserve’ to ‘Local Purpose (Community Buildings) Reserve’ for that part of Kyle Park being part of Lot 1 DP78681 and shown outlined in yellow and marked "A" on Attachment A to the agenda report to facilitate the development of a community building on that land.

3. Approve under section 41 of the Reserves Act 1977, the changes to the Kyle Park Management Plan detailed in Attachment B to the agenda report.

4. Note the following matters noted by Hearings Panel:
   a. That the upgrade to the underpass identified in the CPTED report should be aligned with the work on the new Hornby Leisure Centre.
   b. The community desire to be part of the design and planning processes including accessibility and for future proofing.
   c. The community desire to enhance the amenity of the rest of Kyle Park including land remediation, and way finding for the wider area.
d. That staff will work with the Ministry of Education on a safe crossing between the schools and the new facility.

3. Background

3.1 On 26 February 2019, the Waipuna/Halswell-Hornby-Riccarton Community Board approved the commencement of Reserves Act processes to reclassify part of Kyle Park and to change the Kyle Park Management Plan. This is to allow the construction of the proposed Hornby Library, Customer Services and South West Leisure Centre on part of the park.

3.2 The Christchurch City Council administers and manages Kyle Park in accordance with the Reserves Act 1977. The reserve classification on the majority of Kyle Park is ‘recreation reserve’. Parts of the proposed facility are not acceptable under this classification, in particular the library, service centre, and support areas of the facility.

3.3 In order to proceed with the development of the facility, it is therefore necessary for the reserve classification for part of the park to change from “Recreation Reserve” to “Local Purpose (Community Buildings) Reserve”. In addition to this, the Kyle Park Management Plan 1993 requires changes to reflect the development on, and use of, the park. These proposed changes require the Council to follow processes under the Reserves Act 1977, including public consultation.

3.4 The area marked “A” on Attachment A is the area proposed for reclassification. The proposed changes to the Kyle Park Management Plan are marked up in Attachment B. The proposed changes are also set out in the agenda report are attached in Attachment C.

3.5 If the Community Board decides to proceed with the change of reclassification, the Reserves Act also requires that the Council obtain the Minister of Conservation’s approval. The Minister of Conservation has currently delegated this approval to the Council’s Chief Executive.

4. Consultation Process and Submissions

4.1 On 26 February 2019, the Community Board approved public consultation regarding the proposed changes. This consultation formally commenced on 13 March 2019 and closed on 15 April 2019.

4.2 The Council publicly notified the proposed changes in The Press. A consultation page was set up on the Council’s online Have Your Say pages, including links to the amended Kyle Park Management Plan and a range of reports. A consultation leaflet was delivered to 470 properties and was emailed to those that previously submitted on the Denton Park proposal. An article highlighting the consultation was posted on Newsline. Formal and informal drop-in sessions were held at the Hello Hornby event, Hornby Primary School and the Hornby Library.

4.3 The consultation document and copies of the amended management plan were available at Te Hapua: Halswell Centre, Upper Riccarton and Hornby Libraries as well as the Riccarton Service Centre and Civic Offices.

4.4 The full list of information provided for the consultation is as follows. The attachment reference is the reference given in the agenda report (Attachment C).

- The consultation document (Attachment D)
- Kyle Park Management Plan showing the proposed amendments (Attachment B)
- Kyle Park Landscape and Visual Assessment (Attachment E)
- Kyle Park Preliminary CPTED Review (Attachment F)
Item 9

- Kyle Park Transport Review (Attachment G)
- Kyle Park, Hornby – Summary Report - Geotechnical + Ground Contamination Assessment (Attachment H)
- Kyle Park – questions and answers
- Christchurch City Recreation Three Zone Reserves Management Plan
- Kyle Park, Hornby – Desktop Ground Contamination and Geotechnical Study
- Kyle Park, Hornby – Geotechnical Assessment Report
- Kyle Park, Hornby – Ground Contamination Assessment
- Kyle Park, Hornby – Whole Park Ground Contamination Summary
- Kyle Park, Hornby – Whole Park Ground Contamination – Support document

4.5 Documents referenced above that are not attached to the agenda report (Attachment C) are available on the Councils ‘Have Your Say’ web page. (https://ccc.govt.nz/the-council/consultations-and-submissions/haveyoursay/show/231).

4.6 Submitters were asked two specific questions: “Do you support the Kyle Park part reserve classification changes?” and “Do you support the Kyle Park Management Plan changes?” Submitters were also asked if they had any comments regarding the proposed changes.

4.7 The Council received 180 written submissions with many addressing a range of issues both within and outside the proposed area of reclassification on Kyle Park. Eight submitters indicated they wish to be heard in support of their written submission, with six of those appearing. The written submissions are included as Attachment D.

4.8 Most submitters selected a response for at least one of the consultation questions and most selected the same response for both questions. The following table shows the number selecting each option.

<table>
<thead>
<tr>
<th>Option Selected</th>
<th>Reserve Classification Change</th>
<th>Management Plan Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Support</td>
<td>154 (85%)</td>
<td>153 (85%)</td>
</tr>
<tr>
<td>Do not Support</td>
<td>23 (13%)</td>
<td>24 (13%)</td>
</tr>
<tr>
<td>No selection</td>
<td>3 (2%)</td>
<td>3 (2%)</td>
</tr>
<tr>
<td>Total</td>
<td>180 (100%)</td>
<td>180 (100%)</td>
</tr>
</tbody>
</table>

4.9 Approximately 90 per cent of submissions in support and 50 per cent of those that did not support the changes, come from the local area of Kyle Park.

4.10 The main themes in terms of the number of submissions mentioning each were:

1.1.1 Greenspace
1.1.2 Transport
1.1.3 Contamination
1.1.4 Timeframe
1.1.5 Downsizing
1.1.6 Site selection consultation

4.11 A discussion on these themes is set out in section 4 of the agenda report (Attachment C).
5. The Hearing

5.1 The Hearings Panel consisted of Community Board Member Emma Norrish (Chairperson) and Councillors Sara Templeton and Tim Scandrett. The Hearings Panel convened on 17 June 2019 to consider and deliberate on all submissions received on the proposal.

5.2 Prior to hearing oral submissions, Council officers presented a brief overview of the proposed amendments and in response to questions raised by the Panel presented further information in relation to site contamination, the wider more general review proposed for management plans, and access and safety considerations.

6. Consideration and Deliberation of Submissions

6.1 The Hearings Panel considered and deliberated on all submissions received on the proposal as well as information received from Council officers during the hearing. Some of the key issues that were addressed by the Hearings Panel are as follows:

6.1.1 A number of submitters stressed the importance of ensuring safe access to the proposed community facilities from the schools nearby. The Panel acknowledged this as an important matter that will need to be addressed in the planning of the new facilities. The Panel noted that staff will work with the Ministry of Education on a safe crossing between the schools and the new facility.

6.1.2 The Panel noted the enhancements proposed in the Preliminary Crime Protection through Environmental Design (CPTED) review report that is included in the agenda report (Attachment C). The Panel supports the upgrade to the underpass identified in that report and noted that this should be aligned with the work on the new Hornby Library, Customer Services and South West Leisure Centre.

6.1.3 During the verbal submissions several submitters referred to the importance of future proofing by allowing for flexibility in design and capacity. The Panel acknowledged the desire of the community to be part of the design and planning process and supports provision for accessibility, including those in wheelchairs, and future proofing.

6.1.4 The Panel also supports the community desire to enhance the amenity of the rest of Kyle Park including land remediation, and way finding for the wider area.

6.2 Following the consideration and deliberation of submissions, the Hearings Panel agreed to recommend to the Board to approve the change in reserve classification proposed, and to approve the proposed changes to the Kyle Park Management Plan.

Signatories

<table>
<thead>
<tr>
<th>Author</th>
<th>David Corlett - Hearings Advisor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Approved By</td>
<td>Emma Norrish – Chairperson of Hearings Panel</td>
</tr>
</tbody>
</table>
## Attachments

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<tbody>
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<td>A</td>
<td>Kyle Park - Area Proposed to be Reclassified</td>
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</tr>
<tr>
<td>B</td>
<td>Kyle Park Management Plan April 1993 including Proposed 2019 Amendments</td>
<td>33</td>
</tr>
<tr>
<td>C</td>
<td>Agenda Report for 17 June 2019 Hearing - Kyle Park Proposed Part Reserve Classification and Management Plan Changes</td>
<td>55</td>
</tr>
<tr>
<td>D</td>
<td>Submissions Received on Kyle Park Proposal</td>
<td>61</td>
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</table>
KYLE PARK – PART OF THE PARK PROPOSED TO BE RECLASSIFIED
Kyle Park Management Plan April 1993

Introduction
Kyle Park is the largest area of public open space in Hornby, and occupies a key location close to the town’s heart. There is an opportunity here to develop an amenity of great value; a park which could significantly enhance the townscape of Hornby and play a much more important role in the recreational lives of the town’s people.

It is a difficult and inhospitable site, so successive Councils have not been tempted to invest large sums of money in development. So far development has been slow and piecemeal. It is time now for a comprehensive assessment of the park and a commitment to more involved management to ensure this park is developed to its full potential. To this end, a management plan has been created which addresses issues associated with the park and includes a landscape concept plan to illustrate developments.

Amendments to this Plan were made in 2019 to accommodate the construction of a combined library, service centre, pools, and recreational facility on the eastern end of the park.

Contents
Resource information
1. Legal description
2. History
3. Landscape character
4. Landscape analysis
5. Summary, the issues
6. Kyle Park concept plan

Objectives and policies
1. Management goals
2. Environmental quality
3. Cycle and pedestrian circulation
4. Recreation facilities
5. Community Facility
6. Passive recreation
7. Vehicle access
8. Classification

Appendix
- Management planning
Diagram 1: Location of Kyle Park, Hornby
RESOURCES INFORMATION

1. Legal description

Kyle Park is made up of the following land area:

Description __________ area Area (hectares)

- Lot 1 DP 25716 ______ 7.0439
- Lot 2 DP 34558 ______ 1.6590
Total Land Area: _______ 8.7029

Lot 1 is predominantly classified as Recreational Reserve with a portion at the eastern end classified as Local Purpose (Community Buildings) Reserve. Lot 2 was purchased as a reserve by the old Paparua County Council but has not been classified.

At present the above lots have not been classified under the Reserves Act 1977. Lot 1 is held in fee simple by the Mayor, Councillors and citizens of the Christchurch City Council and Lot 2 was purchased as a reserve by the old Paparua County Council. In due course it is intended to legally declare the freehold part to be a reserve, and to classify both lots as Recreation Reserve under the Reserves Act 1977.

At present Kyle Park is zoned Recreation 1 in the Paparua District Scheme and the objectives and policies published therein will continue to apply until the scheme is replaced by a new Christchurch City Plan.

Diagram 2: Cadastral Map of Kyle Park
2. History

2.1 Landform underlying geology

The Canterbury Plains are made up of river-borne gravels ('alluvium') which have been swept down from the Southern Alps over thousands of years.

2.2 Soils climate drainage groundwater

As the braided channel of the Waimakariri moved north to its present location the gravels left behind were colonised by plants, and a light, stony soil developed (Waimakariri very stony sandy loam, Waimakariri shallow fine sandy loam and Waimakariri fine sandy loam on sand). Growing conditions are still difficult around Hornby. Cool north-easterly winds and cold southerlies prevail and frosts are common in winter. The rainfall is low (625-650 mm per annum) and often unreliable, so periods of soil moisture deficiency are frequent, especially as the soils are very free draining. Water percolating down through the gravels finds its way into a system of underground rivers (aquifers) flowing down towards the coast.

2.3 Original vegetation original wildlife

Eventually the developing soils were able to support a species-rich grassland community dominated by hard tussocks, perhaps dotted here and there by patches of shrub land and cabbage trees. It is likely that the tussock grassland was home to many sorts of insects, lizards and birds such as weka and possibly moa.

2.4 Pre-colonial history

Although the tussock-covered plains around Hornby may have been crossed from time to time by Ngai Tahu travellers and hunting parties they were of limited economic importance in the Ngai Tahu way of life. When settlers from Britain came to Canterbury in the mid nineteenth century the land was acquired by the Crown and parcelled out for settlement by sheep farmers.

2.5 Railway opened

In 1866 when the Great South Road was still only a roughly formed track, a railway to Rolleston was opened. A journalist on the first ceremonial ride to the terminus described the changing landscape.

Pastoral landscape

"Little farm homesteads follow on either side of the line... affording abundant proof of the value of a railway as inducing cultivation of land along its route. These farms have all sprung into being since the line was surveyed, or within the last two years. In general, these holdings present a barren aspect, but little having been done in the way of tree planting But at intervals we passed a charming homestead nesting amid weeping willows and poplars in all the freshness of their spring foliage... and the paddocks were rapidly assuming the greenness of English grasses which showed a marked contrast to the scorched appearance of the native pastures of the unimproved land."
2.6 Smart’s Pit

Ten years later a branch line to Southbridge opened and a new railway station was built at the junction, which was named Hornby. Almost immediately surrounding land was subdivided, and the sections were slowly taken up. One of Hornby’s earliest industries was the stone-breaking plant established by Samuel Smart and Sons about 1884. The demand for road metal, sand and shingle was so great that within five years half of their 6.5 hectare property was excavated to a depth of about 9 metres. The firm transferred its asphalting plant from Sydenham and the same engine worked the machinery for handling the stone and for mixing the chips and tar.

2.7 Industrial basis

Since these processes were mechanised few people were employed at Smart’s Pit. Growth in the settlement was more closely correlated with the fortunes of two meatworks - one a few kilometres south at Islington, and a second which opened in 1892 near the Hornby Railway Station. The people of Hornby and Islington formed one community with strong community identity.

2.8 Suburban development

Hornby’s first school, in Waterloo Road, was opened in 1895 to serve the growing community. The area known as Hei Hei was subdivided as poultry farms for returning veterans from the 1914-18 war. Soldiers who did not return are commemorated by a memorial water tank near the entrance.

2.9 Hornby School

Some of Hornby’s houses date back to the 1920s and ’30s, but most development has occurred since 1950 associated with the growth of industry in the surrounding area. Many of the houses in Hei Hei were built by the state in the 1960s. The residential part of Islington includes a number of NZED (now Electricorp) houses associated with the Islington Switchyard. The eastern part of Broomfield was developed in the 1970s and suburban development in Broomfield west is continuing. The Hornby Mall, which is the social and commercial focus of the community was opened in 1977.

2.10 Demography

Hornby is now almost entirely built up. Kyle Park stands out as the only large area of undeveloped open space in the town. Because there is little vacant land left for further residential development Hornby's population is likely to stabilise. Recent closures of important industries like the Islington Freezing Works and Crown Crystal Glass Factory may have a negative effect on total population. Significantly, the number of people of Maori and Pacific Island descent is increasing in proportion to the total population.

2.11 Smart’s Pit to Kyle Park

2.11.1 Smart’s Pit rubbish dump

Smart’s Pit was operated by descendants of the original firm until 1968 when the 7 hectares of land was bought by the Paparua County Council for use as...
a centrally located rubbish tip. In the early 1970s it was proposed to rehabilitate the pit into a sports amphitheatre, laid out with terraces descending to fields three or four metres below the level of Waterloo Road. The park was named Kyle Park after Paparoa County Councillor Colin W A Kyle who was chairman of the Reserves and Recreation Committee for many years.

An adjacent block (1.7 ha) was bought by the Council in 1974 to add to the Park. However difficulties were foreseen in maintaining the terraces using gang mowers, with stormwater drainage, disposal of sewage from pavilions, and the prohibitive cost of earthworks needed to achieve a satisfactory surface. Instead it was decided that a more feasible alternative was to fill the pit to roughly the same level as the adjoining road and level it for sports fields.

But because residents were likely to strenuously object to reopening the tip for household refuse, and there was no obvious source of cheap fill available in the quantity required, this option too became impractical.

The future of Smart's Pit became so problematical that at one point in 1977 the Council considered selling the property altogether. But even this option was rejected because the value of the land was limited by its unsuitability for building (the land will continue to settle for years after the dump is sealed as organic material below decays).

The Council therefore had little choice but resolve to develop the area to sports fields and passive recreation, but since little money could be spared, development was seen as 'long term'. Although dumping of household refuse ceased officially in the 1970s, intermittent dumping of both hard fill and household refuse continued until 1981 when the earthmoving contract was let to level and shape the landform to its existing contours. A useful quantity of silty water race spoil was spread over part of the reserve to improve growing conditions.

2.11.2 Hockey field

The sunken hockey field at the eastern end of Kyle Park was developed as early as 1973 and is now irrigated. A row of eucalypts planted along the eastern boundary now form an effective screen, obscuring a cluttered yard on the adjacent property.

2.11.3 Junior rugby fields

One junior rugby field was in use by 1981 and the second, which was sown with a special drought resistant turf, was developed in 1989.

2.11.4 Cricket oval

An artificial cricket wicket was laid down in 1989 for the Hornby Cricket Club. The full sized cricket oval shares the turf with the junior rugby fields.
Photo 1: BMX Track, Kyle Park

Photo 2: Shoppers Crossing Kyle Park
2.11.5 Subway considered

The possibility of constructing a subway under the railway line to link the low lying part of Kyle Park with existing sports facilities in Denton Park was investigated in 1980, but presumably the cost was considered to be too great.

2.11.6 BMX track

Approval was given in 1980 for the development of a BMX (Bicycle Moto Cross) Track. This was constructed for the Christchurch City BMX Club by volunteers which included members of the Hornby Rotary Club who followed up in 1982 with tree planting in the western end of the reserve. The club hosted their first New Zealand Grand Final BMX Championship at Easter 1985. At big events like this several hundred cars may be parked on the grass in Kyle Park itself. A toilet block near the BMX track is unlocked for use during club events.

2.11.7 Off-road model cars

Council approval was granted to the Christchurch Off-Road Model Car Club in 1986 to build a small track and stand in the sheltered hollow next to the BMX track. Their facilities were completed by 1989, however the Club is now defunct and the track has been removed from the area.

2.11.8 Leases

The Council’s arrangement with the BMX Club is formalised in a 33 year lease which runs until 1 February 2021, with a right of renewal for a further 33 years (until 2054). This facility is used by people from all over Christchurch.

2.11.9 Tree planting

Preliminary ‘structural’ tree planting was carried out by the Paparua County Council in the late 1980s, particularly to screen a large neighbouring coolstore and to shelter and enhance the hollow and sports fields. Reasonable survival rates were ensured by using mainly drought tolerant species such as Indian cedars, eucalypts and silver birches.

2.11.10 Playground proposal

A 1982 proposal to develop an adventure playground and ‘wilderness’ area at the western extremity of Kyle Park behind the BMX track has not been acted upon. Some playground equipment exists nearby, across the railway line, in Denton Park.

2.11.11 Marae and kokiri proposal

In 1982 the Marae Committee of the Hornby Maori Club (Later the Paparua Maori Committee) approached the Council with a proposal to establish a permanent Marae and Kokiri Complex (Kokiri Centres are places where Maori and Pacific Island people gather to help each other develop their own skills and potential). The Committee felt that a Maori Cultural Centre would contribute to closer community relationships and help decrease the crime rate.
in young teens.

They favoured Kyle Park because of its central location and proximity to schools. The Paparua County Council approved the proposal in principle in 1983 but protracted negotiations continued until 1987 when the Council effectively withdrew its support following objections from nearby residents. The Paparua Maori Club now intends to buy land elsewhere in Hornby for its marae complex. (Andy Hamilton, Marae Committee member, pers. comm). Hornby became part of Christchurch City with the amalgamation of local authorities in 1989 so responsibility for the administration and management of Kyle Park has passed from Paparua County Council to the new Christchurch City Council.

3. Landscape character

3.1 Three zones

Kyle Park is long and narrow, elongated along an east-west axis, and sandwiched between Waterloo Road and the South Island Main Trunk Railway. There are three identifiable zones, each with a different character:

3.1.1 East end sports fields

The sports fields at the eastern end are open to roads on two sides and are spatially related to the schools and memorial water tank across Waterloo Road. This area is exposed to prevailing easterly and southerly winds but as
gum trees and silver birches planted around the periphery grow, the sports fields will become less windswept and more enclosed. The smooth lush lawns in this zone contrast with rough grass in other parts of Kyle Park. The hockey field at the most eastern extremity is sunken below the road level and is more sheltered and welcoming than the junior rugby fields at the higher level which are transitional in character with the adjacent zone: central wasteland.

A disused water tank and the back of Denton Oval are prominent on the skyline in the middle distance from this part of the park.

3.1.2 Central wasteland

The central area of Kyle Park is undeveloped wasteland; open to the sky, expansive and windswept. Although the overall effect is flat, the surface is actually uneven and unstable as the organic content of refuse below the surface breaks down and decays. Few trees have been planted, or have survived, because growing conditions are particularly difficult in this zone. Soils are drought-prone, barren and stony except in a large boggy area where drainage is impeded by a clay pan (formed when a layer of compacted clay was used to seal the dump before re-spreading of surface gravels).

This bleak central wasteland is crossed by informal paths worn by cyclists and pedestrians moving between Hornby Mall and the suburbs of Hei Hei and Broomfield. Distant views of the port hills are overpowered by the visually dominant cooling tower on the adjacent lot.

Struggling cedars have been planted along the boundary in an attempt to screen the mammoth building. Denton Oval, the disused water tower and a forest of pylons associated with the Islington Switchyard are also noticeable features rising above the surrounding suburban horizons. Passing trains make the immediate presence of the railway line particularly noticeable.

3.1.3 West end depression

The western end of Kyle Park is characterised by a large depression which was once a shingle quarry. The sunken landform means that this part of the park is more inward looking than the other two landscape character zones. Conditions in the hollow are sunny, sheltered and welcoming, especially when contrasted with the adjacent central wasteland. A variety of young trees are established, especially along the Park’s railway boundary on sunny north-facing rising slopes. After heavy rain, large volumes of water entering the park through a stormwater drain near the north western corner, drain away almost immediately. The disposal of stormwater which is proposed to increase, should be formalised.

The depression is dominated by visual clutter associated with BMX and Model Car Tracks, and by an intimidating 1.8 m corrugated iron fence enclosing half of the hollow and excluding people from the western end of the Park. Although this zone is physically very close to Denton Park, there is not currently a close functional relationship because of the barrier presented by the railway line and its embankment.
Photo 3: East End Sportsfields Landscape Character

Photo 4: Central Westland Landscape Character Zone
Photo 5: West End Depression Landscape Character

Photo 6: Hollow West of BMX Track, Railway Embankment behind fence
4. Landscape analysis

4.1 Social/spatial context

Kyle Park occupies a central location in Hornby, between Hornby Mall which is the town's social and commercial centre, and the suburbs of Hei Hei and Broomfield (see Diagram 3). Despite the fact that there are no gates or formed paths, many people (often elderly shoppers and women with pushchairs) climb over the chain fence, walk through the uneven wasteland in the centre of Kyle Park, and cross the railway line to reach the mall. This is the most obvious and direct pedestrian route. School children from Hornby School and Hornby High School on Waterloo Road regularly cycle through the Park using this route, and another well-worn one leading to Denton Park and residential areas beyond.

4.2 Hornby’s green space system

Hornby is well endowed with playing fields and small neighbourhood reserves (see Diagram 3). Kyle Park is the largest area of public open space in Hornby, and when considered with neighbouring Denton Park, there is potential to create a green area of sufficient scale to be an effective restful foil to the visual chaos of commercial Hornby. Denton Park and Kyle Park are physically very close but are conceptually separated by the South Island Main Trunk Line, the formidable bulk of Denton Oval and the wide differences in their respective levels of development.

What Hornby’s greenspace network lacks is a large area for passive recreation, one that has enough intrinsic interest to become a destination in itself, drawing people in, to pause, rather than just passing through on their way to somewhere else. Kyle Park could be developed to meet this need.

4.3 Pedestrian and cycle routes

However, Kyle Park’s role as a cycle and pedestrian thoroughfare cannot be ignored. The location of commercial, sports and community facilities, shown on Diagram 3, suggest that Kyle Park will be crossed on many pedestrian and cycle journeys made in Hornby. A recent survey (March 1992) confirms that up to 500 crossings per day are being made.

4.4 Cycleway system

Two previous cycle way studies have recommended development of a cycleway through Kyle Park (Cycling in Christchurch Report 1979 and Paparua County Council Cycleway Report 1984) as part of a larger cycleway network for the Hornby Sockburn area. The existing two lane cycleway through Denton Park, which is also used by pedestrians, is part of this existing network. It is envisaged that a cycleway through Kyle Park would be similar; sealed with two lanes.
Diagram 3: Social and Spatial Setting of Kyle Park in Central Hornby

- Community Facilities (e.g., Schools, Playgrounds, Churches, Halls, Function Rooms, Kindergartens, Community Centres, Libraries, Medical Centres)

- Sports Facilities (e.g., BMX Track, Rifle Club, Hot Rod Club, Rugby League, Cycling, Rugby, Bowls etc)

- Commercial Facilities (e.g., Hotels, Theatres, Working Mens Clubs etc)

- Housing

- Shops and Offices

- Industry

- Public Open Space - Parks and Reserves

- Private Open Space (e.g., Schools, Hospitals etc)
4.5 Crossing the railway

A problem exists, however, with the South Island Main Trunk Railway which separates Kyle Park from Hornby Mall and Denton Park. About 25-30 trains of varying length pass this point each weekday. (NZ Railways, pers. comm.) A cycleway/footpath cannot be developed if it encourages people to make potentially hazardous informal crossings of the line. Clearly some type of formalised cycle and pedestrian crossing is needed.

4.6 Underpass proposal

A formalised crossing of the rail track has been a long standing proposal that has been investigated to some degree in the past. For example the possibility of a cycle underpass was considered by the Paparua County Council, but was found to prohibitively expensive. This matter was also investigated during the preparation of the draft Kyle Park Management Plan. The plan identified the need to provide a formalised railway crossing facility to avoid a safe means of traversing the tracks.

The draft management plan examined three options for crossing the tracks which included an overbridge, an underpass and a level crossing and concluded that the most cost effective option was the installation of a level crossing.

4.7 NZ Railways Corporation objections

In their submission on the draft management plan, New Zealand Rail indicated their opposition to the installation of a level crossing, stating that the physical separation of rail traffic and pedestrian traffic was the safest means of eliminating any hazard and that a level crossing involving two tracks was potentially hazardous in this location.

NZ Rail was concerned that pedestrian at the level crossing might grow impatient with a stationary train held up at the Hornby Yard (located 500m up the line on the other side of Carmen Road) and climb through the train between the boxcars. (Russell Herbert, NZ Railways Corporation, pers. Comm.). Use of the yard has decreased in recent years, (NZ Railways Corporation, pers comm) but may increase again in the future as inner city industrial development moves out to Sockburn and Hornby.

4.8 Underpass alternative

In a subsequent meeting involving NZ Rail representatives and Council staff to discuss this issue, NZ Rail reiterated their position and stated they would support the installation of a railway underpass as their preferred option. Following this meeting, it was resolved to formally apply to NZ Rail for the installation of a level crossing as no previous application had been made. This would ensure the matter was given all due consideration at the appropriate level. It was also learnt that the cost of installing a level crossing was relatively close to the construction of an underpass.

Problems associated with a drop in pathway level into the underpass could be minimised by elevating the railway line. This would allow the underpass to be constructed approximately 1.5 metres below ground level and users would find this more acceptable from a safety viewpoint to pass through. NZ Rail stated that this was their preferred option and that they would contribute to the project by way of absorbing their costs associated with the work. The proposal to construct an
underpass between Kyle Park and Denton Oval, has received Council backing (February 1993), with the estimated $70,000 required for the construction of the underpass to be funded by the Traffic Unit in the 1993/94 financial period.

4.9 Location of the railway underpass

Point B on Diagram 4 because the land on both sides of the underpass is owned and administered by the Christchurch City Council. Note that Point A on Diagram 4, used as an informal crossing point for many years until it was fenced off, is not suitable as it crosses from Kyle Park onto private land. To ensure that the railway way line is crossed at Point B, the pathway system through Kyle Park will focus on this point and suitable barriers will be installed along the line to prevent pedestrians crossing the line at other points.

Diagram 4: Two possible Locations for Formalised Railway Crossing, A and B

5. Summary, the issues

Two important issues have emerged which need discussion and resolution:

5.1 The character of future development

What balance should be struck between active and passive uses?

Should the park continue to accommodate incremental development for active recreation, meeting community demands for facilities as they arise? Hornby is well
endowed with sports fields, but lacks purpose-designed passive recreation areas and 'wilderness'. Perhaps future change at Kyle Park should be guided in this direction?

5.2 Cycleway and pedestrian circulation and access

The central role of Kyle Park in cycle and pedestrian circulation in Hornby cannot be ignored. Development of the Park hinges on the construction of the rail underpass for cycles and pedestrians.

6. Kyle Park concept plan

- Thicken up and add to existing tree planting around playing fields.
- Strawberry trees (Arbutus unedo) planted along road boundaries.
- Cycleways from schools to underpass.
- Distinctive groves of white barked gum trees.
- Grand avenue of widely spaced Lombardy Poplars forming passage for paved cycleways/footpath.
- 'Meadow' clearing with drifts of wild flowers such as Russell lupins if feasible.
- Native understorey below existing trees.
- Screen planning around model car track.
- 'Swampy' clearing edged with flax and cabbage trees.

6.1 Kyle Park concept, notes to accompany plan

6.1.1 East End Sports fields Objective: To For the cricket oval area, to maintain and enhance existing playing field character.

- Add to and thicken up existing peripheral tree planting to improve shelter and strengthen sense of enclosure.
- Belts of trees to remain visually and physically permeable with trees limbed up to eye level.
- Sports fields to remain visible from Waterloo Road through a row of venerable dark foliaged Irish Strawberry Trees (Arbutus unedo) along the road boundaries. These trees would be planted nearly 4 metres back from the inside edge of the footpath and would attract birds and lend a distinct character to the area. They would also grow well under difficult conditions and would not need staking and wind protection.
- Develop a paved cycleway/footpath collecting traffic from schools, which flows around the edge of the sports fields and crosses the central part of Kyle Park to the railway underpass.
- --Entrances off Smarts Road, and opposite Hornby School gateway.--

For the sunken ground area and across to the oval, to retain the existing trees where feasible during the construction of the proposed Community Facility

- Retain the trees on the road boundaries where feasible to enhance the street scape and the relationship of the new facility to the street.
- Retain the trees on the southern boundary shared with the industrial area where feasible, to screen the industrial activities from the new facility.
• **Add trees and stormwater swales, and other landscaped areas through the planned car park area to break up the expanse of seal and enhance the landscape character and visual amenity of the site.**

• **Add tree planting between the proposed Facility and the cricket oval to enhance the interface between the new facility and the open green space.**

6.1.2 **Central Wasteland Objective:** To build on existing thoroughfare function, and to create more hospitable open spaces

A grand allee of widely spaced towering Lombardy poplars (rust resistant variety) forming a strong spatial passageway for a paved path collecting cyclists and pedestrians from Taurima Street and Hei Hei Road, and leading to the railway underpass and mall beyond.

• Bulbs planted within the avenue, either side of track.

• Tall trees characteristic of East End Sports fields are blended with patches of bushy native planting characteristic of West End Depression in areas either side of the avenue.

• Barrier along entire length of railway line boundary.

• Planting to screen bulk of neighbouring coolstore and frame views of distant port hills.

• Two large open areas enlivened with distinctive open groves of white-barked gum trees and wildflower displays.

• Line of Irish Strawberry trees along Waterloo Road boundary continued from East End Sports fields.

6.1.3 **West End Depression Objective:** To develop bushy ‘wilderness’ area with bush walks and clearings, while accommodating existing uses.

• Remove all high fences. Replace fences around BMX track with well-designed visually permeable chest high (1.2 m) fence.

• Barrier along railway line continued from central zone to limit informal railway crossings.

• Enrich existing tree planting with bushy understorey to create ‘wilderness’ area.

• Bush walks around back of BMX track linking two clearings and connecting with cycleway to level-crossing.

• Flax edged ’swamp’ clearing west of BMX track with groves of cabbage trees.

• Sunny, sheltered ‘meadow’ clearing east of the model car raceway, with long grass and wildflowers.

• ’Bush’ planting to minimise visual impact of BMX track and model car raceway.

• Natives could be planted inside BMX boundary as well, to integrate enclosure with surroundings.
OBJECTIVES AND POLICIES

1  Management goals

1.1 Management goal for Kyle Park - a vision for the future

Kyle Park will be developed and managed as an attractive and hospitable suburban park, primarily for active recreation of various types, with cycle and pedestrian through routes.

The eastern end of the park will be available for use for the location of a community facility building.

Space not needed for active uses will be developed and managed for passive recreation.

1.2 Management objectives for Kyle Park

Note: Christchurch City Council’s Recreation 3 Zone Management Plan objectives and policies apply to Kyle Park. The objectives and policies below address matters specific to Kyle Park. The Kyle Park Management Plan shall prevail where there is any inconsistency between the Kyle Park Management Plan and the Recreation 3 Zone Management Plan.

2. Environmental quality

Objective: To improve the environmental quality and amenity value of Kyle Park.

Policy: To implement the landscape concept plan within 10 years.

Comment: For more details see section 6 of the Recreation Three Zone Reserves Management Plan.

3. Cycle and pedestrian circulation

Objective: To acknowledge and accommodate existing cycle and pedestrian routes across Kyle Park.

Policy: To develop a web of cycleways and footpaths leading to the railway underpass over the South Island Main Trunk Railway to Denton Park and Hornby Mall.

Kyle Park’s cycleway will link with the existing cycleway through neighbouring Denton Park and will form part of a larger network spanning Hornby and Sockburn, ultimately linking with the Christchurch city network. The new cycleway will be developed to the Standard described in “The Guide to Cycle Facilities” (available from Christchurch City Council’s Traffic Operations Unit).

Kyle Park will have four entrances along Waterloo Road, and a fifth at the eastern end off Smart’s Road (see Landscape Concept).
4. **Recreation facilities**

Objective: To accommodate appropriate facilities for active recreation in Kyle Park.

Policy: To consider community demands for new recreation facilities as they arise.

Comment: A regionally significant feature, the BMX track is accommodated, but future demands are likely to be for local activities. The Royals Softball Club presently uses Wycola Park for softball but have expressed a desire to establish a home ground with permanent facilities; this could be accommodated at Kyle Park.

Appropriateness depends on:

- Compatibility with existing uses.
- Limitations presented by the Park itself.
- Approval of neighbouring residents.

Sports fields and leased areas will be managed in accordance with section 6 of the Recreation Three Zone Reserves Management Plan.

5. **Community Facilities**

Objective: To accommodate a combined community facility building on the eastern end of the Park that is classified as Local Purpose (Community Buildings) Reserve.

Policy: To develop a combined community facilities building on the eastern end of the Park classified as Local Purpose (Community Buildings) Reserve. The design and layout of the facilities, including signage, shall reflect standard park design and be sympathetic to, and enhance, the wider Kyle Park character.

Comment: A combined community facility is planned for the South West area of Christchurch with Kyle Park being the preferred location. The facility could include a library, service centre, staff and meeting spaces, swimming pools, and other recreational facilities. It would include associated car and cycle parking with entrances off both Waterloo and Smarts Roads.

56. **Passive recreation**

Objectives: To enhance opportunities for passive recreation in Kyle Park. Policies: To implement the landscape design concept and associated planting programme.

To find a suitable alternative site for the model car raceway, if the opportunity arises.

Comment: There are few purpose-designed amenity areas for passive recreation in Hornby. The model car raceway occupies a visually prominent position in a sheltered sunny hollow ideally suited to passive recreation. Space not needed for active recreation will be developed for passive activities such as walking, picnicking, playing, dog-walking, informal games and sitting in the sun. The landscape concept for Kyle Park includes tracks and paths, a bushy 'wilderness' area, clearings and open spaces diverse enough to meet a variety of passive recreation needs.
67. Vehicle access

Objective: To protect Kyle Park from the negative impacts of motor vehicles.

Policies: To exclude motor vehicles from Kyle Park, including the areas leased to clubs, except for maintenance purposes and in the formal car park area associated with the Community Facility Building.

To allow limited temporary parking in the central area of Kyle Park during major club functions, provided vegetation and soil structure are not damaged.

Comment: Vehicle access to non-formed areas will only be possible through two gates: one opposite Taurima Street providing access to the model car raceway and for mowing equipment, and another into the BMX enclosure.

78. Classification

Objective: To ensure that Kyle Park is legally protected predominantly as a Recreation Reserve with the eastern portion classified as Local Purpose (Community Buildings) Reserve.

Policy: To reserve the freehold section (Lot 2) and to predominantly classify all of Kyle Park as Recreation Reserve with the eastern portion classified as Local Purpose (Community Buildings) Reserve under the Reserves Act 1977.

Comment: Prosecutions for vandalism can be brought under the Reserves Act, which also stipulates that decisions about the reserve must be made in accordance with a Management Plan which is subject to public scrutiny and comment and which must be approved by the Regional Conservator.

The eastern end of the Park, classified as Local Purpose (Community Buildings) Reserve, is intended for use for a combined community facility building that could include a library, service centre, staff and meeting spaces, swimming pools, and other recreational facilities. It would include associated parking.
APPENDIX ONE

1. Management Planning

A management plan is a working document which provides a framework within which all future management of a reserve is to be carried out. It is also a document to provide background information and to record changes as they occur.

In accordance with the 1977 Reserves Act, the Christchurch City Council as the administering body is required to prepare management plans for reserves under its control. The Act also requires the Christchurch City Council to keep management plans under constant review.
4. Kyle Park Proposed Part Reserve Classification and Management Plan Changes

Reference: 19/522125
Presenter(s): Peter MacGibbon, Project Manager

1. Purpose and Origin of Report

   Purpose of Report
   1.1 This report is to provide the Kyle Park Hearings Panel information necessary for it to consider written and oral submissions, make a determination on those submissions, and make recommendations to the Community Board on a proposed change of reserve classification for part of Kyle Park and on proposed amendments to the Kyle Park Management Plan.

2. Statutory Framework

   Reserves Act 1977
   2.1 On 26 February 2019, the Waipuna/Halswell-Hornby-Riccarton Community Board approved commencement of Reserves Act processes to reclassify part of Kyle Park and to change the Kyle Park Management Plan. This is to allow the construction of the proposed Hornby Library, Customer Services & South West Leisure Centre on part of the park.

   2.2 The Christchurch City Council administers and manages Kyle Park in accordance with the Reserves Act 1977. The reserve classification on the majority of Kyle Park is ‘recreation reserve’. Parts of the proposed facility are not acceptable under this classification, in particular the library, service centre, and support areas of the facility.

   2.3 In order to proceed with the development of the facility it is therefore necessary for the reserve classification for part of the park to change from “recreation reserve” to “local purpose (community buildings) reserve”. In addition to this, the Kyle Park Management Plan 1993 requires changes to reflect the development on, and use of, the park. These proposed changes require Council to follow processes under the Reserves Act 1977, including public consultation.

   2.4 The area marked “A” on Attachment A is the area proposed for reclassification. The proposed changes to the Kyle Park Management Plan are marked up in Attachment B.

   2.5 For reference, the purpose of the Reserves Act is as follows.

   3 General purpose of this Act
       (1) It is hereby declared that, subject to the control of the Minister, this Act shall be administered in the Department of Conservation for the purpose of—
           (a) providing, for the preservation and management for the benefit and enjoyment of the public, areas of New Zealand possessing—
               (i) recreational use or potential, whether active or passive; or
               (ii) wildlife; or
               (iii) indigenous flora or fauna; or
               (iv) environmental and landscape amenity or interest; or
3. Consultation

3.1 On 26 February 2019, the Community Board approved public consultation regarding the proposed changes. This consultation formally commenced on 13 March 2019 and closed on 15 April 2019.

3.2 Council publicly notified the proposed changes in The Press. A consultation page was set up on the Council’s online Have Your Say pages, including links to the amended Kyle Park Management Plan and a range of reports. We delivered a consultation leaflet to 470 properties and emailed it to those that previously submitted on the Denton Park proposal. An article highlighting the consultation was posted on Newsline. Formal and informal drop-in sessions were held at the Hello Hornby event, Hornby Primary School and the Hornby Library.

3.3 The consultation document and copies of the amended management plan were available at Te Hapua, upper Riccarton and Hornby libraries plus the Riccarton Service Centre and Civic Offices.

3.4 The full list of information provided for the consultation is as follows

- The consultation document (Attachment D)
- Kyle Park Management Plan showing the proposed amendments (Attachment B)
- Kyle Park Landscape and Visual Assessment (Attachment E)
- Kyle Park Preliminary CPTED Review (Attachment F)
- Kyle Park Transport Review (Attachment G)
- Kyle Park, Hornby – Summary Report - Geotechnical + Ground Contamination Assessment (Attachment H)
- Kyle Park – questions and answers
- Christchurch City Recreation Three Zone Reserves Management Plan
- Kyle Park, Hornby – Desktop Ground Contamination and Geotechnical Study
- Kyle Park, Hornby – Geotechnical Assessment Report
- Kyle Park, Hornby – Ground Contamination Assessment
- Kyle Park, Hornby – Whole Park Ground Contamination Summary
- Kyle Park, Hornby – Whole Park Ground Contamination – Support document

3.5 Documents referenced above that are not attached are available on Councils ‘Have Your Say’ web page
3.6 Submitters were asked two specific questions: “Do you support the Kyle Park part reserve classification changes?” and “Do you support the Kyle Park Management Plan changes?” Submitters were also asked if they had any comments regarding the proposed changes.

4. Submission Response

4.1 Council received 180 submissions with many addressing a range of issues both within and outside the proposed area of reclassification on Kyle Park. Eight submitters indicated they wish to be heard in support of their written submission. The submissions are included as Attachment C.

4.2 Most submitters selected a response for at least one of the consultation questions and most selected the same response for both questions. The following table shows the number selecting each option.

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4.3 Approximately 90% of submissions in support and 50% of those that do not support the changes come from the local area of Kyle Park.

4.4 Over half of the submissions included written comments, although some comments were unrelated to the Reserves Act purpose. Even though most of the comments were quite brief, the submissions covered number of themes.

4.5 Below is discussion on the main themes in terms of the number of submissions mentioning each. Only estimates of the actual numbers of submissions that responded on each theme are given due to the varying wording in the submissions.

4.6 There were general references to the Kyle Park Management Plan in some submissions but no comments regarding specific proposed changes.

Theme 1: Greenspace

4.7 Approximately 13 submitters made comments related to greenspace, both supportive and unsupportive of the proposed changes.

The Landscape and Visual Assessment notes “The building footprint is to be approximately 3240m², with a maximum height of 8-10.0m. Cladding materials are yet to be decided. The carpark area is to be approximately 6750m², to accommodate up to 210 car park spaces and vehicle aisles. This leaves approximately 5200m² for landscaping (grass, trees, and amenity planting).”

4.8 Of the currently proposed building floor area, 1020m² does not comply with the current reserve classification, and is the need for the re-classification. The library, customer service, and shared service spaces predominantly make up this area. This non-complying floor area equates to 1.2% of Kyle Park or 0.5% of Kyle, Denton, and Wycola Parks combined. Denton and Wycola Parks are around five minutes’ walk from Kyle Park.

4.9 The proposed pool, gym, and group fitness spaces, and the carpark, comply with the current reserves classification. The Kyle Park Management Plan does not currently permit the carpark.

4.10 The proposal is to change the classification of an area of the park covering the whole of the proposed facility including the car parking and landscaping. This would avoid strange shaped
areas of different classifications making management of the park easier. It would give the designers flexibility to minimise the impact of the facility on existing trees, integrate the facility into the park landscape wise, and minimise the impact from contamination issues by using the sunken area of the park effectively.

4.11 The proposed reclassification area is therefore 1.52 hectares as shown outlined in yellow on Attachment A. This represents 18 per cent of the total area of Kyle Park and 8 per cent of the combined Kyle Park, Denton Park, and Wycola Park area. Landscaping around the building and carpark would occupy a quarter of this area.

4.12 Anecdotally the overall use of the proposed area of Kyle Park is low. The rectangular east area of the park does not have formal sport programmed on it, although schools do use it occasionally. The only formal sports field, the cricket oval, would shift sideways slightly improving the boundaries. Canterbury Metro Cricket expressed no concerns about this shift when spoken to in February 2019 but did raise the possibility of shifting the oval to another park. They have since made a submission which is included in Attachment C.

**Theme 2: Transport**

4.13 Approximately 21 submitters made comments related to transport both supportive and unsupportive of the proposed changes. The Resource Consent process will consider transport in detail and robustly consider how to mitigate any transport issues.

4.14 The Kyle Park transport review provided by Beca notes

“Vehicle access for the Project is likely to be relatively easy to implement due to the moderate to low traffic volumes on Waterloo Road and the length of frontage available to enable access. There are also alternative access opportunities off the northern end of Smarts Road to the east. From initial discussions, the New Zealand Transport Agency has indicated that they currently do not have any fundamental concerns regarding the performance of the intersections on State Highway 1 surrounding the Project.

*Overall, it is considered that the Project at Kyle Park can be satisfactorily serviced by the current and anticipated future transport networks. Viable access is available from Waterloo Road and adjacent roads with acceptable impacts on the adjacent transport network. Some localised improvements may be required once the layout and operation of the Project is confirmed as the design is further progressed.*”

4.15 As a collector road, Waterloo Road is designed to accept and transmit traffic from facilities such as is proposed. Alterations to the existing road network will be considered as part of the ongoing design and consent process with any changes expected to be minor (e.g. signal phasing alteration, minor kerb adjustments to facilitate vehicle access, etc.). The design and consent process will include consultation with neighbours of the site.

4.16 There is provision planned within the proposed site to cater for the vehicle, cycle, and scooter parking requirements of the facility. Specific user requirements will be considered as part of the ongoing design and resource consent process.

4.17 Council staff are currently considering the dependencies and opportunities of several related transport schemes. These include

- the South Express cycleway and connection of this to the proposed facility,
- Denton Park carpark improvements,
- the connection of the South Express cycleway and the proposed facility to The Hub Hornby,
- future bus routes to improve bus services to the site, and
pedestrian access across Waterloo Road (including the proposed signalised crossing at Hei Hei Road) to coordinate with the school redevelopments.

**Theme 3: Contamination**

4.18 Approximately 8 submitters expressed concern regarding the contamination on Kyle Park, although the majority of these were supportive of the overall proposal. The environmental consultants, Tonkin & Taylor, covered this issue extensively in their reports made available with the consultation documents. The Resource Consent process will robustly consider how to deal with any contamination issues from the facility construction and operation.

4.19 In their report ‘Kyle Park, Hornby Summary Report - Geotechnical + Ground Contamination Assessment’, Tonkin & Taylor note

“Investigations have confirmed the previous use of Kyle Park as a landfill site. This presents a number of challenges associated with the proposed development. However, the geotechnical and ground contamination aspects are not dissimilar to other contaminated and/or filled sites recently developed in Christchurch. Measures to manage ground contamination related hazards and the physical properties of the ground beneath the site can be incorporated into the design and construction of building foundations and site earthworks. For design and consenting purposes, more information is needed to assess the potential effects of landfill gas and leachate. These are not expected to be unusual nor present a further impediment.”

**Theme 4: Timeframe**

4.20 Approximately 19 submitters referred to wanting the facility completed soon, although this is not a directly relevant consideration under the Reserves Act processes.

**Theme 5: Downsizing**

4.21 Approximately 10 submitters expressed concern at the impact the landfill mitigation costs will have on the scope of a facility that the budget can provide. While tight, the facility scope and budget are not directly relevant considerations under the Reserves Act processes.

4.22 All sites considered on the site selection long list required some level of site specific costs that would affect the scope provided. The Community Board considered this issue before making its recommendation to the Council that Kyle Park be the preferred location for the facility.

**Theme 6: Site Selection Consultation**

4.23 Approximately 10 submitters expressed concern at a believed lack of consultation regarding the site selection process. The Council has already resolved that Kyle Park is the preferred location for the facility. The site selection consultation is not a directly relevant consideration under the Reserves Act processes.

4.24 The Council undertook a full consultation process on the site selection in 2017 and Kyle Park received the most support from the public as the location for the facility. Kyle Park received good support from the deputations made to the Waipuna/Halswell-Hornby-Riccarton Community Board meeting on 5 December 2018. It also continued to score significantly higher than the other possible sites in a qualitative assessment of potential sites.

4.25 The consultation seeking the views of the public on the current issues in question, as outlined in paragraph 3.2 above, was more substantial than the Reserves Act requirements.

**5. Decision-making Process**

5.1 The Hearings Panel has the delegated authority to consider the written and oral submissions, make determinations, and then make recommendations regarding the proposed changes to the reserve classification for part of Kyle Park and to the Kyle Park Management Plan to the Community Board.
5.2 The Council has delegated to the Waipuna/Halswell-Hornby-Riccarton Community Board the authority to consider the recommendations of the Hearings Panel, and to make the final decisions for the Council on the proposed changes.

5.3 If the Community Board decides to proceed with the change of reclassification, the Reserves Act also requires that Council obtain the Minister of Conservation’s approval. The Minister is currently reviewing delegations of this power.

**Attachments**

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<td>Kyle Park Reserves Act Consultation Document</td>
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<td>E</td>
<td>Kyle Park - Landscape and Visual Assessment</td>
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<td>Kyle Park - Preliminary CPTED Review</td>
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<td>Kyle Park Transport Review</td>
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<td>H</td>
<td>Kyle Park Summary Geotechnical and Contamination Report</td>
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**Signatories**

<table>
<thead>
<tr>
<th>Author</th>
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<tr>
<td>Peter MacGibbon - Project Manager</td>
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<tr>
<td>Approved By</td>
<td></td>
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<tr>
<td>Andrew Rutledge - Head of Parks</td>
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<tr>
<td>Mary Richardson - General Manager Citizen and Community</td>
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</table>
5. Submissions Received on the Kyle Park Proposal

Reference: 19/629694
Presenter(s): Peter MacGibbon, Project Manager

1. Purpose of Report

1.1 The purpose of this report is to collate, for the consideration of the Hearings Panel, the submissions received in response to the consultation on the Kyle Park Part Reserve Classification and Management Plan changes.

1.2 The volumes of submissions are as follows:

1.2.1 Attachment A - Volume 1 Heard Submissions – Submitters who have asked to be heard in person by the Hearings Panel, this includes the schedule of submitters.

1.2.2 Attachment B – Volume 2 No Longer Wish to be Heard Submissions – Submitters who have advised that they are not able to speak in person at the meeting, or, they no longer wish to be heard.

1.2.3 Attachment C – Volume 3 Not Heard Submissions – Submitters who did not indicate that they wished to be heard by the Hearings Panel. This also includes any late submissions received on the Proposal.

1.3 Note, that the Local Government Act 2002 requires, as one of the principles of consultation, that “the views presented to the local authority should be received by the local authority with an open mind and should be given by the local authority, in making a decision, due consideration” (section 82(1)(e)).

2. Staff Recommendations

That the Hearings Panel:

1. Accept the written submissions (including any late submissions) received on the Kyle Park Part Reserve Classification and Management Plan Changes.

Attachments

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<thead>
<tr>
<th>No.</th>
<th>Title</th>
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<tr>
<td>A</td>
<td>Volume 1 and Volume 2 - Heard Submitters - Monday 17 June 2019 and No Longer Wish to be Heard</td>
<td></td>
</tr>
<tr>
<td>B</td>
<td>Volume 3 - Submitters who do not wish to be Heard</td>
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</tbody>
</table>
**Confirmation of Statutory Compliance**

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

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

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

**Signatories**

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<tr>
<th>Role</th>
<th>Signature</th>
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<tbody>
<tr>
<td>Author</td>
<td>David Corlett - Committee and Hearings Advisor</td>
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<tr>
<td>Approved By</td>
<td>David Corlett - Committee and Hearings Advisor</td>
</tr>
</tbody>
</table>
10. Waipuna/Halswell-Hornby-Riccarton Community Board - 2019-20 Funding Schemes

Reference: 19/675986
Presenter: Marie Byrne, Acting Community Governance Manager

1. Purpose of Report
1.1 The purpose of this report is for the Waipuna/Halswell-Hornby-Riccarton Community Board (the Board) to:
   1.1.1 allocate funds from the Halswell-Hornby-Riccarton 2019-20 Strengthening Communities Fund to the Halswell-Hornby-Riccarton Discretionary Response Fund;
   1.1.2 consider the establishment of a Halswell-Hornby-Riccarton Youth Development Fund for 2019-20;
   1.1.3 consider the establishment of the Halswell-Hornby-Riccarton Off the Ground Fund for 2019-20;
   1.1.4 consider the establishment of a Halswell-Hornby-Riccarton Local Response Fund for 2019-20.

2. Executive Summary
2.1 The Community Boards will be delegated authority by the Council to distribute a funding envelope under the Community Grants Funding Priorities and Outcomes. These priorities were developed from the key challenges to Building Strong Communities identified in the 2009-19 Long Term Plan.
2.2 The Boards will have the authority to allocate funds under its Strengthening Communities Fund and Discretionary Response Fund.
2.3 The Boards may also establish other funds targeted at specific community needs.
2.4 In 2018-19, the Board operated its Youth Development Fund, Off the Ground Fund and a Local Response Fund.

3. Staff Recommendations
That the Waipuna/Halswell-Hornby-Riccarton Community Board resolve to:
3. Apply the following criteria and decision making process for the 2019-20 Youth Development Fund:
   a. The Waipuna/Halswell-Hornby-Riccarton Community Board enables decision-making on the allocation of Youth Development Fund grants to at least five (5) Waipuna/Halswell-Hornby-Riccarton Community Board members by way of email responses with the majority view being actioned from Board members responding within two working days.
b. The criteria will be an application from, or on behalf of, a young person aged between 10 and 25 years of age, living in the Waipuna/Halswell-Hornby-Riccarton Community Board area for projects that focus on personal development and growth or representation at events.

c. Details of approved grants to be reported to the Board for record purposes.

4. Allocate $12,000 from the 2019-20 Discretionary Response Fund to the 2019-20 Youth Development Fund.


6. Apply the following criteria and decision making process for the 2019-20 Off the Ground Fund:
   a. The Waipuna/Halswell-Hornby-Riccarton Community Board enables decision-making on the allocation of Off the Ground Fund grants to at least five (5) Waipuna/Halswell-Hornby-Riccarton Community Board members by way of email responses with the majority view being actioned from Board members responding within two working days.
   b. Up to $400 may be allocated per application.
   c. Details of approved grants to be reported to the Board for record purposes.


10. Apply the following criteria and decision making process for the 2019-20 Local Response Fund:
    a. The Waipuna/Halswell-Hornby-Riccarton Community Board enables decision-making on the allocation of Local Response Fund grants to at least five (5) Waipuna/Halswell-Hornby-Riccarton Community Board members by way of email responses with the majority view being actioned from Board members responding within two working days.
    b. Up to $1,000 may be allocated per application
    c. The criteria will be an initiative/project that promotes one of the five essential elements of promoting safety, calm, connectedness, self-efficacy and/or hope.
    d. Details of approved grants to be reported to the Board for record purposes.

4. Context/Background

4.1 In 2018-19, the funding available for allocation by the Board was $570,393.

4.2 The Board allocated $403,010 to projects through its Strengthening Communities Fund with the remaining $167,383 being available to the Board for allocation through its 2018-19 Discretionary Response Fund.

4.3 The Board established the 2018-19 Youth Development Fund and 2018-19 Off the Ground Fund from its 2018-19 Discretionary Response Fund at the start of the 2018-19 financial year with the following allocations:

<table>
<thead>
<tr>
<th>Fund</th>
<th>Amount</th>
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<tbody>
<tr>
<td>2018-19 Youth Development Fund (initial set up)</td>
<td>$17,000</td>
</tr>
<tr>
<td>2018-19 Youth Development Fund (residual allocations)</td>
<td>$13,000</td>
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<tr>
<td>2018-19 Return of unspent grant</td>
<td>$571</td>
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</tbody>
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2018-19 Off the Ground Fund (initial set up) $1,200
2018-19 Off the Ground Fund – additional funds $1,500

During the 2018-19 financial year, the Board allocated $28,525 to Youth Development Fund recipients and $1,693 to Off the Ground Fund projects.

4.4 The Halswell-Hornby-Riccarton Local Response Fund was established in May 2019 in response to the 15 March 2019 attacks with the Board allocating $10,000 to this fund. Five grants totalling $4,982, have been allocated.

5. Discretionary Response Fund

5.1 The Discretionary Response Fund is to assist community groups where the project and funding request falls outside other Council funding criteria and/or closing dates. It is also for emergency funding for unforeseen situations.

5.2 The Discretionary Response Fund can also be used to fund Board-initiated, Council staff delivered projects such as (but not limited to) Community Service and Garden Pride Awards and Culture Galore. The Community Board is also able to utilise this fund to set up other funds such as the Youth Development Fund and the Off the Ground Fund. The Discretionary Response Fund operates differently at a metropolitan and local level.

5.3 In 2016, the Council set exclusions that Local (Community Board) Discretionary Response Funds will not cover, namely:

5.3.1 Activities or initiatives where the primary purpose is to promote religious ministry, political objectives or commercial profit orientated interests

5.3.2 Projects or initiatives that will lead to ongoing operational costs to the Christchurch City Council

5.3.3 Debt servicing or re-financing costs

5.3.4 Stock or capital market investment

5.3.5 Gambling or prize money

5.3.6 Payment of fines or court costs

5.3.7 Payment for IRD penalties or retrospective tax payments

5.4 At its 26 June 2019 meeting, the Board resolved to allocate up to $50,000 from the 2018-19 and 2019-20 Discretionary Response Fund towards extending the opening hours for the Halswell Swimming Pool 2019-20 summer season.

5.5 The unallocated amount of $9,951 in the 2018-19 Discretionary Response Fund will be carried over to the 2019-20 Discretionary Response Fund enabling the one allocation to be made for this purpose from the Board’s 2019-20 Discretionary Response Fund.

5.6 Staff are recommending that $65,000 be allocated from the Board’s Strengthening Communities Fund to its Discretionary Response Fund for the 2019-20 financial year.

5.7 It is envisaged that any amount left unallocated after the Strengthening Communities Fund applications are considered by the Board on 13 August 2019, would form the remainder of the Discretionary Response Fund for 2019-20.

5.8 Decision-making for the Youth Development Fund, Off the Ground Fund and Local Response Fund has been carried out via email with Board members responding to the application(s) requested within two business days. The Youth Development and Off the Ground Fund have
required responses from four (4) Community Board members and the Local Response Fund has required three (3) members to respond.

Staff are recommending that a consistent requirement of five (5) Board members responding across all three funds be applied, thus representing a majority of the Board.

5.9 Unallocated amounts from the Youth Development Fund, Off the Ground Fund and Local Response Fund are carried forward to the Board’s 2019-20 Discretionary Response Fund. Therefore, in addition to re-establishing these three funding schemes for the 2019-20 year, it will be necessary to allocate funds to each of them.

6. Youth Development Fund

6.1 The purpose of the Youth Development Fund is to celebrate and support young people living in the Halswell-Hornby-Riccarton wards by providing financial assistance for their development. The Board also seeks to acknowledge young peoples’ efforts, achievements and potential excellence in the community.

6.2 In March 2019, the Board agreed to approve Youth Development Fund applications by email in the same way that the Off the Ground Fund applications have been done for the past three years.

6.3 The Board is therefore invited to re-establish its Halswell-Hornby-Riccarton Youth Development Fund in 2019-20.

The proposed fund criteria and the decision-making process for allocations, is as follows:

6.3.1 The Halswell-Hornby-Riccarton Youth Development Fund will enable the Board to consider applications for the following activities:

- **Personal Development and Growth** - for example, leadership training, career development, Outward Bound, Spirit of Adventure, extra-curricular educational opportunities, social enterprise activities and projects both local and national initiatives.

- **Representation at Events** - applicants can apply for assistance if they have been selected to represent their school, team or community at a local, national or international event or competition. This includes sporting, cultural and community events.

6.3.2 The following eligibility criteria must be met:

- **Age groups 10 to 25 years.**

- **Projects must have obvious benefits for the young person, and if possible the wider community.**

- **Only one application per person permitted per year.**

- **Applicants should be undertaking other fundraising activities and not relying solely on Community Board support.**

6.3.3 Successful applicants will be required to report back to the Community Board on their experiences.

6.3.4 Staff recommend that the Waipuna/Halswell-Hornby-Riccarton Community Board enables decision-making on the allocation of Youth Development Fund grants to at least five (5) Waipuna/Halswell-Hornby-Riccarton Community Board members by way of email responses with the majority view being actioned from Board members responding within two working days.

6.3.5 Approved allocations will be reported in the regular Area Reports to the Community Board.
6.4 Each application will be assessed by the appropriate local staff and presented to Board members for consideration and decision making.

6.5 Staff are also recommending that $12,000 be allocated into the 2019-20 Halswell-Hornby-Riccarton Youth Development Fund from the 2019-20 Halswell-Hornby-Riccarton Discretionary Response Fund.

7. Off the Ground Fund

7.1 The Off the Ground Fund acts as a quick response fund in allocating grants for small community projects.

7.2 The grant purpose is to benefit people living in the Board’s three wards and may include such things as planting vacant land, tidying up vacant areas, constructing small local commemorations, community building events, skip days, displays and activities which aim to bring communities together, inform communities and strengthen communities.

7.3 The Board is therefore being invited to re-establish its 2019-20 Halswell-Hornby-Riccarton Off the Ground Fund.

The proposed fund criteria and the decision-making process is as follows:

7.3.1 The Board intends to establish the 2019-20 Halswell-Hornby-Riccarton Off the Ground Fund.

7.3.2 The purpose of the Off the Ground Fund is to provide the community with access to grants for small community projects.

7.3.3 The project must benefit people living in the Halswell, Hornby and Riccarton wards.

7.3.4 Applications are to be made on a Halswell-Hornby-Riccarton Off the Ground Fund Application Form. An information sheet will be designed to publicise the Fund.

7.3.5 Applications must be applied for by one resident, group or organisation, providing contact details, location of the project and a short description of what the project will involve. Funding will not be considered for projects already undertaken.

7.3.6 Funding may be granted for each application up to a maximum of $400.

7.3.7 Grant requests will be administered through the Council’s Halswell-Hornby-Riccarton Community Governance Team. Staff recommendations and a copy of the application will be circulated (by email) to Board members for consideration and decision making.

7.3.8 The Waipuna/Halswell-Hornby-Riccarton Community Board will enable decision-making on the allocation of Off the Ground Fund grants to at least five (5) Waipuna/Halswell-Hornby-Riccarton Community Board members by way of email responses with the majority view being actioned from Board members responding within two working days.

7.3.9 Successful projects will be funded after receipts of expenditure have been submitted. Expenditure must be made after the application for funding is made. However, if an applicant wishes to have the granted amount made available, after the decision, but prior to expenditure, this request should be made at the time of application.

7.3.10 All applications will still have to meet the criteria requirements of the Discretionary Response Fund.

7.4 Details of Off the Ground Fund grant allocations made will be provided to the Board for information and record purposes through the monthly Area Report.
7.5 Staff are also recommending that $1,000 be allocated to the 2019-20 Halswell-Hornby-Riccarton Off the Ground Fund from the 2019-20 Halswell-Hornby-Riccarton Discretionary Response Fund.

8. Local Response Fund

8.1 The Halswell-Hornby-Riccarton Local Response Fund was established to support and catalyse initiatives such as connectedness events and other projects that promote five essential elements of response and recovery following the tragic events of Friday 15 March 2019.

8.2 The Board is therefore being invited to again establish its 2019-20 Halswell-Hornby-Riccarton Local Fund.

The proposed fund criteria and the decision making process is as follows:

8.2.1 The Board intends to re-establish its 2019-20 Halswell-Hornby-Riccarton Local Response Fund.

8.2.2 The criteria will be an initiative/project that promotes one of the five essential elements of promoting safety, calm, connectedness, self-efficacy and/or hope.

8.2.3 Funding may be granted for each application up to a maximum of $1,000.

8.2.4 Grant requests will be administered through the Council’s Halswell-Hornby-Riccarton Community Governance Team. Staff recommendations and a copy of the application will be circulated (by email) to Board members for consideration and decision making.

8.2.5 The Waipuna/Halswell-Hornby-Riccarton Community Board will enable decision-making on the allocation of Local Response Fund grants to at least five (5) Waipuna/Halswell-Hornby-Riccarton Community Board members by way of email responses with the majority view being actioned from Board members responding within two working days.

8.3 Details of Local Response Fund grant allocations made will be provided to the Board for information and record purposes through the monthly Area Report.

8.4 Staff are also recommending that $5,000 be allocated to the 2019-20 Halswell-Hornby-Riccarton Local Response Fund from the 2019-20 Halswell-Hornby-Riccarton Discretionary Response Fund.

Attachments

There are no attachments to this report.

Confirmation of Statutory Compliance

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

(a) This report contains:

(i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and

(ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council’s significance and engagement policy.
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<tr>
<td><strong>Author</strong></td>
<td>Marie Byrne - Community Development Advisor</td>
</tr>
<tr>
<td><strong>Approved By</strong></td>
<td>Matthew Pratt - Manager Community Governance, Halswell-Hornby-Riccarton</td>
</tr>
</tbody>
</table>
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.