Waihoro
Spreydon-Cashmere Community Board
AGENDA

Notice of Meeting:
An ordinary meeting of the Waihoro/Spreydon-Cashmere Community Board will be held on:

Date: Friday 19 July 2019
Time: 8am
Venue: Boardroom, Beckenham Service Centre, 66 Colombo Street, Beckenham

Membership
Chairperson
Melanie Coker
Deputy Chairperson
Helene Mautner
Members
Phil Clearwater
Lee Sampson
Tim Scandrett

16 July 2019

Christopher Turner-Bullock
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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 maurua tāukiuki
Bind together the strands of each mat
And join together with the seams of respect
and reciprocity.
The partnership with Papatipu Rūnanga
reflects mutual understanding and respect,
and a goal of improving the economic,
cultural, environmental and social
wellbeing for all.

Overarching Principle
Partner - 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
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1. **Apologies**
   At the close of the agenda no apologies had been received.

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

3. **Confirmation of Previous Minutes**
   That the minutes of the Waihoro/Spreydon-Cashmere Community Board meeting held on **Tuesday, 2 July 2019** be confirmed (refer page 5).

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

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.
Waihoro
Spreydon-Cashmere Community Board
OPEN MINUTES

Date: Tuesday 2 July 2019
Time: 5pm
Venue: Boardroom, Beckenham Service Centre,
66 Colombo Street, Beckenham

Present
Chairperson Karolin Potter
Deputy Chairperson Melanie Coker
Members Helene Mautner
Lee Sampson
Tim Scandrett

2 July 2019

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The agenda was dealt with in the following order.

1. Apologies
   
   Part C
   Community Board Resolved SCCB/2019/00054
   
   That the apologies from Phil Clearwater for absence, and Tim Scandrett for early departure be accepted.
   
   Lee Sampson/Helene Mautner
   
   Carried

2. Declarations of Interest
   
   Part B
   There were no declarations of interest recorded.

3. Confirmation of Previous Minutes
   
   Part C
   Community Board Resolved SCCB/2019/00055
   
   That the minutes of the Waihoro/Spreydon-Cashmere Community Board meeting held on Friday, 21 June 2019 be confirmed.
   
   Melanie Coker/Tim Scandrett
   
   Carried

4. Public Forum
   
   Part B
   4.1 Memorial Walkway – Karen Prisco
   
   Karen Prisco, local resident, addressed the Board on her proposal for a walkway, to memorialise babies who died before or at birth or shortly after. Ms Prisco said Somerfield Park has been identified as a potentially suitable site and suggested that a pathway could be created from the playground towards the adjacent Sydenham cemetery. Her proposal is for mosaic pavers to be placed at intervals along the path and small plaques with a graphic and a baby’s first name to be set into the path.

   Ms Prisco spoke of plans to fundraise the cost of the pathway and indicated that currently there are 101 families who would like to memorialise their baby or babies in such a pathway.

   On behalf of the Board, the Chairperson thanked Ms Prisco for her attendance.
6. Presentation of Petitions

Part B
There was no presentation of petitions.

7. Poulson Street - Proposed No Stopping Restrictions

Community Board Resolved SCCB/2019/00056 (Staff recommendations accepted without change)

Part C

That the Waihoro/Spreydon-Cashmere Community Board:

1. Approves under clause 7 of the Christchurch Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times on Poulson Street as shown by broken yellow lines on the attached drawing TG133747, Issue.1 dated 02/04/2019 attached to the agenda for this meeting.

2. Revokes 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.

3. Approves that these resolutions take effect when parking road marking that evidences the restrictions described in the staff report are in place.

Lee Sampson/Tim Scandrett  Carried

5. Deputations by Appointment

Part B

5.1 Lincoln Road (Moorhouse to Whiteleigh) and Moorhouse Avenue (Selwyn to Lincoln) Bus Priority Improvements

Part B

Mr Robinson spoke on behalf the Addington Neighbourhood Association spoke to the Board regarding Clause 8 - Lincoln Road (Moorhouse to Whiteleigh) and Moorhouse Avenue (Selwyn to Lincoln) Bus Priority Improvements. The Association is in support of bus priority lanes to improve the travel time to the city for residents of suburbs such as Halswell. He pointed out, however, the Association’s concerns that the Addington suburb had already been divided by the Brougham Street expressway.

While the group is in favour of the proposal for a 30 kilometre per hour speed limit on Lincoln Road Mr Robinson noted that previous advocacy for the same speed limit in Addington had resulted in the installation of a 40 kilometre per hour limit, and he queried the inconsistency.

Mr Robinson further queried proposals for restrictions of right turns on two of the seven feeder streets.
Overall the association has major concerns that approval of these measures may lead to proposals for further measures to increase traffic flow along Lincoln Road to the detriment of the Addington area which is something that the group would oppose.

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

Item 8 of these minutes refers.

8. Lincoln Road (Moorhouse to Whiteleigh) and Moorhouse Avenue (Selwyn to Lincoln) Bus Priority Improvements

Board Comment

Staff in attendance spoke to the accompanying report.

The Board also took into consideration the deputation from The Addington Neighbourhood Association (Item 5.1 of these minutes refers).

The Board discussed the staff recommendations, and the options put forward.

Staff Recommendations

That the Waihoro/Spreydon-Cashmere Community Board:

1. Approve the scheme design, subject to any resource consent required, for the section of Lincoln Road between Moorhouse Avenue and Whiteleigh Avenue and Moorhouse Avenue between Selwyn Street and Lincoln Road as detailed in Attachment A and recommend to Council approval of the Special Vehicle Lanes (bus lanes), the 30km/h speed restriction on Lincoln Road and installation of the new pedestrian traffic signals outside No 332 Lincoln Road.


Recommend that the Council approves the following Part A resolutions, as detailed in Attachment A:

Existing Moorhouse Avenue – Selwyn Street and Grove Road - Traffic Controls

3. Approves that the special vehicle lanes on the south side of Moorhouse Avenue from its intersection with Selwyn Street to its intersection with Grove Road be revoked.

New Moorhouse Avenue – Selwyn Street to Grove Road - Traffic Controls

4. Approves that a special vehicle lane for the use of westbound cycles only, be established on the south side of Moorhouse Avenue, commencing at its intersection with Selwyn Street, and extending in a westerly direction for a distance of 87 metres, as detailed on Attachment A. This special vehicle lane is authorised under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, and is therefore to be added to the Council’s Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.

5. Approves that a special vehicle lane for the use of westbound buses and cycles only, be established on the south side of Moorhouse Avenue, commencing at a point 87 metres west of its intersection with Selwyn Street, and extending in a westerly direction for a distance of 142 metres as detailed on Attachment A. This special vehicle lane is to apply Monday to Friday, 4:00pm to 6:00pm. This special vehicle lane is authorised under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, and is
therefore to be added to the Council’s Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.

6. Approves that a special vehicle lane for the use of westbound cycles only, be established on the south side of Moorhouse Avenue, commencing at a point 229 metres west of its intersection with Selwyn Street, and extending in a westerly direction to its intersection with Grove Road western kerb line, as detailed on Attachment A. This special vehicle lane is authorised under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, and is therefore to be added to the Council’s Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.

7. Approves that a special vehicle lane for the use of westbound cycles only, be established on the south side of Moorhouse Avenue, located between the left turn lane and the leftmost straight ahead lane, commencing at a point 103 metres west of its intersection with Selwyn Street, and extending in a westerly direction to its intersection with Grove Road, as detailed on Attachment A. This special vehicle lane is authorised under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, and is therefore to be added to the Council’s Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.

Existing Grove Road – Moorhouse Avenue to Southern Extent on Grove Road - Traffic Control

8. Approves that the one way section on Grove Road from its intersection with Moorhouse Avenue, and extending in a southerly direction for a distance of 16 metres be revoked.

New Grove Road – Moorhouse Avenue to Southern Extent on Grove Road - Traffic Control

9. Approves that Grove Road be one way north to south from its intersection with Moorhouse Avenue, and extending in a southerly direction for a distance of 16 metres, as detailed on Attachment A, in accordance with Clause 16 of the Christchurch City Council Traffic and Parking Bylaw 2017. This one way section is to be added to the Register of One Way Streets in the Traffic and Parking bylaw 2017.

Existing Lincoln Road – Moorhouse Avenue to Barrington Street and Whiteleigh Avenue - Traffic Control

10. Approves that the existing traffic signals, special vehicle lanes, shared pedestrian/ cycle pathway and speed limit on Lincoln Road from its intersection with Moorhouse Avenue to its intersection with Barrington Street and Whiteleigh Avenue be revoked.

New Lincoln Road – Moorhouse Avenue to Barrington Street and Whiteleigh Avenue - Traffic Control

Lincoln Rd - Speed limit

11. Approves pursuant to Section 27(1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017, set the speed limit at 50 km /h on Lincoln Road commencing at its intersection with Moorhouse Avenue, and extending in a south-westerly direction for a distance of 202 metres as detailed on Attachment A. This speed limit is to be added to the Council’s Register of Speed limits.

12. Approves pursuant to Section 27(1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017, set the speed limit at 30 km /h on Lincoln Road commencing at a point 202 metres southwest of its intersection with Moorhouse Avenue, and extending in a south-westerly direction for a distance of 632 metres as detailed on Attachment A. This speed limit is to be added to the Council’s Register of Speed limits.

13. Approves pursuant to Section 27(1) (a) of the Christchurch City Council Traffic and Parking Bylaw 2017 to set the speed limit at 50 km /h on Lincoln Road commencing at a point...
point 834 metres southwest of its intersection with Moorhouse Avenue, and extending in a south-westerly direction to its intersection with Barrington Street and Whiteleigh Avenue as detailed on Attachment A. This speed limit is to be added to the Council’s Register of Speed limits.

Lincoln Road - Intersection Control

14. Approves that the intersection of Harman Street and Lincoln Road, be controlled by traffic signals in accordance with the Land Transport Rule: Traffic Control Devices 2004 as detailed on Attachment A.

15. Approves that pedestrian traffic signals be duly established and marked in accordance with Section 6 of the Land Transport Rule: Traffic Control Devices 2004, on Lincoln Road, located at a point 104 metres southwest of its intersection with Dickens Street, as detailed on Attachment A.

16. Approves that pedestrian traffic signals be duly established and marked in accordance with Section 6 of the Land Transport Rule: Traffic Control Devices 2004, on Lincoln Road, located at a point 82 metres southwest of its intersection with Parlane Street, as detailed on Attachment A.

Lincoln Road - Special Vehicle Lane

17. Approves that a special vehicle lane for the use of south-westbound cycles only, be established on the southeast side of Lincoln Road, commencing at its intersection with Moorhouse Avenue, and extending in a south-westerly direction for a distance of 38 metres, as detailed on Attachment A. This special vehicle lane is authorised under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, and is therefore to be added to the Council’s Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.

18. Approves that a special vehicle lane for the use of south-westbound buses and cycles only, be established on the southeast side of Lincoln Road, commencing at a point 38 metres southwest of its intersection with Moorhouse Avenue, and extending in a south-westerly direction to its intersection with Harman Street, as detailed on Attachment A. This special vehicle lane is authorised under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, and is therefore to be added to the Council’s Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.

19. Approves that a special vehicle lane for the use of south-westbound buses and cycles only, be established on the southeast side of Lincoln Road, commencing at its intersection with Harman Street, and extending in a south-westerly direction for a distance of 532 metres, as detailed on Attachment A. This special vehicle lane is to apply Monday to Friday, 4:00pm to 6:00pm. This special vehicle lane is authorised under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, and is therefore to be added to the Council’s Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.

20. Approves that a special vehicle lane for the use of south-westbound cycles only, be established on the southeast side of Lincoln Road, commencing at a point 532 metres southwest of its intersection with Harman Street, and extending in a south-westerly direction to its intersection with Barrington Street and Whiteleigh Avenue, as detailed on Attachment A. This special vehicle lane is authorised under Clause 18 of the
21. Approves that a special vehicle lane for the use of north-eastbound cycles only, be established on the northwest side of Lincoln Road, commencing at its intersection with Whiteleigh Avenue, and extending in a north-easterly direction for a distance of 111 metres as detailed on Attachment A. This special vehicle lane is authorised under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, and is therefore to be added to the Council’s Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.

22. Approves that a special vehicle lane for the use of north-eastbound buses and cycles only, be established on the northwest side of Lincoln Road, commencing at a point 111 metres northeast of its intersection with Whiteleigh Avenue, and extending in a north-easterly direction for a distance of 452 metres, as detailed on Attachment A. This special vehicle lane is to apply Monday to Friday, 7:00am to 9:00am. This special vehicle lane is authorised under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, and is therefore to be added to the Council’s Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.

23. Approves that a special vehicle lane for the use of north-eastbound cycles only, be established on the northwest side of Lincoln Road, commencing at a point 563 metres northeast of its intersection with Whiteleigh Avenue, and extending in a north-easterly direction to its intersection with Moorhouse Avenue as detailed on Attachment A. This special vehicle lane is authorised under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, and is therefore to be added to the Council’s Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.

Approves the following Part C resolutions, as detailed in Attachment A:

New Moorhouse Avenue – Grove to Lincoln Road - Traffic Control

24. Approves that the pathway on the south side of Moorhouse Avenue commencing at its intersection with Grove Road western kerb line, and extending in a westerly direction for a distance of 13 metres, as detailed on Attachment A, be resolved as a shared pedestrian / westbound cycle pathway in accordance with Clause 21(1)(a) of the Christchurch City Council Traffic and Parking Bylaw 2017.

Existing Moorhouse Avenue – Selwyn Street to Grove Road - Traffic Control

25. Approves that the existing road layout including road markings, kerb alignments and road surface treatments on the south side of Moorhouse Avenue from its intersection with Selwyn Street to its intersection with Grove Road be revoked.

New Moorhouse Avenue – Selwyn Street to Grove Road - Traffic Control

26. Approves the road markings, kerb alignments and road surface treatments on the south side of Moorhouse Avenue, from its intersection with Selwyn Street to its intersection with Grove Road as detailed on Attachment A.

Existing Grove Road – Moorhouse Avenue to Southern Extent on Grove Road - Traffic Control

27. Approves that the existing road layout including road markings and kerb alignments on Grove Road from its intersection with Moorhouse Avenue, and extending in a southerly direction for a distance of 16 metres be revoked.
New Grove Road – Moorhouse Avenue to Southern Extent on Grove Road - Traffic Control

28. Approves the road markings, kerb alignments and road surface treatments on Grove Road from its intersection with Moorhouse Avenue, and extending in a southerly direction for a distance of 16 metres as detailed on Attachment A.

Existing Lincoln Road – Moorhouse Avenue to Barrington Street and Whiteleigh Avenue - Traffic Control

29. Approves that the existing road layout including road markings, kerb alignments and road surface treatments on Lincoln Road, from its intersection with Moorhouse Avenue to its intersection with Barrington Street and Whiteleigh Avenue be revoked.

30. Approves that a Give Way control on Hazeldean Road at its intersection with Lincoln Road be revoked.

31. Approves that a Give Way control on Clarence Street South at its intersection with Lincoln Road be revoked.

32. Approves that a Stop control on Spencer Street at its intersection with Lincoln Road be revoked.

Lincoln Road - Shared Path

33. Approves that the pathway on the southeast side of Lincoln Road commencing at its intersection with Moorhouse Avenue and extending in a south-westerly direction for a distance of 26 metres, as detailed on Attachment A, be resolved as a westbound then south-westbound shared pedestrian / cycle pathway in accordance with Clause 21(1)(a) of the Christchurch City Council Traffic and Parking Bylaw 2017.

New Lincoln Road – Moorhouse Avenue to Barrington Street and Whiteleigh Avenue - Traffic Control

34. Approves the road markings, kerb alignments, traffic islands and road surface treatments on Lincoln Road from its intersection with Moorhouse Avenue to its intersection with Barrington and Whiteleigh Avenue as detailed on Attachment A.

35. Approves that the right turn movement from Lincoln Road northeast approach into Dickens Street be prohibited, as detailed on Attachment A in accordance with Clause 17 of the Christchurch City Council Traffic and Parking Bylaw 2017.

36. Approves that the right turn movement from Lincoln Road northeast approach into Spencer Street be prohibited, as detailed on Attachment A in accordance with Clause 17 of the Christchurch City Council Traffic and Parking Bylaw 2017.

Existing Lincoln Road – Moorhouse Avenue to Barrington Street and Whiteleigh Avenue - Parking and Stopping Restrictions

37. Approves that all parking and stopping restrictions on the southeast side of Lincoln Road commencing at its intersection with Moorhouse Avenue and extending in a south-westerly to its intersection with Barrington Street be revoked.

38. Approves that all parking and stopping restrictions on the northwest side of Lincoln Road commencing at its intersection with Whiteleigh Avenue and extending in a north-easterly direction to its intersection with Moorhouse Avenue be revoked.
Moorhouse Avenue to Hazeldean Road

39. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at its intersection with Moorhouse Avenue, and extending in a south-westerly direction to its intersection with Hazeldean Road.

Hazeldean Road to Harman Street

40. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at its intersection with Hazeldean Road, and extending in a south-westerly direction for a distance of 13 metres.

41. Approves that a Bus Stop be installed on the southeast side of Lincoln Road commencing at a point 13 metres southwest of its intersection with Hazeldean Road, and extending in a south-westerly direction for a distance of 17 metres.

42. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at a point 30 metres southwest of its intersection with Hazeldean Road, and extending in a south-westerly direction to its intersection with Harman Street.

Harman Street to Dickens Street

43. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at its intersection with Harman Street, and extending in a south-westerly direction for a distance of 44 metres.

44. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the southeast side of Lincoln Road, commencing at point 44 metres southwest of its intersection with Harman Street, and extending in a south-westerly direction for a distance of 11 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.

45. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at a point 55 metres southwest of its intersection with Harman Street, and extending in a south-westerly direction to its intersection with Dickens Street.

Dickens Street to Parlane Street

46. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at its intersection with Dickens Street, and extending in a south-westerly direction for a distance of seven metres.

47. Approves that the parking of vehicles be restricted to a maximum period of 10 minutes on the southeast side of Lincoln Road, commencing at point seven metres southwest of its intersection with Dickens Street, and extending in a south-westerly direction for a distance of 18 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.

48. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the southeast side of Lincoln Road, commencing at point 25 metres southwest of its intersection with Dickens Street, and extending in a south-westerly direction for a distance of 45.5 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.

49. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at a point 70.5 metres southwest of its intersection with Dickens Street, and extending in a south-westerly direction for a distance of 30 metres.
50. Approves that a Bus Stop be installed on the southeast side of Lincoln Road commencing at a point 100.5 metres southwest of its intersection with Dickens Street, and extending in a south-westerly direction for a distance of 14 metres.

51. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at a point 114.5 metres southwest of its intersection with Dickens Street, and extending in a south-westerly direction for a distance of 15 metres.

52. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the southeast side of Lincoln Road, commencing at point 129.5 metres southwest of its intersection with Dickens Street, and extending in a south-westerly direction for a distance of six metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.

53. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at a point 135 metres southwest of its intersection with Dickens Street, and extending in a south-westerly direction for a distance of nine metres.

54. Approves that the parking of vehicles be restricted to a maximum period of 10 minutes on the southeast side of Lincoln Road, commencing at point 144.5 metres southwest of its intersection with Dickens Street, and extending in a south-westerly direction for a distance of 12 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.

55. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at a point 156.5 metres southwest of its intersection with Dickens Street, and extending in a south-westerly direction for a distance of six metres.

56. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the southeast side of Lincoln Road, commencing at point 162.5 metres southwest of its intersection with Dickens Street, and extending in a south-westerly direction for a distance of 17 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.

57. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at a point 179.5 metres southwest of its intersection with Dickens Street, and extending in a south-westerly direction to its intersection with Parlane Street.

Parlane Street to Spencer Street

58. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at its intersection with Parlane Street, and extending in a south-westerly for a distance of 18 metres.

59. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the southeast side of Lincoln Road, commencing at point 18 metres southwest of its intersection with Parlane Street, and extending in a south-westerly direction for a distance of 13.5 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.

60. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at a point 31 metres southwest of its intersection with Parlane Street, and extending in a south-westerly direction for a distance of eight metres.

61. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the southeast side of Lincoln Road, commencing at point 39 metres southwest of its
intersection with Parlane Street, and extending in a south-westerly direction for a distance of 23 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.

62. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at a point 62 metres southwest of its intersection with Parlane Street, and extending in a south-westerly direction for a distance of 29 metres.

63. Approves that the parking of vehicles be restricted to a maximum period of 30 minutes on the southeast side of Lincoln Road, commencing at point 91 metres southwest of its intersection with Parlane Street, and extending in a south-westerly direction for a distance of 12 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.

64. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at a point 103 metres southwest of its intersection with Parlane Street, and extending in a south-westerly direction for a distance of 10 metres.

65. Approves that the parking of vehicles be restricted to a maximum period of 10 minutes on the southeast side of Lincoln Road, commencing at point 113 metres southwest of its intersection with Parlane Street, and extending in a south-westerly direction for a distance of 19 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.

66. Approves that a Bus Stop be installed on the southeast side of Lincoln Road commencing at a point 132 metres southwest of its intersection with Parlane Street, and extending in a south-westerly direction for a distance of 22 metres.

67. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at a point 154 metres southwest of its intersection with Parlane Street, and extending in a south-westerly direction to its intersection with Spencer Street.

Spencer Street to Barrington Street

70. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at its intersection with Spencer Street, and extending in a south-westerly direction for a distance of 10 metres.

71. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the southeast side of Lincoln Road, commencing at point 10 metres southwest of its intersection with Spencer Street, and extending in a south-westerly direction for a distance of 41 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.
72. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Lincoln Road commencing at its intersection with Spencer Street, and extending in a south-westerly direction to its intersection with Barrington Street.

Whiteleigh Avenue to Clarence Street South

73. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Lincoln Road commencing at its intersection with Whiteleigh Avenue, and extending in a north-easterly direction for a distance of 104 metres.

74. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the northwest side of Lincoln Road, commencing at point 104 metres northeast of its intersection with Whiteleigh Avenue, and extending in a north-easterly direction for a distance of 67 metres. This restriction is to apply on Monday to Friday, 9:00am to 6:00pm and to apply on Saturday to Sunday, 8:00am to 6:00pm.

75. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Lincoln Road commencing at a point 171 metres northeast of its intersection with Whiteleigh Avenue, and extending in a north-easterly direction to its intersection with Clarence Street South.

Clarence Street South to Wise Street

76. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Lincoln Road commencing at its intersection with Clarence Street South, and extending in a north-easterly direction for a distance of 14 metres.

77. Approves that a Bus Stop be installed on the northwest side of Lincoln Road commencing at a point 14 metres northeast of its intersection with Clarence Street South, and extending in a north-easterly direction for a distance of 23 metres.

78. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Lincoln Road commencing at a point 37 metres northeast of its intersection with Clarence Street South, and extending in a north-easterly direction for a distance of 33 metres.

79. Approves that a Loading Zone for Goods Vehicles Only be created on the northwest side of Lincoln Road and restricted to a maximum period of 10 minutes commencing at a point 70 metres northeast of its intersection with Clarence Street South, and extending in north-easterly direction for a distance of eight metres.

80. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Lincoln Road commencing at a point 78 metres northeast of its intersection with Clarence Street South, and extending in a north-easterly direction for a distance of six metres.

81. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the northwest side of Lincoln Road, commencing at point 84 metres northeast of its intersection with Clarence Street South, and extending in a north-easterly direction for a distance of 11 metres. This restriction is to apply on Monday to Friday, 9:00am to 6:00pm and to apply on Saturday to Sunday, 8:00am to 6:00pm.

82. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Lincoln Road commencing at a point 95 metres northeast of its intersection with Clarence Street South, and extending in a north-easterly direction to its intersection with Wise Street.
Waihoro/Spreydon-Cashmere Community Board
19 July 2019

Item 3 - Minutes of Previous Meeting 2/07/2019

Wise Street to Bernard Street

83. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Lincoln Road commencing at its intersection with Wise Street, and extending in a north-easterly direction for a distance of six metres.

84. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the northwest side of Lincoln Road, commencing at point six metres northeast of its intersection with Wise Street, and extending in a north-easterly direction for a distance of 83 metres. This restriction is to apply on Monday to Friday, 9:00am to 6:00pm and to apply on Saturday to Sunday, 8:00am to 6:00pm.

85. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Lincoln Road commencing at a point 89 metres northeast of its intersection with Wise Street, and extending in a north-easterly direction for a distance of 42 metres.

86. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the northwest side of Lincoln Road, commencing at point 131 metres northeast of its intersection with Wise Street, and extending in a north-easterly direction for a distance of 38 metres. This restriction is to apply on Monday to Friday, 9:00am to 6:00pm and to apply on Saturday to Sunday, 8:00am to 6:00pm.

87. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Lincoln Road commencing at a point 169 metres northeast of its intersection with Wise Street, and extending in a north-easterly direction to its intersection with Bernard Street.

Bernard Street to Moorhouse Avenue

88. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Lincoln Road commencing at its intersection with Bernard Street, and extending in a north-easterly direction for a distance of 20 metres.

89. Approves that a Bus Stop be installed on the northwest side of Lincoln Road commencing at a point 20 metres northeast of its intersection with Bernard Street, and extending in a north-easterly direction for a distance of 16.5 metres.

90. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Lincoln Road commencing at a point 37 metres northeast of its intersection with Bernard Street, and extending in a north-easterly direction to its intersection with Moorhouse Avenue.

New Hazeldean Road – Lincoln Road to South-eastern Extent – Traffic Controls

91. Approves that a Give Way control be placed against Hazeldean Road at its intersection with Lincoln Road as detailed on Attachment A.

Existing Dickens Street – Lincoln Road to South-eastern Extent – Traffic Controls

92. Approves that the existing road layout out including road markings, kerb alignments and road surface treatments on Dickens Street from its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 47 metres be revoked.

New Dickens Street – Lincoln Road to South-eastern Extent – Traffic Controls

93. Approves the road markings, kerb alignments, traffic island and road surface treatments on Dickens Street from its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 47 metres as detailed on Attachment A.
94. Approves that a Give Way control be placed against Dickens Street at its intersection with Lincoln Road as detailed on Attachment A.

Existing Dickens Street – Lincoln Road to South-eastern Extent - Parking and Stopping Restrictions

95. Approves that all parking and stopping restrictions on the northeast side of Dickens Street commencing at its intersection with Lincoln Road and extending in south-easterly direction for a distance of 47 metres be revoked.

96. Approves that all parking and stopping restrictions on the southwest side of Dickens Street commencing at its intersection with Lincoln Road and extending in south-easterly direction for a distance of 13 metres be revoked.

New Dickens Street – Lincoln Road to South-eastern Extent - Parking and Stopping Restrictions

97. Approves that the stopping of vehicles be prohibited at any time on the northeast side of Dickens Street commencing at its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 13 metres.

98. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the northeast side of Dickens Street, commencing at point 13 metres southeast of its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 34 metres. This restriction is to apply on Monday to Friday, 8:00am to 6:00pm.

99. Approves that the stopping of vehicles be prohibited at any time on the southwest side of Dickens Street commencing at its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 13 metres.

Existing Parlane Street – Lincoln Road to South-eastern Extent – Traffic Controls

100. Approves that the existing road layout including the road markings, kerb alignment and road surface treatments on Parlane Street from its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 57 metres be revoked.

New Parlane Street – Lincoln Road to South-eastern Extent – Traffic Controls

101. Approves the road markings, kerb alignments and road surface treatments on Parlane Street from its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 57 metres as detailed on Attachment A.

102. Approves that a Give Way control be placed against Parlane Street at its intersection with Lincoln Road as detailed on Attachment A.

Existing Parlane Street – Lincoln Road to South-eastern Extent - Parking and Stopping Restrictions

103. Approves that all parking and stopping restrictions on the northeast side of Parlane Street commencing at its intersection with Lincoln Road extending in south-easterly direction for a distance of 57 metres be revoked.

104. Approves that all parking and stopping restrictions on the southwest side of Parlane Street commencing at its intersection with Lincoln Road extending in south-easterly direction for a distance of 50 metres be revoked.

New Parlane Street – Lincoln Road to South-eastern Extent - Parking and Stopping Restrictions

105. Approves that the stopping of vehicles be prohibited at any time on the northeast side of Parlane Street commencing at its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of eight metres.
106. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the northeast side of Parlane Street, commencing at point eight metres southeast of its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 49 metres. This restriction is to apply on Monday to Friday, 8:00am to 6:00pm.

107. Approves that the stopping of vehicles be prohibited at any time on the southwest side of Parlane Street commencing at its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of eight metres.

108. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the southwest side of Parlane Street, commencing at point eight metres southeast of its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 31 metres. This restriction is to apply on Monday to Friday, 8:00am to 6:00pm.

Existing Spencer Street – Lincoln Road to South-eastern Extent – Traffic Controls

109. Approves that the existing road layout including road markings, kerb alignments and road surface treatments on Spencer Street from its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 67 metres be revoked.

New Spencer Street – Lincoln Road to South-eastern Extent – Traffic Controls

110. Approves the road markings, kerb alignments, traffic island and road surface treatments on Spencer Street from its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 67 metres as detailed on Attachment A.

111. Approves that a Give Way control be placed against Spencer Street at its intersection with Lincoln Road as detailed on Attachment A.

Existing Spencer Street – Lincoln Road to South-eastern Extent - Parking and Stopping Restrictions

112. Approves that all parking and stopping restrictions on the northeast side of Spencer Street commencing at its intersection with Lincoln Road extending in south-easterly direction for a distance of 67 metres be revoked.

113. Approves that all parking and stopping restrictions on the southwest side of Spencer Street commencing at its intersection with Lincoln Road extending in south-easterly direction for a distance of 42 metres be revoked.

New Spencer Street – Lincoln Road to South-eastern Extent - Parking and Stopping Restrictions

114. Approves that the stopping of vehicles be prohibited at any time on the northeast side of Spencer Street commencing at its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of eight metres.

115. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the northeast side of Spencer Street, commencing at point eight metres southeast of its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 59 metres. This restriction is to apply on Monday to Friday, 8:00am to 6:00pm.

116. Approves that the stopping of vehicles be prohibited at any time on the southwest side of Spencer Street commencing at its intersection with Lincoln Road, and extending in a south-easterly direction for a distance of 20 metres.

117. Approves that the parking of vehicles be restricted to 90 degree angle parking and further restricted to a maximum period of 60 minutes on the south-western side of Spencer Street, commencing at point 20 metres southeast of its intersection with...
Lincoln Road, and extending in a south-easterly direction for a distance of 22 metres. This restriction is to apply on Monday to Friday, 8:00am to 6:00pm.

Existing Clarence Street South – Lincoln Road to North-western Extent – Traffic Controls

118. Approves that the existing road layout including road markings, kerb alignments and road surface treatments on Clarence Street South from its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 70 metres be revoked.

New Clarence Street South – Lincoln Road to North-western Extent – Traffic Controls

119. Approves the road markings, kerb alignments and road surface treatments on Clarence Street South from its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 70 metres as detailed on Attachment A.

120. Approves that a Give Way control be placed against Clarence Street South Street at its intersection with Lincoln Road as detailed on Attachment A.

Existing Clarence Street South – Lincoln Road to North-western Extent - Parking and Stopping Restrictions

121. Approves that all parking and stopping restrictions on the northeast side of Clarence Street South commencing at its intersection with Lincoln Road extending in north-westerly direction for a distance of 36 metres be revoked.

122. Approves that all parking and stopping restrictions on the southwest side of Clarence Street South commencing at its intersection with Lincoln Road extending in north-westerly direction for a distance of 70 metres be revoked.

New Clarence Street South – Lincoln Road to North-western Extent - Parking and Stopping Restrictions

123. Approves that the stopping of vehicles be prohibited at any time on the northeast side of Clarence Street South commencing at its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 23 metres.

124. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the northeast side of Clarence Street South, commencing at point 23 metres northwest of its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 11 metres. This restriction is to apply on Monday to Friday, 8:00am to 6:00pm.

125. Approves that the stopping of vehicles be prohibited at any time on the southwest side of Clarence Street South commencing at its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of eight metres.

126. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the northwest side of Clarence Street South, commencing at point eight metres northwest of its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 61 metres. This restriction is to apply on Monday to Friday, 8:00am to 6:00pm.

Existing Wise Street – Lincoln Road to North-western Extent – Traffic Controls

127. Approves that the existing road layout including road markings, kerb alignments and road surface treatments on Wise Street from its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 62 metres be revoked.
New Wise Street – Lincoln Road to North-western Extent – Traffic Controls

128. Approves the road markings, kerb alignments and road surface treatments on Wise Street from its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 62 metres as detailed on Attachment A.

129. Approves that a Give Way control be placed against Wise Street at its intersection with Lincoln Road as detailed on Attachment A.

Existing Wise Street – Lincoln Road to North-western Extent - Parking and Stopping Restrictions

130. Approves that all parking and stopping restrictions on the northeast side of Wise Street commencing at its intersection with Lincoln Road extending in north-westerly direction for a distance of 80 metres be revoked.

131. Approves that all parking and stopping restrictions on the southwest side of Wise Street commencing at its intersection with Lincoln Road extending in north-westerly direction for a distance of 62 metres be revoked.

New Wise Street – Lincoln Road to North-western Extent - Parking and Stopping Restrictions

132. Approves that the stopping of vehicles be prohibited at any time on the northeast side of Wise Street commencing at its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 80 metres.

133. Approves that the stopping of vehicles be prohibited at any time on the southwest side of Wise Street commencing at its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 10 metres.

134. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the southwest side of Wise Street, commencing at point 10 metres northwest of its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 52 metres. This restriction is to apply on Monday to Friday, 8:00am to 6:00pm.

Existing Bernard Street – Lincoln Road to North-western Extent – Traffic Controls

135. Approves that the existing road layout including road markings, kerb alignments and road surface treatments on Bernard Street from its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 56 metres be revoked.

New Bernard Street – Lincoln Road to North-western Extent – Traffic Controls

136. Approves the road markings, kerb alignments, traffic islands and road surface treatments on Bernard Street from its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 56 metres as detailed on Attachment A.

137. Approves that a Give Way control be placed against Bernard Street at its intersection with Lincoln Road as detailed on Attachment A.

Existing Bernard Street – Lincoln Road to North-western Extent - Parking and Stopping Restrictions

138. Approves that all parking and stopping restrictions on the northeast side of Bernard Street commencing at its intersection with Lincoln Road extending in north-westerly direction for a distance of 51 metres be revoked.

139. Approves that all parking and stopping restrictions on the southwest side of Bernard Street commencing at its intersection with Lincoln Road extending in north-westerly direction for a distance of 56 metres be revoked.
New Bernard Street – Lincoln Road to North-western Extent - Parking and Stopping Restrictions

140. Approves that the stopping of vehicles be prohibited at any time on the northeast side of Bernard Street commencing at its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of eight metres.

141. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the northeast side of Bernard Street, commencing at a point eight metres northwest of its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 43 metres. This restriction is to apply on Monday to Friday, 8:00am to 6:00pm.

142. Approves that the stopping of vehicles be prohibited at any time on the southwest side of Bernard Street commencing at its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 14 metres.

143. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the southwest side of Bernard Street, commencing at a point 14 metres northwest of its intersection with Lincoln Road, and extending in a north-westerly direction for a distance of 42 metres. This restriction is to apply on Monday to Friday, 8:00am to 6:00pm.

144. Recommend to that the parking Restrictions Subcommittee approve the following resolutions:

Recommends the Parking Restrictions Subcommittee approve the following parking and stopping restriction resolutions:

Existing Moorhouse Avenue – Selwyn Street to Grove Road - Parking and Stopping Restrictions

145. Approves that all parking and stopping restrictions on the south side of Moorhouse Avenue commencing at its intersection with Selwyn Street and extending in a westerly direction to its intersection with Grove Road be revoked.

New Moorhouse Avenue – Selwyn Street to Grove Road - Parking and Stopping Restrictions

146. Approves that the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue commencing at its intersection with Selwyn Street, and extending in a westerly direction for a distance of 105 metres.

147. Approves that a Bus Stop be installed on the south side of Moorhouse Avenue commencing at a point 105 metres west of its intersection with Selwyn Street and extending in a westerly direction for a distance of 18 metres.

148. Approves that the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue commencing at a point 123 metres west of its intersection with Selwyn Street, and extending in a westerly direction for a distance of 36 metres.

149. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the south side of Moorhouse Avenue, commencing at point 159 metres west of its intersection with Selwyn Street, and extending in a westerly direction for a distance of 18.5 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.

150. Approves that the stopping of vehicles be prohibited on the south side of Moorhouse Avenue commencing at a point 159 metres west of its intersection with Selwyn Street, and extending in a westerly direction for a distance of 18.5 metres. This restriction is to apply Monday to Sunday, 10:00pm to 6:00am including Public Holidays.
151. Approves that the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue commencing at a point 177.5 metres west of its intersection with Selwyn Street, and extending in a westerly direction for a distance of 42 metres.

152. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the south side of Moorhouse Avenue, commencing at point 219.5 metres west of its intersection with Selwyn Street, and extending in a westerly direction for a distance of 18.5 metres. This restriction is to apply Monday to Friday, 8:00am to 4:00pm and to apply Saturday to Sunday, 8:00am to 6:00pm.

153. Approves that the stopping of vehicles be prohibited on the south side of Moorhouse Avenue commencing at a point 219.5 metres west of its intersection with Selwyn Street, and extending in a westerly direction for a distance of 18.5 metres. This restriction is to apply Monday to Sunday, 10:00pm to 6:00am including Public Holidays.

154. Approves that the stopping of vehicles be prohibited at any time on the south side of Moorhouse Avenue commencing at a point 230 metres west of its intersection with Selwyn Street, and extending in a westerly direction to its intersection with Grove Road.

Tim Scandrett left the meeting at 6.20p.m.

Community Board Recommendation

Part A

That the Waihoro/Spreydon-Cashmere Community Board:

1. Adopts Option 2 of the report - Lincoln Road (Moorhouse to Whiteleigh) and Moorhouse Avenue (Selwyn to Lincoln) Bus Priority Improvements to create a peak hour bus lane in-bound,

Melaine Coker/Karolin Potter  

Lost

That the Waihoro/Spreydon-Cashmere Community Board:

1. Adopts the staff recommendations of the report on - Lincoln Road (Moorhouse to Whiteleigh) and Moorhouse Avenue (Selwyn to Lincoln) Bus Priority Improvements.

Lee Sampson/Helene Mautner  

Lost

As no decision or recommendation on Clause 8 - Lincoln Road (Moorhouse to Whiteleigh) and Moorhouse Avenue (Selwyn to Lincoln) Bus Priority Improvements was made the report will go to go the Council for consideration.

9. Elected Members’ Information Exchange

Part B

Board members shared the following information:

- Crossover Trust is holding 30 year celebrations on Sunday 7 July 2019.
- Residents have expressed concerns at the frequency of cleaning gutters along Tennyson Street.
There is concern about the effects weeds in the riparian margins of waterways.

Meeting concluded at 7.08pm.

CONFIRMED THIS 19TH DAY OF JULY 2019

KAROLIN POTTER
CHAIRPERSON
7. Correspondence

Reference: 19/792900
Presenter(s): Faye Collins, Community Board Adviser

1. Purpose of Report
Correspondence has been received from:

<table>
<thead>
<tr>
<th>Name</th>
<th>Subject</th>
</tr>
</thead>
<tbody>
<tr>
<td>Paul McDonald</td>
<td>Proposed no stopping restrictions – Wilsons Road South</td>
</tr>
</tbody>
</table>

2. Staff Recommendations
That the Spreydon-Cashmere Community Board:

1. Receive the information in the correspondence report dated 19 July 2019

Attachments

<table>
<thead>
<tr>
<th>No.</th>
<th>Title</th>
<th>Page</th>
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</thead>
<tbody>
<tr>
<td>A</td>
<td>Wilsons Road Submission</td>
<td>26</td>
</tr>
<tr>
<td>B</td>
<td>RMA20182073 and RMA20183077 - planning report and decision</td>
<td>28</td>
</tr>
<tr>
<td>C</td>
<td>Petition signatures</td>
<td>83</td>
</tr>
</tbody>
</table>
The Chairperson  
Spreydon-Cashmere Community Board  

Ref. Proposed no stopping restrictions – Wilsons Road South  

Dear Ms Karolin Potter and Board Members  

We have become aware of the proposed plan by Foodstuffs to establish a new vehicle access at 92 Wilsons Road South. We live at 95 Wilsons Road South, directly opposite the proposed new entrance. In discussion with Mr Garry Chubb, Floor Manager at the New World Supermarket on Monday 27 May we are given to understand that the purpose of this proposal is to separate the trucking movements at the Wades Ave entrance from the car and pedestrian traffic.  

We have a number of concerns about this proposal.  

1:- Why weren't the householders on the Western side of Wilsons Road consulted about this proposal before it was presented to the CCC where it was granted consent. Surely it is obvious that the current proposal will have an effect on our access to and from our properties. We claim that we are affected stakeholders who need to be consulted in this process for our views to be presented and considered as part of this process.  

2:- Our concern is that the traffic count along Wilsons Road is very heavy and increasing, especially during the peak hours of 7.30 – 9.15am; and 2.45 – 6.00pm. The location of two schools within 500 metres North and South of the proposed entrance, and two schools within 750m East and West of the proposed entrance contribute to an increased frequency of traffic at the above times.  

3:- It seems to us that the short 125m stretch of Wilsons Road between Wades Ave and Beckford Road already has three very busy T-intersections and a pedestrian crossing. The Foodstuffs proposal will have the effect of introducing another very busy entrance and exit way onto an already very busy and dangerous stretch of road. The proposal is seeking to shift much if not all of the car traffic which currently enters the carpark off Wades Ave to now enter it from the new proposed Wilsons Road entrance. This will further exacerbate the intensity and frequency of traffic, much of which is wanting to make entrances or exits into either Gamblins, Wilsons or Beckford Roads and the supermarket.  

4:- The approval of this proposal will have an effect on all our properties on the western side of Wilsons Road. It is already very difficult at times to exit our properties, particularly when trying to turn right into Wilsons Road. By adding another busy entrance and exit into the mix it makes it very dangerous for all of us to access our properties. In the longterm this will have a deleterious effect on the value of our properties when we come to sell them as the busyness of this piece of roadway will be very off-putting to many prospective purchasers.  

5:- If the stated purpose of the proposal by Foodstuffs is to separate the truck traffic from the car and cycle traffic then we suggest that there are three alternative proposals which should be considered:-  

a) – The East end of the current Goods and storage area should be removed and the area be made into a drive through for the trucks which could enter from Wades Ave into one end, drop off their supplies and then drive through and exit the other end onto Wades Ave. Cars would be banned from using these accessways and would be able to use the already existing two entrance ways on Beckford Road.  

b) – In the North east corner of the supermarket property open up the staff car parking area so that a new entrance and exit way could be made into Wades Ave for shoppers' cars. The current truck entrance and exit
off Wades Ave would remain the same as it is without the car traffic which would make it much safer for everybody. Car traffic would also be able to use the two entrance ways off Beckford Road.

c) – Limit the existing truck entrance and exit from Wades Ave to trucks servicing the storage and goods area. Place an arm barrier or bollards around this area so that cars do not enter this area, shift the two recently installed EV charging parks and make the two existing entrance and exits onto Beckford Road as the car, cycle and pedestrian traffic entrance and exits into the Supermarket.

To sum up: our most pressing concern is the fact that the Foodstuffs proposal has reached this stage without the local property owners being advised or consulted about the proposal. To that end we would like to request that we be given speaking rights to address the Cashmere-Spreydon Community Board at the meeting to be held on 21 June.

Our next concern is the safety of the traffic which already has difficulty coping with the three busy T-intersections and a pedestrian crossing in such a short piece of roadway. We are aware that there are many near misses already as drivers negotiate these busy and dangerous intersections. It is a folly to introduce another significant hazard into this mix.

Hoping that you will view our request favourably.

Yours sincerely,

Paul and Lynda Macdonald

Ph. (03) 332 9966
Cell. 022 6934 715
Report / Decision on a Non-notified Resource Consent Application
(Sections 95A, 95B and 104 / 104B and s127 )

Application Number: RMA/2018/2073 and RMA/2018/3077 (s127)
Applicant: Foodstuffs South Island Properties Limited
Site address: 92 Wilsons Road
Site area: 1.5ha
Legal Description: Lot 1 DP 457448

Zoning: Commercial Core
Overlays and map notations: Christchurch International Airport Protection Surfaces
Adjoins Minor Arterial and Collector Road
Liquefaction Management Area

Activity Status: RMA/2018/2073: Restricted discretionary
RMA/2018/3077: Discretionary

Application: Establish a new vehicle crossing

Proposed activity

This report addresses two separate applications: a fresh application for a new crossing and associated earthworks, changes to landscaping, and changes to car parking and aisle arrangement; and a s127 application to amend loading arrangements to resolve issues with functionality. The s127 application (RMA/2018/3077) would amend Condition 1 of RMA/2011/304.

The new vehicle crossing is proposed to the Wilsons Road frontage of the St Martins New World supermarket. The application site also has frontage to Beckford Road and Wades Avenue and vehicle access to the site is via those streets only at present.

Description of site and existing environment

The application site and surrounding environment are described in Section 2 of the AEE submitted with the application. The consent history is described in Section 1.1 of the AEE. I adopt the applicant’s description and note in addition that:
- St Martins is identified in the Christchurch District Plan (CDP) as a neighbourhood centre;
- Wilsons Road is defined in the CDP as a minor arterial and the intersecting Gambins Road as a collector road.

Activity status

The site is zoned Commercial Core in the CDP. The proposal requires resource consent as follows:

<table>
<thead>
<tr>
<th>Activity status rule</th>
<th>Standard not met</th>
<th>Reason</th>
<th>Matters of control or discretion (if relevant)</th>
<th>Notification clause</th>
</tr>
</thead>
<tbody>
<tr>
<td>7.4.2.3 RD1</td>
<td>7.4.3.8</td>
<td>The proposed new crossing is 26.3m from the Wilsons / Beckford intersection (where 30m is required). The existing crossings are compliant.</td>
<td>7.4.4.16</td>
<td>May not be publicly or limited notified</td>
</tr>
<tr>
<td>7.4.2.3 RD1</td>
<td>7.4.3.10</td>
<td>The new crossing triggers the high trip generator rule*.</td>
<td>7.4.4.19</td>
<td>May not be publicly or limited notified</td>
</tr>
</tbody>
</table>

P-400a, 21.03.2018
The application advises that the number of trips to the proposed crossing would exceed 50 per day. It advises that 70% of vehicles currently using Wades Avenue access will use the new access (0.7 x 471 = 329.7), 50% of vehicles currently entering from Beckfords southwest access will use the new access (0.5 x 120 = 60), 20% of vehicles currently entering Beckfords northeast access will use the new access (0.2 x 57 = 11.4), 50% of vehicles currently exiting using Beckfords southwest access will use the new access (0.6 x 146 = 87.6, and 20% of vehicles currently exiting using Beckfords northeast access will use the new access (0.2 x 145 = 29). A total of 517.7 trips are therefore expected at the proposed access. This exceeds the thresholds at both 7.4.3.10 and Table 7.4.4.19.1.

Note: where previous consents provide for non-compliances that are not affected by this proposal, I have not identified them as requiring further consent.

Note: the applicant has advised that earthworks would be within the thresholds set at Rule 8.9.2.1.

Note: no additional non-compliances or increased non-compliances result from the changes to the loading bay sought via the s127 application RMA/2018/3077. Some car parks will be deleted, however, the proposal remains compliant in that regard.

National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (NES)

The NES controls soil disturbance on land where an activity on the Hazardous Activities and Industries List (HAIL) is being carried out, has been carried out, or is more likely than not to have been carried out. The application site is not on the Listed Land Use Register, but Council has information that it may previously have been used as a landfill. The NES is therefore relevant. The applicant has advised that the volume thresholds set out at Regulation 8 will not be exceeded, however. The activity would therefore be permitted. The applicant is aware of the identification of the site as a potential former landfill.

Written approvals [Sections 95D, 95E(3)(a) and 104(3)(a)(ii)]

No written approvals have been provided with the application.

Effects on the environment and adversely affected persons [Sections 95A, 95B, 95E(3) and 104(1)(a)]

RMA/2018/2073 is a restricted discretionary activity and as such Council’s discretion is limited to the matters of control or discretion identified in the non-compliance table above.

RMA/2018/3077 is fully discretionary and while the Council is not limited in its discretion, it is my view that the effects are limited to safety.

The application has been reviewed by Andy Milne (Senior Transport Planner with the Council) and an external safety audit has also been undertaken by Mike Smith (Stantec New Zealand) (Attachment B) and utilised by Mr Milne in his assessment. The audit and Mr Milne’s preliminary comment in relation to it were forwarded to the applicant and a response was provided by the applicant in that regard (Attachment C). Mr Milne’s final comments are at Attachment D.

The relevant matters of discretion are at 7.4.4.16 and 7.4.4.19:

7.4.4.16 Minimum distance between vehicle crossings and intersections

a. The following are matters of discretion for Rule 7.4.3.8.1 - Outside the Central City:
   i. Whether extra conflict may be created by vehicles queuing across the vehicle crossing.
   ii. Whether any potential confusion between vehicles turning at the crossing or the intersection may have adverse effects on safety.
   iii. The effects on the safety of users of all transport modes.
   iv. Whether the number and type of vehicles generated by the activity on the site will adversely affect the frontage road, particularly at times of peak traffic flows on the road.
   v. Whether the speed and volume of vehicles on the road will exacerbate the adverse effects of the vehicle crossing on the safety of users of all transport modes.
   vi. Whether the geometry of the frontage road and intersections will mitigate the adverse effects of the vehicle crossing.
   vii. Whether there are present, or planned, traffic controls along the road corridor where the vehicle crossing is proposed.
   viii. Any cumulative effects when considered in the context of existing and future vehicle crossings serving other activities in the vicinity.
   ix. Whether traffic mitigation measures such as medians, no right turn or left turn signs, or traffic calming measures are proposed.

7.4.4.19 High trip generators
Network Efficiency
The relevant matters of discretion are at Rule 7.4.4.16(a)(iv) and (v) in particular, and Rule 7.4.4.19 as it relates to network effects and efficiency. Mr Milkine is of the view that while the level of service may be negatively affected, that the effects are appropriate overall. The applicants transport planner, Mr Paul Durdin (Abley Limited), considers there are no negative network efficiency effects arising from the proposal. I rely on and accept their advice and accordingly find the effects in this regard to be less than minor.

Safety
In relation to safety, the Stantec report (prepared by Mike Smith) identifies a number of risks, which I address in turn below. Mr Milkine is in agreement with Mr Smith and relies on his report.

Separation from intersection and pedestrian crossing
The proposed access is 26.3m from the Beckford / Wilsons intersection where 30m is required. Advice in this regard from transport planners is:

- Mr Smith considers that it may be difficult to determine whether a driver is indicating to turn into the proposed access or Beckford Street, resulting in a moderate safety risk at both the proposed access (where existing vehicles may assume southbound vehicles are turning into the proposed access and pull out only to discover they are turning at Beckford) and at Beckford (where existing vehicles may assume northbound are turning into Beckford and pull out only to discover they are turning at the proposed access). Mr Smith also considers that the on-site queue space could be insufficient for the activity resulting in riskier gap acceptance and a risk to cyclists.
- Mr Milkine concurs with Mr Smith and also notes obscuring of pedestrians on the crossing by vehicles turning right into the proposed crossing; and
- Mr Durdin considers that the assessment of the effects of the crossing - intersection separation distance is confined to the difference between the proposed 26.3m and the required 30m. His advice is that the effects of the difference are negligible. Mr Durdin, however, does go on to say that the rating given by Mr Smith should be minor only, as the abovementioned conflicts will be at speeds less than 50kmh and therefore not fatal. Mr Durdin further advises that he considers the ratings applied by Mr Smith should relate to ‘highly mobile’ people only (and not have regard to elderly, children or mobility impaired). He does not address cycle safety other than in relation to the difference between compliant and proposed.

In terms of the available discretion, it is the Council’s view that discretion is not confined to the difference between the proposed 26.3m and the required 30m. Any such argument would require to be accompanied by a feasible permitted baseline, which would in my view be difficult to establish given the proposal exceeds the high trip generator rule substantially as well as the setback rule. The matters of discretion do not limit consideration as proposed by Mr Durdin, and Rule 7.4.4.16(a)(iii) provides for consideration of effects of all transport modes (including cycling and walking) and I consider that the identified non-compliances should be considered together and having regard to the local transport environment (i.e. not in a vacuum). Rule 7.4.4.16 (a)(ii) and Rule 7.4.4.19 in relation to safety are also particularly relevant.

The following paragraphs relate solely to the effect of the location of the proposed access, as affected by the proposed volume of traffic. I do not restrict my assessment to considering the difference as per the above.
This part of Wilsons Road is relatively complex and the proposed access adds to that geographically, and is in close proximity to three intersections, a pedestrian crossing (33m away) and a cycle lane. It also re-distributes a significant volume of traffic, but with no additional trips expected and with a reasonable proportion still likely to use Wades or Beckford). The application includes an analysis of crashes in the previous 5 years, finding two relevant incidents neither of which resulted in injury or death. Both were from Gamblins Road and one related to a nose to tail where the front car had slowed for the pedestrian crossing.

Crash statistics indicate a low risk of incidents currently. Given that and the re-distribution of vehicles rather than increases, it is my view that there is an increased but low risk of car to car incidents as a result of the location of the crossing, and consider the effects in that regard would be less than minor.

There would also be an increased risk to pedestrians and cyclists in relation to the proposed crossing. Mr Smith identifies risks to cyclists and pedestrians where they are obscured by traffic for the right turn in movement. While not identified by Mr Smith it is my view that left turn in traffic could also result in conflict with cyclists in particular, with focus required in relation to the pedestrian crossing and proposed access. Mr Smith also identifies that the pedestrian crossing is near to the proposed access and vehicles exiting the site via the proposed access may be more focused on pulling into traffic than the crossing. Mr Durdin considers that the 33m distance between the proposed access and the pedestrian crossing is adequate to mitigate safety concerns when taking into account also the road markings and crossing poles. Note that at 50kmh, a car will cover 33m in 2.15 seconds and a stopping distance of 35m is required (approximate for an average family car) (source: Queensland Government website). Vehicles exiting the site will not be travelling that quickly, however, and the speed environment overall is likely to be less than 50kmh also, as advised by Mr Durdin. Northbound traffic may be travelling at 50kmh or thereabouts in my view however, and thereby resulting in insufficient time to react to pedestrians as obscured by right turning traffic into the proposed access. There are crossing markings in advance of the crossing and drivers and pedestrians are generally likely to be familiar with the locality.

The applicant has (on 29 January 2019) provided additional information with respect to the proposed access and the right turning traffic obscuring visibility of pedestrians on the crossing, as follows:
- Permitted baseline: the applicant note that a crossing with the compliant 30m setback from the intersection would be closer to the pedestrian crossing and less safe (whilst acknowledging that the supermarket is a high trip generator and so not a permitted baseline); and
- That views would be obstructed only beyond 46.7m, as shown:

I agree that there is not a permitted baseline, but also that a compliant crossing point would be less safe. I find the above plan from Abley to be useful in terms of showing obstruction by right turning traffic into the proposed access, including in relation to distance and which parts of the crossing would be obstructed. With respect to stopping distances, I calculate that vehicles travelling at 50kmh would be able to stop within the estimated 46.7m. That said, Mr Milne advises that vehicles turning in are likely to go beyond the stop lines and thereby reduce the estimated 46.7m, to a distance where vehicles would not be able to stop (in relation to pedestrians at the west side of Wilson Road pedestrian crossing). I agree with Mr Milne in that regard. I note that Abley observed that 461 vehicles entered the site at peak hour.
It is uncertain how many vehicles would go beyond the stop line and it is unknown how many pedestrians use the crossing. If 5% of motorists queued beyond the stop line, that would equate to almost 1 per minute (at peak hour) not able to see pedestrians stepping onto the pedestrian crossing from the west side of the road (for the first 4m). Abley notes that the approach to the pedestrian crossing has a greater obstruction by traffic turning right into Gamblins Road without any safety issues manifesting. While this affords some comfort, there remains in my view material uncertainty as to the likelihood of incident. It is my view that a review condition in relation to this right turn movement would be appropriate and within scope of the above matters of discretion, Rule 7.4.4.16(a)(iii) and 7.4.4.19 as it relates to safety, design and layout. The applicant has not agreed to a review condition however (and therefore I cannot have regard to such in my assessment under s85).

Mr Milne does not support the application including in relation to the above further information and including in relation to the obstruction.

It is my view that the proposed crossing is adding to the complexity of the local road network and that with respect to this particular aspect and the level of uncertainty, it is my conclusion that effects on the wider environment would be minor in relation to the right turn obscuring northbound traffic in relation to the pedestrian crossing. As above, it is my view that a review condition in relation to this right turn movement would be appropriate and within scope of the above matters of discretion. The review would be able to consider amendments to access arrangements including left in / left out and precluding right turn in.

Access over cycle lane

Mr Smith and Mr Milne consider the risk to cyclists arising from a new access in this location to be ‘moderate’. Mr Durdin assesses only the difference between proposed and compliant. While there is no increase in traffic or in the number of right turns expected overall and the proposed painted cycleway will increase awareness of cyclists, the proposed access adds to the complexity of the local road network. The applicant on 29 January 2019 has advised that the proposal will implement a number of measures to support pedestrian and cycling safety. These include:

- Provision of a safe waiting place for pedestrians between the inbound and outbound lanes at the proposed vehicle crossing;
- Retention of the footpath priority across the proposed vehicle crossing; and
- Installation of a highlighted green surfacing of the cycle lane across the proposed vehicle crossing and opposite the vehicle crossing.

On balance, it is my conclusion that effects on the wider environment would be minor in relation to the right turn conflicting with cyclists.

If granted, it is my view that a review condition in relation to this right turn movement would be appropriate and within scope of the above matters of discretion, Rule 7.4.4.16(a)(iii) and 7.4.4.19 as it relates to safety, design and layout. The applicant has not agreed to a review condition (and therefore I cannot have regard to such in my assessment under s85). The review would be able to consider amendments to access arrangements including left in / left out and precluding right turn in.

Pedestrians over the proposed access are likely to be travelling more slowly and are further separated from the turning vehicles. As above, a safe waiting place is provided within the footpath. On balance, I consider the effects in this regard would be less than minor.
Kerb line
The kerb line is not proposed to be altered and in my view is not particularly confusing or likely to result in any effects as a result of the location of the proposed access or high traffic generation.

Sight lines
There is some vegetation in the road reserve which Mr Smith identifies as affecting visibility for exiting vehicles, with the likely outcome being that vehicles are likely to edge out into the cycle lane (forcing cyclists into the line of traffic). Mr Smith also identifies New World entry signs as affecting visibility (on Wades and Beckford). Mr Milne agrees with Mr Smith and Mr Durdin considers that there is no scope to assess this (I disagree) and further that any assessment should relate to ‘highly mobile’ people only (I disagree again). It is my view that the matters of discretion at Rule 7.4.4.16(a)(iii) and Rule 7.4.4.19 (relating to safety, design and layout) are relevant.

I don’t consider footpath pedestrians particularly affected by the available visibility - both they and vehicles exiting the site are likely to be moving relatively slowly. None of the experts consider there to be a car to car collision risk in this regard and I accept and rely on that advice.

In relation to cyclists, it is unlikely in my view that motorists exiting the site would edge out when a cyclist is so close as to not be able to stop or to check behind and go around. The application proposes yellow lines to improve visibility and reduce edging. I don’t consider the signage to be a particular issue in relation to cyclists and note that no entry signage is proposed to the proposed access.

I note that the inclusion of yellow lines would remove a number of on-street car parks, however, those are not outside a residence or commercial activity that does not have adequate alternative parking.

Internal conflict
Proposed access: Mr Smith recommends that give way markings be included to the first aisle and Mr Durdin recommends likewise in response. I note that queuing space is compliant at the proposed access but also note the volume of traffic expected to use that access. The applicant has volunteered a condition in that regard. I consider the effects less than minor with or without the abovementioned marking.

Loading bay: the amendments to the loading bay fall within the ambit of RMA/2018/3077 (s127). Mr Milne and Mr Durdin are of the view that the proposal improves on-site safety when compared to the existing and approved layout, and I note that the deletion of some car parks in this location does not result in a non-compliance with the CDP in relation to parking numbers. I accept that views of Mr Milne and Mr Durdin and consider that the effects of the amendment would be less than minor.

For the purposes of s127:
- It is my opinion this application can be considered as a variation to the original resource consent as the nature of the activity will not fundamentally change and the adverse effects will not be materially different from those associated with the original consent.
- I don’t consider any person would be adversely affected by the change of conditions as proposed, including any person who made a submission on the original application.

External conflict
Mr Smith has identified that vehicles turning right on to Wilsons Road from the proposed access must encroach slightly into the northbound cycle lane. He recommends that cycle land be marked in green also. Mr Durdin is of the view that vehicles are more likely to use the flush median to track out and while I agree, I do consider that clearly marking the northbound cycle lane in green would be of benefit. That area is shown highlighted in yellow below.

The relevant matters of discretion are at Rule 7.4.4.16(a)(iii) and 7.4.4.19 as it relates to safety, design and layout. Having considered these and the advice of the above technical experts, it is my view that the effects in this regard would be less than minor subject to marking of the cycle lane. The applicant has volunteered a condition in this regard.
Conclusion
I do not consider anyone to be adversely affected by this proposal, however, it is my view that effects on the wider environment would be minor in relation to the right turn conflicting with cyclists. Notification is not required by the Act, nor would it serve any particular purpose in this instance in my view.

If granted, it is my view that a review condition in relation to this right turn movement would be appropriate and within scope of the above matters of discretion, Rule 7.4.4.16(a)(iiii) and 7.4.4.19 as it relates to safety, design and layout. The applicant has not agreed to a review condition (and therefore I cannot have regard to such in my assessment under s95). The review would be able to consider amendments to access arrangements including left in / left out and precluding right turn in.

In relation to the s127 aspect, effects would be less than minor in my view and therefore notification is not required.

**Notification assessment [Sections 95A and 95B]**

Sections 95A and 95B set out the steps that must be followed to determine whether public notified or limited notification of an application is required.

**PUBLIC NOTIFICATION TESTS – Section 95A**

<table>
<thead>
<tr>
<th>Step 1: Mandatory notification – section 95A(3)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Has the applicant requested that the application be publicly notified?</td>
</tr>
<tr>
<td>Is public notification required under s95C (following a request for further information or commissioning of report)?</td>
</tr>
<tr>
<td>Is the application made jointly with an application to exchange reserve land?</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Step 2: If not required by Step 1, notification is precluded if any of these apply – section 95A(5)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Does a rule or NES preclude public notification for all aspects of the application?</td>
</tr>
<tr>
<td>Is the application a controlled activity?</td>
</tr>
<tr>
<td>Is the application a restricted discretionary or discretionary activity for a subdivision?</td>
</tr>
<tr>
<td>Is the application a restricted discretionary or discretionary activity for residential activity?</td>
</tr>
<tr>
<td>Is the application a boundary activity (other than a controlled activity)?</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Step 3: Notification required in certain circumstances if not precluded by Step 2 – section 95A(8)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Does a rule or NES require public notification?</td>
</tr>
<tr>
<td>Will the activity have, or is it likely to have, adverse effects on the environment that are more than minor? (discussed above)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Step 4: Relevant to all applications that don’t already require notification – section 95A(9)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Do special circumstances exist that warrant the application being publicly notified?</td>
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</tbody>
</table>
In accordance with the provisions of section 95A, the application must not be publicly notified.

**LIMITED NOTIFICATION TESTS – Section 95B**

<table>
<thead>
<tr>
<th>Step 1: Certain affected groups/persons must be notified – sections 95B(2) and (3)</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Are there any affected protected customary rights groups or customary marine title groups?</td>
<td>No</td>
</tr>
<tr>
<td>If the activity will be on, adjacent to, or might affect land subject to a statutory acknowledgement - is there an affected person in this regard?</td>
<td>No</td>
</tr>
<tr>
<td>Step 2: If not required by Step 1, notification is precluded if any of the following apply – section 95B(6)</td>
<td></td>
</tr>
<tr>
<td>Does a rule or NES preclude limited notification for all aspects of the application?</td>
<td>No</td>
</tr>
<tr>
<td>Is this a land use consent application for a controlled activity?</td>
<td>No</td>
</tr>
<tr>
<td>Step 3: Notification of other persons if not precluded by Step 2 – sections 95B(7) and (8)</td>
<td></td>
</tr>
<tr>
<td>Are there any affected persons under s95E, i.e. persons on whom the effects are minor or more than minor, and who have not given written approval? (discussed above).</td>
<td>No</td>
</tr>
<tr>
<td>Step 4: Relevant to all applications – section 95B(10)</td>
<td></td>
</tr>
<tr>
<td>Do special circumstances exist that warrant notification to any other persons not identified above?</td>
<td>No</td>
</tr>
</tbody>
</table>

In accordance with the provisions of section 95B, the application must not be limited notified.

**Relevant objectives, policies, rules and other provisions of the Plan [Section 104(1)(b)(vi)]**

Regard must be had to the relevant objectives and policies in the Christchurch District Plan, in particular those in Chapter 7 (Transport) relating to safety and efficiency of the transport network:

- Objective 7.2.1 seeks an integrated transport system that is safe and efficient for all transport modes.
- Policy 7.2.1.2 seeks to manage the adverse effects of high trip generating activities do not compromise the safe, efficient and effective use of the transport system (*inter alia*).
- Policy 7.2.1.3 seeks to provide vehicle access which ensures safety and efficiency. (Note: it is my view that this is a strongly directive policy, through use of the word ‘ensure’).

As set out in the assessment of effects above, the proposal is acceptable in terms of efficiency. It is also, in my view, acceptable with regard to most of the potential risks identified in the safety audit, with the remaining concerns being the right turn into the proposed access as it crosses a cycle lane and is in close proximity to the pedestrian crossing. Given the volume of traffic, the complexity of the location of the proposed access, and the number of concerns identified by Mr Smith and Mr Millie, I is my view that there are safety issues in relation to cyclists and pedestrians, who may be obscured or unnoticed.

It is my opinion that this is a new and material risks to cyclists and pedestrians where the above objectives and policies seek a safe transport network and to manage the effects of high trip generating activities and that the extent of the risk is uncertain, noting advice from Abley that the proximity of the pedestrian crossing to Gamblins Road has not resulted in any incidents and that traffic volumes into the supermarket will be re-distributed rather than additional.

It is my view that the application is inconsistent with the above objectives and policies as relating to road network safety but otherwise consistent. I don’t consider it contrary/repugnant. While finely balanced, I conclude that, subject to a review condition relating to the right turn in, the application can be supported. The review condition (as drafted below) would allow the Council to review the operation of the proposed access. There are, in my opinion, viable options for mitigating any arising effects: e.g. precluding a right turn in, or left in/left out arrangement.

In relation to the s127 aspect, the proposal improves slightly the internal conflicts around the loading bay and I consider it consistent with the relevant objectives and policies.

**Recovery Plans and Regeneration Plans**

The Land Use Recovery Plan (LURP) is relevant; however, the new District Plan provisions against which this consent has been assessed above, align with the LURP and accordingly no specific further consideration of the higher order document is considered necessary. There are no relevant Regeneration Plans in place at this time.
Relevant provisions of a National Environmental Standard, National Policy Statement, Regional Plan, Regional Policy Statement or Coastal Policy Statement [Section 104(1)(b)]

Environment Canterbury and Council records indicate that the application site has not been used for an activity on the Hazardous Activities and Industries List (Ministry for the Environment) therefore the National Environmental Standard for managing contaminants in soil to protect human health does not apply.

Part II of the Resource Management Act and any other relevant matters [Section 104(1) and 104(1)(c)]

I do not consider the District Plan to be uncertain, incomplete or incompetently prepared in relation to this application and therefore consider that it gives effect to Part II of the Act.

Section 104(3)(d) notification consideration

Section 104(3)(d) states that consent must not be granted if an application should have been notified and was not. No matters have arisen in the assessment of this application which would indicate that the application ought to have been notified.

Recommendations

RMA/2018/2073

That, for the above reasons:

A. The application be processed on a non-notified basis in accordance with Sections 95A - 95F of the Resource Management Act 1991.

B. The application be granted pursuant to Sections 104, 104C, 108 and 108AA of the Resource Management Act 1991, subject to the following conditions:

1. The development shall proceed in accordance with the information and plans submitted with the application, including the further information/amended plans. The Approved Consent Documentation has been entered into Council records as RMA/2018/2073 (100 pages). Note: the application includes superseded plans as part of expert reports which have been retained / are embedded. The approved crossing and road markings are to proceed as per the plan on page 100, subject to any other approvals required being obtained.

2. All works affecting any public road(s), footpath, landscaped areas or service structures must be undertaken in accordance with the relevant Council Construction Standard Specification (CSS) at the expense of the consent holder and to the satisfaction of the Council’s Subdivision Engineer.

3. At the completion of the works, any public road(s), footpath, landscaped areas or service structures that have been affected/damaged by contractor(s), consent holder or by vehicles and machinery used in relation to the works, shall be reinstated to the relevant Council Construction Standard Specification (CSS) at the expense of the consent holder and to the satisfaction of the Council’s Subdivision Engineer.

4. No construction work, other than dust and erosion and sediment control measures, pre-inspection of plant (but not the operation of plant) and staff briefings/meetings, shall be undertaken outside the hours of 7.00am to 6.00pm Monday to Friday and 8.00am to 5.00pm Saturday, without the Council’s prior consent. No work, other than dust and erosion and sediment control measures shall be undertaken on Sundays or Public Holidays.

5. All construction work shall be designed, managed and conducted to ensure that construction noise complies with the requirements of NZS 6803:1999 Acoustics – Construction Noise (see Table 3, Page 11 of this standard).

6. The proposed landscaping shall be established in accordance with the Landscape Plan forming part of the Approved Consent Document referred to in Condition 1. The proposed landscaping shall be established on site within the first planting season (extending from 1 April to 30 September) following the final, passed building inspection and shall be maintained. Any dead, diseased, or damaged...
landscaping shall be replaced by the consent holder within the following planting season (extending from 1 April to 30 September) with trees/shrubs of similar species.

7. Pursuant to Section 128 of the Resource Management Act 1991, the Council may review Condition 1, in relation to the right turn in movement to the consented Wilsons Road access, by serving notice on the consent holder within a period of one month of any 12 month period following the date of this decision, in order to deal with any adverse effects on the environment which may arise from the exercise of this consent and which it is appropriate to deal with at a later stage.

8. The consent holder shall, on each anniversary of the date of issue of this consent for not less than five years, provide to the Council a list and summary of all recorded incidents within 100m of the new vehicle crossing.

Advice Notes

- In relation to condition 7, the s128 review may seek mitigation of adverse effects that result from the approval of the two-way access into Wilsons Road. Methods to mitigate those effects could include (but are not limited to) restriction of right turn entry and/or exit. Any mitigation in this regard would be at the expense of the consent holder.

- The Council will require payment of its administrative charges in relation to monitoring of conditions, as authorised by the provisions of section 36 of the Resource Management Act 1991. The current monitoring charges are:
  
  (i) A monitoring fee of $277.50 to cover the cost of setting up a monitoring programme and carrying out one inspection to ensure compliance with the conditions of this consent; and

  (ii) Time charged at an hourly rate if more than one inspection, or additional monitoring activities (including those relating to non-compliance with conditions), are required.

  The monitoring programme administration fee and initial inspection fee will be charged to the applicant with the consent processing costs. Any additional monitoring time will be invoiced to the consent holder when the monitoring is carried out, at the hourly rate specified in the applicable Annual Plan Schedule of Fees and Charges.

RMA/2011/304

That, for the above reasons:

A. The application be processed on a non-notified basis in accordance with Sections 95A - 95E of the Resource Management Act 1991.

B. The application be granted pursuant to Section 127 of the Resource Management Act 1991, subject to amended condition 1 below and the remaining unchanged conditions at Attachment A to this report.

1. The development shall proceed in accordance with the information and plans submitted with the application and submitted with RMA/2018/2073 and RMA/2018/3077 and entered into Council records as RMAS2017824 (143 pages). Note: the revised loading bay layout is at page 143.

Reported and recommended by: Andrew Long, Senior Planner Date: 7 February 2019
Decision

Commissioner's note

This is an application to make two changes to the external layout of the New World supermarket at Wilsons Rd, St Martins.

a) A bay is proposed for trucks waiting to enter the delivery bay, parallel to Wades Avenue, at the northern end of the site. The bay would be created by deleting several car parks along the boundary. This is to assist in the situation where a vehicle or vehicles, usually large trucks are required to wait their turn at the loading bay. Such vehicles need to wait in the car park or traffic aisles, restricting access and visibility and creating a risk of causing collisions between vehicles and pedestrians and cyclists moving to or from the Wades Ave access. While not entirely eliminating this risk, the proposal would reduce the risk as if there was only one delivery vehicle waiting it would use the new parking bay, clear of the traffic aisles. Also, much of the car traffic would probably use the new crossing to Wilsons Rd described below.

b) A new accessway was proposed between Wilsons Rd and the car park. This was proposed to provide for left and right turns in and out of the car park. Associated with this would be alterations to the painted flush median, the cycle lanes and the location of the southbound lanes on Wilsons Rd, in order to create a right turning lane for northbound traffic on Wilsons Rd.

The roading layout on Wilsons Rd outside the supermarket is already quite complex. There are two intersections on the north-east side, at Wades Ave and Beckford St. Both streets have existing accesses into the supermarket. Between these, on the opposite, south west side are another intersection at Gamblins Rd, and a pedestrian crossing leading directly into the supermarket. There are also cycle lanes on each side of Wilsons Rd. The proposed accessway would be located between Beckford St and the pedestrian crossing, relatively close to both.

The application was reviewed by Andy Milne (Senior Transport Planner with the Council) and an external safety audit has also been undertaken by Mike Smith (Stantec New Zealand). They were critical of the application in a number of respects and recommended that it not be granted.

Firstly, they were somewhat sceptical of the risks posed by the loading bay, and considered these could be addressed by on-site traffic management when trucks are present, by supermarket staff after some basic training. Whether this is true or not however, this opportunity is not within the matters to which the Council has restricted its discretion under Rule 7.4.4.16 of the District Plan, so I consider I could not decline the application under this ground. In any case, the Council is not opposing the creation of the truck parking bay and the deletion of a small number of car park spaces, so that part of the application could be allowed. More significantly, they considered the proposal could create the following problems:

Separation from intersection and pedestrian crossing

The proposed access is 26.3m from the Beckford / Wilsons intersection where 30m is required. Advice in this regard from the transport planners is:

- Mr Smith considers that it may be difficult to determine whether a driver is indicating to turn into the proposed access or Beckford Street, resulting in a moderate safety risk at both the proposed access (where exiting vehicles may assume southbound vehicles are turning into the proposed access and pull out only to discover they are turning at Beckford) and at Beckford (where exiting vehicles may assume northbound are turning into Beckford and pull out only to discover they are turning at the
proposed access). Mr Smith also considers that the on-site queue space could be insufficient for the activity resulting in riskier gap acceptance and a risk to cyclists.

- Mr Milne concurred with Mr Smith and also notes obscuring of pedestrians on the crossing by vehicles turning right into the proposed crossing;
- There would also be an increased risk to pedestrians and cyclists in relation to the proposed crossing. Mr Smith identifies risks to cyclists and pedestrians where they are obscured by traffic for the right turn in movement.
- Mr Smith also identified that the pedestrian crossing is near to the proposed access. Drivers exiting the site via the proposed access may be more focused on pulling into the traffic than the crossing.

Access over cycle lane

- Mr Smith and Mr Milne consider the risk to cyclists arising from a new access in this location to be moderate. Vehicles using the new crossing would be crossing the cycle lane. In this regard, the cycle lane at this point would be made more complex because it, and the southbound vehicle lane would both be relocated to the kerb line to accommodate the northbound right turning lane. Cyclists and drivers could be distracted by this transition.
- Pedestrians using the footpath where it crosses the new accessway would be placed at risk from vehicles using the new accessway.

Gaps in traffic

Wilson’s Rd is classified as a minor arterial road, and carries relatively heavy traffic levels, especially at peak time. Traffic wishing to turn right, particularly onto Wilson’s Rd from Beckford St and from the new access might be paying more attention to selecting a gap in the traffic than looking out for the various hazards such as turning traffic, cyclists and the pedestrian crossing. Drivers taking a short gap could exacerbate this by accelerating quickly to merge into the traffic. The same problem could already occur with right turns from Gambins and Wades Ave, but these would not be affected by the new crossing.

For the applicant, its traffic expert Mr Paul Durdin did not accept that the risk from any of these matters would be more than slight.

It can difficult for a lay Commissioner such as me to resolve such differences of opinion among experts. My usual approach is to attempt to find out what they agree on and identify precisely what is the point of difference. Accordingly I met with the engineers, along with the Council’s reporting officer Mr Andrew Long on site to question them and allow them to debate the issues. Also present were Ms Rebecca Parish, as representative of Foodstuffs Ltd, and Ms Kirsty Clement, their planning consultant. As a result it appears to me that there are two critical differences in their conclusions, as follows:

- Mr Durdin, while acknowledging the complexities of the traffic environment considers there is enough sight distance between the intersections and the proposed access to allow users to react to the presence of pedestrians, cyclists, and turning traffic. At the risk of putting words in his mouth, I gained the impression that the various sight distances were just on the right side of sufficient, rather than generous.
- Mr Durdin also relies on the fact that traffic speeds would generally be low, especially the turning traffic, decreasing the risk of crashes and their severity. However this does rather ignore the possibility of drivers accelerating into short gaps.

At the site meeting the applicants agreed to consider an alternative proposal, under which right turns into the site from Wilson’s Rd would be prevented. This was subsequently received, and featured a solid median to discourage right turn into the new accessway, and the deletion of both the right turning bay and the
realignement of the southbound vehicle and cycle lanes and the... Unfortunately it proved impossible to completely prevent the right turn physically with the solid median, as to do so would prevent right turns into and out of two adjacent properties on Wilsons Rd. Instead it was proposed to rely on signage to supplement the median.

The Council's traffic advisers remained unconvinced, largely I understand because right turns into the accessway would still be possible and some drivers may continue to do this. This would continue to restrict visibility of the pedestrian crossing for drivers turning out of Beckford St and out of the accessway. As a result I need to resolve this and reach my own conclusion.

It seems to me that the new layout would be a great deal simpler than that originally proposed, with the removal of the right turning bay, the retention of the straight vehicle and cycle lanes, and at least the substantial reduction of right turns into the new accessway. It would largely remove the potential for confusion over turning signals as discussed above. Where right turns in did take place, if the driver had to wait for a gap, this would have the potential to delay northbound traffic on Wilsons Rd and also to block visibility of the pedestrian crossing to drivers turning right out of the accessway. It seems to me that it would be rare for drivers to attempt this right turn in. There would be signage prohibiting it, an awareness by drivers that delays could be caused to following traffic, and a solid median which would make the movement awkward. For an accident to pedestrians on the crossing, three things would need to occur together; someone attempting the right turn in, a driver turning right out, and pedestrians on the crossing. Even where all these did line up, vehicle speeds would need to be high enough that the accident could not be avoided, bearing in mind that vehicles turning onto Wilsons Rd would be either travelling slowly or making a standing start. This combination would most likely be rare.

There would be potential for drivers turning in to have to wait for a gap in southbound traffic, either vehicles or cyclists. Southbound cyclists would not necessarily be sufficiently visible to traffic turning in. Again, for an accident to occur, cyclists would have to be present at the time and the driver would have to fail to see them.

In the end I have concluded that the risk factors are sufficiently small that the application can be granted. In saying this however, the matter is finely balanced in my judgement. I am aware that the proposed new accessway cannot proceed, unless the Council, in its capacity as road controlling authority, has approved the proposed alterations to the roading layout. That is a separate exercise, and not a part of this decision. It is possible that the council may reach a different conclusion under that process. In that case, at least the applicant would still be in a position to implement that part of the decision relating to the new parking bay for trucks waiting to enter the loading bay.

Commissioner's decision

RMA/2018/2073

That, for the above reasons:

A. The application be processed on a non-notified basis in accordance with Sections 95A - 95F of the Resource Management Act 1991.

B. The application be granted pursuant to Sections 104, 104C, 108 and 108AA of the Resource Management Act 1991, subject to the following conditions:

1. The development shall proceed in accordance with the information and plans submitted with the application, including the further information/amended plans submitted on 19 February 2019. The Approved Consent Documentation has been entered into Council records as RMA/2018/2073 (101 pages). Note: the application includes superseded plans as part of expert reports which have been
retained / are embedded. The approved crossing and road markings are to proceed as per the plan on page 101, subject to any other approvals required being obtained.

2. All works affecting any public road(s), footpath, landscaped areas or service structures must be undertaken in accordance with the relevant Council Construction Standard Specification (CSS) at the expense of the consent holder and to the satisfaction of the Council's Subdivision Engineer.

3. At the completion of the works, any public road(s), footpath, landscaped areas or service structures that have been affected/damaged by contractor(s), consent holder or by vehicles and machinery used in relation to the works, shall be reinstated to the relevant Council Construction Standard Specification (CSS) at the expense of the consent holder and to the satisfaction of the Council's Subdivision Engineer.

4. No construction work, other than dust and erosion and sediment control measures, pre-inspection of plant (but not the operation of plant) and staff briefings/meetings, shall be undertaken outside the hours of 7.00am to 6.00pm Monday to Friday and 8.00am to 5.00pm Saturday, without the Council's prior consent. No work, other than dust and erosion and sediment control measures shall be undertaken on Sundays or Public Holidays.

5. All construction work shall be designed, managed and conducted to ensure that construction noise complies with the requirements of NZS 6803:1999 Acoustics – Construction Noise (see Table 3, Page 11 of this standard).

6. The proposed landscaping shall be established in accordance with the Landscape Plan forming part of the Approved Consent Document referred to in Condition 1. The proposed landscaping shall be established on site within the first planting season (extending from 1 April to 30 September) following the final, passed building inspection and shall be maintained. Any dead, diseased, or damaged landscaping shall be replaced by the consent holder within the following planting season (extending from 1 April to 30 September) with trees/shrubs of similar species.

7. Pursuant to Section 128 of the Resource Management Act 1991, the Council may review Condition 1, in relation to right turn in movements to the consented Wilsons Road access, by serving notice on the consent holder within a period of one month of any 12 month period following the date of this decision, in order to deal with any adverse effects on the environment which may arise from the exercise of this consent and which it is appropriate to deal with at a later stage.

8. The consent holder shall, on each anniversary of the date of issue of this consent for not less than five years, provide to the Council a list and summary of all recorded incidents within 100m of the new vehicle crossing.

Advice Notes
- In relation to condition 7, the s128 review may seek mitigation of adverse effects that result from the approval of the access into Wilsons Road. Methods to mitigate those effects could include (but are not limited to) restriction of right turn entry and/or exit. Any mitigation in this regard would be at the expense of the consent holder.

- The Council will require payment of its administrative charges in relation to monitoring of conditions, as authorised by the provisions of section 36 of the Resource Management Act 1991. The current monitoring charges are:
  (i) A monitoring fee of $277.50 to cover the cost of setting up a monitoring programme and carrying out one inspection to ensure compliance with the conditions of this consent; and
  (ii) Time charged at an hourly rate if more than one inspection, or additional monitoring activities (including those relating to non-compliance with conditions), are required.

The monitoring programme administration fee and initial inspection fee will be charged to the applicant with the consent processing costs. Any additional monitoring time will be invoiced to the consent holder when the monitoring is carried out, at the hourly rate specified in the applicable Annual Plan Schedule of Fees and Charges.

RMA/2011/304
That, for the above reasons:
A. The application be processed on a non-notified basis in accordance with Sections 95A - 95E of the Resource Management Act 1991.

B. The application be granted pursuant to Section 127 of the Resource Management Act 1991, subject to amended condition 1 below and the remaining unchanged conditions at Attachment A to this report.

1. The development shall proceed in accordance with the information and plans submitted with the application and submitted with RMA/2018/2073 and RMA/2018/3977 and entered into Council records as RMA92017824 (144 pages). Note: the revised loading bay layout is at page 144.

Commissioner

Name: David Mountfort

Signature: D.L. Mountfort

Date: 14 March 2019
ATTACHMENT A - Conditions RMA/2011/304
General conditions:

2. That the operating hours of the supermarket shall be restricted to between 0730 and 2200 hours, 7 days a week.

3. That all service vehicle deliveries to the supermarket shall be restricted to between 0700 and 1700 hours, 7 days a week.

4. That prior to opening of the new supermarket the existing Wades Avenue loading dock vehicle crossing exist shall be removed and the kerb, channel and footpath reinstated at the applicants expense.

5. That the consent holder shall ensure that any litter in the carpark and immediate street frontages be picked up and disposed of appropriately each day.

6. That the vehicle loading dock entry/exit door shall be kept closed at all times with the exception of allowing delivery vehicles to enter and exit.

7. The consent holder shall provide the operators of all service vehicles making deliveries to the supermarket with written directions requiring that if such vehicles are unable to enter the loading dock they are to queue in the on-site parking area. The written directions are to include the route the delivery vehicles are to take within the carparking area. A copy of these directions shall be made available to the Resource Consent Manager of the Christchurch City Council, or a nominee thereof, upon request.

8. That a grade separated (by a kerb or similar) pedestrian connection be provided between Wades Avenue and the pedestrian entrance to the supermarket.

9. That a 1.2m x 1.2m warning sign incorporating a rotational flashing light be installed adjacent to the Wades Avenue access. This sign is to alert visitors entering the site when a delivery truck is reversing into the loading bay. The rotational flashing light is to operate only at the time delivery vehicles are accessing the loading bay.

Transport conditions:

10. That a minimum of eighteen carparks are marked and kept permanently available for staff use only.

11. That a minimum of twenty-eight cycle stands be provided on the site in the general location shown on RMA92017824/1, prior to the first trading day of the supermarket. At least fifteen of these cycle stands must be permanently covered.

12. That a minimum of eight disabled parking spaces be provided on site in a location convenient to the pedestrian entry to the supermarket.

13. That the Wades Avenue vehicle crossing providing ingress and egress to the loading bay be nine metres in width.

Noise conditions:

14. Construction of the new supermarket, including any demolition and site works shall comply with and be managed in accordance with NZS 6803:1999 Acoustics – Construction Noise, such that noise levels do not exceed the limits in Table 2 and Table 3 of that Standard.

15. That any mechanical cleaning of the car park, and the pick-up and disposal of rubbish, shall be restricted to between 0700 and 2200 hours, 7 days a week.

16. The consent holder shall, prior to the opening of the new supermarket, provide to the Team Leader Environmental Compliance at Christchurch City Council a certificate from a suitably qualified and experienced acoustic consultant stating that the consented activity, including plant and equipment, will comply with the following on noise limits when measured in accordance with NZS 6801:1991 Measurement of Sound at any other site in the Living 1 zone:
17. That the service yard gate shall be kept closed at all times, with the exception of allowing vehicles to enter or exit.

18. All forklifts shall be electrically powered, and shall be operated with a broadband reversing alarm which is atonal, and not with a toral reversing beeper.

19. As shown in the final drawings submitted for the consent application, and described in the memorandum of Marshall Day Acoustics dated 14 April 2011, all goods deliveries and refuse collection shall occur within the internal goods loading bay and service yard. Noise from vehicles and handling of goods within the yard loading bay area shall be acoustically shielded from Wades Avenue by a 15 metre long wing wall that includes a nine metre section full height with a roof section, and a 6 metre section of precast concrete panel fencing 2.5 metres high. The underside of the canopy of the loading bay shall be treated with acoustically absorptive material. The internal goods loading bay shall be fitted with a high speed roller shutter door. A 2.5 metre high precise concrete panel fence including a sliding gate shall enclose the yard area.

**Lighting**

20. The consent holder shall, prior to the opening of the new supermarket, provide to the Team Leader – Environmental Compliance at Christchurch City Council a statement from a suitably qualified and experienced lighting consultant confirming that the glare and light spill from the carparking area will meet the criteria of the Christchurch City Plan glare standards, Volume 3, Section 11, Rule 2.3.2. The statement shall include information on the effect of the consent activity will have on adjacent properties, giving expected illuminance levels (horizontal and vertical) at the property boundaries.

**Landscaping**

21. The consent holder shall ensure that trees shall be planted in accordance with the approved landscape plan, except that a road frontage of at least 7 metres shall be planted with a minimum of one tree, plus one additional tree for every 7 metres of road frontage (e.g. 7 metres frontage - 2 trees, 14 metres frontage - 3 trees, etc), and these trees shall be planted no more than 7 metres apart, or closer than 5 metres apart. Where existing trees are retained in accordance with the approved landscape plan, a space of less than 7 metres between existing trees will not require a new tree planting.

22. A landscape strip with a minimum depth of 1.5 metres along all road frontages shall be established. Shrub and groundcover planting within this landscape strip shall grow to, or be maintained at a maximum height of 1.2 metres.

23. Within the landscape strip at the boundary of the site adjoining the Living 1 zone, trees shall be planted and/or retained in accordance with the approved Landscape Plan at a spacing no greater than 7m.

24. All trees to be planted on the site shall be not less than 3.0 metres in height at the time of planting.

25. That wheel stop barriers, such as kerbing or bollards, shall be constructed to protect all trees within the car park.

26. That all tress which are to be retained as shown on RMA9201782/4, are to be protected during the construction of the new supermarket and retail premises, including any demolition and site works, in accordance with standard CSS 1:18.4; or alternatively, appropriate edging such as batten edging must be installed.

27. That, unless otherwise specified on the landscape concept plan, all trees when mature will be maintained at a height of no less than 8 metres.

28. All landscaping required for this consent shall be maintained, with any dead, diseased or dying landscaping to be replaced immediately with plants of a similar species and at the minimum height at time of planting as specified on the landscape concept plan.
Advice Notes:

- An example of a boardband reversing alarm suitable for forklifts is the Brigade Baraalarm model 880-87 [http://www.brigade-electronics.com/product-focus/alarm] available from Reasense Warning Systems Ltd NZ.

- Examples of suitable insulation for the loading bay canopy are 50mm Forman Insulation’s Ductliner or Autex Industries’ Autex AAB35-50.

- The consent does not cover any future signage for the four retail premises. Any future signage proposed for the site that does not comply with the City Plan provisions will be subject to a separate resource consent process. Early advice from a planning consultant is recommended.

- The Council will require payment of its administrative charges in relation to monitoring, as authorised by the provisions of section 36 of the Resource Management Act 1991. At present the monitoring charges include:
  (i) A monitoring fee of $120.20 to cover the cost of setting up a monitoring programme and carrying out a site inspection to ensure compliance with the conditions of this consent; and
  (ii) Time charged at an hourly rate where additional monitoring is required.

- This resource consent has been processed under the Resource Management Act 1991 and relates to planning matters only. You will also need to comply with the requirements of the Building Act 2004. Please contact a Building Consent Officer (941-9999) for advice on the building consent process.
This document has been prepared for the benefit of Christchurch City Council. No liability is accepted by this company or any employee or sub-consultant of this company with respect to its use by any other person.

This disclaimer shall apply notwithstanding that the report may be made available to other persons for an application for permission or approval to fulfil a legal requirement.

QUALITY STATEMENT

PROJECT MANAGER
Ali Siddiqui

ROAD SAFETY AUDIT TEAM LEADER
Mike Smith

PREPARED BY
Melanie Cresswell

CHECKED BY
Jodi Enright

REVIEWED BY
Mike Smith

APPROVED FOR ISSUE BY
Ali Siddiqui

Refer to Section 3 for Auditors Statement

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REVISION SCHEDULE

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<th>Date</th>
<th>Description</th>
<th>Prepared by</th>
<th>Checked by</th>
<th>Reviewed by</th>
<th>Approved by</th>
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Status: final |
Project No.: 80510042-0110 |
Our ref: 18 1354068 RMA 2018 2073 safety audit.DOCX
Abbreviations

RSA  Road Safety Audit
SAT  Safety Audit Team
Christchurch City Council
Wilsons Road New World

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APPENDICES

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1. Introduction

1.1 Safety Audit Definition and Purpose

A road safety audit is a term used internationally to describe an independent review of a future road project to identify any safety concerns that may affect the safety performance. The audit team considers the safety of all road users and qualitatively reports on road safety issues or opportunities for safety improvement.

A road safety audit is therefore a formal examination of a road project, or any type of project which affects road users (including cyclists, pedestrians, mobility impaired etc.), carried out by an independent competent team who identify and document road safety concerns.

A road safety audit is intended to help deliver a safe road system and is not a review of compliance with standards.

The primary objective of a road safety audit is to deliver a project that achieves an outcome consistent with Safer Journeys and the Safe System approach, which is a safe road system increasingly free of death and serious injury. The road safety audit is a safety review used to identify all areas of a project that are inconsistent with a Safe System and bring those concerns to the attention of the client so that the client can make a value judgement as to appropriate action(s) based on the risk guidance provided by the safety audit team.

The key objective of a road safety audit is summarised as:

'to deliver completed projects that contribute towards a safe road system that is increasingly free of death and serious injury by identifying and ranking potential safety concerns for all road users and others affected by a road project.'

A road safety audit should desirably be undertaken at project milestones such as:

- concept stage (part of business case);
- scheme or preliminary design stage (part of pre-implementation);
- detail design stage (pre-implementation or implementation); or
- pre-opening or post-construction stage (implementation or post-implementation).

A road safety audit is not intended to be a technical or financial audit and does not substitute for a design check of standards or guidelines. Any recommended treatment of an identified safety concern is intended to be indicative only, and to focus the designer on the type of improvements that might be appropriate. It is not intended to be prescriptive and other ways of improving the road safety or operational problems identified should also be considered.

In accordance with the procedures set down in the NZTA Road Safety Audit Procedures for Projects Guidelines - Interim release May 2013 the audit report should be submitted to the client who will instruct the designer to respond. The designer should consider the report and comment to the client on each of any concerns identified, including their cost implications where appropriate, and make a recommendation to either accept or reject the audit report recommendation.

For each audit team recommendation that is accepted, the client will make the final decision and brief the designer to make the necessary changes and/or additions. As a result of this instruction the designer shall action the approved amendments. The client may involve a safety engineer to provide commentary to aid with the decision.

Decision tracking is an important part of the road safety audit process. A decision tracking table is embedded into the report format at the end of each set of recommendations. It is to be completed by the designer, safety engineer, and client for each issue, and should record the designer’s response, client’s decision (and asset manager’s comments in the case where the client and asset manager are not one and the same) and action taken.

A copy of the report including the designer’s response to the client and the client’s decision on each recommendation shall be given to the road safety audit team leader as part of the important feedback loop. The road safety audit team leader will disseminate this to team members.
1.2 The Project
The project involves construction of a new two vehicle access for the car park at Wilsons New World on to Wilsons Road. This RSA has been requested in response to a Resource Consent application for a new access point to the New World Supermarket.

The Wilsons Road access is proposed as a safe alternative to the current Wades Avenue access point. The applicant for the site has presented that delivery vehicles utilising the Wades Avenue access has an impact on the safe use of the current access.

1.3 The Road Safety Audit Team
This road safety audit has been carried out in accordance with the NZTA Road Safety Audit Procedure for Projects Guidelines – Interim release May 2013, by:

<table>
<thead>
<tr>
<th>Name</th>
<th>Position</th>
<th>Organisation</th>
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<tbody>
<tr>
<td>Mike Smith</td>
<td>Team Leader</td>
<td>Stantec</td>
</tr>
<tr>
<td></td>
<td>Principal Transportation Engineer – Road Safety:</td>
<td></td>
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<tr>
<td>Jodi Enright</td>
<td>Team Member</td>
<td>Stantec</td>
</tr>
<tr>
<td></td>
<td>Transportation Engineer</td>
<td></td>
</tr>
<tr>
<td>Melanie Cresswell</td>
<td>Observer</td>
<td>Stantec</td>
</tr>
<tr>
<td></td>
<td>Transportation Engineering Analyst</td>
<td></td>
</tr>
</tbody>
</table>

1.4 Previous Road Safety Audits
The SAT are not aware of any previous road safety audits for a similar design for this site.

1.5 Scope of this Road Safety Audit
This is a preliminary road safety audit of the proposed new entrance/exit at Wilsons New World on to Wilsons Road.

This RSA was requested by Christchurch City Council following a submission of a Resource Consent for a new access, and subsequent Request for Information and responses from the applicant’s team.

1.6 Report Format
The potential road safety problems identified have been ranked as follows.

The expected crash frequency is qualitatively assessed on the basis of expected exposure (how many road users will be exposed to a safety issue) and the likelihood of a crash resulting from the presence of the issue. The severity of a crash outcome is qualitatively assessed on the basis of factors such as expected speeds, type of collision, and type of vehicle involved.

Reference to historic crash rates or other research for similar elements of projects, or projects as a whole, have been drawn on where appropriate to assist in understanding the likely crash types, frequency and likely severity that may result from a particular concern.

The frequency and severity ratings are used together to develop a combined qualitative risk ranking for each safety issue using the concern assessment rating matrix in Table 1-1. The qualitative assessment requires professional judgement and a wide range of experience in projects of all sizes and locations.
Table 1-1: Concern Assessment Rating Matrix

<table>
<thead>
<tr>
<th>Severity (likelihood of death or serious injury)</th>
<th>Frequency (probability of a crash)</th>
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<tbody>
<tr>
<td>Very likely</td>
<td>Frequent  Common  Occasional  Infrequent</td>
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<tr>
<td>Likely</td>
<td>Serious  Significant  Moderate  Moderate</td>
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<tr>
<td>Unlikely</td>
<td>Significant  Moderate  Minor  Minor</td>
</tr>
<tr>
<td>Very unlikely</td>
<td>Moderate  Minor  Minor  Minor</td>
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</table>

While all safety concerns should be considered for action, the client or nominated project manager will make the decision as to what course of action will be adopted based on the guidance given in this ranking process with consideration to factors other than safety alone. As a guide a suggested action for each concern category is given in Table 1-2.

Table 1-2: Concern Categories

<table>
<thead>
<tr>
<th>Concern</th>
<th>Suggested action</th>
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<tbody>
<tr>
<td>Serious</td>
<td>Major safety concern that must be addressed and requires changes to avoid serious safety consequences.</td>
</tr>
<tr>
<td>Significant</td>
<td>Significant safety concern that should be addressed and requires changes to avoid serious safety consequences.</td>
</tr>
<tr>
<td>Moderate</td>
<td>Moderate safety concern that should be addressed to improve safety.</td>
</tr>
<tr>
<td>Minor</td>
<td>Minor safety concern that should be addressed where practical to improve safety.</td>
</tr>
</tbody>
</table>

In addition to the ranked safety issues it is appropriate for the safety audit team to provide additional comments with respect to items that may have a safety implication but lie outside the scope of the safety audit. A comment may include items where the safety implications are not yet clear due to insufficient detail for the stage of project, items outside the scope of the audit such as existing issues not impacted by the project or an opportunity for improved safety but not necessarily linked to the project itself. While typically comments do not require a specific recommendation, in some instances suggestions may be given by the auditors.

### 1.7 Documents Provided

The SAT was provided with the following documents for this audit.

<table>
<thead>
<tr>
<th>Plan Reference</th>
<th>Sheets</th>
<th>Title</th>
<th>Revision</th>
</tr>
</thead>
<tbody>
<tr>
<td>Abbey RFI Response</td>
<td>8</td>
<td>St Martins New World RFI Response</td>
<td>30/10/18</td>
</tr>
<tr>
<td>Aurecon Land Use Consent</td>
<td>80</td>
<td>Application for Land Use Consent: At Martins New World Access &amp; Parking Arrangements</td>
<td>24/08/18</td>
</tr>
<tr>
<td>Crash report</td>
<td>4</td>
<td>Crash Report</td>
<td>14/11/18</td>
</tr>
</tbody>
</table>

### 1.8 Disclaimer

The findings and recommendations in this report are based on an examination of available relevant plans, the specified road and its environs, and the opinions of the SAT. However, it must be recognised that eliminating safety concerns cannot be guaranteed since no road can be regarded as absolutely safe and no warranty is implied that all safety issues have been identified in this report. Safety audits do not constitute a design review nor are they an assessment of standards with respect to engineering or planning documents.

Readers are urged to seek specific technical advice on matters raised and not rely solely on the report.

While every effort has been made to ensure the accuracy of the report, it is made available on the basis that anyone relying on it does so at their own risk without any liability to the safety audit team or their organisations.
2. Safety Concerns

The following safety concerns were observed by the SAT.

The reader is directed to not review an issue in isolation, but to consider each issue in relation to the whole report. Many issues are inter-related and therefore a solution to an issue raised will need to consider all elements for an appropriate level of action.

2.1 Access Separation from Intersection

For a new access with frontage on a Minor Arterial road, the CCC District Plan requires that there is a minimum separation of 30m between the access and the nearest intersection on the same side of the road. This dimension is based upon international best practice, considering the effects of decision making, and perception / reaction times for movements and conflicts. The SAT have used this concept when reviewing the proposed access off-set from an intersection.

The proposed access is 26.3m from the Beckford Road intersection, which is below standard and therefore poses a threat to safety in multiple ways. It is acknowledged that this difference is 3.7m, and in being so close, the SAT have considered the effect of drivers actions on the reduced distance.

The close proximity of the proposed access to the intersection raises a concern on whether it may be unclear to a road user whether vehicles are indicating to turn in to Beckford Road or the new access. This could occur for the right turn and left turn movement. The close proximity, and the action of a driver turning on their indicator for the turn could lead to some confusion, as shown in Figure 2-1 and Figure 2-2.

Any vehicle exiting the car park via the new access could observe a southbound vehicle indicating to turn left and assume they are entering the car park, where they are actually indicating to turn in to Beckford Road and will drive past the access. Assuming this, the exiting vehicle may attempt to turn on to Wilsons Road, resulting in a right turn out, drivers side impact crash.

Similarly, a vehicle exiting the car park may observe a northbound vehicle on Wilsons Road indicating to turn right and assume they will turn into Beckford Road when they are actually intending to turn in to the car park. Assuming this, the exiting vehicle may attempt to turn on to Wilsons Road resulting in a two turning type crash.

![Figure 2-1: Mistaken Left Turn in to Beckford Road](image-url)
Figure 2-2: Mistaken Right Turn in to Access

From the material supplied from Council, it is presented (RC Application: Abley Report; A1.3) that the peak hour flow southbound is 488 vph (South of Gambins Road), with a turn volume at the new access of some 72 vph. Based upon these figures, the right turn vehicle would have difficulty in identifying a gap in the approaching traffic stream, especially with the combined right turn out movement conflict from Gambins Road. In this instance, the queue build for the proposed access could exceed the available stack length for the new access and extend through the Beckford Road intersection.

This could result in driver frustration with few gaps presenting for the right turn. In this instance, the right turn driver may not be able to see a southbound cyclist in the cycle lane. Similarly, right turn out traffic could build due to a lack of gap or take a risky turn out movement with a high-risk gap acceptance movement.

The proposed design, when considering the adjacent road environment could result in the driver having to assess the intentions of other users from multiple locations, creating a high driver mental work load.

Recommendation(s)

1. Reassess design to consider mitigation measures to safely separate turn movements in to access and Beckford Road
2. Consider mitigation safety measures to avoid right turn / through movement cycle crashes.

<table>
<thead>
<tr>
<th>Frequency</th>
<th>Severity</th>
<th>Rating</th>
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<tbody>
<tr>
<td>Crashes are likely to be occasional</td>
<td>Death or serious injury is likely</td>
<td>The safety concern is moderate</td>
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<td>Designer response</td>
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<td>Safety Engineer comment</td>
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<td>Action taken</td>
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2.2 Kerb Line

The existing kerb line near the pedestrian crossing on Wilsons Road is currently shaped to allow for parking on the east side of the road, south of the current pedestrian crossing, as shown in Figure 2-3. The proposed access plans show the removal of parking and the cycle lane undertaking a left shift to be adjacent to the footpath. This results in a section of road that could visually look like a parking space.

The no-parking lines along Wilsons Road between the curved kerb and where the cycle lane meets the footpath may not be enough in preventing people from parking illegally.

If a vehicle is parked in this zone, it will restrict the sight distance of southbound traffic from the access, and encourage drivers exiting the car park to venture further past the limit line and overhang the cycle lane and footpath to achieve proper sight lines.

If a driver’s sight is limited they may not see a southbound vehicle travelling towards them and pull into the traffic lane unknowingly, with the potential for causing a side impact crash.

![Figure 2-3: Unchanged Existing Kerb Line](image)

Pedestrians waiting at the east side of the crossing could have their view to the left blocked by a vehicle parked in this location. Furthermore, the pedestrians long view to the left, towards northbound traffic, could be partially blocked by a stationary right turn vehicle at the new access.

Sight lines are discussed further in Section 2.3.

Recommendation(s)

1. Consider alterations to kerb line to physically restrict parking in that area

<table>
<thead>
<tr>
<th>Frequency</th>
<th>Severity</th>
<th>Rating</th>
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<tr>
<td>Crashes are likely to be infrequent</td>
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<td>Client decision</td>
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20/11/2018 | Status: Final | Project No.: 80510042-0110 | Our ref: 18 1354668 RMA 2018 2073 safety audit.DOCX | Page 6
2.3 Sight Lines

When sight distance is poor, drivers tend to pull out as far as they can to see past the obstruction. In this instance, poor sight lines could result in drivers overhanging the footpath, or the cycleway. The SAT observed this occurring multiple times on Wades Avenue and Beckford Road during the site inspection, as seen in Figure 2-4.

![Figure 2-4: Vehicle Overhanging Kerb to Achieve Proper Sight Distance](image)

In the case of the new access, the vehicle would be stopped in the middle of the footpath and potentially overhanging in to the cycle lane. This would create a situation where cyclists would have to traverse into the traffic lane to avoid collision with the car.

There is existing vegetation near the location of the proposed access (Figure 2-5 and Figure 2-6), some of which will be removed for construction of the access. The supplied material did not detail the extent of vegetation trimming / removal.

The plan shows that there will be vegetation near the access to separate the footpath from the car park. This is an issue because the view of pedestrians and cyclists crossing the access could be obstructed by this vegetation, meaning any vehicles exiting the car park may not see them.
At each existing entrance to the car park, a New World ‘Entry’ sign is placed, as shown in Figure 2-7 and Figure 2-8. At the new proposed access this sign could be an issue in terms of intervisibility, if not sited correctly. Drivers may not be able to see pedestrians from the proposed limit line and will therefore pull forward further to gain a longer sight distance, as in Figure 2-4.

At the existing Wades Ave access, an elderly person was observed crossing the entrance. A vehicle arrived wanting to enter the car park and the elderly person had to cross run to avoid the turning vehicle. The new proposed access has addressed this issue by the use of a crossing island, although this could pose further risk to pedestrians and cyclists due to entering vehicles taking opportunities with limited gaps in traffic. (Also refer to Section 2.6).

Given the close proximity of the proposed access to the Beckford Road intersection, as discussed in section 2.1, any vehicle turning on to Wilsons Road from Beckford Road has the potential to restrict the sight distance of any vehicle exiting the car park via the new access. This is shown in Figure 2-9 and Figure 2-10.

If there is a vehicle surpassing the limit line at that intersection, the exiting vehicle’s sight distance is limited to less than 50m. This limitation in sight would result in the driver at the new access to venture further past the limit line to achieve a better view of oncoming northbound traffic, resulting in the vehicle blocking the footpath and overhanging into the cycle lane, posing a risk to both pedestrians and cyclists. This situation would put cyclists at risk of being squeezed between the exiting vehicle and the through traffic, making them feel unsafe and heightening risk of vehicle-cyclist collision.
2.4 Internal Conflicting Movement

To access the nearest parking space, a vehicle entering the car park would have to traverse into the opposing lane of the nearest circulation lane as seen in Figure 2-11.

If a vehicle was stopped in this position waiting to exit the car park circulation lane, it would prevent a vehicle from undertaking a left turn into these parking spaces or result in a conflict between entering and exiting vehicle, with potential to block the new access.

The inability of an entering driver to use the first circulation lane (left turn) would result in the entering driver to either make a 3-point turn to manoeuvre into the traffic lane or travel the loop around the centre parking section and through the loading conflict zone near Wades Ave to access these parking spaces.

Furthermore, a priority control should be placed on the movement exiting this first circulation lane. This would be consistent with all other access conflicts within the site.
Recommendation(s)

1. Review the access design to eliminate the turn conflicts for entering vehicles to access the first circulation lane parking space

<table>
<thead>
<tr>
<th>Frequency Crashes are likely to be occasional</th>
<th>Severity Death or serious injury is unlikely</th>
<th>Rating The safety concern is minor</th>
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2.5 External Conflicting Movement

When turning right on to Wilsons Road from the access, in order to get into the traffic lane a vehicle must encroach on the northbound cycle lane. This can be seen in Figure 2-12.

Given that the cycle lane is situated between the traffic lane and parking bays, this manoeuvre would cause cyclists to be squeezed between two vehicles, making them feel unsafe and heightening the risk of collision. This is amplified in risk when the exiting driver is looking for a gap in busy traffic streams as would be encountered at peak flow times.
Figure 2-12: Right Turning Vehicles Encroach on Cycle Lane

Recommendation(s)

1. Ensure drivers are aware of the cycle lane so they look for cyclists. This could include, but not be limited to, placement of appropriate cycle lane markings / colour on the west side of Wilsons Road, leading up to the pedestrian crossing.

<table>
<thead>
<tr>
<th>Frequency Crashes are likely to be occasional</th>
<th>Severity Death or serious injury is likely</th>
<th>Rating The safety concern is moderate</th>
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<tbody>
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<td>Action taken</td>
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2.6 Right Turn Queuing

When turning right into the access from Wilsons Road, drivers must give way to pedestrians, cyclists, southbound through traffic and vehicles turning left into the access.

Giving way to all of these road users may result in a long wait time in the right turn bay. Through peak periods, this right turn would be a popular entrance and would therefore generate a queue. If this queue got long enough, it would block the Beckford Road intersection and eventually also block through traffic travelling northbound.

Long wait times result in drivers taking shorter gaps in traffic which they would not usually take, putting their focus on getting through the gap. This in turn could result in the drivers not noticing pedestrians or cyclists crossing the access.
A high level of elderly people and children are present in this area, who are more susceptible to serious injury than highly mobile people, due to inability to recover from serious trauma.

Recommendation(s)

1. The design is to incorporate treatments to make turning drivers using the entrance aware of pedestrians and cyclists crossing

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<tr>
<th>Frequency</th>
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<tr>
<td>Crashes are likely to be occasional</td>
<td>Death or serious injury is very likely</td>
<td>The safety concern is significant</td>
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</table>

These assessments have been made in regard to the high level of elderly people and children. If the same situation were to occur with highly mobile people the safety concern would be less severe.

<table>
<thead>
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<th>Designer response</th>
<th>Safety Engineer comment</th>
<th>Client decision</th>
<th>Action taken</th>
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2.7 Pedestrian Crossing in Close Proximity

A driver’s awareness of a pedestrian crossing is reliant on multiple elements, one of which is the white diamond road marking.

Since the proposed access is located in between the white diamond and the existing pedestrian crossing, as seen in Figure 2-13, a right turning driver will not be presented with a white diamond before the crossing. This could result in a driver missing the advanced warning and not realising there is a pedestrian crossing.

![Image of pedestrian crossing](image)

**Figure 2-13: Access Closer to Pedestrian Crossing than Diamond**

In peak times, vehicles exiting via the accessway may attempt to take shorter gaps in traffic. Drivers may focus more on pulling into the traffic lane in front of through / turning traffic, not realise that there is a pedestrian crossing, and accelerate towards the crossing at an unsafe speed.
Recommendation(s)

1. Implement suitable design measures to highlight the presence of the pedestrian crossing for the right turn out movement.

<table>
<thead>
<tr>
<th>Frequency</th>
<th>Severity</th>
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<tbody>
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<td>Client decision</td>
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<td>Action taken</td>
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</table>
Issues for Comment

2.8 Proposed Loading Area

It is presented in the application, that the new access point is required to alleviate the conflicts at the Wades Avenue access. It is presented that the conflicts are created by large vehicles having to access into the store bay of the supermarket, and the risk presented by traffic and pedestrians crossing in and around (and specifically behind) the large vehicles.

In accordance with the RSA guideline requirements, the SAT has reviewed how the proposed design integrates into the surrounding environment, and the impacts of the proposed design on the safety of the environment.

The SAT note that the proposed loading zone does not alter the risk to users of the Wade Avenue access, other than to encourage some users to access via the new access point.

Of note, the proposed loading zone, and hatched markings would appear to result in a similar action by delivery vehicle drivers, to that already encountered. The loading zone formed does not appear to enable a clear and safe movement into the parallel space. Furthermore, large vehicles (as shown in Figure 2-14 and Figure 2-15 below), would not physically be able to undertake the movement, and would retain parking in the proposed hatched zone (no-stopping zone).

![Figure 2-14: Large vehicle reversing for unloading](image1)
![Figure 2-15: Arrival of large vehicle for unloading](image2)

Given that this movement would still occur, it is the opinion of the SAT that an appropriate Safety Plan for deliveries should be implemented, whereby upon arrival or a large vehicle, the access is physically blocked by an approved method restricting access for vehicles and pedestrians.

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<thead>
<tr>
<th>Designer response</th>
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<tbody>
<tr>
<td>Safety Engineer comment</td>
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<td>Client decision</td>
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<tr>
<td>Action taken</td>
<td>Insert comment</td>
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</tbody>
</table>
3. Audit Statement

We declare that we remain independent of the design team, and have not been influenced in any way by any party during this road safety audit.

We certify that we have used the available plans, and have examined the specified roads and their environment, to identify features of the project we have been asked to look at that could be changed, removed or modified in order to improve safety.

We have noted the safety concerns that have been evident in this audit, and have made recommendations that may be used to assist in improving safety.

Signed

Date 21 November 2018

Mike Smith, NZCE (Civil), MET, CPEng, CMEngNZ, RPEQ, REA
Principal Transportation Engineer – Road Safety, Stantec

Signed

Date 12 December 2018

Jodi Enright, Transportation Engineer, Stantec
4. Response and Decision Statements

System designers and the people who use the roads must all share responsibility for creating a road system where crash forces do not result in death or serious injury.

4.1 Designer’s Responses

I have studied and considered the auditors’ safety concerns and recommendations for safety improvements set out in this road safety audit report and I have responded accordingly to each safety concern with the most appropriate and practical solutions and actions, which are to be considered further by the safety engineer (if applicable) and project manager.

Signed  ........................................................................ Date  ..............................................

[Designer’s name, qualification, position, company]

4.2 Safety Engineer’s Comments (if applicable)

I have studied and considered the auditors’ safety concerns and recommendations for safety improvements set out in this road safety audit report together with the designer’s responses. Where appropriate, I have added comments to be taken into consideration by the project manager when deciding on the action to be taken.

Signed  ........................................................................ Date  ..............................................

[Safety Engineer’s name, qualification, position, company]

4.3 Project Manager’s Decisions

I have studied and considered the auditors’ safety concerns and recommendations for safety improvements set out in this road safety audit report, together with the designer’s responses and the comments of the safety engineer (if applicable), and having been guided by the auditor’s ranking of concerns have decided the most appropriate and practical action to be taken to address each of the safety concerns.

Signed  ........................................................................ Date  ..............................................

[Project Manager’s name, qualification, position, company]

4.4 Designer’s Statement

I certify that the project manager’s decisions and directions for action to be taken to improve safety for each of the safety concerns have been carried out.

Signed  ........................................................................ Date  ..............................................

[Designer’s name, qualification, position, company]
4.5 Safety Audit Close Out

The project manager is to distribute the audit report incorporating the decisions to the designer, safety audit team leader, safety engineer, and project file.

Date:__________________________

(ClickHereToAddReferenceInfo)
Appendix A  Supplied Documents
Christchurch
Hazeldean Business Park, 6 Hazeldean Road
Addington, Christchurch 8024
PO Box 13-052, Armagh
Christchurch 8141
Tel: +64 3 366 7449
Fax: +64 3 366 7780

Please visit www.stantec.com to learn more about how Stantec design with community in mind.
Dear Kirsty

REVIEW OF STANTEC ROAD SAFETY AUDIT FOR ST MARTINS NEW WORLD

As requested, Abley has reviewed the road safety audit prepared by Stantec for the proposed construction of a new vehicle access on Wilsons Road for the St Martins New World supermarket. We have responded to each of the safety issues (excluding issues for comment only) raised in the road safety audit in the same order as they appear in the report.

2.1 Access Separation from Intersection

The road safety audit report identifies this as a ‘moderate’ issue based on an expected crash frequency of ‘occasional’ and a severity outcome of ‘likely’.

The points raised in the road safety audit are valid safety considerations. These points are addressed in Section 6.2 of the Abley Integrated Transportation Assessment (ITA) report where the matters of discretion afforded to Council are assessed for each of the non-compliances.

The key difference between the road safety audit and the ITA report is that road safety audit assesses the relationship between the proposed location of the access relative to Beckford Road without consideration for the difference in effects if the access was to be located 3.7m further from the Beckford Road intersection. The ITA report does this. The difference is subtle but important when considering the effects of the proposal in a resource management sense.

The Abley ITA report contends that the 3.7m difference between the proposed access location and a complying location is negligible in terms of safety outcomes. The road safety audit does not assess the safety issue in this context. The Abley ITA report bases its conclusion on the fact that a vehicle travelling at 50km/h will travel 3.7m in approximately 0.26 seconds. It follows that the implications in terms of misinterpreting the intentions of another party are de minimis between the proposed situation and a complying scenario.

Regardless of the above, it is contended that severity outcome assessment in the road safety audit of ‘likely’ is substantially overstated. Any collision arising is likely to involve a vehicle that has already commenced deceleration, so speeds will be below 50km/h, which is the industry-accepted survivable limit for a side impact collision between two vehicles. We consider a more appropriate severity outcome rating for this issue would be ‘unlikely’, which would bring the overall issue rating to ‘minor’.

2.2 Kerb Line

The road safety audit report identifies this as a ‘moderate’ issue based on an expected crash frequency of ‘infrequent’ and a severity outcome of ‘likely’.

The issue raised in the road safety audit is not directly related to the proposed application and therefore should not be a consideration in the assessment of the resource consent application. The issue raised relates to hypothetical illegal parking behaviour of others. Whilst this is a potential but highly unlikely behaviour, it would be a matter for Council to address if it wished to mitigate the issue. It should be noted that Council has recently extended no stopping lines in the vicinity of the other access points to St Martins New World and based on observations, appears to be complied with.
2.3 Sight Lines

The road safety audit report identifies this as a ‘significant’ issue based on an expected crash frequency of ‘occasional’ and a severity outcome of ‘very likely’.

The issue raised in the road safety audit is not a matter for consideration in a resource consent context. The District Plan’s rules related to sight lines only apply to rural roads. The District Plan’s rule related to intervisibility at the access for pedestrian safety only related to residential zones. Neither situation applies to this site. That said, Foodstuffs does take safety seriously, and will be proactive in ensuring that sight lines are maximised at the access without going to the extent of requiring another resource consent.

Furthermore, the road safety audit notes that the rating assigned to this issue is based on a vehicle colliding with an elderly person. It goes on to note that a lesser rating would apply if the collision was with a highly mobile person. The latter is the more appropriate scenario to consider in a safety audit – not low probability subset eventualities.

2.4 Internal Conflicting Movement

The road safety audit report identifies this as a ‘minor’ issue based on an expected crash frequency of ‘occasional’ and a severity outcome of ‘unlikely’.

The issue raised in the road safety audit is not a matter for consideration in a resource consent context because the access provides a complying amount of queuing space and the layout of the car parking spaces complies with District Plan requirements. Drivers entering the proposed access are presented with a route choice upon entry. If a vehicle was occupying the aisle to the left of the main access, then the driver could decide to proceed straight ahead or turn left into the other aisle. The conflict only relates to the situation where a driver wishes to undertake a continuous movement into the space adjacent to the proposed access.

The point raised about the provision of a Give Way marking on the aisle is valid. We recommend that this marking is added.

2.5 External Conflicting Movement

The road safety audit report identifies this as a ‘moderate’ issue based on an expected crash frequency of ‘occasional’ and a severity outcome of ‘likely’.

The issue raised in the road safety audit is that a right turning vehicle from the access must encroach on the northbound cycle lane. Based on the tracking figure provided we can understand how this conclusion was drawn. However, it is not an accurate assumption – rather the drawing shows the tracking path of a vehicle attempting to turn into its lane with minimal use of the flush median. In reality, right turning traffic will generally track a wider radius path and there is no need for encroachment into the northbound cycle lane.

2.6 Right Turn Queuing

The road safety audit report identifies this as a ‘significant’ issue based on an expected crash frequency of ‘occasional’ and a severity outcome of ‘very likely’.

The issue raised in the road safety audit relates to drivers turning right into the proposed access taking gaps that they may otherwise not take if traffic was lighter and in turn could result in drivers not noticing pedestrians or cyclists crossing the access. It also notes that blocking back may occur if queues become long.

In relation to the last point, Abley and the Council staff assessing the application have reached agreement that the proposed application will have negligible efficiency impacts (positive or negative) on the receiving environment. This includes consideration of the inter-relationship between use of the access and the nearby intersections. Therefore, no action is required in relation to this issue.

With regards to the first issue, the proposal includes the introduction of green marking in the cycle lane across the proposed access to highlight the presence of this facility to drivers turning both into and out of the access. We consider this is an appropriate treatment. The safety of pedestrians crossing the proposed access is enhanced through the provision of a staged crossing facility. This not only highlights the presence of the footpath to drivers, but also provides safe refuge for pedestrians on the frontage footpath.
These features, which align with the recommendations of the road safety audit report ‘to incorporate treatments to make turning drivers using the entrance aware of pedestrians and cyclists crossing’ do not appear to have been taken into consideration by the road safety audit team. We consider these features equate to the risk mitigation recommendations.

2.7 Pedestrian Crossing in Close Proximity

The road safety audit report identifies this as a ‘significant’ issue based on an expected crash frequency of ‘occasional’ and a severity outcome of ‘very likely’.

The issue raised in the road safety audit relates to the proximity of the pedestrian crossing to the proposed access, and specifically the proximity means a driver turning right from the access will not pass over a white diamond road marking before the crossing. The road safety audit contends that the absence of this marking combined with attention being drawn to finding a gap will increase the likelihood of a driver accelerating towards the crossing at an unsafe speed.

The path travelled distance between the proposed access limit line and the hold line for the pedestrian crossing is approximately 33m. After 15m of travel, the driver will be wholly within the northbound lane focused on the road ahead. At this point, the driver will receive visual cues of the pedestrian crossing that include, fluorescent pedestrian crossing discs and black and white striped poles on either side of the crossing, the zebra crossing markings and the limit line. We consider this is ample warning of the pedestrian crossing for traffic turning out of the access. Furthermore, it should be noted that the exact same issue raised in the road safety audit is present for traffic turning right out of Gamblins Road; except in that instance the path tracking distance is less than 15m and the opportunity for warning much reduced. There have not been any reported crashes associated with vehicles turning right out of Gamblins Road colliding with pedestrians on the crossing. This tends to suggest the scale of rating assigned to this issue has been considerably overstated by the road safety audit team.

No action is recommended.

Regards,
Abley Limited

Paul Durdin
Transportation Group Manager, Director

D +64 3 367 9004
M +64 27 302 4313
E paul.durdin@abley.com
CC Rebecca Parish (Foodstuffs South Island Limited)

Response to Road Safety Audit
DATE : 18/01/ 2019
FROM : Andrew Milne
TO : Andrew Long
SUBJECT : RMA2018/2073 – Additional Access – New World – 92 Wilsons Road

1. I have reviewed the application for consent for new supermarket access onto Wilsons Road. In my assessment I have concluded that the proposal cannot be supported from a transport perspective.

2. In my assessment I have relied upon the following documents:
   - Application Documents – Abley Integrated Transport Assessment - 8 June 2018
   - Response to RFI – Abley Report 30 October 2018
   - Various Austroads Guidance Documents
   - Road Safety Audit
   - Abley letter to Kirsty Clement 18 December 2018

I confirm that I have visited the subject site and I am familiar with the surrounding road network.

Background

3. The site currently has multiple access from the local roads of Wades Road and Beckford Road. The supermarket service dock takes access from Wades Road which also serves customer vehicles. The Service dock is located within the site and at the front of the development and delivery vehicles lay over and manoeuvre within the customer car park causing circulation and conflicting movements between delivery vehicles and customer vehicles. The issue is largely contained within the site.

4. The application seeks resource consent for an additional access from the existing supermarket car park to Wilsons Road as a method of addressing the stated internal conflicts between service vehicles and customer vehicles.

5. Parking restrictions along the local access roads on Wades Road and Beckford Roads have recently been implemented. The purpose of these restrictions were to increase visibility at the access points and were supported by the community and the applicant.
6. The application triggers the High Trip Generating Rule which requires Council to assess the impacts of the proposal on the wider road network. Having considered the factual information contained in the supporting Integrated Transport Assessment, the independent road safety audit commissioned by Council, and the merits of the development proposal I am of the view that the proposal creates an unacceptable hazard to users of Wilsons Road to the extent that I consider create adverse effects on the road network that are more than minor. I therefore do not support the proposal from a transport perspective.

7. Discussions were held with the applicant regarding the effectiveness of the PARAMICS Traffic Modelling undertaken given its reliance upon input assumptions regarding changes in traffic patterns and the scale of use of the access. It was agreed that setting aside the PARAMICS modelling that it could be concluded that an additional site access could provide marginal positive benefits in terms of reducing the turning movements at the Wades and Beckford intersections with Wilson Road balanced against potential impacts on delay and increased right turns associated with Gamblins Road/Wilsons Road. The benefits identified in my view are marginal in that the current intersections with Wilsons Road that are used to access/exit the site operate within capacity at all times.

8. The proposal has been considered therefore on other the information provided in the ITA (and RFI) and the Road Safety Audit. I also consider the merits of the proposal on the basis of what the proposal seeks to achieve which is to address existing on-site conflict within the car park between customers and delivery vehicles by separating these vehicles, as far as possible, and without limiting Wades Road access to delivery vehicles only.

9. In respect to the merits of the proposal I comment as follows:

I. The additional access is to be used by customers who choose not to use the Wades Road access to avoid interaction with delivery vehicles. However such customers currently have the ability to do so by choosing to enter the site via Beckford Road.

II. The delivery vehicles gather at the site during a finite period throughout the day hence access to the site from Wades Road is typically unencumbered for most of the opening hours of the supermarket.

III. The conflicts that are stated to occur are more of an internal inconvenience rather that a safety problem given that there is no evidence that the current arrangements have resulted in injury or damage to customer vehicles.

IV. The times of delivery vehicles can assist in separating customer vehicle movements from delivery vehicle movements – This can be achieved whereby deliveries occur earlier in the day when fewer customers visit the site – or spread
out more evenly throughout the day such that the loading dock is available for use through a longer time period.

V. The current access arrangement sees the majority of the supermarket traffic separated from the zebra crossing point on Wilsons Road by use of Wades and Beckford Road. The proposed access would introduce that portion of Wades Road supermarket traffic (assumed >150vph) into conflict with the zebra crossing – raising a higher potential for crashes to occur between the supermarket customers and users of the pedestrian crossing.

VI. The proposed access allows customers to take a more direct and speedier route to the supermarket than the current arrangement that requires a left or right into Wades, right into car park, (with potential interaction with delivery vehicles) then a slow speed route through the customer car park to reach a space most proximate to the supermarket building entrance. So the proposed access will probably have some desired effect in separating customers from delivery vehicles. However the mildly negative impact of the interaction of customers with delivery vehicles which is internal to the site and shows no evidence of customer risk is effectively externalised to the arterial road network through the introduction of the proposed access where risk is identified.

VII. The current situation is within control of the site operators and has the potential to be addressed through higher control of the timing of delivery vehicles, Better direction of delivery vehicles as envisaged through current planning consent condition or the re-configuration of the internal loading area/ customer car park may achieve the desired effect of separating customers from delivery vehicles.

VIII. It is within the control of the customers to avoid the interaction with service vehicles by exercising a number of choices such as use an alternative access point, shop at a different time of the day, take due care when manoeuvring within the customer car park.

IX. The stated conflict between pedestrian customers and customer vehicles is internal to the site and occurs in a slow speed controlled speed environment where each group is acutely aware of each other. This is in contrast with the interaction between customer vehicles in a 50kph environment where there are other distractors including intersections, a pedestrian crossing and cycle lanes. The current situation is likely to have a lower potential for risk than the proposal.

X. The customer entry route presented within the ITA shows 0% of northbound Traffic on Wilsons Road would use the Wades access. The permitted right turn-in movement associated with the access proposal is therefore of no benefit or relevance to the on-site
issues of conflict between delivery vehicles and customers and will serve no benefit in addressing this issue.

XI. The proposal seeks no access restrictions to the Wades Access therefore the ability for the proposed access to address the stated internal conflicts is limited.

XII. The routing for customers from Gamblins Road shows that a significant proportion choose to turn left then right into Wades Road in preference to turning right given at times the limited availability of gaps on the Wilsons Road two-way traffic stream. The proposed access can only accentuate this as northbound traffic gaps would be reduced given the closer proximity of the proposed access to Gamblins Road. This further reduces the effectiveness of the proposed access as a solution to address the stated internal car park conflicts and transfers a higher degree of risk to other road users.

10. I am required to consider whether the development proposal minimises adverse effects on the safety and functionality of the transport network and surrounding environments. From assessing the merits of the proposal, I am of the view that the proposal does not achieve this outcome.

Compliance Assessment

11. Identified non-compliances:

- 7.4.3.8.f Any activity with a vehicle crossing The minimum distance between a vehicle crossing and an intersection shall be in accordance with the Table 7.5.11.4/5 in Appendix 7.5.11. The access is 3m less than the 30m requirement.

- 7.4.3.10 High trip generator assessment

12. The matters of discretion for Rule 7.4.3.8 f relate to:

i. Whether extra conflict may be created by vehicles queuing across the vehicle crossing.

ii. Whether any potential confusion between vehicles turning at the crossing or the intersection may have adverse effects on safety.

iii. The effects on the safety of users of all transport modes.
iv. Whether the number and type of vehicles generated by the activity on the site will adversely affect the frontage road, particularly at times of peak traffic flows on the road.

v. Whether the speed and volume of vehicles on the road will exacerbate the adverse effects of the vehicle crossing on the safety of users of all transport modes.

vi. Whether the geometry of the frontage road and intersections will mitigate the adverse effects of the vehicle crossing.

vii. Whether there are present, or planned, traffic controls along the road corridor where the vehicle crossing is proposed.

viii. Any cumulative effects when considered in the context of existing and future vehicle crossings serving other activities in the vicinity.

ix. Whether traffic mitigation measures such as medians, no right turn or left turn signs, or traffic calming measures are proposed.

For rule 7.4.3.10 High trip generator assessment - the assessment matters most relevant to this proposal relate to:

(i) Access and manoeuvring (safety and efficiency): Whether the provision of access and on-site manoeuvring area associated with the activity, including vehicle loading and servicing deliveries, affects the safety, efficiency, accessibility (including for people whose mobility is restricted) of the site, and the transport network (including considering the road classification of the frontage road).

(v) Network effects: Having particular regard to the level of additional traffic generated by the activity and whether the activity is permitted by the zone in which it is located, whether measures are proposed to adequately mitigate the actual or potential effects on the transport network arising from the anticipated trip generation (for all transport modes) from the proposed activity, including consideration of cumulative effects with other activities in the vicinity, proposed infrastructure, and construction work associated with the activity.

13. My assessment of the above matters of discretion are set out as follows:

Network effects
14. Austroads guides set out that the mobility, safety and amenity of road users and occupiers of abutting land are influenced by the provision for access to and from roads. Given this, the objective of access management is to achieve a level of interaction between the road and abutting land that is consistent with the function of the particular road.

15. The site frontage road – Wilsons Road is classified as a minor Arterial road. As an arterial road, the Plan recognises that these provide the most important movement function and as such require the highest degree of movement function protection.

16. Wilsons Road accommodates the #17 and Orbiter bus services and permits vehicles to travel up to 50kph. Traffic volumes have increased along Wilsons Road with flows of 8500 vpd recorded in 2009 to current flows of 10,000 vpd.

17. The High Trip Generator rule contains matters of discretion that afford Council the opportunity to consider whether access proposals for activities will deliver outcomes that give effect to the intended function of the adjacent road network. In my view the establishment of an additional high trip generating access onto Wilson Road does not fit well with the intended function of Wilsons Road.

18. As a high trip generator the existing access arrangements to the shopping centre are achieved through access management principles with site access taken from the local side roads of Wades Road and Beckford Road which minimises the impact on the movement function of the minor arterial. The establishment of a new direct access for a high trip generating activity as proposed does not fit easily with the need to maintain the movement function of Wilsons Road and as such does not represent an efficient and effective use of the transport system. The impact of the proposed access is also reflected and captured in regards to the safety impacts that the proposed access creates.

19. Reassigning traffic from Wades Road to the new access increases the volume of traffic that Gambilns Road is required to yield to before it makes a right turn move. In addition, with fewer gaps in traffic on Wilsons Road as a consequence of the proximity between Gambilns Road and the proposed access, will lead to more acceptance of lower traffic gaps and consequently a higher level of risk associated with accepting shorter gaps in traffic and a consequent lowering of awareness of users of the zebra crossing.

**Road Safety**

20. Council have commissioned an independent Road Safety Audit which is appended as **Attachment A** to this report. The safety audit process requires a designer’s response followed by an engineer’s response and final sign off by the Client - as the access requires changes to the existing road, the client is Council and specifically only the Transport Steering Group (TSG) have the capacity to provide the formal approval of any road changes on Behalf of Council.
21. To proceed with the road safety audit process a designer's response is required. As such the safety audit is only partially completed. Instead the applicant consultants have provided a letter to the applicant (Abley letter). This provides a response to the issues raised (Attachment B) and can be incorporated into the audit process as a designer’s response thus allowing the audit process to reach engineer input and client acceptance/non-acceptance stage.

22. However, the applicant states that most of the issues raised in the safety audit are outside of the scope of discretion afforded to Council. I am of the view that any decisions or inferred entitlements to make changes to the road network are firmly at the discretion of Council’s TSG whose involvement will only be introduced once the road safety audit process reaches the stage of requiring Client acceptance.

23. The context of the existing surrounding road environment is important in that the proposed access would add to a reasonably complex arrangement of intersections and pedestrian crossing given their proximity to each other. Along the site frontage and over a relatively short distance of 130m there are three intersections with Wilsons Road, a zebra crossing, on road cycle lanes and on-street parking. The intersections and zebra crossing create in total some 30 potential conflict points.

24. The proposal would add a further major crossing within the current situation to create an additional 6 conflicts points. This makes for an unusually complex road environment. A safe road system requires its users to perceive and process information, make decisions and react within finite time intervals. Comfortable and safe driving occurs when motorists are operating well below a stressful processing and decision-making rate and above a minimum level of arousal. These aspects of a road user’s abilities and actions are critical considerations in developing and maintaining a safe road environment.

25. Four crashes have been recorded within this section of road over the last 5 year period. All were non-injury related and the number of crashes are not unusually high. However all of them can be attributed to lack of awareness of the surrounding road users. The crashes relate to failure to perceive the presence of other road users and failure to stop in time to a vehicle stopped to allow elderly people cross at the zebra crossing. I am familiar with this section of road and consider turning in the vicinity of the site to require a high degree of concentration.

26. The road safety audit highlights a number of issues classified as minor, moderate and significant. There are several issues identified as moderate and significant. I am particularly concerned with the issue of intervisibility between pedestrians about to cross at the crossing and/or in the process of crossing. I consider it quite likely that vehicles turning right into the new access can obscure the line of site between users of the crossing and westbound traffic on Wilsons Road. Under a situation where the crossing is being used for southbound pedestrians and right turning vehicles are using the access, the clear line of
site available is about 30m. This is not an adequate stopping site distance for a 50km/h arterial road even under emergency braking in good conditions.

27. While bollards and road markings provide advance warning of the crossing, approaching drivers can only react when they have sighted a pedestrian about to cross or in the process of crossing.

28. The proposal also includes the loss of at least six on-street parking spaces that may be of value to existing businesses in the area. This along with the road safety and efficiency issues needs to be considered when assessing the overall merits of the proposal. While I consider that the safety issues relating to internal conflict and conflict with right turn out vehicles and the existing northbound cycle lane as highlighted in the RSA have been satisfactorily addressed in the Abley memo, in my view there are fundamental safety issues regarding visibility and some technical design issues relating to the width and set back of the proposed pedestrian splitter island that would require to be addressed if the scheme were to progress further.

Conclusion and Recommendations

29. In my assessment I find the access proposals to be incompatible with the surrounding road network. I consider the proposal to be without merit and has the potential to create adverse effects on the road network that are more than minor. For the reasons set out above and those as highlighted within the road safety audit I am not satisfied that the proposal is safe.

30. I understand there are very clear requirements that road authorities and local government authorities act in the interests of the safety of the public and road users. I do not consider the proposal to be safe and consider that to give approval to the proposal would be to fall below the standard of care required of this road authority. I therefore do not support the proposal.

Note to Planner

Should resource consent be granted, the holder may only give effect to that consent where the safety concerns raised in this report and the RSA are appropriately dealt with through the completion of the safety audit process and elevated to Transport Steering Group for their acceptance.

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1 Pedestrian Planning and design guidance – Table 15.1 – Minimum approach site Distance, page 15-3
We, the undersigned, agree with and support the submission written by Paul and Lynda Macdonald regarding the Proposed no stopping restrictions – Wilsons Road South, and the proposal by Foodstuffs to establish a new entrance and exit way on Wilsons Road South.

<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Phone</th>
<th>Signature</th>
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</thead>
<tbody>
<tr>
<td>Val Beveridge</td>
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<td>John Murray</td>
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<td>Haune MacRae</td>
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<tr>
<td>Howard Shirley</td>
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<tr>
<td>Colleen Johnson</td>
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<tr>
<td>Lynda Macdonald</td>
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<td>Margaret Clarke</td>
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<td>Jim Clarke</td>
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<tr>
<td>Colleen Mackay</td>
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<tr>
<td>Mihi Kee</td>
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<tr>
<td>Anne Davis</td>
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<td>Bob Davis</td>
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8. Waihoro Spreydon-Cashmere 2019/20 Strengthening Communities Fund

Reference: 19/580483
Presenter(s): Emma Pavey, Community Recreation Advisor

1. Purpose of Report

1.1 The purpose of this report is for the Waihoro/Spreydon-Cashmere Community Board to consider applications for funding from their 2019/20 Strengthening Communities Fund. There were 20 applications received, including the organisations who have been granted multi-year funding requesting a total of $355,402.

1.2 The total Strengthening Communities Fund for 2019/20 is $361,143. There are five organisations that have been granted multi-year funding totalling $179,851. This leaves a balance of $181,292 available to allocate in the 2019/20 Strengthening Communities Fund round. Detailed below are the organisations receiving Year 3 of the multi-year funding.

<table>
<thead>
<tr>
<th>No</th>
<th>Organisation Name</th>
<th>Project</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>#57285</td>
<td>Anglican Care Community Development</td>
<td>Family and Community Development</td>
<td>$60,825</td>
</tr>
<tr>
<td>#57288</td>
<td>Cross Over Trust</td>
<td>The Primary Project / Origin Sports</td>
<td>$57,676</td>
</tr>
<tr>
<td>#57290</td>
<td>Rowley Resource Centre</td>
<td>Community Development and Resource Centre</td>
<td>$27,000</td>
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<tr>
<td>#57293</td>
<td>SHARP Trust</td>
<td>SHARP Trust Project</td>
<td>$7,500</td>
</tr>
<tr>
<td>#57296</td>
<td>Spreydon Youth Community Trust</td>
<td>24-7 Youthwork in Cashmere High, Hillmorton High and South Intermediate Schools</td>
<td>$26,850</td>
</tr>
</tbody>
</table>

2. Staff Recommendations

That the Waihoro/Spreydon-Cashmere Community Board:

1. Approve the 2019/20 Strengthening Communities Fund grants outlined in the following schedule:

<table>
<thead>
<tr>
<th>No</th>
<th>Organisation Name</th>
<th>Project</th>
<th>Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td>#59318</td>
<td>Addington.net</td>
<td>Techmate Operations</td>
<td>That the Waihoro/Spreydon-Cashmere Community Board resolves to approve the making of a grant of $13,000 from its 2019/20 Strengthening Communities Fund to Addington.net towards the Techmate Operations project.</td>
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<tr>
<td>No</td>
<td>Organisation Name</td>
<td>Project</td>
<td>Recommendation</td>
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<tr>
<td>#59260</td>
<td>Manuka Cottage Addington Community House Inc</td>
<td>Manuka Cottage Operations</td>
<td>That the Waihoro/Spreydon-Cashmere Community Board resolves to approve the making of a grant of $15,000 from its 2019/20 Strengthening Communities Fund to Manuka Cottage Addington Community House Inc towards the Manuka Cottage Operations project.</td>
</tr>
<tr>
<td>#59249</td>
<td>Project Esther Trust</td>
<td>Project Esther Trust Operations 2019/20</td>
<td>That the Waihoro/Spreydon-Cashmere Community Board resolves to approve the making of a grant of $20,000 from its 2019/20 Strengthening Communities Fund to Project Esther Trust towards the Project Esther Trust – Operations 2019/20 project.</td>
</tr>
<tr>
<td>#59211</td>
<td>Cashmere Bowling Club Inc</td>
<td>Greenkeeper/School Bowls</td>
<td>That the Waihoro/Spreydon-Cashmere Community Board resolves to approve the making of a grant of $800 from its 2019/20 Strengthening Communities Fund to Cashmere Bowling Club Inc towards the purchase of junior bowls for the coaching sessions – Schools Bowls project.</td>
</tr>
<tr>
<td>#59011</td>
<td>Christchurch South Community Gardens Trust</td>
<td>Christchurch South Community Gardens Trust</td>
<td>That the Waihoro/Spreydon-Cashmere Community Board resolves to approve the making of a grant of $16,000 from its 2019/20 Strengthening Communities Fund to Christchurch South Community Gardens Trust towards the Christchurch South Community Gardens Trust project.</td>
</tr>
<tr>
<td>#59328</td>
<td>Church Army NZ – Canterbury Kids Coach</td>
<td>Rowley Community Work with Families</td>
<td>That the Waihoro/Spreydon-Cashmere Community Board resolves to approve the making of a grant of $15,000 from its 2019/20 Strengthening Communities Fund to Church Army NZ – Canterbury Kids Coach towards the Rowley Community Work with families project.</td>
</tr>
<tr>
<td>No</td>
<td>Organisation Name</td>
<td>Project</td>
<td>Recommendation</td>
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<tr>
<td>#59072</td>
<td>Kereru Sports and Cultural Club Inc</td>
<td>Administrator/Equipment</td>
<td>That the Waihoro/Spreydon-Cashmere Community Board resolves to approve the making of a grant of $6,000 from its 2019/20 Strengthening Communities Fund to Kereru Sports and Cultural Club Inc towards the Administrator/Equipment project.</td>
</tr>
<tr>
<td>#59203</td>
<td>Suburbs Rugby Football Club Inc</td>
<td>Operations and Development of Suburbs Rugby</td>
<td>That the Waihoro/Spreydon-Cashmere Community Board resolves to approve the making of a grant of $4,000 from its 2019/20 Strengthening Communities Fund to Suburbs Rugby Football Club Inc towards the Operations and Development of Suburbs Rugby project.</td>
</tr>
<tr>
<td>#59420</td>
<td>Christchurch South Community Toy Library</td>
<td>Annual Rent</td>
<td>That the Waihoro/Spreydon-Cashmere Community Board resolves to approve the making of a grant of $500 from its 2019/20 Strengthening Communities Fund to the Christchurch South Community Toy Library towards the Annual Rent project.</td>
</tr>
<tr>
<td>#59367</td>
<td>St Mary's Anglican Church, Addington</td>
<td>Addington Community Events</td>
<td>That the Waihoro/Spreydon-Cashmere Community Board resolves to approve the making of a grant of $1,755 from its 2019/20 Strengthening Communities Fund to St Mary's Anglican Church, Addington towards the Addington Community Events project.</td>
</tr>
<tr>
<td>#59551</td>
<td>Sydenham Community Preschool Inc</td>
<td>Outdoor Woodwork/Creative Area</td>
<td>That the Waihoro/Spreydon-Cashmere Community Board resolves to approve the making of a grant of $737 from its 2019/20 Strengthening Communities Fund to Sydenham Community Preschool Inc towards the Outdoor Woodwork/Creative Area project.</td>
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<tr>
<td>No</td>
<td>Organisation Name</td>
<td>Project</td>
<td>Recommendation</td>
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<tr>
<td>#59402</td>
<td>Sydenham Rugby Football League Inc</td>
<td>Club Development Officer</td>
<td>That the Waihoro/Spreydon-Cashmere Community Board resolves to approve the making of a grant of $500 from its 2019/20 Strengthening Communities Fund to Sydenham Rugby Football League towards the Club Development Officer project.</td>
</tr>
<tr>
<td>#59482</td>
<td>Halswell Scout Group</td>
<td>Insurance for Halswell Scout Group Building and</td>
<td>That the Waihoro/Spreydon-Cashmere Community Board declines to make a grant to Halswell Scout Group towards the Insurance for Halswell Scout Group Building and Equipment and First Aid Training for Leaders project.</td>
</tr>
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<td>Equipment and First Aid Training for Leaders</td>
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<tr>
<td>#59351</td>
<td>The Link Community Trust</td>
<td>Christians Against Poverty (CAP)</td>
<td>That the Waihoro/Spreydon-Cashmere Community Board resolves to decline the making of a grant from its 2019/20 Strengthening Communities Fund to The Link Community Trust towards the Christians Against Poverty project.</td>
</tr>
<tr>
<td>#59484</td>
<td>Seventh Day Adventist Church (Addington</td>
<td>Pathfinder and Adventurers Club Activities</td>
<td>That the Waihoro/Spreydon-Cashmere Community Board resolves to decline the making of a grant from its 2019/20 Strengthening Communities Fund to the Seventh Day Adventist Church (Addington Samoan) towards the Pathfinder and Adventurers Club Activities project.</td>
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<td>Samoan)</td>
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2. Decline the 2019/20 Strengthening Communities Fund applications outlined in the following schedule:

<table>
<thead>
<tr>
<th>No</th>
<th>Organisation Name</th>
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<td></td>
<td>Equipment and First Aid Training for Leaders</td>
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<tr>
<td>#59351</td>
<td>The Link Community Trust</td>
<td>Christians Against Poverty (CAP)</td>
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<tr>
<td>#59484</td>
<td>Seventh Day Adventist Church</td>
<td>Pathfinder and Adventurers Club Activities</td>
<td>That the Waihoro/Spreydon-Cashmere Community Board resolves to decline the making of a grant from its 2019/20 Strengthening Communities Fund to the Seventh Day Adventist Church towards the Pathfinder and Adventurers Club Activities project.</td>
</tr>
<tr>
<td></td>
<td>(Addington Samoan)</td>
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</table>

3. Approve to transfer $88,000 from the 2019/20 Strengthening Communities Fund to establish the 2019/20 Waihoro Spreydon-Cashmere Discretionary Response Fund.
3. Key Points

Strategic Alignment

3.1 As the name of the fund implies, this projects and organisations recommended for funding in this report align to the Council’s commitment to achieving strong communities. In establishing the recommendations we were guided by the Strategic Framework, in particular the Strengthen Communities Strategy and its principles such as capacity building, diversity, participation and partnership.

Decision Making Authority

3.2 Approve the allocation of the local Strengthening Communities Fund for each community
3.3 Allocations must be consistent with any policies, standards or criteria adopted by the Council.

Assessment of Significance and Engagement

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

Discussion

3.7 The available funding for allocation from the 2019/2020 funding year is $361,143.
3.8 All funding approved is for the period of September to August each year
3.9 Staff have assessed applications and made recommendations. If these recommendations are adopted, the remaining balance would be $88,000.
3.10 There were no ineligible applications received.
3.11 The attached Decision Matrix (Attachment A) provides detailed information for the application. This includes organisational details, project details, financial information, a staff assessment and a priority ranking.
3.12 The Funding Outcomes and Priorities (Attachment B) and Criteria (Attachment C) for this fund are attached.
Confirmation of Statutory Compliance

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

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

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

Signatories

<table>
<thead>
<tr>
<th>Author</th>
<th>Emma Pavey - Community Recreation Advisor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Approved By</td>
<td>Christopher Turner-Bullock - Manager Community Governance, Spreydon-Cashmere</td>
</tr>
</tbody>
</table>
2019/20 SCF SPERAYDON-CASHMERE DECISION MATRIX

Priority Rating

- **Excellent**
- **Good**
- **Fair**
- **Poor**

Meet all eligibility criteria and contributes **significantly** to Funding Outcomes and Priorities. Highly recommended for funding.

Meet all eligibility criteria and contributes to Funding Outcomes and Priorities. Recommended for funding.

Meet all eligibility criteria and contributes to Funding Outcomes and Priorities but to a lesser extent than Priority 2 applications. Not recommended for funding.

Meets eligibility criteria and has minimum contribution to Funding Outcomes and Priorities / Insufficient information provided by applicant (in application and after request from Advisor) / Other funding sources more appropriate. Not recommended for funding.

---

**Attachment A Item 8**

**0059318**

**Organisation Name:** Addington.net

**Name and Description:** Techmate Operations

**Funding History**

- **2019/20:** $30,000 (Digital Capacity Partnerships) CRPRF
- **2018/19:** $30,000 (Digital Capacity Partnerships) CRPRF
- **2018/19:** $13,000 (Operational Costs) SCF
- **2017/18:** $7,000 (Operational Costs) SCF L-C-HI
- **2017/18:** $13,000 (Wages, Phone/Internet) SCF L-C-HI

**Other Sources of Funding**

- Fees/ sales - $7,400
- Lotteries - $30,000 (Pending)
- Raka Foundation - $10,000 (Pending)
- CDGS - $6,000 (Pending)
- CERT - $6,000 (Pending)
- United Way - $8,000 (Pending)
- Maurice Carter Charitable Trust - $2,000 (Pending)

**Request Budget**

- **Total Cost:** $10,700
- **Requested Amount:** $51,000 - (55% S.C. to $26,050)
- **45% percentage requested**

**Staff Recommendation:**

- **Staff:** $13,000
  - That the Waihora/Spreydon-Cashmere community board approve the making of a grant of $13,000 from its 2019/20 Strengthening Communities Fund to Addington.net toward the Techmate Operations project.

**Organisation Details:**

- **Service Base:** 1 Penbury Street, Sydenham
- **Legal Status:** Incorporated Society
- **Established:** 2/09/2001
- **Staff – Paid:** 2
- **Volunteers:** 22
- **Annual Volunteer Hours:** 2,820
- **Participants:** 750
- **Target Groups:** Low Income, People with Disabilities, Young People, Older Adults
- **Networks:** Addington Wellbeing, Volunteering Canterbury, Taotaki Network, Social Equity and Wellbeing Network, Christchurch South Network

**Organisation Description/Objectives:**

To provide accessible access to equipment, training and support in Digital Technology, thereby enhancing the economic and social wellbeing of the local community. While the local area is Addington and surrounding suburbs, to reflect the ambition to reach a wider geographical area in Christchurch, the group have begun the process of changing their trading name to “Techmate”. This new name alludes to the community-based approach to Digital Technology support.

**Alignment with Council Strategies and Board Objectives**

- Strengthening Communities Strategy
- Community Plan: Strong Communities
- Council Strategic Priorities: Enhancing active citizenship and connected communities

**Alignment with Council Funding Outcomes**

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

**How Much Will The Project Do? (Measures)**

- Community Technology Centre will be open six hours per day five days per week, operating one to one advice services and group technology training.
- After school sessions will be run twice per week for school students, and holiday programmes will be offered, including an event as part of Kidsfest.
- Outreach digital learning partnerships will be maintained with at least seven other organisations and two new programmes will be developed and tested.

**How Will Participants Be Better Off?**

- People isolated or isolated from technology based social, economic, and democratic participation will learn basic digital life skills and become included in online day to day transactions.
- Students will access up to date fit for purpose technology in a safe and supported environment.

**Staff Assessment**

- Staff recommend this project as Priority One due to the contribution it makes to the digital inclusion of people facing barriers to technology-based social, economic, and democratic participation.

Techmate began as Addington.net in 2001, offering low and no cost access to learning about computer technology. The target group remains people otherwise excluded or facing difficulty participating in social or financial transactions online. After several earthquake related relocations, their home base is now in Sydenham close to Colombo Street. The group has also recently redirected its geographic focus to reaching community locations around the city that host people vulnerable to digital disconnection. Techmate has received Community Resilience and Partnership Funding until January 2020 to expand its reach, collaborations, and partnerships across the wider Christchurch area. This application is for a contribution to the core operating costs in the Spreydon-Cashmere and Linwood-Central-Heathcote Community Board areas.

While Christchurch City Libraries, Ara Institute, and SeniorNet provide basic similar learning support, Techmate identifies that it works much more closely with community groups and residents, offering locally accessible, informal, unhurried, affordable, and individually tailored assistance. The group finds that people lacking fundamental internet use skills and access to digital devices are more likely to be on low incomes, live with disabilities, or are older. Learning one on one and in small groups at a client comfortable pace is seen as key to building the capacity of people to be able to engage in day to day technology with social connection, learning, financial transactions, and job applications. The 2020 Trust, a national organisation dedicated to digital inclusion identified in 2017 that while 58% of public service department transactions were being completed online, only 4% of adults New Zealanders met the international skill benchmark for digital competencies, and that (according to the 2013 NZ Census), 20% of school aged students did not have affordable internet in their homes.

Community partnerships are active with some eight organisations, where volunteers either go to local sites to deliver one to one or to groups, or host sessions at the Techmate home base. These partner organisations include Bromley Resource Centre, Rosley Resource Centre, Delta community Trust, the CDHB Seager Clinic, Helen Anderson Trust, Parklands Retirement Village, YWCA Emergency Accommodation, Hagley Community College, and Aranui Community College. Plans are underway to develop a new group project aimed at people with disabilities. Work is also underway with the Workers Education Association towards a new workshop series.

Partnership with the Spark Foundation and the Digital Inclusion Alliance of Aotearoa (DIA) with the Jump programme has resulted in the installation of 53 modems in family homes since May 2018. The programme provides families with children under 18 years a very low cost prepay broadband internet connection, along with internet connection training. Techmate has also recently begun delivering the DIA Digital Step programme in weekly two hour sessions, and is now developing learning modules based on local experience that will be shared with other Digital Step providers.

Techmate is managed by two part time staff who are supported by up to 20 volunteers. The group has maintained and expanded the reach of its services and partnerships through several years of location disruptions. Collaborations with business partners and national and local organisations are reaching the intended client base.

Staff Recommendation from Linwood-Central-Heathcote: $10,000.
**2019/20 SCF SPREYDON-CASHMERE DECISION MATRIX**

**Priority Rating**
- **Score 4**: Meets all eligibility criteria and contributes significantly to Funding Outcomes and Priorities. Highly recommended for funding.
- **Score 3**: Meets all eligibility criteria and contributes to Funding Outcomes and Priorities. Recommended for funding.
- **Score 2**: Meets all eligibility criteria and contributes to Funding Outcomes and Priorities but to a lesser extent than Priority 2 applications. Not recommended for funding.
- **Score 1**: Meets all eligibility criteria and has minimum contribution to Funding Outcomes and Priorities / Insufficient information provided by applicant (in application and after request from Advisor) / Other funding sources more appropriate. Not recommended for funding.

**Attachment A**

**Item 8**

**Item No.: 8**

**Waihoro/Spreydon-Cashmere Community Board**

19 July 2019

**Organisation Name**
Manuka Cottage

**Addington Community House Inc.**

**Name and Description**
Manuka Cottage Operations

Manuka Cottage Addington Community House Inc seeks funds to support its operations and community projects that directly assist up to 50 individuals daily, and regularly reach and connect over 3,000 people to local information about community events, consultations, and relevant services.

**Funding History**
- 2018/19 - $15,000 (Operations and Projects) SCF
- 2017/18 - $15,500 (Operations and Projects) SCF
- 2016/17 - $4,000 (Addington Times) SFG
- 2016/17 - $500 (Addington Wellington) SFG
- 2016/17 - $16,000 (Manuka Cottage Operations) SFG
- 2016/17 - $2,000 (Bits n Bobs) SFG

**Other Sources of Funding**
- COGS - $4,000 (Pending)
- Raila - $20,000 (Pending)
- Lottery - $30,000 (Pending)
- Thank you Charitable Trust - $3,000 (Pending)

**Request Budget**
- Total Cost: $95,634
- Requested Amount: $48,000
- 36% percentage requested

**Contribution Sought Towards**
- Printing: $4,000 / Electricity: $3,000
- Salaries: $15,000
- Hospitality: $5,500 / Rent/Venue: $2,500
- Phone and internet: $1,000
- Administration: $3,000

**Staff Recommendation**
$15,000

That the Waihoro/Spreydon-Cashmere Community Board resolves to approve the making of a grant of $15,000 from its 2019/20 Strengthening Communities Fund to Manuka Cottage Addington Community House Inc toward the Manuka Cottage Operations project.

**Alignment with Council Strategies and Board Objectives**
- Strengthening Communities
- Community Board Plan: Strong Communities
- Enabling active citizenship and connected communities

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

**How Much Will The Project Do? (Measures)**
Manuka Cottage will operate four days a week for 48 weeks of the year in the community of Addington.
Manuka Cottage will provide and support more than seven community-led projects or activities for the Addington population.
The cottage will ensure that over 3,000 residents, businesses and visitors receive copies of the Addington Times up to 11 months of the year.

**How Will Participants Be Better Off?**
Existing and new members of the cottage community will be better socially connected, develop improved basic life skills, and be empowered to contribute to community building through group and voluntary activities.
The continuously changing population of Addington will have opportunities to participate in local events, civic engagement, and social connection activities that bring diverse people together and build the sense of local identity.
Recipients of the Addington Times will be better informed about their neighbourhood heritage, local issues and how to address them, and community services and events.

**Staff Assessment**
Staff recommend this project as Priority One due to the significant contribution it makes to enabling community resilience and connection in a low income high population turnover neighbourhood experiencing rapidly changing residential and commercial environments.

Manuka Cottage was established in partnership with the community development division of Anglican Care in 1993 after the Spreydon-Heathcote Community Board sponsored research showed there was a need. The Cottage has been based at St Mary’s Church since renting became untenable after the Canterbury earthquakes.

The Spreydon/Heathcote Community Board secured Capital Endowment Fund money for a new property in 2013. This will be built on Cornelius O’Connor Reserve.

The Cottage is a community development hub in the high deprivation area of Addington. The cottage community has created a diverse network that shares information and resources along with daily support for volunteers and vulnerable people through a variety of interests and purposeful projects. Small group activities are designed to break down barriers and isolation, to build a sense of belonging, and foster local knowledge and skills, responsibility, and participation. The goal is a safe, caring and sustainable community that includes a place for the people of Addington to gather.

As part of the partnership, Anglican Care employs an Addington Community Development Worker and an Addington family and Community Development Worker. These positions are separately funded, including contributions from the Community Board. This application requests support towards projects and core part time staff employed by the Cottage, including the activities coordinator, the financial administrator, a two time bank officer, and the cleaner. Other staff includes an OSCAR Coordinator, two Oscar Supervisors and Relief and Holiday Programme staff.

The Cottage works in collaboration with local not for profit groups, health and social services, preschools and schools, and local businesses. The Cottage also hosts Council consultation staff at events and actively encourages participation in democracy. Continuing engagement with local residents, staff, and visitors is undertaken towards a plan for Addington that captures the voices and aspirations of the community. In 2018 and 2019 the Cottage has connected local people into the development of the Urban Narratives Trailblazer project managed by the Council Heritage team, and supported by Libraries and the Community Governance team, that has produced a prototype interactive heritage focussed application that aligns with the local priority for heritage appreciation and protection.

The deployment of paid staff and volunteers makes it possible for the cottage to support the delivery of a mix of community connecting activities including the Addington Times, Addington Time Bank, Addington Fruit and Veg Coop, Community Lunch, Beth Hodgson Pancake Race, Addington Fun Fair and Concert, and ad hoc community picnics, working bees, and public meetings.

The Addington Times newsletter is written and delivered by staff and local residents, to all residential letter boxes and some local business outlets. While some cottage communications are available on the Through websites and Facebook, printed material is the only access many local people have to local information, news and events warfare.

The Manuka Cottage project provides vulnerable and socially generous citizens of Addington with a trusted and relevant community development hub.
2019/20 SCF SPREYDON-CASHMERE DECISION MATRIX

Item No.: 8

Attachment A

Item 8

This project is recommended as a Priority One due to its significant contribution to the Council's funding outcomes and priorities. It reaches a highly vulnerable group of women, and their children, across the greater Spreydon area.

Project Esther is operating in South-West Christchurch, assisting women, and their families, who have high levels of need. Project Esther is a community based project that supports, develops and promotes capacity for at-risk or vulnerable women to parent, live healthy lifestyles, contribute to their community, and continue with their own personal development. The organisation reports that the need for support for high need risk women is evident in social statistics, and that there is an increased need, and a decreased standard of living, for vulnerable women. Women at risk and their children are much more likely to have low incomes, live in crowded accommodation, and have low levels of educational attainment. A common story heard by staff is that women feel hopeless and overwhelmed by their needs, and isolated from their communities.

Project Esther reduces barriers to participation for women and their families by providing a supportive, welcoming and accepting environment within which issues can be addressed and progress made. Women and their children can drop in and find support and information. Families are provided with information about local community groups and programmes, and they are supported to participate. Women are supported across many areas of their lives, such as parenting, housing, positive relationships, disabilities, vulnerable mental health, financial constraints, accessing medical services, and engaging legal help. The emergency accommodation service and Family Worker, works with women and their families, aiming for each woman to become independent enough to move on to more permanent accommodation, and the next phase of their lives. Children and their caregivers attending the Music and Movement programme are able to strengthen relationships with other members of the community, and are helped practically and emotionally.

Many of the local women and families who find their way to Project Esther have come via networking, referral and collaboration with other organisations. These network organisations include: The Battled Womens Trust, Oranga Tamariki, Problem Gambling Foundation, WINZ, Akarana Counselling Centre, CHCH Police, Waipuna, Probation Service, CHCH Womens Prison, Aviva Family Violence Services, The Salvation Army Bridge Programme, City Mission, Kingdom Resources Trust, Rosley Resource Centre, Law Firms, Home and Family Society, He Waka Tapu, Lincoln Road Medical Centre, Shakti, and local schools and preschools.

Waihora/Spreydon-Cashmere Community Board
19 July 2019

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### Attachment A

#### Item 8

### Priority Rating

<table>
<thead>
<tr>
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<th>3</th>
<th>4</th>
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### Name and Description

**Project Esther Trust - Operations 2019/20**

Project Esther Trust is a multifaceted organisation, based in South West Christchurch, whose aim is to serve, resource and empower women and families, with a bias to those at risk.

They provide a range of programs, services and networks including support and advocacy for at-risk women, temporary emergency accommodation, preschool music and movement classes, general family support work, and a drop-in facility. They also facilitate an education fund for women, and provide programmes and support for both inmatas, and estimate, of the Christchurch Women’s Prison.

Funding is sought for a contribution towards Staff Wages.

### Funding History

- **2018/19**: $20,000 (Wages) SCF
- **2017/18**: $24,500 (Wages) SCF
- **2016/17**: $18,000 (Wages) SCF
- **2016/17**: $4,800 (Wages) SGF

### Other Sources of Funding

Grants will be sought from a range of funders including:
- The Lion Foundation
- The Tindall Foundation
- The Southern Trust
- Rata Foundation
- COGS
- Todd Foundation
- NZ Lottery Grants Board

### Request Budget

- **Total Cost**: $253,491
- **Requested Amount**: $30,000
- **12% percentage requested**

### Contribution Sought Towards:

- Wages: $30,000

### Staff Recommendation

$20,000

That the Waihoro/Spreydon-Cashmere Community Board resolves to approve the making of a grant of $20,000 from its 2019/20 Strengthening Communities Fund to Project Esther Trust towards the Project Esther Trust – Operations 2019/20 project.

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### Organisation Details:

- **Service Base**: 248 Lyttelton Street
- **Legal Status**: Charitable Trust
- **Established**: 2/08/1995
- **Staff – Paid**: 8
- **Volunteers**: 37
- **Annual Volunteer Hours**: 1,262
- **Participants**: 645
- **Target Groups**: Women, Children, Families
- **Networks**: Baptist Social Services, Hoop Hay Network Liaison Group

### Organisation Description/Objectives:

- **Priority Rating**: 1
- **Alignment with Council Strategies and Board Objectives**
  - Strengthening Communities Policy
  - Children’s Policy
  - Community Board Plan
- **Alignment with Council Funding Outcomes**
  - Community participation and awareness
  - Enhance community and neighbourhood safety
  - Provide community based programmes
  - Reduce or overcome barriers
  - Foster collaborative responses
- **How Much Will The Project Do? (Measures)**

  In the next 12 months Project Esther Trust will:
  - Provide 450+ one-on-one advocacy and support sessions for women with high levels of need.
  - Programmes and services delivered will provide a further 950 contacts with women who have high levels of need.
  - The Music and Movement programme runs two 40 minute sessions weekly, during term time, providing musical education for pre-school children, by a fully qualified Music Therapist from the Champion Centre. An average of 60 parents and children attend each week.
  - A Family Worker/Coordinator attends every pre-school session, including the morning tea.
  - Project Esther is opening a second house for emergency/temporary accommodation. This additional property is a three bedroom townhouse which will enable more women with larger families, to receive help.
- **How Will Participants Be Better Off?**

  Women in contact with Project Esther will be better resourced, up-skilled, supported and helped towards addressing their areas of need by Family Worker visits and referrals to other agencies and courses. The women may receive help with finding accommodation, counselling, parenting courses, or enrolling in work skills training or education. Food and second hand goods are available, along with opportunities to connect with other women and their families in the community. The women will be emotionally supported and practically cared, and receive one-on-one advocacy.

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### Staff Assessment

This project is recommended as a Priority One due to its significant contribution to the Council’s funding outcomes and priorities. It reaches a highly vulnerable group of women, and their children, across the greater Spreydon area.

Project Esther is the predominant provider of this service in South Christchurch.

Project Esther is operating in South-West Christchurch, assisting women, and their families, who have high levels of need. Project Esther is a community based project that supports, develops and promotes capacity for at-risk or vulnerable women to parent, live healthy lifestyles, contribute to their community, and continue with their own personal development. The organisation reports that the need for support for high need risk women is evident in social statistics, and that there is an increased need, and a decreased standard of living, for vulnerable women.

Women at risk and their children are much more likely to have low incomes, live in crowded accommodation, and have low levels of educational attainment. A common story heard by staff is that women feel hopeless and overwhelmed by their needs, and isolated from their communities.

Project Esther reduces barriers to participation for women and their families by providing a supportive, welcoming and accepting environment within which issues can be addressed and progress made. Women and their children can drop in and find support and information. Families are provided with information about local community groups and programmes, and they are supported to participate. Women are supported across many areas of their lives, such as parenting, housing, positive relationships, disabilities, vulnerable mental health, financial constraints, accessing medical services, and engaging legal help. The emergency accommodation service and Family Worker, works with women and their families, aiming for each woman to become independent enough to move on to more permanent accommodation, and the next phase of their lives. Children and their caregivers attending the Music and Movement programme are able to strengthen relationships with other members of the community, and are helped practically and emotionally.

Many of the local women and families who find their way to Project Esther have come via networking, referral and collaboration with other organisations. These network organisations include: The Battled Womens Trust, Oranga Tamariki, Problem Gambling Foundation, WINZ, Akarana Counselling Centre, CHCH Police, Waipuna, Probation Service, CHCH Womens Prison, Aviva Family Violence Services, The Salvation Army Bridge Programme, City Mission, Kingdom Resources Trust, Rosley Resource Centre, Law Firms, Home and Family Society, He Waka Tapu, Lincoln Road Medical Centre, Shakti, and local schools and preschools.

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Page 3 of 15
## 2019/20 SCF SPREYDON-CASHMERE DECISION MATRIX

<table>
<thead>
<tr>
<th>Priority Rating</th>
<th>Meets all eligibility criteria and contributes significantly to Funding Outcomes and Priorities. Highly recommended for funding.</th>
</tr>
</thead>
<tbody>
<tr>
<td>One</td>
<td>Meets all eligibility criteria and contributes to Funding Outcomes and Priorities. Recommended for funding.</td>
</tr>
<tr>
<td>Two</td>
<td>Meets all eligibility criteria and contributes to Funding Outcomes and Priorities but to a lesser extent than Priority 2 applications. Not recommended for funding.</td>
</tr>
<tr>
<td>Three</td>
<td>Meets all eligibility criteria and has minimum contribution to Funding Outcomes and Priorities / Insufficient information provided by applicant (in application and after request from Advisor) / Other funding sources more appropriate. Not recommended for funding.</td>
</tr>
</tbody>
</table>

### Organisation Details:
- **Service Base**: 12 Crichton Terrace
- **Legal Status**: Incorporated Society
- **Established**: 9/11/2063
- **Staff – Paid**: 1
- **Volunteers**: 20
- **Annual Volunteer Hours**: 250
- **Participants**: 70
- **Target Groups**: Youth, Adults, Older Adults
- **Networks**: Bowls Canterbury

### Organisation Name
- **Cashmere Bowling Club Inc**

### Name and Description
- **Greenkeeper/School Bowls**

#### Funding History
- **2018/19**: $700 (Green Keeper/Equipment) ORF

#### Other Sources of Funding
- Income generated through facility hire

### Request Budget
- **Total Cost**: $7,605
- **Requested Amount**: $6,405
- **64% percentage requested**

#### Contribution Sought Towards:
- **Green Keeper**: $5,000
- **Junior Bowls**: $1,400

### Attachment A

#### Item 8

**Priority 2**

**Alignment with Council Strategies and Board Objectives**
- Physical Recreation and Sport Strategy
- Strengthening Communities Strategy
- Child and Youth Strategy
- Older Adults Strategy
- Community Board Plan - Stronger Communities

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

#### How Much Will The Project Do? (Measures)
- Provide weekly coaching sessions for the high school students at no costs.
- Provide the opportunity for junior students to attend and play in competition at no costs.
- Hold several corporate functions per year to raise operational funds.

#### How Will Participants Be Better Off?
- Junior players will be able to learn the sport with age appropriate equipment.
- Membership fees will be kept minimal due to income received through corporate events.
- Members will meet new friends, socialise and be able to play either a social or competitive sport.

**Staff Recommendation**
- Cashmere Bowling Club Inc registered as an incorporated society in 1983 and due to the ageing population of their members the club has previously struggled to maintain their membership numbers. Over the past year with the help of an employed Administrator the club has increased the membership base by 20 members bringing the total to 70. This has also resulted in an increase in volunteers giving their time to help with the running of the club.

The Club plays both indoor and outdoor bowls with the members paying approximately $220 per year. Non members can play at the club and take part in coaching sessions on a pay as you play basis.

The club has recently introduced weekly coaching sessions for students from Cashmere High School and has 20 students participating. The club only has two sets of junior bowls which are lighter than adult bowls so is seeking assistance to purchase more sets so that the students can learn with age appropriate bowls.

The administrator has also been working to promote the club's facility for community and corporate functions and has a regular booking with a local ballet club. The income received from the facility hire assists with the operational costs and the club regularly hosts events for fund raising and to provide opportunities for social inclusion.

The club is seeking funding assistance towards the cost of contracting a Green Keeper for 12 months to maintain the greens to the competition standard required. This requires a specialised certificate for spraying chemicals and pesticides and is not a role that a volunteer can service.

Page 4 of 15
### 2019/20 SCF SPREYDON-CASHMERE DECISION MATRIX

#### Priority Rating

<table>
<thead>
<tr>
<th>Rating</th>
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#### Organisation Details

<table>
<thead>
<tr>
<th>Organisation</th>
<th>Name</th>
<th>Description</th>
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<tbody>
<tr>
<td>0059011</td>
<td>Christchurch South Community Gardens Trust</td>
<td>This is a split application with 30% to Linwood-Central-Heathcote. The Christchurch Community Gardens Trust manages a gardening site and environmental projects that benefit more than 6,000 people annually through healthy participation opportunities and social connection.</td>
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#### Funding History

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#### Other Sources of Funding

- $2,000 Southern Trust (Pending)
- $5,000 DGGS (Pending)
- $10,000 Rate (To apply)
- $20,000 Lotteries Community (To apply)

#### Request Budget

- **Total Cost**: $14,400
- **Requested Amount**: $11,000 (100% - 32% = 68%)
- **39% percentage requested**

#### Staff Recommendation

- $16,000
- That the Waihoro/Spreydon-Cashmere Community Board resolves to approve the making of a grant of $16,000 from its 2019/20 Strengthening Communities Fund to the South Christchurch Community Gardens Trust towards the Christchurch Community Gardens Trust project.

| Priority | 2 |

#### Organisation Description/Objectives:

- **Service Base**: 188 Strickland Street
- **Legal Status**: Charitable Trust
- **Established**: 20/11/2008
- **Staff – Paid**: 4
- **Volunteers**: 80
- **Annual Volunteer Hours**: 4000
- **Target Groups**: Low Income Residents, People with Disabilities, People from Diverse Cultures, Retired People, Children and Youth
- **Networks**: Canterbury Community Gardens Association

#### Staff Assessment

The Christchurch South Community Gardens Trust occupies a Council property on Strickland Street that serves as the administrative centre and main public participation site for community gardening and community waste management projects. The property is located on the border of the Spreydon-Cashmere and Linwood-Central-Heathcote Community Board areas, and works mainly with community groups and volunteers in the Spreydon-Cashmere area.

In 2019 the Trust celebrates 20 years of operation as a community initiative, and has received Council funding contributions every year over this time. The organisation continues to meet the levels of output that it plans for, such as recycling 25 tonnes of community waste and the supply of an average of 12 tonnes of produce back to the community.

Two core operational streams of activity, aimed at achieving neighbourhood sustainability are undertaken. One activity is community garden products including fruit and vegetable crops, plants, compost, and prepared or preserved food items. The other activity is waste minimisation whereby local residents and organisations bring in organic and inorganic waste for recycling. The benefits for visitors and volunteers of the community gardens are social connection, basic skills learning, physical recreation, and access to no or low cost food and recycled items.

Other community project activities include the Beckenham Community Garden, student placement and research, the Social Housing Gardeners Support project, hosting after school programmes and visits and retirement home visits, agency supported placements for people with disabilities, educative community workshops, and a bowling club-school garden.

Participation is open to all individuals and community groups. The Community Garden Project targets low income people, and those facing barriers to social participation and connection. The gardens provide a venue and means for people to work productively together through practical learning sessions, recycling, and a collective workspace. These opportunities are promoted on line with newsletters, a regular drop delivery, five market days, and on site signage at the gardens which are open to public view and access.

There are no similar community gardening projects in close proximity. Addington is home to a social enterprise venture that seeks to farm under-utilised residential grounds, there is a volunteer community garden in Opara, and a small garden at the Whareera Resource Centre near Barrington Mall. The Christchurch South Community Gardens Trust shares knowledge and experience with other new and developing community garden initiatives.

The Trust networks and collaborates with multiple groups and agencies such as Otahuhu Community Housing, local schools, Police Youth Aid, the Diabetes Centre, Hillmorton Hospital, Disability Support Services, English Language Partners, Beneficiary Advisory Service, and WINZ. These collaborations support the focus of the Trust on supporting vulnerable populations in the surrounding area, where evidence of need from deprivation statistics continues to highlight Addington and Sydenham in particular.

**Staff Recommendation for Linwood-Central-Heathcote**: $8,000.
## 2019/20 SCF SPREYDON-CASHMERE DECISION MATRIX

<table>
<thead>
<tr>
<th>Organisation Name</th>
<th>Name and Description</th>
<th>Funding History</th>
<th>Request Budget</th>
<th>Staff Recommendation</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Church Army NZ. - Canterbury Kids Coach</td>
<td>Rowley Community Work with Families</td>
<td>2018/19: $18,000 (Rowley Community Work with Families) SCF</td>
<td>Total Cost $32,684</td>
<td>$15,000</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>The Canterbury Kids Coach is run under the umbrella of the Church Army in New Zealand. It runs a free afterschool programme in a bus/coach, in the lower decile area of Rowley in Hoan Hay. It also aims to build a sense of community and positive values, and to provide supportive solutions for families at risk.</td>
<td>2017/18: $18,500 (Rowley Community Work with Families) SCF</td>
<td>Requested Amount $22,000</td>
<td>That the Waihoro/Spreydon-Cashmere Community Board resolves to approve the making of a grant of $15,000 from its 2019/20 Strengthening Communities Fund to Church Army NZ - Canterbury Kids Coach towards the Rowley Community Work with Families project.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>2016/17: $1,200 (Rowley Community Work with Families) SCF</td>
<td>67% percentage requested</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>2015/16: $18,000 (Rowley Community Work with Families) SCF</td>
<td>Contribution Sought Towards: Wages - $22,000</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>Other Sources of Funding</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>Donations - $12,500</td>
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</tbody>
</table>

## Organisation Details:
- **Service Base**: Private Address
- **Legal Status**: Incorporated Society
- **Established**: 17/02/1947
- **Staff - Paid**: 2
- **Volunteers**: 17
- **Annual Volunteer Hours**: 1121
- **Participants**: 500
- **Target Groups**: Children and their Families
- **Networks**: Hoan Hay Network Meetings

## Alignment with Council Strategies and Board Objectives:
- Strengthening Communities Strategy
- Children's Policy
- Youth Policy
- Community Board Plan

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

## How Much Will the Project Do? (Measures)
- 102 children, and their families, will benefit from children receiving bus-based out of school care in local streets.
- The preschool programme is held on Wednesdays: 10.30am to 11.30am.

## Staff Assessment
- The Canterbury Kids Coach is run under the umbrella of the Church Army in New Zealand. The key activity provided by the organisation in Rowley, is a free afterschool programme in a bus/coach. The afterschool programme runs for two hours on a Monday and Tuesday during term time, in a staffed bus parked on local streets. Local children are able to attend, free of charge, on a more casual basis than mainstream programmes. The bus changes street location from time to time, and families of each area are visited to explain the project, encourage participation, and uncover family problems that can be alleviated. This year the group is working directly with 106 children and their extended families. The ethnic diversity of these children includes: Samoan 33%, Maori 16%, Ratongan 13%, Pakaka 27%, African 4%, and Chinese 7%.
- The overall aim of the programme is to build a sense of community values, and to provide supportive solutions for families at risk. Additional activities provided include: a holiday programme, a shared family meal, a weekly preschool programme, ukulele lessons and support for parents, family newsletters, and an annual family visit for those on the bus roll.
- The project collaborates and links with other local organisations, and the staff are assisted by local volunteers.
- The group notes that the Rowley/Hoon Hay neighbourhood has a high turnover of new immigrant and financially challenged families, and aims to help to make these families feel welcome. They bring families together, and provide a safe place for children to attend after school. In the past year there were 1384 child and teenager attendances at activities, and 322 adult attendances. Community and neighbourhood safety is addressed in all the programmes, including personal safety, fire safety, nutrition, care of property, and crime prevention. The values encouraged by the Canterbury Kids Coach include: honesty, responsibility, respect, diligence, caring, being there for others, and what it means to be a caring community member.
2019/20 SCF spreysdon-cashmere decision matrix

<table>
<thead>
<tr>
<th>Item No.: 8</th>
<th>Priority Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>Attachment A</td>
<td>2</td>
</tr>
</tbody>
</table>

### Organisation Name
Kerenu Sports & Cultural Club Inc

### Name and Description
Administrator/ Equipment

This project is to employ a Administrator for the Kerenu Sports and Cultural Club to carry out the administration for Softball, Netball, Rugby League, Darts and the Cultural club.

The junior Softball, Netball and rugby teams require replacement sports equipment.

### Funding History
- 2018/19: $6,000 (Coordinator/Equipment) SCF
- 2017/18: $7,000 (Coordinator/Equipment) SCF
- 2016/17: $5,000 (Coordinator Wage) SCF

### Other Sources of Funding
- Rate Foundation, New Zealand Community Trust
- Kerenu Sports and Cultural Club Inc

### Request Budget
- Total Cost: $35,187
- Requested Amount: $10,000
- 26% percentage requested

### Staff Recommendation
- $6,000

That the Waihoro/Spreysdon-Cashmere Community Board resolves to approve the making of a grant of $6,000 to Kerenu Sports and Cultural Club Inc towards the Administrator/Equipment project.

### Organisation Details:
- **Service Base:** Spreysdon Bowls Club, Domain Terrace
- **Legal Status:** Incorporated Society
- **Established:** 14/12/1982
- **Staff – Paid:** 1
- **Volunteers:** 100
- **Annual Volunteer Hours:** 800
- **Participants:** 400
- **Target Groups:** Children, Youth, Adults, Families, Older Adults
- **Networks:** Christchurch Netball, Canterbury Softball, Canterbury Rugby League, Canterbury Darts Association

### Alignment with Council Strategies and Board Objectives
- Physical Recreation and Sport Strategy
- Strengthening Communities Strategy
- Children and Youth Strategies
- Community Board Plan - Strong Communities

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

### How Much Will The Project Do? (Measures)

The Administrator will work all year round as the various different sporting codes are played across all seasons.

The Administrator will develop and promote the clubs, provide sound management systems, collect fees and allocate funds, ensure uniform and equipment is distributed, run events, take hall bookings and manage volunteer coordination/internship.

### How Will Participants Be Better Off?

The participants benefit by having a well organised and administered Club and by having their coaches and managers free of administration burdens so they can concentrate on the playing of their sport.

The Club will benefit as they will have one contact person to promote, coordinate and develop their programmes, administration and funding.

Local schools and young people will be exposed to all of the different sports the Club offers.

Members know that their sporting code has an administrator who has robust processes in place so the finances and operational costs are safe and steps in place to protect each committee.

Kerenu also aims to provide a healthier lifestyle for their members and improve their physical fitness.

### Kerenu Sports and Cultural Club

Kerenu is an umbrella organisation for Kerenu Softball, Kerenu Netball, Addington Rugby League, Kerenu Cultural Club and Kerenu Darts Club. The Executive Committee of Kerenu oversees and supports the five member clubs. Kerenu is based at Spreysdon Bowling Club and uses the income from the facility to contribute to the operational costs of the club.

Kerenu Softball has grown over the past year with the number of teams increasing from 17 to 20. Kerenu Netball has increased both junior and senior teams by two teams to seven and Addington Rugby League has increased their junior teams from two to four with one senior team. Kerenu Darts team is the newest code to join the Club and has three teams competing this year, an increase from the one team over a year ago. Over all of the sporting codes the membership base for the Club is over 400 members with all of the Clubs compete in their respective Christchurch competitions. The Cultural Group meets once a month with 15 to 20 members many of whom are also members of Kerenu sports teams. Kerenu is a family oriented club and aims to keep any fees as low as possible to enable low income families and single parenthood families to participate in the various sports. Subs range from $55 to $200 depending on the sport and age group.

Kerenu has recently entered into a partnership with Suburbs Rugby Football Club who will share their club facilities over the next 12 months.

Kerenu employs an Administrator for 20 hours per week who is responsible for managing the facility, accounting for all of the separate sporting codes and reporting back to the committee. The role also includes the recruitment, development and retention of members to the Club, attending various meetings with the sports codes and the regional sports bodies, promotion, generating bi-monthly newsletters, monitoring uniform and equipment supplies, funding raising, managing enquiries, running registration and uniform distribution days, coach and player development programmes, and the planning and running of whanau activity days.

Kerenu is also seeking financial assistance towards the Administrator role along with replacement sports equipment for the junior netball, softball and rugby league teams. Kerenu tries to rotate equipment and uniform purchases on alternate years for the various age groups.
### 2019/20 SCF Spreydon-Cashmere Decision Matrix

**Item No.: 8**

**Organisation Name:** Suburbs Rugby Football Club Inc

**Name and Description:** Operations and Development of Suburbs Rugby

Suburbs Rugby Football Club Inc is seeking assistance towards the ongoing operational and development costs of the Club.

**Funding History**

- **2018/19:** $4,000 (Development Officer) SCF
- **2017/18:** $5,000 (Development Officer) DRF

**Other Sources of Funding:**
- Rate Funding (Pending)
- New Zealand Community Trust (Pending)

**Request Budget**

- **Total Cost:** $33,500
- **Requested Amount:** $10,250
- **31% percentage requested**

**Contribution Sought Towards:**
- Wages: $8,000
- Equipment: $1,000
- Volunteer Recognition: $750
- Training: $500

**Staff Recommendation:** $4,000

The Waihoro/Spreydon-Cashmere Community Board resolve to approve the making of a grant of $4,000 from its 2019/20 Strengthening Communities Fund to Suburbs Rugby Football Club Inc towards the Operations and Development of Suburbs Rugby project.

### Organisation Details:

- **Service Base:** Spreydon Bowls Club, Domain Terrace
- **Legal Status:** Incorporated Society
- **Established:** 8/02/1923
- **Staff – Paid:** 1
- **Volunteers:** 30
- **Annual Volunteer Hours:** 3,000
- **Participants:** 150
- **Target Groups:** Children, Youth, Adults, Families, Older Adults
- **Networks:** Canterbury Rugby League, Pacific Series, Hoon Hay Network

### Organisation Description/Objectives:

Providing rugby in the community for the community. The objective is to provide and encourage young sports people in the community to continue their involvement in sport through a well-planned programme to help develop their skills.

### Alignment with Council Strategies and Board Objectives:

- Physical Recreation and Sport Strategy
- Strengthening Communities Strategy
- Children and Youth Strategies
- Community Board Plan - Strong Communities

### Staff Assessment:

Suburbs Rugby Football Club Inc has been an Incorporated Society since 1923 and has their home ground on Hoon Hay Park. The Club is temporarily sharing club rooms with Kereru Sports and Cultural Club on Spreydon Domain after leaving their previous home which did not fit with the Club’s vision ‘A family oriented sports club providing, rugby, touch and netball within our community’. It is anticipated that this will be for the next 12-18 months.

The Club currently has four senior teams and eight junior rugby teams with the players aging from three years to 18 years of age. The junior players pay $60 each for the first child and then $20 for each sibling after that. The subs also includes the cost of their uniform. The senior players pay $300 each which includes a playing top. The Club constantly fundraises and has trained to become an approved community group who assists Total Waste Solutions recycle and compost waste at City wide events. This generates funds to enable them to keep subs for the junior players low and also offers sponsorship to families struggling to pay subs. The Club actively looks at other avenues to generate funds.

One of the club’s key goals is “To promote and increase junior rugby within our catchment area” and employs a Rugby Development Officer whose main focus is this along with developing not only the player’s rugby skills but their life skills, their self-confidence and wellbeing. This will then keep the children and youth engaged in sport and help them build connections with their team and their community. As the players progress they often become volunteers and mentors to help with the younger grade teams.

Suburbs ran a Touch Module in partnership with Kereru Sports and Cultural Club last summer on Centennial Park. This was the first time the Touch tournament has been run with plans to repeat the tournament due to the large number of people who participated. The tournament was reported as well received and the feedback was to continue running the module over the summer months.

Suburbs is seeking funding assistance towards the Rugby Development Officer’s wage as well as assistance towards training, equipment costs and volunteer recognition.

### Priority Rating:

- **1:** Meets all eligibility criteria and contributes significantly to Funding Outcomes and Priorities. Highly recommended for funding.
- **2:** Meets all eligibility criteria and contributes to Funding Outcomes and Priorities. Recommended for funding.
- **3:** Meets all eligibility criteria and contributes to Funding Outcomes and Priorities but to a lesser extent than Priority 2 applications. Not recommended for funding.
- **4:** Meets all eligibility criteria and has minimum contribution to Funding Outcomes and Priorities / Insufficient information provided by applicant (in application and after request from Advisor). Other funding sources more appropriate. Not recommended for funding.

**Priority:** 2
## 2019/20 SCF Spreydon-Cashmere Decision Matrix

<table>
<thead>
<tr>
<th>Organisation Name</th>
<th>Project Name and Description</th>
<th>Total Cost</th>
<th>Contribution sought towards</th>
<th>Staff Recommendation</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Christchurch South Community Toy Library</td>
<td>Annual Rent The Christchurch South Community Toy Library seeks funding towards rent to store and lend safe, affordable, educational and non-violent toys to more than 50 families with young children.</td>
<td>$1,100</td>
<td>Rent - $1,100</td>
<td>$500</td>
<td>2</td>
</tr>
</tbody>
</table>

### Organisation Details
- **Service Base:** 47 Studholme Street
- **Established:** 9/03/1992
- **Target groups:** Children, Parents and Families
- **Annual Volunteer hours:** 1,608
- **Number of project participants:** 100

### Alignment with Council Strategies
- Strengthening Communities
- Community Board Outcomes: Strong Communities
- Children and Youth Policies

### CCC Funding History
- Nil

### Other Sources of Funding (this project only)
- Nil

### Staff Assessment
The Christchurch South Community Toy Library is currently located at the Somerfield Community Centre after relocating from temporary premises at Addington Raceway. The charity was originally incorporated in 1992, and serves families primarily in Somerfield, Addington, Hillmorton, Hoon Hay, Spreydon, and Cashmere. The Toy Library is one of 200 in the New Zealand Toy Library Federation, and complements the work of the St Martins/Opawa Plunket Toy Library in Beckenham.

The library is open 4.5 hours per week excluding public holidays and the Christmas closure period. Participation from the 54 members includes a voluntary committee. A part-time librarian position is paid. Purchasing stock and librarian wage costs are met from subscriptions and toy rentals, with occasional philanthropic or Toy Library Federation sourced grants. Volunteer time and the group’s modest budget have been heavily expended recently with labour-intensive moves, storage costs, and finding new premises.

The project contributes to social cohesion, attracting local families of young children to a safe and supportive location where they can connect regularly. It also benefits limited income families with an affordable cost alternative to purchasing toys that are comparatively under-utilised, and provides some equity of access to quality play equipment in a population of varying income levels. The group highlights the need for play to enable healthy child development and that parents accessing the toys can help grow the capacity of their children in the areas of physical activity, fine motor movement, imagination, creativity, problem-solving, role-play, construction, matching, sharing, active listening and social skills.

The Toy Library is pursuing alternative long-term rental options, and is likely to require the current venue for at least 18 months.
### 2019/20 SCF SPREYDON-CASHMERE DECISION MATRIX

<table>
<thead>
<tr>
<th>Priority Rating</th>
<th>Meets all eligibility criteria and contributes significantly to Funding Outcomes and Priorities. Highly recommended for funding.</th>
</tr>
</thead>
<tbody>
<tr>
<td>One</td>
<td>Meets all eligibility criteria and contributes to Funding Outcomes and Priorities. Recommended for funding.</td>
</tr>
<tr>
<td>Two</td>
<td>Meets all eligibility criteria and contributes to Funding Outcomes and Priorities but to a lesser extent than Priority 2 applications. Not recommended for funding.</td>
</tr>
<tr>
<td>Three</td>
<td>Meets all eligibility criteria and has minimum contribution to Funding Outcomes and Priorities / Insufficient information provided by applicant (in application and after request from Advisor) / Other funding sources more appropriate. Not recommended for funding.</td>
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<thead>
<tr>
<th>Organisation Name</th>
<th>Project Name and Description</th>
<th>Total Cost</th>
<th>Contribution sought towards</th>
<th>Staff Recommendation</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>St Marys Anglican Church, Addington</td>
<td>Addington Community Events To provide three community partnership and connection events in Addington that enable participation by more than 2000 people; the Addington Fun Fair and Concert, the Addington Cemetery Clean Up, and the Addington Fun Day.</td>
<td>$ 2,642</td>
<td>Advertising/Signage - $260 Volunteer BBQ - $80 Equipment /Materials - $815 Entertainer - $600</td>
<td>$ 1,755</td>
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</tr>
</tbody>
</table>

**Organisation Details**
- Service Base: Church Square
- Legal Status: Other
- Established: 19/02/1867
- Target groups: Low Income Residents, People with Disabilities, People from Diverse Cultures, Retired People, Children, Youth.
- Annual Volunteer hours: 4,000
- Number of project participants: 2,330

**Alignment with Council Strategies**
- Strengthening Communities
- Community Board Plan: Strong Communities, Healthy Environment
- Enabling Active Citizenship and connected communities

**CCC Funding History**
- 2018/19 - $84 (Cemetery clean up BBQ) OTGF
- 2018/19 - $1,500 (Fun Fair and Concert) SCF
- 2017/18 - $200 (February Fun Day) OTGF
- 2017/18 - $83 (Cemetery Clean Up BBQ) OTGF
- 2017/18 - $1,975 (Fun Fair and Concert) SCF
- 2016/17 - $600 (Community 150th Anniversary) SGF

**Other Sources of Funding (this project only)**
- Funds on Hand - $887 (Tagged)

**Staff Assessment**
The St Mary's Anglican Church, Addington works in close partnership with local organisations to provide three annual community events, two of which are held on the historic grounds of Church Square, in the centre of this low income and high population turn over residential neighbourhood. These events are designed to encourage social interaction between people with diverse abilities and cultural backgrounds. The Addington Fun Fair and Concert will be held in November, featuring some 45 stalls, low and no cost children's entertainment, small performance groups, and a music concert. This is the main community event held in Addington and it attracts more than 2000 audience participants. Local organisation participants that promote their work and fund raise include Addington School, Setwyn Street Kidsfirst, Addington Timebank, Manuka Cottage, and Addington Neighbourhood Association. The group reports that subsidised activity prices are much appreciated by local families. The fair activities usually include engagement with Community Board members and Council staff, enabling local citizen feedback to be considered towards planning and decisions.

The annual historic Addington Cemetery Clean Up Day is planned for 14 September. A working bee of local citizens teams up with St Mary’s, Addington Neighbourhood Association, and Council parks staff, and the initiative is supported by Keep New Zealand Beautiful. As well as healthy recreation and social connection, the event contributes to the environmental quality of the site and its heritage preservation. Approximately 30 volunteers are acknowledged with a barbeque.

The Addington Fun Day in Church Square is planned for February 2020. Mainly local residents attend and the event draws 300 to 400 people together. The feature activity sees teams of running pancake flippers. Fun activities and food are supplied for all ages, with a suggested gold coin donation. The main organising group from St Mary’s is assisted to manage the event by Manuka Cottage, Addington Timebank, and the Addington Neighbourhood Association.
### 2019/20 SCF SPREYDON-CASHMERE DECISION MATRIX

<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>One</td>
<td>Meets all eligibility criteria and contributes significantly to Funding Outcomes and Priorities. Highly recommended for funding.</td>
<td>00059551</td>
<td>Sydenham Community Preschool Inc</td>
<td>$10,465</td>
<td>Construction and materials</td>
<td>$737</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>Meets all eligibility criteria and contributes to Funding Outcomes and Priorities. Recommended for funding.</td>
<td>Outdoor Woodwork/Creative Area</td>
<td>This is a split application 60% Linwood-Central-Heathcote. The Sydenham Community Preschool seeks funding assistance towards the costs of building a woodworking and creative construction space that will enhance learning and engage families in community projects, involving up to 200 participants.</td>
<td>$9,465 (40% S-C $3,786) (90% requested)</td>
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</tbody>
</table>

### Organisation Details
- Service Base: 130 Waltham Road
- Legal Status: Incorporated Society
- Established: 23/11/1990
- Target groups: Children, Low Income Families, Ethnically Diverse Families
- Annual Volunteer hours: 190
- Number of project participants: 200

### Alignment with Council Strategies
- Strengthening Communities
- Children's Policy
- Enabling active citizenship and connected communities

### CCC Funding History
- 2017/2018 - $750 (Play and Development Programme) SCF L-C-H
- 2017/2018 - $1,500 (Play and Development Programme) SCF L-C-H

### Other Sources of Funding (this project only)
- Fund raising - $1,000

### Staff Assessment
The Sydenham Community Preschool is located in Waltham, and while the bulk of its families live in Linwood-Central-Heathcote, it serves a proportion of families from the Spreydon-Cashmere neighbourhoods of Beckenham, St Martins, Somerfield, Spreydon, and Hoon Hay. Many of the children who attend live in low socio-economic areas with single parents who are educationally and financially challenged.

Initially incorporated in 1990, for over 20 years the Preschool operated as a partnership with the Council in Council owned premises in order to be able to provide high quality early entry to education to disadvantaged families. It relocated to Ministry of Education premises after the Canterbury Earthquakes caused site evacuation. The Preschool finds a continuing need to cater to low income families, and also hosts a much more culturally diverse membership. The preschool receives core funding from the Ministry of Education, supplemented with equity funding. There is limited discretionary money in the local population to purchase value-add items and amenities.

The Preschool wishes to build and furnish a dedicated woodworking space that children and their parents will benefit from. One regular supplier, Nature Flow has been chosen as this builder has proven specialist skills with early childhood equipment and meeting associated compliance standards. Having a dedicated area for woodworking and creative construction will benefit children who would not otherwise have access to the tools and processes (including mathematics) involved. The wider community benefit from including parents of preschooler's and collaboration with nearby Waltham School will arise from projects like the planned bird-feeder construction project that will involve education on caring for birds during winter months and taking bird feeders home.

Staff Recommendation Linwood-Central-Heathcote: $3,000
## 2019/20 SCF SPREYDON-CASHMERE DECISION MATRIX

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</thead>
<tbody>
<tr>
<td>Sydenham Rugby Football League Inc</td>
<td>Club Development Officer</td>
<td>$9,740</td>
<td>Wage - $6,400</td>
<td>$500</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>This is a split application 45% Linwood-Central-Heathcote</td>
<td>$7,740 - (55% S-C, $4,257)</td>
<td>Travel - $840 Incidents - $500</td>
<td>That the Waihoro/Spreydon-Cashmere Community Board resolve to approve the making of a grant of $500 from its 2019/20 Strengthening Communities Fund to Sydenham Rugby Football League Inc towards the Club Development Officer project.</td>
<td></td>
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</table>

**Other Sources of Funding (this project only)**
- Funds on Hand: $2,000

**Staff Assessment**
Sydenham Rugby Football League Inc has been an Incorporated Society since 1913 and has their home ground on Bradford Park. The Club has club rooms at Beckenham Bowls Club after struggling to find a permanent home after their club rooms were damaged in the 2011 earthquakes. The Club received an insurance pay out for their facility and has tagged the funds for a future facility. The past few years has seen many changes for the Club and this has impacted on their membership base so the Club is constantly trying to increase participation and has newly employed a Rugby Development Officer (RDO) to focus on the recruitment, retention and development of junior players. The RDO has been employed on a 12 month contract and will work for eight hours a week for 42 weeks of the year. The role will be engaging with primary schools to promote not only game of rugby league but healthy lifestyle choices and the benefits from physical activities. Participants will learn rugby league skills, how to work within a team and the importance of communication and decision making. The RDO will also be looking at collaboration opportunities with other local community groups. The RDO will assist with the coaching of the junior teams within the Club who train twice a week and play a club game on Saturday mornings. There are two junior teams playing at present with a view to increase this over the coming season. The Club runs a weekly BBQ for the children and parents to try to encourage more parents to become involved with their club and take on volunteering roles. There are 40 senior players registered with the Club and again, there is a focus to increase the team numbers over the next two years.
Sydenham Rugby Football League do not turn any junior members away if their parents are unable to afford the subscription costs. They provide funding for families that are experiencing hardship and assist with the costs to ensure no child is disadvantaged.

**Staff Recommendation Linwood-Central-Heathcote**: $1,000
## 2019/20 SCF SPREYDON-CASHMERE DECISION MATRIX

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<tr>
<th>Priority Rating</th>
<th>Organisation Name</th>
<th>Project Name and Description</th>
<th>Total Cost</th>
<th>Contribution sought towards</th>
<th>Staff Recommendation</th>
<th>Priority</th>
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<tr>
<td>One</td>
<td>00059482</td>
<td>Halswell Scout Group</td>
<td>$7,750</td>
<td>Insurance Costs - $2,043</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>$ Requested</td>
<td>First Aid Course costs - $500</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>$2,543</td>
<td>(30% S-C - $763)</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>(33% requested)</td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

### Organisation Details
- **Service Base:** Halswell Domain, Halswell Road
- **Legal Status:** Other
- **Established:** 1/09/1955
- **Target groups:** Children, Youth
- **Annual Volunteer hours:** 11,000
- **Number of project participants:** 167

### Alignment with Council Strategies
- Strengthening Communities Strategy
- Child and Youth Strategy
- Spreydon-Cashmere Community Board Plan - Stronger Communities

### Other Sources of Funding (this project only)
- Rata Foundation - $500

### Staff Assessment
The Halswell Scout Group have been a registered Scout Group since 1955. The Halswell Scout Group is the second largest group in New Zealand and is almost running at full capacity. It draws young people from across the south west of Christchurch.

This project seeks funding towards the insurance costs of the hall on Halswell Domain. The hall is owned by Scouts New Zealand and is heavily used by various sections of the Scout group as well as a number of community groups and individuals including a Samoan Church, Probus and a weekly craft group.

Maintaining an appropriate level of insurance ensures that, should the need arise, the group and community can rebuild the facility and ensure that Scouts can continue to deliver fun and challenging programmes for the youth of the community. In 2016 the building was re-assessed and is now insured at a reasonable level, should the worst happen, also taking into account the need to manage the subscriptions to families to mitigate cost being a barrier to participate in scouting.

Halswell Scouts is also seeking funding towards the cost of first aid training courses for leaders. The funding will provide five full first aid courses (two days long), and 10 refresher courses (one day). All leaders are required to have a full first aid certificate, and to complete the refresher course every two years.

Waipuna Halswell-Hornby-Riccarton staff recommendation is $1,780.

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## 2019/20 SCF SPREYDON-CASHMERE DECISION MATRIX

<table>
<thead>
<tr>
<th>Priority Rating</th>
<th>Meets all eligibility criteria and contributes significantly to Funding Outcomes and Priorities. Highly recommended for funding.</th>
<th>Meets all eligibility criteria and contributes to Funding Outcomes and Priorities. Recommended for funding.</th>
<th>Meets all eligibility criteria and contributes to Funding Outcomes and Priorities but to a lesser extent than Priority 2 applications. Not recommended for funding.</th>
<th>Meets all eligibility criteria and has minimum contribution to Funding Outcomes and Priorities / Insufficient information provided by applicant (in application and after request from Advisor) / Other funding sources more appropriate. Not recommended for funding.</th>
</tr>
</thead>
</table>
| 00059484        | Organisation Name: Seventh Day Adventist Church (Addington Samoa)                                                                  | Project Name and Description: Pathfinder and Adventurers Club Activities  
This is a split application 70% Halwell-Horby-Riccarton  
The Seventh Day Adventist Church (Addington Samoa) seeks funding towards the costs of camping, safety, teaching resources and training for its child and youth life skills programmes. | Total Cost: $9,000  
$6,000 (30% S-C - $1,800) (67% requested)  
Contribution sought towards: Pathfinder Equipment - $3,000  
Adventurers Equipment - $2,000  
Staff and Volunteer First Aid Training - $1,000  
Staff Recommendation: $  
That the Waihoro/Spreydon-Cashmere Community Board resolves to decline a grant its 2019/20 Strengthening Communities Fund to the Seventh Day Adventist Church (Addington Samoa) towards the Pathfinder and Adventurers Club Activities project. | Priority: 3 |

### Organisation Details
- **Service Base:** 37-61 Brougham Street, Addington  
- **Legal Status:** Charitable Trust  
- **Established:** 7/03/2009  
- **Target groups:** Pacific Island Children and Youth, Addington Children and Youth  
- **Annual Volunteer hours:** 900  
- **Number of project participants:** 55

### Alignment with Council Strategies
- Strengthening Communities  
- Community Board Plan  
- Multicultural Strategy

### CCC Funding History
- 2018/19 - $1,000 (Pathfinder Activities) SCF HHR  
- 2017/18 - $500 (Be Active Pasifika) DRF  
- 2017/18 - $2,500 (Be Active Pasifika) DRF HHR

### Other Sources of Funding (this project only)
- Fresh Choice Community Fund - (Pending)  
- Fundraising - $2,000 Car Wash, Supper Sales, Sausage Sizzle (Pending)  
- Airport Grant - (Pending)

### Staff Assessment
The Adventurers Club is a children's life skill programme offered by the Seventh Day Adventist Church Addington Samoa that is open to all children aged four to nine years. The Club is run on the first Sunday of each month from 10.30am to 12.30pm, and the third Sunday of each month from 12.30pm to 2:30pm.

The Pathfinder Club provides indoor life skills and outdoor survival learning experiences to Pacific Island young people aged between 10 to 16 years. The programme is run on the first and third Sunday of each Month from 10am to 12:30pm and as necessary on the first Saturday of each month 1pm to 2.30pm.

A grant contribution is requested to help reduce financial barriers to participation for equipment and resources for the Clubs. The group seeks funding support specifically for equipment including tents, ropes, and first aid, teaching and learning resources for each of the two clubs. The group also seeks $1,000 in total towards the cost of staff and volunteer Aidsafe training which is a compliance requirement for working with young people.

The children and youth programmes have been specifically tailored to suit the development of Pacific Island children and youth. The programmes curriculum involves learning and development of various life skill competencies including camping, outdoor living and survival skills, and also personal growth, team spirit, and a sense of loyalty and respect for each other.

Staff Recommendation Halswell-Horby-Riccarton: $1,000.
## 2019/20 SCF SPREYDON-CASHMERE DECISION MATRIX

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</tr>
</tbody>
</table>

### Organisation Details

- **Organisation Name**: The Link Community Trust
- **Service Base**: Unit 2, 6 Raycroft Street, Warnham
- **Legal Status**: Charitable Trust
- **Established**: 28/06/2010
- **Staff Paid**: 0
- **Volunteers**: 20
- **Annual Volunteer Hours**: 200
- **Participants**: 50
- **Target Groups**: Families and Individuals with financial debt challenges
- **Networks**: Kings Church, National CAP Centre

### Name and Description

- **Christians Against Poverty (CAP)**
- This is a split application with 40% Halswell-Hornby-Riccarton
- The Link Community Trust is acting as the fundholder organisation, to support the establishment of a Christians Against Poverty (CAP) project to be delivered in the Halswell-Hornby-Riccarton Wards, and the Spreydon-Cashmere Wards.

### Funding History

- **2017/18**: $1,500 (Little Steps Halswell) DRF HHR
- **2018/19**: $2,500 (Little Steps Halswell) DRF RW

### Other Sources of Funding

- The Kings Church provides $1,000 per month to the citywide work of the CAP project, but this amount may be reduced over time.

### Request Budget

- **Total Cost**: $10,000
- **Requested Amount**: $10,000 (60% - $6,000) 100% percentage requested
- **Contribution Sought Towards**: Monthly cost paid to National CAP Centre - $7,800, Computer equipment and other resources - $2,200

### Staff Recommendation

- **$**
- That the Waihora/Spreydon-Cashmere Community Board resolves to decline the making of a grant from its 2019/20 Strengthening Communities Fund to The Link Community Trust towards the Christians Against Poverty project.

### Organisation Description/Objectives

- The Link Community Trust (LCT) supports individuals, volunteers, and community members, to make a difference in their community. LCT provides a legal and financial entity, support, and expertise, to enable locally led projects to happen, and to enable people and communities to realise their full potential.

### Alignment with Council Strategies and Board Objectives

- **Strengthening Communities Strategy**

### Alignment with Council Funding Outcomes

- Support, develop and promote capacity
- Community participation and awareness
- Provide community based programmes
- Reduce or overcome barriers
- Foster collaborative responses

### How Much Will The Project Do? (Measures)

- The CAP debt centre has two trained (volunteer) debt counsellors, who will meet with the clients regularly, providing support while they implement their individual financial plan which has been created by, and is professionally supervised by, the national CAP centre.

### How Will Participants Be Better Off?

- The CAP project will work in, and alongside, the community in the south of Christchurch, to bring some of the most vulnerable people in communities out of the cycle of debt. The Link Trust reports that this work leads to those people increasing their community participation and engagement, and becoming contributing members of their community and society. In addition, the free money management classes will assist in bringing communities together to reduce debt and financial challenges.

### Staff Assessment

- The Link Community Trust is supporting the establishment of a CAP centre / project in the South of Christchurch.
- The Link Community Trust was established in 2010 to reflect the community-work arm of King's Church. The vision of the Link Community Trust is that individuals, local communities, and wider communities, can be healthy, peaceful, and socially strong places of hope that affect New Zealand positively.

### Item No.: 8

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**Attachment A**

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**Item 8**
Community Grants Funding Outcomes:

Council does not have the necessary resources to meet the needs and expectations of all not-for-profit and voluntary groups. Therefore, it focuses assistance toward those key activities and initiatives that contribute to and align with the community outcomes in the Long Term Plan (LTP) and with other Council strategies.

The following funding outcomes will be used to evaluate and assess applications:

- Support, develop and promote the capacity and sustainability of community, recreation, sports, arts, heritage and environment groups
- Increase participation in and awareness of community, recreation, sports, arts, heritage and environment groups, programmes and local events
- Increase community engagement in local decision making
- Enhance community and neighbourhood safety
- Provide community based programmes which enhance basic life skills
- Reduce or overcome barriers to participation
- Foster collaborative responses to areas of identified need

Community Grants Funding Priorities:

The following priorities will be used to assist with the allocation of funding:

- Older adults
- Children and youth
- People with disabilities
- Ethnic and culturally diverse groups
- Disadvantage and/or social exclusion
- The capacity of community organisations
- Civic engagement

These priorities have been developed from the key challenges to building strong communities identified in the 2009–19 LTCCP, and will be reviewed in line with the LTP (2013–2022).

In addition, Community Boards have their own objectives that will be used to assist in prioritising local projects.
Eligibility:

Applications are invited from eligible not-for-profit groups whose activities provide opportunities in the areas of community, social, recreation, sports, arts, environment or heritage to the wider community or to specifically defined communities of interest.

The following criteria must be met by all applicants:

- A community based not-for-profit community, recreation, sporting, arts, social service, environment or heritage organisation.
- All groups applying for more than $2,000 must be incorporated under the Incorporated Societies Act 1908 or the Charitable Trusts Act 1957 or be a legal entity that is registered for charitable purposes.
- Be based in the Christchurch City Council area with funded programmes or services being provided primarily for Christchurch City Council residents.
- Must have provided accountability reports for all previous Council funding and have no unresolved or outstanding accountability issues including outstanding debt to Council.
- Must have had the funding application approved at a properly convened committee meeting and in writing.
- Must provide evidence of the need for the project.
- Have appropriate financial management, accounting, monitoring and reporting practices.
- Have sound governance and appropriate operational capability and capacity to deliver to the level as agreed.
- Be able to commit to collaboration and partnering, where appropriate.
- Groups receiving Council funding at a metropolitan level may only apply for local funding if the project is specifically local and no portion of it has been funded at the metropolitan level.

Note: Recreation and sporting clubs/organisations do not have to be affiliated to a national sporting organisation to be eligible to apply however in alignment with the Physical Recreation and Sport Strategy we would encourage you to affiliate.

How to apply:

For information on the various funds and how to apply, visit the Community Grants page on the Christchurch City Council’s website www.ccc.govt.nz

Further Assistance
Further assistance is available by emailing communitygrants@ccc.govt.nz or call 941 5488 and ask to speak to a Community Funding Advisor.
Christchurch City Council Guide to the Strengthening Communities Fund (SCF)

Strengthening Communities Fund (SCF)

Purpose:
The purpose of this fund is to support community focused organisations whose projects contribute to the strengthening of community wellbeing in the Christchurch City area.

Successful organisations will be those who can demonstrate that they are sustainable, strategic, community focused groups who have a significant presence within their community of benefit. Successful projects will also clearly demonstrate their contribution to the Council funding outcomes and priorities. Organisations must be able to demonstrate their ability to contribute towards their project(s) and not rely on Council funding as their sole source of funding.

Process:
Applications can be made online through the Community Funding page on the Christchurch City Council’s website www.ccc.govt.nz

Applications will be categorised as either metropolitan (city-wide) or local projects:
- Metropolitan applications will be assessed by staff and referred to the Council for a decision.
- Local applications will be assessed by staff and presented to the relevant Community Board for a decision.

Applicants will be notified of the decision in early September.

Funding Period:
Funding is for the period 1 September in the current year to 31 August the following year.

This fund covers:
- Operational or project costs, incurred in the provision and delivery of the agreed initiative – for the twelve month period starting 1 September and ending 31 August.
- Small equipment purchases that will enable your organisation to take advantage of efficiency gains. (NB: All equipment or capital purchases must be noted in a schedule of equipment / capital purchases for accountability purposes).
- Costs that support the recognition, contribution and retention of volunteers.

Note: Community Boards may access this fund to deliver activities and events to their local communities. This may include the establishment of a Youth Development Fund or other small funds.
This fund will not cover:

- Debt servicing or re-financing costs
- Stock or capital market investment
- Gambling or prize money
- Payment of any legal expenditure, including costs or expenditures related to mediation disputes, ACC, Employment Tribunal, Small Claims Tribunal, professional or disciplinary body hearings
- Activities or initiatives where the primary purpose is to promote religious ministry, political objectives, commercial or profit-oriented interests
- Medical or healthcare costs – including treatment and insurance fees
- Money which will be re-distributed as grant funding, sponsorship, donations, bequests, aid funding or aid to other recipients
- Payment of fines, court costs, IRD penalties or retrospective tax payment

This fund will not usually cover:

- Retrospective costs or project or purchase costs incurred or settled before the agreed commencement date of the funding agreement
- Entertainment costs except for costs directly linked to volunteer recognition
- Funding of individuals
- Purchase of land and buildings
- Building maintenance or facility design, development and renovation costs
- Fundraising or general income-growth purposes
- Costs to remedy, rectify, upgrade, retrofit or replace equipment, vehicles or premises as a result of action by central or local government departments or other agencies who hold regulatory or enforcement powers
- Purchase of vehicles and any related ongoing maintenance, repair, overhead costs or road user charges
- Air travel, accommodation, hotel or motel expenses

Accountability and Compliance:

- Funding received is to be spent by 31 August (the following year)
- Any alterations to the use of the funding must be discussed with Council staff and agreed to or funding may be required to be returned.
- An accountability form must be completed by 30 September or when funding is spent

Future funding can be withheld if accountability requirements are not met.

Further Assistance:
Further assistance is available by emailing communitygrants@ccc.govt.nz or call 941 5488 to speak to a Community Funding Advisor.
9. **Waihoro Spreydon-Cashmere 2019/20 Discretionary Response Fund - Community Board Projects**

**Reference:** 19/581052  
Emma Pavey, Community Recreation Advisor  
Gail Payne, Community Development Advisor  
Jay Sepie, Community Development Advisor

**1. Purpose of Report**

1.1 The purpose of this report is for the Waihoro/Spreydon-Cashmere Community Board to consider funding from its 2019/20 Discretionary Response Fund as set out below.

<table>
<thead>
<tr>
<th>Funding Request Number</th>
<th>Organisation</th>
<th>Project Name</th>
<th>Amount Requested</th>
<th>Amount Recommended</th>
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</thead>
<tbody>
<tr>
<td>59524</td>
<td>Waihoro Spreydon-Cashmere Community Board</td>
<td>Summer with your Neighbours</td>
<td>$4,000</td>
<td>$4,000</td>
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<tr>
<td>59523</td>
<td>Waihoro Spreydon-Cashmere Community Board</td>
<td>Community Board Awards</td>
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<td>$7,000</td>
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<tr>
<td>59525</td>
<td>Waihoro Spreydon-Cashmere Community Board</td>
<td>2019/20 Off the Ground Fund</td>
<td>$2,000</td>
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<tr>
<td>59526</td>
<td>Waihoro Spreydon-Cashmere Community Board</td>
<td>2019/20 Youth Achievement and Development Scheme</td>
<td>$7,000</td>
<td>$7,000</td>
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<tr>
<td>59527</td>
<td>Waihoro Spreydon-Cashmere Community Board</td>
<td>Communicating with the Community</td>
<td>$1,500</td>
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<tr>
<td>59528</td>
<td>Waihoro Spreydon-Cashmere Community Board</td>
<td>Community Events</td>
<td>$8,500</td>
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<tr>
<td>59529</td>
<td>Waihoro Spreydon-Cashmere Community Board</td>
<td>Community Events Fund Project</td>
<td>$8,000</td>
<td>$8,000</td>
</tr>
</tbody>
</table>
2. **Staff Recommendations**

That the Waihoro/Spreydon-Cashmere Community Board:

1. Approves an allocation of $4,000 from its 2019/20 Discretionary Response Fund towards the Summer with your Neighbours project.

2. Approves an allocation of $7,000 from its 2019/20 Discretionary Response Fund towards the Community Board Awards.

3. Approves an allocation of $2,000 from its 2019/20 Discretionary Response Fund towards the 2019/20 Off the Ground Fund and establish the fund.

4. Approves an allocation of $7,000 from its 2019/20 Discretionary Response Fund towards the 2019/20 Youth Achievement and Development Scheme fund and establish the fund.

5. Approves an allocation of $1,500 from its 2019/20 Discretionary Response Fund towards the Communicating with the Community project.

6. Approves an allocation of $8,500 from its 2019/20 Discretionary Response Fund towards the Community Events fund.

7. Approves an allocation of $8,000 from its 2019/20 Discretionary Response Fund towards the Community Events Fund Project.

3. **Key Points**

**Issue or Opportunity**

3.1 To provide funding opportunities as detailed in the matrices attached.

**Strategic Alignment**

3.2 The recommendation is strongly aligned to the Strategic Framework and in particular the strategic priority of Strengthening Communities. It will provide a 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.

**Decision Making Authority**

3.3 The Community Board has the delegated authority to determine the allocation of the Discretionary Response Fund for each community

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

3.3.2 The Fund does not cover:

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

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

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

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

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

Discussion

3.7 At the time of writing, the balance of the 2019/20 Discretionary Response Fund is to be determined at the meeting prior to this report being considered.

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

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

Attachments

<table>
<thead>
<tr>
<th>No.</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Spreydon-Cashmere Community Board Projects 2019/20</td>
<td>126</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>Author</th>
<th>Emma Pavey - Community Recreation Advisor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Approved By</td>
<td>Christopher Turner-Bullock - Manager Community Governance, Spreydon-Cashmere</td>
</tr>
</tbody>
</table>
## 2019/20 DRF SPREYDON-CASHMERE DECISION MATRIX

### Priority Rating
- **One**: Meets all eligibility criteria and contributes significantly to Funding Outcomes and Priorities. Highly recommended for funding.
- **Two**: Meets all eligibility criteria and contributes to Funding Outcomes and Priorities. Recommended for funding.
- **Three**: Meets all eligibility criteria and contributes to Funding Outcomes and Priorities but to a lesser extent than Priority 2 applications. Not recommended for funding.
- **Four**: Meets all eligibility criteria and has minimum contribution to Funding Outcomes and Priorities / Insufficient information provided by applicant (in application and after request from Advisor) / Other funding sources more appropriate. Not recommended for funding.

### Organisation Details
- **Service Base**: 66 Colombo Street
- **Legal Status**: N/A
- **Established**: N/A
- **Target groups**: Children, Youth, Adults, Families, Older Adults
- **Annual Volunteer hours**: N/A

### Organisation Name
- **Spreydon-Cashmere Community Board**

### Project Name and Description
- **Summer with your Neighbours (Neighbourhood Week)**
  - Summer with your Neighbours is an opportunity for neighbours to connect with each other by means of coming together at a small event or gathering. A neighbourhood could also be a group of families at a local kindergarten, play centre, kohanga reo, school, church or community group, who share a common desire to build a strong community together.

### Total Cost
- **$ 4,000**

### Contribution sought towards
- **Summer with your Neighbours Events - $4,000**

### Staff Recommendation
- **$ 4,000**
  - That the Waihora/Spreydon-Cashmere Community Board resolves to make a grant of $4,000 from its 2019/20 Discretionary Response Fund towards Summer with your Neighbours 2019.

### Priority
- 1

### Other Sources of Funding (this project only)
- Local fundraising and donations of resources from neighbourhood groups

### Staff Assessment
This is recommended as a Priority One because of its strong alignment with the development of connected, supportive, and resilient local communities. Summer with your Neighbours is focused on bringing people together. It supports residents to organise a local gathering to get to know their neighbours, community, family group, or sports team.

Summer with your Neighbours encourages a sense of belonging, strengthens neighbourhood cohesion, and develops local pride and community linkages. Part-funding of local events is provided through Summer with your Neighbours Scheme funding. Applications are sought in August and presented to the Community Board in September/October, before the commencement of Summer with your Neighbours. Summer with your Neighbours is administered and supported by the Spreydon-Cashmere Community Governance staff, and staff provide advice about how to plan for an event. Each year approximately 40 applications are received for this scheme.
2019/20 DRF Spreydon-Cashmere Decision Matrix

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<td>Community Board Awards</td>
<td>$ 9,500</td>
<td>Community Pride Garden Awards - $3,000</td>
<td>$7,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td>The Spreydon-Cashmere Community Board</td>
<td>$ 9,500</td>
<td>Community Service and Youth Service Awards - $3,000</td>
<td>That the Waihora/Spreydon-Cashmere Community Board resolves to make a grant of $7,000 from its 2019/20 Discretionary Response Fund towards the Community Board Awards project.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Community Pride Garden Awards, Community Service and Youth Service Awards, and Edible Garden Awards are provided to acknowledge the contributions local people make to social wellbeing and the community environment. Over 200 people participate in the award qualifying activities and celebratory events.</td>
<td>(100% requested)</td>
<td>Edible Garden Awards - $4,000</td>
<td></td>
</tr>
</tbody>
</table>

Staff Assessment

The Spreydon-Cashmere Community Board sponsors two garden award partnership programmes, and one service awards programme each year. Each of these initiatives recognises civic and voluntary contributions in local communities.

Community Pride Garden Awards

This project is a partnership between the Christchurch City Council and the Christchurch Beautifying Association (CBA). The awards acknowledge the work of home gardeners who by their exemplary efforts have contributed to Christchurch's garden city image in Spreydon-Cashmere. Judging is undertaken in January by the CBA with Community Board representation, and in 2019 the awards presentation evening was held on 27 March. Over 100 people attend the event, many of whom are older adults and this year five people over the age of 90 years were acknowledged for their on-going garden achievements. Expenditure of $3,000 meets the costs of local event items including certificates, catering, venue hire, and photography. Administrative support is supplied by the Community Governance Team.

Community Service and Youth Service Awards

The Community Board presents these awards to individuals and groups in recognition of significant voluntary service over time in the Spreydon-Cashmere area. Certificates are presented for volunteer work covers contributions to older adult wellbeing, education, culture, faith based services, recreation, sport, and other community services. The project is advertised city-wide, calling for nominations of worthy candidates, and successful nominees and nominators are invited to the annual awards event. Recipients are presented with both a certificate and a copy of the awards booklet that profiles each of them. Expenditure of $3,000 meets the costs of local event items including certificates, catering, venue hire, and photography. Administrative support is supplied by the Community Governance Team.

Edible Garden Awards

Following the 2018 successful pilot of this award project in partnership with the Canterbury Horticultural Society (CHS), the Spreydon-Cashmere Community Board agreed to continue the project annually. The CHS provides assessment expertise, visiting nominated gardens with focus on the quality of harvest food production, and with special award recognition for exemplary work in areas such as sustainability, organics, use of rainwater, and outstanding yield. Promotion begins in October, assessments in March, and for 2019 the awards event, co-hosted by the partners is planned for 6 May. Approximately 30 people receive awards. Expenditure of $2,000 meets the costs of the awards event and promotions administered by Community Governance staff, while $1,500 is for the CHS towards the costs of assessments and certificates.
### 2019/20 DRF SPREYDON-CASHMERE DECISION MATRIX

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<tr>
<th>Priority Rating</th>
<th>Meets all eligibility criteria and contributes significantly to Funding Outcomes and Priorities. Highly recommended for funding.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Two</td>
<td>Meets all eligibility criteria and contributes to Funding Outcomes and Priorities. Recommended for funding.</td>
</tr>
<tr>
<td>Three</td>
<td>Meets all eligibility criteria and contributes to Funding Outcomes and Priorities but to a lesser extent than Priority 2 applications. Not recommended for funding.</td>
</tr>
<tr>
<td>Four</td>
<td>Meets all eligibility criteria and has minimum contribution to Funding Outcomes and Priorities / Insufficient information provided by applicant (in application and after request from Advisor) / Other funding sources more appropriate. Not recommended for funding.</td>
</tr>
</tbody>
</table>

#### Attachment A

**Item 9**

<table>
<thead>
<tr>
<th>Organisation Name</th>
<th>Project Name and Description</th>
<th>Total Cost</th>
<th>Contribution sought towards</th>
<th>Staff Recommendation</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>00059525</td>
<td>Spreydon-Cashmere Off the Ground Fund</td>
<td>$2,500 $2,500</td>
<td>Grants - $2,500</td>
<td>$2,000</td>
<td>2</td>
</tr>
</tbody>
</table>

- **Spreydon-Cashmere Off the Ground Fund**
  - The Off The Ground Fund provides the Spreydon-Cashmere community swift access to grants of up to $250 for voluntary projects, especially those that catalyse a community "moment of joy" resulting from local cooperation.

#### Organisation Details

- **Service Base:** 66 Colombo Street
- **Legal Status:** N/A
- **Established:** N/A
- **Target groups:** Spreydon-Cashmere community
- **Annual Volunteer hours:** N/A
- **Number of project participants:** 250

#### Alignment with Council Strategies

- Strengthening Communities
- Community Board Plan
- Enabling Active Citizenship and Connected Communities

#### CCC Funding History

<table>
<thead>
<tr>
<th>Year/Year</th>
<th>Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018/19</td>
<td>$1,000 (OTGF) DRF</td>
</tr>
<tr>
<td>2018/19</td>
<td>$1,500 (OTGF) DRF</td>
</tr>
<tr>
<td>2017/18</td>
<td>$799 (OTGF) DRF</td>
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<tr>
<td>2017/18</td>
<td>$1,000 (OTGF) DRF</td>
</tr>
<tr>
<td>2016/17</td>
<td>$1,000 (OTGF) DRF</td>
</tr>
</tbody>
</table>

#### Other Sources of Funding (this project only)

N/A

#### Staff Assessment

The Off the Ground Fund is a small grant with swift access concept pioneered by the Spreydon-Heathcote and Spreydon-Cashmere Community Boards that has been replicated by several other Community Boards. It was initially set up to enable voluntary small but important responses to local recovery needs following the Canterbury Earthquakes. The Board has subsequently recognised the value of continuing the fund to support rapid small grants up to $250 for one-off voluntary or community benefit projects, especially those that result in community-based "moments of joy" achieved through collective works and celebrations develop community connection in local neighbourhoods.

The demand for this type of grant assistance has been modest but steady, drawing some eight to ten applicants per annum, and it has been very much appreciated by recipients, in particular as the rapid decision process provides timely financial security to proceed. Payment is made subject to Board agreement, upon submission of proof of expenditure along with a brief account of the project and photographs as appropriate. In 2018/19 to date, amounts granted have ranged from $84 to $250.

The fund is administered by Community Governance staff, who collaborate on recommendations for each application to inform the Spreydon-Cashmere Community Board decision that is obtained by a documented process outside of formal meetings. The decision process is generally completed within one week of receipt of an application.
## 2019/20 DRF SPREYDON-CASHMERE DECISION MATRIX

<table>
<thead>
<tr>
<th>Organisation Name</th>
<th>Project Name and Description</th>
<th>Total Cost</th>
<th>Contribution sought towards</th>
<th>Staff Recommendation</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Spreydon-Cashmere Community Board</td>
<td>2019/20 Youth Achievement and Development Scheme</td>
<td>$7,000</td>
<td>Youth Achievement and Development Scheme - $7,000</td>
<td>$7,000</td>
<td>2</td>
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</tbody>
</table>

### Organisation Details
- **Service Base:** 66 Colombo Street
- **Legal Status:** N/A
- **Established:** N/A
- **Target groups:** Children, Youth
- **Annual Volunteer hours:** N/A

### Alignment with Council Strategies
- Strengthening Communities Strategy
- Youth Strategy
- Physical Recreation and Sport Strategy
- Community Board Plan

### CCC Funding History
- 2018/19 - $11,000 (Youth Achievement and Development Scheme) DRF
- 2017/18 - $7,000 (Youth Achievement and Development Scheme) DRF

### Other Sources of Funding (this project only)
- Nil

### Staff Assessment
Individual applications will be considered from applicants Year 7 school age to 25 years inclusive. Only applicants having their primary residence in Spreydon-Cashmere are eligible to apply to the scheme.

An application form must be completed requesting financial assistance in personal development and growth, and for representation at events. Each application will be assessed by the appropriate staff member and a report presented to the Spreydon-Cashmere Community Board for its consideration. Projects must have an obvious benefit for the recipient and/or the wider community.

In making recommendations to the Spreydon-Cashmere Community Board staff will comment on the extent of additional funds that the individual has sourced from other funders, and the amount of fundraising undertaken and also the level at which the individual is performing in their chosen field.

As a guideline, a contribution of up to $500 for events/projects requiring international travel (excluding Oceania), up to $350 for events/projects within Oceania and up to $250 for events/projects within New Zealand will be recommended. The level of achievement, overall cost of the trip, date of selection, financial hardship and other special circumstances may impact on these guidelines.
### 2019/20 DRF SPREYDON-CASHMERE DECISION MATRIX

<table>
<thead>
<tr>
<th>Priority Rating</th>
<th>Organisation Name</th>
<th>Project Name and Description</th>
<th>Total Cost</th>
<th>Contribution sought towards</th>
<th>Staff Recommendation</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>One</td>
<td>Spreydon-Cashmere Community Board</td>
<td>Communicating with the Community</td>
<td>$1,500 $1,500 (100% requested)</td>
<td>Communication and engagement costs - $1,500</td>
<td>$1,500</td>
<td>2</td>
</tr>
</tbody>
</table>

**Organisation Details**
- Service Base: 66 Colombo St
- Legal Status: N/A
- Established: N/A
- Target groups: Spreydon-Cashmere communities and citizens
- Annual Volunteer hours: N/A
- Number of project participants: 50,000

**Alignment with Council Strategies**
- Strengthening Communities
- Community Board Plan
- Enabling Active Citizenship and Connected Communities

**CCC Funding History**
- 2018/19 - $3,000 (Communicating with Community) DRF
- 2017/18 - $3,000 (Communicating with Community) DRF
- 2016/17 - $5,000 (Communicating with Community) DRF

**Other Sources of Funding (this project only)**
- N/A

**Staff Assessment**
The Spreydon-Cashmere Community Board area comprises multiple geographic and interest-based citizen groups. The Board commits to engagement with an equitable mix of resident group, community group, and local citizen engagements to assist making planning and decision priorities.

A range of engagement methods will be used to communicate with resident, business, and community groups in Spreydon-Cashmere to raise awareness and participation in local democracy processes. There are no similar projects operating in the Spreydon-Cashmere area. The focus for communication and engagement to date has included the District Plan Review, the Long Term Plan, the Annual Plan, and the Community Board Plan.

The Spreydon-Cashmere Community Board intends to continue to host and participate in new and tailored engagement opportunities to develop and meet the objectives of the Spreydon-Cashmere Community Board Plan.
2019/20 DRF SPREYDON-CASHMERE DECISION MATRIX

Item No.: 9

Organisation Name: Spreydon-Cashmere Community Board

Project Name and Description:

Community Events

This project is for two community events in the Spreydon-Cashmere area to celebrate the local communities and cultures, and to utilise the local recreational assets and strengths of community organisations. The events to be held will be the Hoon Hay Fiesta in November 2018 and Hoon Hay Hoops in October 2018.

Total Cost:

- $8,500
- $8,500
- 100% requested

Contribution sought towards:

- Event Funding - $8,500

Staff Recommendation:

- $8,500

Priority:

- 2

Organisation Details:

Service Base: 66 Colombo Street

Legal Status: N/A

Established:

Target groups: Children, Youth, Families, Adults, Older Adults

Annual Volunteer hours: 40

Number of project participants: 2,000

Alignment with Council Strategies:

- Events Strategy
- Strengthening Communities Strategy
- Physical Recreation and Sport Strategy
- Children and Youth Strategies
- Arts Policy and Strategy
- Community Board Plan

CCC Funding History:

2018/19 - $8,500 (Community Events) DRF
2017/18 - $8,000 (Community Events) DRF
2016/17 - $17,000 (Community Events) DRF

Staff Assessment:

Hoon Hay Fiesta brings the community together to celebrate the diversity of their community and showcase the many talented people living there. Hoon Hay Fiesta continues to grow in strength and popularity. The event is coordinated by a planning committee that is facilitated by the Community Recreation Advisor. The committee has developed a Kaupapa for the event and are instrumental in engaging community groups, performers and volunteers on the day.

The event will be held at Hoon Hay Park on Thursday 14th November 2019 and will complement a significant amount of ongoing community work in the area. It brings together local groups, organisations and agencies to raise awareness, celebrate their work and strengthen their relationships with each other and the community. It also offers an opportunity for children to perform on stage, helping to build confidence as the children are encouraged to practice and develop their performances leading up to the event. Hoon Hay Fiesta is a free event offering participants the opportunity to take part in activities they may not otherwise be able to do.

In 2018 the Fiesta partnered with the Pacific Series and the South West School Cluster Cultural Event. Over 500 children from schools in the surrounding area performed at the Fiesta as parents reported that the cultural event held in the city was too expensive to attend to watch their children perform. The Pacific Series is a rugby league competition which opened the night of the Fiesta and continued over with games being held over the following two days. The Planning committee would like to focus on building the relationship with the South West School Cluster this year and enhance the experience for the children taking part.

This is the third year that Hoon Hay Hoops will be held after the event developed from feedback from local children and youth wishing to have a 3v3 basketball competition rather than a Skate Jam. Hoon Hay Hoops is a collaboration between two community groups and a group of local youth who help to plan and run the event, supported by the Community Recreation Advisor. Due to the installation of lights and equipment on Hoon Hay Park in 2018 the event was postponed and an opening of the lights held in May 2019 with informal basketball for all ages being played.

The previous competition had 28 teams taking part with registrations being received firstly from local teams before the remaining spaces were offered to the wider community to ensure the competition was good. The competition is open to mixed teams with additional promotion planned to encourage more female participation. Hoon Hay Hoops is due to be held in the October school holidays.

Other Hoops competitions are now being held in the city with Hornby Hoops in the third year, Shirley Hoops held once and Bromley Hoops due to be held for the first time in July 2019.
## 2019/20 DRF SPREYDON-CASHMERE DECISION MATRIX

<table>
<thead>
<tr>
<th>Priority Rating</th>
<th>Organisation Name</th>
<th>Project Name and Description</th>
<th>Total Cost</th>
<th>Contribution sought towards</th>
<th>Staff Recommendation</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>One</td>
<td>Spreydon-Cashmere Community Board</td>
<td>Community Events Fund Project</td>
<td>$8,000</td>
<td>Event Funding - $8,000</td>
<td>$8,000</td>
<td>2</td>
</tr>
<tr>
<td>Two</td>
<td></td>
<td></td>
<td>$8,000</td>
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<tr>
<td>Three</td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
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<tr>
<td>Four</td>
<td></td>
<td></td>
<td>$8,000</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Organisation Details**
- Service Base: 66 Colombo Street
- Legal Status: N/A
- Established: N/A
- Target groups: Children, Youth, Families, Adults, Older Adults
- Annual Volunteer hours: N/A
- Number of project participants: 1,000

**Alignment with Council Strategies**
- Strengthening Communities
- Community Board Objectives
- Events Strategy
- Community Board Plan

**CCC Funding History**
- 2018/19 - $8,500 (Event Fund Project) DRF

**Other Sources of Funding (this project only)**
- Nil

**Staff Assessment**
This project is for the Spreydon-Cashmere Community Board to set up a project to initiate community-led events in the Spreydon-Cashmere Community Board area. This project has been motivated by a number of factors: the noticed growth in larger organisations asking for Summer with your Neighbours funds for what are not actually neighbourhood events; local groups often experience barriers to running events which opens an opportunity for capacity building and the fact that capacity building is a key aspect in the role of the Community Recreation Advisor, and the rationale for being involved in facilitating events.

The initiative will involve working together with the Community Board to create a seed funding approach to encouraging events in community localities. To develop an Expression of Interest process asking for community groups to put forward possible events in local spaces, the provision of capacity building support from the Spreydon Cashmere Community Governance Team to grow local ability to run events in a safe and inclusive manner which will then follow with a process for groups to then apply to the contestable SCF funding following the establishment of the event.

The 2018/19 events included Cashmere Carnival and Huntsbury Movie Night.
10. Waihoro Spreydon-Cashmere 2019/20 Youth Achievement and Development Scheme

Reference: 19/718739
Presenter(s): Gail Payne, Community Development Advisor

1. Purpose of Report
   1.1 The purpose of this report is for the Waihoro/Spreydon-Cashmere Community Board to consider applications received for funding from its 2019/20 Youth Achievement and Development Scheme.
   1.2 This report is to assist the Board to consider applications of funding from Ella Clearwater, Ethan Jackson, and Benjamin Ellis.
   1.3 There is currently no approved financial balance allocated to the Youth Achievement and Development Scheme for the 2019/20 year. Therefore these Youth Achievement and Development Scheme staff recommendations are made to the Spreydon-Cashmere Community Board on the basis that the Community Board resolves to fund the Youth Achievement and Development Scheme for the 2019/20 year.

2. Staff Recommendations
   That the Waihoro/Spreydon-Cashmere Community Board resolve to:
   1. Approve a grant of $200 from its 2019/20 Youth Achievement and Development Scheme to Ella Clearwater towards participation in the United World College Umoja: Coming Together to Build Community in Moshi, Tanzania, from 10 July to 19 July.
   2. Approve a grant of $300 from its 2019/20 Youth Achievement and Development Scheme to Ethan Jackson towards participation in the World Scholar’s Cup academic competition in Sydney from 15 August to 19 August.
   3. Approve a grant of $300 from its 2019/20 Youth Achievement and Development Scheme to Benjamin Ellis towards participation in the World Scholar’s Cup academic competition in Sydney from 15 August to 19 August.

3. Key Points

   Issue or Opportunity
   3.1 Provide the opportunity for young people to play their chosen sport at both national and international level; and/or to foster personal development and growth in terms of cultural, leadership or extra-curricular educational opportunities.

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

3.3 Determine the allocation of the Discretionary Response Fund for each community (including any allocation towards a Youth Achievement and Development Scheme).

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

3.5 The Fund does not cover:
   - Legal challenges or Environment Court challenges against the Council, Council Controlled organisations or Community Board decisions.
   - Projects or initiatives that change the scope of a Council project or that will lead to ongoing operational costs to the Council (though Community Boards can recommend to the Council that it consider a grant for this purpose).

Assessment of Significance and Engagement

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

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

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

4. Applicant 1 – Ella Ruby Rose Clearwater

4.1 Age: 16

4.2 School: St. Andrews College

4.3 Suburb: Cashmere

4.4 Event seeking support for: The United World College Umoja: Coming Together to Build Community, takes place in Moshi, Tanzania, from 10 July to 19 July.

4.5 The United World College Umoja brings together 24 participants from around the world, aged between 16 and 20. The participants learn about the challenges and opportunities of building peaceful communities in a sustainable manner. The event addresses how to understand and overcome conflict, and focuses on themes such as privilege, inequality, identity, intersectionality and gender, youth activism, and community building.

4.6 Ella takes part in a wide range of sporting activities, and loves being part of a team. She also coaches a boys year 5/6 basketball team. She is community leader in her school, and participates in weekly meetings and events about positive influence and how to be of service to the community. Ella was one of three young people who organised the March for Love event in Christchurch in March 2019. Ella states that the Tanzania event will build on her learnings from the March for Love, and allow her to further develop her skills to assist her community. In relation to the March for Love event, the Stuff news website reports that Ella (who grew up in Saudi Arabia) was really sad when she heard about the attacks, especially for the group of people she grew up around, and the fact that their everyday life was being targeted. She wanted to spread love.

4.7 Ella would love to work for an international non-government agency when she is older, and is passionate about human rights and international development.

4.8 Both of Ella’s referees commented on her compassion, empathy, and kindness, and the skills she showed in organising the March for Love. They note Ella’s humble approach to her community service work, and that she is a perfect ambassador for our city.
4.9 This application was received at the end of the 2018/19 financial year, prior to the allocation of funds for the 2019/20 Youth Achievement and Development Scheme. Because the application was made outside of the required six week period before an event takes place, it is presented to the Community Board with the knowledge that Ella will already be at the event in Tanzania when the Board considers her application.

4.10 The following table provides a breakdown of the costs for Ella Clearwater:

<table>
<thead>
<tr>
<th>EXPENSES</th>
<th>Cost ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Course Fee</td>
<td>$1,080</td>
</tr>
<tr>
<td>Vaccinations</td>
<td>$800</td>
</tr>
<tr>
<td>Flights</td>
<td>$4,200</td>
</tr>
<tr>
<td>Visa</td>
<td>$80</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$6,160</strong></td>
</tr>
</tbody>
</table>

5. **Applicant 2 – Ethan Jackson**

5.1 Age: 13

5.2 School: Cashmere High School

5.3 Suburb: Cashmere

5.4 Event seeking support for: The World’s Scholar Cup, at the Sydney Convention Centre, from 15 August to 19 August. The theme for 2019 is A Gathering of All Nations.

5.5 The World’s Scholar Cup is the largest academic event / competition in the world for high school students. There will be approximately 2000 students attending from across the world. The event includes debating, essay writing, and tests for the World Scholar’s Cup. The goals of the World’s Scholar Cup are to motivate students of all backgrounds to discover new strengths and practice new skills, and also to inspire a global community of future scholars and leaders.

5.6 Ethan is very keen to represent Cashmere High School, and Christchurch, at the event, and is proud that in the Christchurch qualifying event he achieved the highest ever score in a Christchurch round across the curriculum areas tested (for example: Science, Social Studies, History).

5.7 Ethan’s referees note that he is a mature, committed and hard-working student in all areas at school, and he is also a positive team player. He is respectful and conscientious, with strong debating skills, and models the core values of Cashmere High School (Citizenship, Opportunity, Vibrancy, and Excellence). Ethan’s teachers believe he will do Cashmere High School, and New Zealand, proud at the World Scholar’s Cup in Sydney. He has been awarded best speaker numerous times during the junior debating rounds at Cashmere High School. Ethan is in the school’s top GATE class and shows outstanding academic ability in all subjects. He is involved in many co-curricular activities, and in the recent World Scholar’s Cup competition was part of team that came first in the Christchurch round. Ethan also came first for junior debating and had the highest scores across the subjects tested, even higher than the seniors.
5.8 The following table provides a breakdown of the costs for Ethan Jackson:

<table>
<thead>
<tr>
<th>EXPENSES</th>
<th>Cost ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airfares</td>
<td>$350</td>
</tr>
<tr>
<td>Registration fee</td>
<td>$620</td>
</tr>
<tr>
<td>Accommodation</td>
<td>$630</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$1,600</strong></td>
</tr>
</tbody>
</table>

6. **Applicant 3 – Benjamin Ellis**

6.1 Age: 13

6.2 School: Cashmere High School

6.3 Suburb: Cashmere

6.4 Event seeking support for: The World’s Scholar Cup, at the Sydney Convention Centre, from 15 August to 19 August. The theme for 2019 is A Gathering of All Nations.

6.5 The World’s Scholar Cup is the largest academic event / competition in the world for high school students. There will be approximately 2000 students attending from across the world. The event includes debating, essay writing, and tests for the World Scholar’s Cup. Benjamin states that while this is a competitive event, it is undertaken in a collaborative environment. The World’s Scholar Cup is inclusive, encouraging, interdisciplinary, discussion-based, forward-looking, team-oriented, and whimsical. There are social events and a cultural fair show-casing the language and culture of attendees. The goals of the World’s Scholar Cup are to motivate students of all backgrounds to discover new strengths and practice new skills, and also to inspire a global community of future scholars and leaders.

6.6 Benjamin competed in the World’s Scholar Cup in 2018, and this will be his second year attending the competition. He will be working with his two team mates from Cashmere High School. The team came first in the qualifying round, and for that they each prepared a specialist subject area.

6.7 Benjamin aspires to be leader at his school, and was deputy head boy at Cashmere Primary School. The World’s Scholar Cup gives him the opportunity to further practice his communication and public speaking skills. Benjamin enjoys gardening, tramping, and biking. He likes to learn about other countries, languages, and cultures. He is currently learning Japanese and would like to travel to Japan in the future. He states that he is a ‘talker’ and likes to find out what people think and why. There will be people from over 82 countries attending the World’s Scholar Cup and Benjamin is keen to understand and learn about their cultures and backgrounds. He earned a Leadership Scholarship to Cashmere High School and believes that the Sydney event is a way to say thank you to Cashmere High School, and to prove his leadership ability and ‘pay it forward’ for other Cashmere High School students to attend in future years.

6.8 The following table provides a breakdown of the costs for Benjamin Ellis:

<table>
<thead>
<tr>
<th>EXPENSES</th>
<th>Cost ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airfares</td>
<td>$350</td>
</tr>
<tr>
<td>Accommodation (5 nights YHA Sydney)</td>
<td>$630</td>
</tr>
<tr>
<td>Registration Fee</td>
<td>$620</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$1600</strong></td>
</tr>
</tbody>
</table>
Attachments

There are no attachments to this report.

Confirmation of Statutory Compliance

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

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

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

Signatories

<table>
<thead>
<tr>
<th>Author</th>
<th>Gail Payne - Community Development Advisor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Approved By</td>
<td>Christopher Turner-Bullock - Manager Community Governance, Spreydon-Cashmere</td>
</tr>
</tbody>
</table>
1. Purpose of Report

1.1 The purpose of this report is to confirm the Council’s endorsement of an approach to devolve greater decision making authority and responsibilities to community boards; and for the Waihoro/Spreydon-Cashmere Community Board to approve a delegation to the Chair to sign the Council-Community Board Governance Partnership Agreement.

2. Executive Summary

2.1 At its meeting of 13 June 2019 (item 16), the Council endorsed a partnership approach to governance between the Council and community boards, and approved a Council-Community Board Governance Partnership Agreement (Attachment A). The Council delegated authority to the Mayor to sign the Agreement on behalf of the Council, and proposed that the Chair sign it on behalf of the Community Board.

2.2 At the same meeting, the Council also approved new delegations (Attachment B) to the community boards so that issues specific to a community board should be dealt with and decided on within the affected locality, rather than by the Council as a whole. These new delegations will take effect on 1 August 2019.

3. Staff Recommendations

That the Waihoro/Spreydon-Cashmere Community Board:

1. Endorse the proposed partnership approach to governance between the Council and community boards.

2. Confirm the Community Board’s approval of the Council-Community Board Governance Partnership Agreement (Attachment A).

3. Delegate to the Chair the authority to sign the Council-Community Board Governance Partnership Agreement (Attachment A) on behalf of the Community Board.

4. Note that the new delegations agreed by the Council will take effect on 1 August 2019.

4. Context/Background

Issue or Opportunity

4.1 At its meeting of 13 June 2019 (item 16), the Council agreed that the Council and community boards adopt a Governance Partnership Agreement to be signed by the Mayor and chair of each community board.

4.2 The Agreement is now before the Community Board, and the Board needs to determine whether it wishes to sign the Agreement.

4.3 To be most effective, the agreement will be the same across all community boards. The Council-Community Board Governance Partnership Agreement is attached (Attachment A).
Decision Making Authority

4.4 Community boards are established under the Local Government Act 2002 (LGA). Section 52 of the LGA describes the role of community boards, including to represent their community’s interests and have oversight of territorial authority services delivered in their communities. Community boards can undertake responsibilities delegated to them by the territorial authority.

Governance Partnership Agreement

4.5 The Governance Partnership Agreement (Attachment A) aims to capture the commitment of the Council and community boards to the governance partnership. It is a statement of intent, good will and partnership. It is not a legal document and does not replace other agreed protocols like Standing Orders, the Code of Conduct or the Significance and Engagement Policy. Of most importance is the fact that all parties see it as a living document that will evolve over time. The first proposed review date is six months into the new Council term.

4.6 The Agreement sets out partnership principles, protocols, roles and responsibilities. It also sets out the mechanisms by which decision making can be devolved, pursuant to the LGA, including:

- Defining the rationale behind (greater) delegation of decision making to community boards.
- Providing for Boards to be engaged earlier in:
  - Major Council strategic and policy processes;
  - New major projects and significant changes to existing major projects;
  - Metropolitan projects within the community board area;
  - Annual Plan and Long Term Plan Processes.
- Recognising the Community Board Plan as a strategic document to be included in the preparation of Service Plans, Annual Plans and Long Term Plans.
- Conferring reciprocal responsibilities on Council and community boards to keep each other informed of consultative processes by third parties.

New Delegations to Community Boards

4.7 At the 13 June 2019 Council meeting, the Council also agreed to a series of new delegations to community boards. The new delegations will take effect on 1 August 2019 and be updated in the Council’s Register of Delegations. These new delegations are additional to the current delegations already delegated to community boards.

4.8 The new delegations are detailed in Attachment B and include the following:

- Approve site selection and final design of new local community facilities (excludes community facilities that have network or citizen hub implications);
- Approve alterations and additions to the design of existing local community facilities (excludes community facilities that have network or citizen hub implications);
- Name local cemeteries.
- Authorise School Boards of Trustees to appoint school patrols;
- Resolve a discontinuance of a parking place;
- Installation of floodlights on sports parks;
Item 11

- Classify a reserve;
- Decide on a reserve name;
- Grant lease or licence extensions on parks;
- Authorise variations to leases and licences on parks;
- Agree to assignments of leases or licences of parks;
- Agree to cancellation or surrender of leases and licences on parks and reserves;
- Administer and enforce leases and licences terms on parks and reserves;
- Give consent as landlord to various matters;
- Determine bans on model aircraft in parks and reserves.

**Next Steps**

4.9 If the Community Board decides to sign the Agreement, staff will arrange a time for the Mayor and Chair to sign the document. Once the Agreement is signed and new delegations are in place (taking effect on 1 August 2019), staff will incorporate the changes into their processes. The cultural change to ensure staff involve community boards at appropriate stages of their projects will be communicated to staff through an internal communications plan.

**Attachments**

<table>
<thead>
<tr>
<th>No.</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Council Community Board Governance Partnership Agreement</td>
<td>148</td>
</tr>
<tr>
<td>B</td>
<td>New Delegations to Community Boards</td>
<td>153</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>Authors</th>
</tr>
</thead>
<tbody>
<tr>
<td>Andrea Wild - Community Development Advisor</td>
</tr>
<tr>
<td>Libby Elvidge - Senior Policy Analyst</td>
</tr>
<tr>
<td>Vivienne Wilson - Associate General Counsel</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Approved By</th>
</tr>
</thead>
<tbody>
<tr>
<td>Matthew McLintock - Manager Community Governance Team</td>
</tr>
<tr>
<td>Brent Smith - Acting General Manager Citizens &amp; Community</td>
</tr>
</tbody>
</table>

Item No.: 11
Christchurch City Council Community Board Governance Partnership Agreement

Vision statement
A partnership approach to local decision making in Christchurch.

Purpose
This Agreement documents the principles of a good faith\(^1\) partnership between the Christchurch City Council and its Community Boards.

It seeks to encourage communication, coordination and cooperation between the Council and the Community Boards to enable them to work together to:

- facilitate local decision making and action by, and on behalf of, communities;
- promote active citizenship;
- strengthen the connection to neighborhoods and citizens; and
- provide local input into Council strategies, plans and services.

Protocols
The partnership between the Council and Community Boards is based on the following protocols:

Governance, Communication and Coordination
- The Council and Community Boards have a joint responsibility for good governance: the best interests of our communities are served when we work cooperatively.
- The Council and Community Boards acknowledge that the Local Government Act 2002 provides that the Council has a city wide focus and the Community Boards have a community focus, and the Community Boards operate under the governance umbrella of the Council. Community Boards carry out the responsibilities, duties and functions that are given to them by statute or that are delegated to them by the Council\(^2\). Delegations are listed in the delegations register.

---

1. A definition of good faith taken from section 4(1A) of the Employment Relations Act 2000 is “the parties to the relationship are active and constructive in establishing and maintaining a productive relationship in which the parties are, amongst other things, responsive and communicative.”
2. The role of Community Boards is described on the Council Website under “Council – How the Council works.”

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Delegations to Community Boards are guided by the principle of subsidiarity in that issues specific to a Community Board should be dealt with and decided on within the affected locality (subject to metropolitan and network implications)\(^3\).

If a Community Board considers a particular decision is better made at the community board level, it may ask for a report to the Council regarding the delegation of that particular decision.

The Community Board may refer any decision it has been delegated to the Council for decision if it chooses to do so.

The Council is not entitled to rescind or amend a final decision made under a delegation to a Community Board.

When exercising powers (either mandated or delegated) to make decisions, the appropriate decision-making process must be used, as indicated by the Council’s Significance and Engagement Policy and the Local Government Act 2002.

**Community Board participation in Council decision making**

- The Council will engage the Community Board early in the planning and development phase, at a point where the Community Board feedback can be utilised in the decision making process.

- The Council will have particular regard to Community Board feedback on relevant significant policy and planning documents before the policies or plans are adopted by the Council as draft documents and notified for public comment.

- From time to time, the Council may appoint Community Board representatives to committees, hearings panels and working parties.

- Community Boards are able to make submissions on any Council consultation document that has been publicly notified, including where they have provided feedback during the development process.

- Decisions on metropolitan projects or matters with city-wide implications across multiple ward boundaries will be made by the Council or a Council Committee.

- Community boards will be engaged on metropolitan projects within their community board area.

**Long Term Plans and Annual Plans**

- Community Boards will be given the opportunity to have input into the development of Long Term Plans and Annual Plans before the policies or plans are adopted by the Council as draft documents and notified for public comment.

- Community Boards will be given the opportunity to have input into the city-wide approach to community consultation on Long Term Plans and Annual Plans as

---

\(^3\) A process for determining whether an issue is local or metropolitan is attached as Appendix 1 of this Agreement.

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well as informing bespoke local consultation in their community board area.

**Community Board Plans**
- Acknowledging that the Community Board engages with its local communities to develop a Community Board Plan:
  - The Council will regard the Community Board Plan as a key strategic document to be included in the preparation of Council planning and budgeting processes, including the Long Term Plan and Annual Plan; and
  - Council officers will work with community boards to ensure the specific deliverables of Community Board Plans align with Council’s Service Plans detailing levels of service.

**Community consultation by other organisations**
- Both parties will use reasonable endeavors to advise the other party when they become aware of any consultation affecting a Community Board area by an external organisation (for example central government or other local government authorities).

**Operations, Administration and Support**
- The Chief Executive Officer will ensure that Community Boards are provided with timely and robust information, support and advice to enable the Community Boards to make decisions and provide feedback.
- The Council and Community Boards will engage with and receive advice from staff on all matters needing a decision.
- Community Board concerns regarding operational performance will be communicated to the relevant General Manager in the first instance and subsequently to the Council’s Chief Executive Officer if not resolved.
- Appropriate training and development will be provided for councillors and community board members, on an ongoing basis, to ensure they have the necessary skills to undertake their governance and policy making responsibilities.
- Community Board Chairs will present the community board reports to the Council on a monthly basis.

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The Mayor may attend meetings of the Community Board Chairs, as appropriate.

**Review of Agreement**

- This Agreement and the Delegations Register will be reviewed within six months following the triennial local election.

**Administration**

- The Chief Executive Officer is responsible for the administration of this Agreement.

**Authority**

This Agreement is signed on this _____ day of __________ 2019 by the following:

Lianne Dalziel  
Mayor  
Christchurch City Council

[Chairperson’s Name]  
Chairperson  
[NAME] Community Board

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Christchurch City Council Community Board Governance Partnership Agreement

Appendix 1

Local and Metropolitan decisions (decision making process)

Issues specific to a Community Board should be dealt with and decided on within the affected locality, rather than by the Council as a whole (examples include, community facilities, community parks and board funding.)

However, a question may arise about whether an issue is inherently local or has implications beyond the boundaries of a Community Board, i.e. metropolitan. In this situation, the allocation of decision making responsibilities will be determined in accordance with the following principles (similar to those established for Local Boards in the Auckland Council district):

- decision making responsibility for a non-regulatory activity of the Council particular to a Community Board area should be exercised by the Community Board (local decisions); or
- by the Council (metropolitan decisions) if the nature of the activity is such that decision-making on a district-wide basis will better promote the interests of all communities, having regard to the following factors -
  - the impact of the decision (will it extend beyond the Community Board area); and/or
  - effective decision making (will the decision require alignment or integration with other decisions that are the responsibility of the Council); and/or
  - the benefits of a consistent or coordinated approach in the Council’s district (will these outweigh the benefits of reflecting the particular needs and preferences of the communities within the Community Board area); and/or
  - the significance of the activity (as assessed in accordance with the Council’s Significance and Engagement Policy).

If the allocation of decision making responsibilities becomes an issue to be dealt with by application of the principles referred to above, it must first be raised with the General Manager responsible for the activity proposed. Any recommendations to be made will be approved by the Executive Leadership Team before being considered by the Council, which will decide whether or not a matter should be dealt with by the Council as a whole, rather than a Community Board(s).

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Attachment B

PART D – SUB-PART 1 - COMMUNITY BOARDS

The Council delegates to its Community Boards the responsibilities, duties, and powers set out below.

The ‘General Comments’ section at page 2 of this Register refers to those responsibilities, duties, and powers that cannot be delegated.

Any decisions made by a Community Board must be consistent with policies, procedures, standards or resolutions adopted or made by the Council (whether or not referred to in the delegations).

The delegations reflect the Council’s view that issues specific to a Community Board should be dealt with and decided on within the affected locality, rather than by the Council as a whole (examples include community facilities, community parks, and board funding).

However, a question may arise about whether an issue is inherently local or has implications beyond the boundaries of a Community Board (i.e., metropolitan). In this situation, the allocation of decision-making responsibilities will be determined in accordance with the following principles (similar to those established for Local Boards in the Auckland Council district):

1. decision-making responsibility for a non-regulatory activity of the Council within a Community Board area should be exercised by the Community Board (local decisions); or

2. by the Council (metropolitan decisions) if the nature of the activity is such that decision-making on a district-wide basis will better promote the interests of all communities, having regard to the following factors –

   • the impact of the decision (will it extend beyond the Community Board area); and/or

   • effective decision-making (will the decision require alignment or integration with other decisions that are the responsibility of the Council); and/or

Note: Existing delegations are in black text.
New delegations are in red text.
Re-worded delegations are in blue text – NO SUBSTANTIVE CHANGE.

17 May 2019 HPRE 19/188334
the benefits of a consistent or co-ordinated approach in the Council’s district (will these outweigh the benefits of reflecting the particular needs and preferences of the communities within the Community Board area); and/or

the significance of the activity (as assessed in accordance with the Council’s Significance and Engagement Policy).

If the allocation of decision-making responsibilities becomes an issue to be dealt with by application of the principles referred to above, it must first be raised with the General Manager responsible for the activity proposed. Any recommendations to be made will be approved by the Executive Leadership Team before being considered by the Council, which will decide whether or not a matter should be dealt with by the Council as a whole, rather than a Community Board.

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17 May 2019 HPRE 19/188334
1. COMMUNITY GRANTS

<table>
<thead>
<tr>
<th>Description</th>
<th>Responsibilities, duties, powers etc.</th>
<th>Limits etc.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strengthening Communities Fund</td>
<td>Determine the allocation of the local Strengthening Communities Fund (being an amount determined by the Council) for each community.</td>
<td>Allocations must be consistent with any policies, standards or criteria adopted by the Council.</td>
</tr>
</tbody>
</table>
| Discretionary Response Fund         | Determine the allocation of the local Discretionary Response Fund (being an amount determined by the Council) for each community. | Allocations must be consistent with any policies, standards or criteria adopted by the Council.  

The Fund does not cover

- Legal challenges or Environment Court challenges against the Council, Council Controlled Organisations or Community Boards decisions.
- Projects or initiatives that change the scope of a Council project.*
- Projects or initiatives that will lead to ongoing operational costs to the Council.*

*Note: that Community Boards can recommend to the Council that it consider a grant for this purpose.

| Small Grants Funds                 | Determine the final funding decisions from the Small Grants Fund (being an amount determined by the Council) for each community. | Allocations must be consistent with any policies, standards or criteria adopted by the Council. |

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17 May 2019 HPRE 19/188334
## 2. APPOINTMENTS

<table>
<thead>
<tr>
<th>Delegate</th>
<th>Responsibilities, duties, powers etc.</th>
<th>Limits etc.</th>
</tr>
</thead>
</table>
| Banks Peninsula Community Board               | Appoint a member of the Community Board, or other person, to the following bodies, as the Council’s representative (or one of the Council’s representatives) on that body, and in the case of the Orton Bradley Park Trust Board, three members of the Community Board, or other persons as the Council’s representatives:  
  - Diamond Harbour and Districts’ Health Support Group  
  - Lyttelton Museum  
  - Halswell River Rating District Committee  
  - Okains Bay Maori and Colonial Museum Trust  
  - Orton Bradley Park Trust Board (3) being 1 person representing the Akaroa Subdivision, 1 person representing the Mt Herbert Subdivision, and 1 person representing the Lyttelton Subdivision. |                                                                                             |
| Banks Peninsula Community Board               | Appoint a member to the Rural Canterbury Primary Health Organisation and the Banks Peninsula Pest Liaison Committee, as the Council’s representative on those bodies.                                                                 |                                                                                             |
| Banks Peninsula Community Board               | Appoint a member to the Summit Road Protection Authority as the Council’s representative under section 7(1)(b) of the Summit Road (Canterbury) Protection Act 2001.                                                                 |                                                                                             |
| Banks Peninsula Community Board               | To make a recommendation to the Minister of Conservation on an appointment of a representative on the Pohatu Marine Reserve Advisory Committee.                                                                 |                                                                                             |

Note: Existing delegations are in black text.  
New delegations are in red text.  
Re-worded delegations are in blue text – NO SUBSTANTIVE CHANGE.

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### Delegate

<table>
<thead>
<tr>
<th>Delegate</th>
<th>Responsibilities, duties, powers etc.</th>
<th>Limits etc.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Halswell-Hornby-Riccarton Community Board and the Fendalton-Waimairi Community Board, jointly</td>
<td>To make one appointment to the Selwyn District Council Water Race Subcommittee.</td>
<td></td>
</tr>
<tr>
<td>Coastal-Burwood Community Board</td>
<td>To appoint the Council’s representatives(s) to the Community Liaison Committee under regulation 34(2)(b) of the Oranga Tamariki (Residential Care) Regulations 1996 to Te Oranga Care and Protection Residence in Christchurch.</td>
<td></td>
</tr>
<tr>
<td>Halswell-Hornby-Riccarton Community Board</td>
<td>To appoint the Council’s representatives(s) to the Community Liaison Committee under regulation 34(2)(b) of the Oranga Tamariki (Residential Care) Regulations 1996 to Te Poutama Ārahi Rangatahi (Harmful Sexual Behavior programme) in Christchurch.</td>
<td></td>
</tr>
</tbody>
</table>

### 3. AWARDS

<table>
<thead>
<tr>
<th>Responsibilities, duties, powers etc.</th>
<th>Limits etc.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grant Community Awards, and all awards initiated by Community Boards.</td>
<td></td>
</tr>
</tbody>
</table>

Note: Existing delegations are in black text.  
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4. SUBMISSIONS

<table>
<thead>
<tr>
<th>Responsibilities, duties, powers etc.</th>
<th>Limits etc.</th>
</tr>
</thead>
<tbody>
<tr>
<td>The power to make submissions on behalf of the Council, on applications for resource consents, to other territorial authorities or the Canterbury Regional Council, where the application is of particular concern to the local community.</td>
<td>This power may not be sub-delegated.</td>
</tr>
</tbody>
</table>

5. COMMUNITY FACILITIES

<table>
<thead>
<tr>
<th>Responsibilities, duties, and powers etc.</th>
<th>Limits etc.</th>
</tr>
</thead>
<tbody>
<tr>
<td>To approve site selection and to approve the final design of new local community facilities (for example community halls, volunteer libraries, club rooms, public toilets).</td>
<td>This power may not be sub-delegated.</td>
</tr>
</tbody>
</table>

  - Any financial decisions are subject to the maximum of what is approved in the current LTP/Annual Plan and associated cost centre budgets.
  - This delegation does not include community facilities that have network or citizen hub implications. For example swimming pools, libraries, and multi-use service centres.

| To approve alterations and additions to the design of existing local community facilities (for example community halls, volunteer libraries, club rooms, public toilets). | This power may not be sub-delegated. |

Note: Existing delegations are in black text.

New delegations are in red text.

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17 May 2019 HPRE 19/188334
<table>
<thead>
<tr>
<th>Responsibilities, duties, and powers etc.</th>
<th>Limits etc.</th>
</tr>
</thead>
</table>
| To the Papanui-Innes Community Board authority to make decisions regarding the rebuild and future management of the Shirley Community Centre at either 10 Shirley Road or any other selected site. | Any financial decisions are subject to the maximum of what is approved in the current LTP/Annual Plan and associated cost centre budgets.  
This delegation does not include community facilities that have network or citizen hub implications. For example swimming pools, libraries, and multi-use service centres. |
| To the Linwood-Central-Heathcote Community Board authority to make decisions regarding the rebuild of the Woolston Volunteer Library and Community Centre within the Annual Plan budget of $1.6 million and future management in accordance with the Council’s strategic approach. | This delegation does not preclude the Community Board or the community from seeking external funds to support this project. |
| Delegate future decision making for unfunded items within the QEII Park Master Plan, to the Coastal/Burwood Community Board, subject to funding becoming available in the 2021 Long Term Plan or any other funding source. | |

Note: Existing delegations are in black text.  
New delegations are in red text.  
Re-worded delegations are in blue text – NO SUBSTANTIVE CHANGE.
6. PARKS AND RESERVES

Note that parks and reserves can be held and managed under different legal arrangements. The delegations for landscape development plans, and floodlights on sports parks cover both parks and reserves. There are specific delegations for reserves held under the Reserves Act 1977, and similar delegations for parks (ie a park has the meaning given to that term in section 138(2) of the Local Government Act 2002).

The Linwood-Central-Heathcote Community Board does not have delegated authority to determine the matters in this Part 6 for the area situated within the Central City Area marked on Plan A attached. Reports on these matters must come directly to the Council.

**Landscape development plans for parks and reserves**

<table>
<thead>
<tr>
<th>Responsibilities, duties, powers etc.</th>
<th>Limits etc.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Approve and adopt any new landscape development plans for parks and reserves provided the design is within the policy and budget set by the Council.</td>
<td>This power may not be sub-delegated.</td>
</tr>
<tr>
<td>Approved the location of, and construction of, or alteration or addition to, any structure or area on parks and reserves provided the matter is within the policy and budget set by the Council.</td>
<td>This delegation does not include replacement renewal projects or programmes that do not create material modifications to the park or reserve.</td>
</tr>
<tr>
<td>This power may not be sub-delegated.</td>
<td></td>
</tr>
</tbody>
</table>

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17 May 2019 HPRE 19/188334
**Installation of floodlights on sports parks**

<table>
<thead>
<tr>
<th>Responsibilities, duties, powers etc.</th>
<th>Limits etc.</th>
</tr>
</thead>
<tbody>
<tr>
<td>To decide on the installation of floodlights on sports parks (whether the sports park is located on a park or reserve).</td>
<td>Subject to the Council obtaining the necessary resource consents.</td>
</tr>
</tbody>
</table>

**Burial and Cremation Act 1964**

<table>
<thead>
<tr>
<th>Section</th>
<th>Responsibilities, duties, and powers etc.</th>
<th>Limits etc.</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>To name local cemeteries, and to change the name of local cemeteries in accordance with this section.</td>
<td></td>
</tr>
</tbody>
</table>

**Reserves Act 1977**

<table>
<thead>
<tr>
<th>Section</th>
<th>Responsibilities, duties, and powers etc.</th>
<th>Limits etc.</th>
</tr>
</thead>
<tbody>
<tr>
<td>14</td>
<td>To declare any land vested in the Christchurch City Council to be a reserve subject to any conditions specified in the resolution, to be held for any of the purposes specified in sections 17 to 23.</td>
<td>This power may not be sub-delegated.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Excludes the hearing and determining of submissions/objections (refer Delegations Register Part D Sub-Part 4 Council Hearings Panels).</td>
</tr>
<tr>
<td>15</td>
<td>To determine to exchange land comprised in any reserve or any part or parts thereof for any other land to be held for the purposes of that reserve.</td>
<td>This power may not be sub-delegated.</td>
</tr>
</tbody>
</table>

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<table>
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</thead>
<tbody>
<tr>
<td>16(2A)</td>
<td>To classify any reserve according to its primary or principal purpose as defined in sections 17 to 23.</td>
<td>This power may not be sub-delegated.</td>
</tr>
<tr>
<td>16(10)</td>
<td>To determine the name of any reserve, and to determine the change of name of any reserve.</td>
<td>This power may not be sub-delegated.</td>
</tr>
<tr>
<td>24</td>
<td>To determine to change the purpose for which a reserve is classified.</td>
<td>This power may not be sub-delegated.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Excludes the hearing and determining of submissions/objections (refer Delegations Register Part D Sub-Part 4 Council Hearings Panels).</td>
</tr>
<tr>
<td>24A</td>
<td>To determine to change the purpose for which a reserve is classified.</td>
<td>This power may not be sub-delegated.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Excludes the hearing and determining of submissions/objections (refer Delegations Register Part D Sub-Part 4 Council Hearings Panels).</td>
</tr>
<tr>
<td>41</td>
<td>To exercise all the powers of the Council as administering body under section 41 with respect to reserve management plans.</td>
<td>This power may not be sub-delegated.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Excludes the hearing and determining of submissions/objections (refer Delegations Register Part D Sub-Part 4 Council Hearings Panels).</td>
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<tbody>
<tr>
<td>42</td>
<td>To determine to plant, maintain and remove trees on reserves within the policy set by the Council and in accordance with this section.</td>
<td>Staff are delegated the power to remove on reserves, parks, and open spaces structurally unsound and unhealthy trees, trees causing damage to infrastructure or other safety concerns where there is no viable alternative other than to remove the tree.</td>
</tr>
<tr>
<td></td>
<td>This delegation does not include the removal of structurally unsound and unhealthy trees, trees causing damage to infrastructure or other safety concerns where there is no viable alternative other than to remove the tree.</td>
<td></td>
</tr>
<tr>
<td>48</td>
<td>To grant rights of way and other easements in accordance with this section.</td>
<td>This power may not be sub-delegated.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Excludes the hearing and determining of submissions/objections (<a href="#">refer Delegations Register Part D Sub-Part 4 Council Hearings Panels</a>).</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Excludes the delegation given to staff in respect of proposed easements over land required to be vested in the Council as reserve on deposit of a subdivision plan.</td>
</tr>
</tbody>
</table>
| 48A     | To grant licences, in accordance with this section,  
(a) to erect, maintain, and use buildings, dwellings, masts, and other structures, and plant and machinery; and  
(b) to construct, maintain, and use tracks and engage in other works.  
To exercise all the powers of the Council as administering body under section 48A. | This power may not be sub-delegated.                                                                                                                                                                       |
|         |                                                                                                                                                                                                                                                                                               | Excludes the hearing and determining of submissions/objections ([refer Delegations Register Part D Sub-Part 4 Council Hearings Panels](#)).                                                                 |

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<th>Limits etc.</th>
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</thead>
<tbody>
<tr>
<td>54</td>
<td>To grant leases of recreation reserves in accordance with this section.</td>
<td>This power may not be sub-delegated. Excludes the hearing and determining of submissions/objections (<a href="#">refer Delegations Register Part D Sub-Part 4 Council Hearings Panels</a>).</td>
</tr>
<tr>
<td>56</td>
<td>To grant leases and licences of scenic reserves in accordance with this section.</td>
<td>This power may not be sub-delegated. Excludes the hearing and determining of submissions/objections (<a href="#">refer Delegations Register Part D Sub-Part 4 Council Hearings Panels</a>).</td>
</tr>
<tr>
<td>58A</td>
<td>To grant leases and licences of historic reserves in accordance with this section.</td>
<td>This power may not be sub-delegated. Excludes the hearing and determining of submissions/objections (<a href="#">refer Delegations Register Part D Sub-Part 4 Council Hearings Panels</a>).</td>
</tr>
<tr>
<td>61</td>
<td>To grant leases of local purpose reserves in accordance with this section.</td>
<td>This power may not be sub-delegated.</td>
</tr>
<tr>
<td>73</td>
<td>To grant leases of recreation reserve (for farming, grazing, afforestation, and other purposes) in accordance with this section.</td>
<td>This power may not be sub-delegated. Excludes the hearing and determining of submissions/objections (<a href="#">refer Delegations Register Part D Sub-Part 4 Council Hearings Panels</a>).</td>
</tr>
</tbody>
</table>

Note: Existing delegations are in black text.  
New delegations are in red text.  
Re-worded delegations are in blue text – NO SUBSTANTIVE CHANGE.  

17 May 2019 HPRE 19/188334
<table>
<thead>
<tr>
<th>Section</th>
<th>Responsibilities, duties, and powers etc.</th>
<th>Limits etc.</th>
</tr>
</thead>
<tbody>
<tr>
<td>74</td>
<td>To grant licences of Council reserves in accordance with this section where the staff delegation does not apply.</td>
<td>This power may not be sub-delegated. Excludes the hearing and determining of submissions/objections (refer Delegations Register Part D Sub-Part 4 Council Hearings Panels).</td>
</tr>
<tr>
<td>75</td>
<td>To afforest, or enter into a contract on behalf of the Council for the afforestation of a reserve or part of a reserve in accordance with this section.</td>
<td>Excludes the hearing and determining of submissions/objections (refer Delegations Register Part D Sub-Part 4 Council Hearings Panels).</td>
</tr>
<tr>
<td>114</td>
<td>To agree to variations of leases and licences in accordance with this section, and to authorise staff to sign all required documentation.</td>
<td>This power may not be sub-delegated.</td>
</tr>
<tr>
<td>115</td>
<td>To agree to transfers, subleases and mortgages or other disposals of leases and licences in accordance with this section, and to authorise staff to sign all required documentation.</td>
<td>This power may not be sub-delegated.</td>
</tr>
<tr>
<td>General</td>
<td>Authority to grant extensions of leases or licences of reserves to other parties, and to authorise staff to sign all required documentation.</td>
<td>This power may not be sub-delegated.</td>
</tr>
<tr>
<td>General</td>
<td>Authority to agree to the cancellation or surrender of leases or licences of reserves to other parties, and to authorise staff to sign all required documentation.</td>
<td>This power may not be sub-delegated.</td>
</tr>
<tr>
<td>General</td>
<td>Authority to administer and enforce the terms and conditions of leases or licences of reserves to other parties, and to authorise staff to sign all required documentation.</td>
<td>This power may not be sub-delegated.</td>
</tr>
</tbody>
</table>

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17 May 2019 HPRE 19/188334
### General

- Authority to give (or decline) consent as landlord to any matter or request made by tenants/licensees under leases or licences of reserves to other parties, and to authorise staff to sign all required documentation.

- This power may not be sub-delegated.

### Parks

*The following delegations apply to parks. “Park” has the meaning given to that term in section 138(2) of the Local Government Act 2002.*

<table>
<thead>
<tr>
<th>Responsibilities, duties, powers etc.</th>
<th>Limits etc.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Adopt, review and amend</strong> management plans.</td>
<td>This power may not be sub-delegated. Excludes the hearing and determining of submissions/objections (refer Delegations Register Part D Sub-Part 4 Council Hearings Panels).</td>
</tr>
<tr>
<td>To grant leases or licences for a maximum term of <strong>35 years</strong> to any person or body over parks, and to authorise staff to sign all required documentation.</td>
<td></td>
</tr>
<tr>
<td>Authority to grant extensions of leases or licences of parks to other parties, and to authorise staff to sign all required documentation.</td>
<td>This power may not be sub-delegated.</td>
</tr>
</tbody>
</table>

---

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17 May 2019 HPRE 19/188334
<table>
<thead>
<tr>
<th>Responsibilities, duties, powers etc.</th>
<th>Limits etc.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Authority to enter into variations of leases or licences of parks to other parties, and to authorise staff to sign all required documentation.</td>
<td>The length of the term including extensions must be 35 years or less.</td>
</tr>
<tr>
<td>Authority to give (or decline) consent to the assignment of leases or licences of parks to other parties, and to authorise staff to sign all required documentation.</td>
<td>This power may not be sub-delegated.</td>
</tr>
<tr>
<td>Authority to agree to the cancellation or surrender of leases or licences of parks to other parties, and to authorise staff to sign all required documentation.</td>
<td>This power may not be sub-delegated.</td>
</tr>
<tr>
<td>Authority to administer and enforce the terms and conditions of leases or licences of parks to other parties, and to authorise staff to sign all required documentation.</td>
<td>This power may not be sub-delegated.</td>
</tr>
<tr>
<td>Authority to give (or decline) consent as landlord to any matter or request made by tenants/licensees under leases or licences of parks to other parties, and to authorise staff to sign all required documentation.</td>
<td>This power may not be sub-delegated.</td>
</tr>
<tr>
<td>Determine to plant, maintain and remove trees on parks within the policy set by the Council.</td>
<td>Staff are delegated the power to remove on reserves, parks, and open spaces structurally unsound and unhealthy trees, trees causing damage to infrastructure or other safety concerns where there is no viable alternative other than to remove the tree.</td>
</tr>
</tbody>
</table>

Note: Existing delegations are in black text.
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17 May 2019 HPRE 19/188334
**Christchurch City Council Parks and Reserves Bylaw 2016**

<table>
<thead>
<tr>
<th>Clause</th>
<th>Responsibilities, duties, and powers etc.</th>
<th>Limits etc.</th>
</tr>
</thead>
<tbody>
<tr>
<td>9.3</td>
<td>The powers of the Council as it relates to restricted parking areas.</td>
<td></td>
</tr>
<tr>
<td>13.4 and 13.5</td>
<td>To determine any reserve where model aircraft which are radio-controlled and</td>
<td></td>
</tr>
<tr>
<td></td>
<td>either battery or electric-powered may not be flown.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>To subsequently amend or revoke any such resolution made under clause 13.4.</td>
<td></td>
</tr>
</tbody>
</table>

**Christchurch City Council Marine, River, and Lake Facilities Bylaw 2017**

<table>
<thead>
<tr>
<th>Clause</th>
<th>Responsibilities, duties, and powers etc.</th>
<th>Limits etc.</th>
</tr>
</thead>
<tbody>
<tr>
<td>15</td>
<td>• To resolve a permanent no fishing zone to protect the facility from damage,</td>
<td></td>
</tr>
<tr>
<td></td>
<td>to protect health and safety, or to protect against nuisance.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• To amend or revoke any such resolution</td>
<td></td>
</tr>
</tbody>
</table>

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17 May 2019 HPRE 19/188334
7. ROADS AND TRAFFIC MANAGEMENT CONTROLS

In this part 2, “road” has the meaning given to that term in section 315 of the Local Government Act 1974.

The Linwood-Central-Heathcote Community Board does not have delegated authority to determine the matters in this Part 7 for the area situated within the Central City Area marked on Plan A attached. Reports on these matters must come directly to the Council or the Parking Restrictions Subcommittee, as the case may be.

Local Government Act 1974

<table>
<thead>
<tr>
<th>Section</th>
<th>Responsibilities, duties, and powers etc.</th>
<th>Limits etc.</th>
</tr>
</thead>
<tbody>
<tr>
<td>319(1)(d)</td>
<td>To divert or alter the course of any road</td>
<td>This power excludes the installation or removal of traffic lights (ie traffic signals). The Council makes decisions on the installation or removal of traffic lights. This power excludes the power to install, remove, or alter non-regulatory road markings, which are delegated to staff.</td>
</tr>
<tr>
<td>319(1)(e)</td>
<td>To increase or diminish the width of any road subject to and in accordance with the provisions of the district plan, if any, and to the Local Government Act 1974 and any other Act</td>
<td></td>
</tr>
<tr>
<td>319(1)(f)</td>
<td>To determine what part of a road shall be a carriageway, and what part a footpath or cycle track only</td>
<td></td>
</tr>
<tr>
<td>319(j)</td>
<td>To name and to alter the name of any road and to place on any building or erection on or abutting on any road a plate bearing the name of the road.</td>
<td></td>
</tr>
<tr>
<td>331</td>
<td>To approve concept/landscape plans for forming or upgrading footpaths, kerbs and channels</td>
<td></td>
</tr>
</tbody>
</table>
| 334 | To construct, remove, or alter—  
- pedestrian safety areas;  
- grass plots or flower beds or trees;  
- facilities for the safety, health, or convenience of the public, or for the control of traffic or the enforcement of traffic laws. For example, and without limitation includes, stop signs, give way signs, left and right turning | |

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17 May 2019 HPRE 19/188334
<table>
<thead>
<tr>
<th>Section</th>
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<th>Limits etc.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>filters, one lane bridge traffic restrictions and one lane narrowing traffic restrictions, pedestrian crossings and associated infrastructure (including zebra pedestrian crossings, school patrol including kea crossings) roundabouts, traffic islands, buildouts, chicanes, and other traffic restraints. This power also includes street renewals.</td>
<td>Tree planting must be within the policy of the Council.</td>
</tr>
<tr>
<td>335(3)</td>
<td>To enquire into and make a decision regarding objections relating to notices issued pursuant to section 335(1) (relates to vehicle crossings).</td>
<td>Staff are delegated the power to remove structurally unsound and unhealthy trees, trees causing damage to infrastructure or other safety concerns where there is no viable alternative other than to remove the tree.</td>
</tr>
<tr>
<td>339(1)</td>
<td>To erect a shelter for use by intending public-transport passengers or taxi passengers.</td>
<td>Any objections will be heard by a hearings panel. The hearings panel will make recommendations to the Community Board and the Community Board will determine the outcome of the objections in accordance with section 339.</td>
</tr>
<tr>
<td>Road stopping</td>
<td>1. That the Council’s power to accept or decline an application from either a Council business unit or from any other person to stop legal road which does not fall within the delegation given to the Corporate Support Unit Manager under paragraph (b) (of the Road Stopping Policy resolution of the Council dated 9 April 2009) shall be delegated to the Community Board for the ward within which the legal road proposed to be stopped is situated.</td>
<td>This delegation must be read in conjunction with the Christchurch City Council Road Stopping Policy and the Council resolution of 9 April 2009 relating to the Road Stopping Policy and associated delegations.</td>
</tr>
<tr>
<td></td>
<td>2. That where the Community Board’s delegated authority under paragraph 1 above applies:</td>
<td>The delegation to the Corporate Services Unit Manager is to be exercised by the Manager Property Consultancy</td>
</tr>
<tr>
<td></td>
<td>(i) That the Council’s powers under sections 116, 117 and 120 of the Public Works Act 1981 and Sections 319(h), 342(1)(a) and 345 of the Local</td>
<td></td>
</tr>
<tr>
<td>Section</td>
<td>Responsibilities, duties, and powers etc.</td>
<td></td>
</tr>
<tr>
<td>---------</td>
<td>----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Government Act 1974 (excluding the power to hear objections and recommend to the Council whether the Council should allow or otherwise any objections received to road stopping procedures pursuant to the Tenth Schedule of the Local Government Act 1974 and the Council’s powers under paragraph 5 of the Tenth Schedule) in relation to road stopping and the disposal of land that was previously stopped road be delegated to the Community Board for the Ward within which the proposed legal road is situated and to be exercised in accordance with the Council’s Road Stopping Policy. (ii) That the power to determine (in compliance with the Council’s Road Stopping Policy) which statutory procedure should be employed to undertake a particular road stopping (either under the Local Government Act 1974 or under the Public Works Act 1981) be delegated to the Community Board for the Ward within which the proposed legal road is situated and to be exercised in accordance with the Council’s Road Stopping Policy.</td>
<td></td>
</tr>
</tbody>
</table>

*Land Transport Rule- Traffic Control Devices 2004 (Rule 54002)*

<table>
<thead>
<tr>
<th>Clause</th>
<th>Responsibilities, duties, and powers etc.</th>
</tr>
</thead>
<tbody>
<tr>
<td>8.3(1)</td>
<td>To authorise the Board of Trustees of a school to appoint appropriately trained persons to act as school patrols.</td>
</tr>
</tbody>
</table>

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17 May 2019 HPRE 19/188334
### Christchurch City Council Traffic and Parking Bylaw 2017

<table>
<thead>
<tr>
<th>Clause</th>
<th>Responsibilities, duties, and powers etc.</th>
<th>Limits etc.</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>• Prohibiting or restricting the stopping, standing or parking of vehicles, or any class of vehicles, on any road; or&lt;br&gt;• Limiting the stopping, standing or parking of vehicles on any road to any class of vehicles.&lt;br&gt;• Prescribing any conditions under clause 7.</td>
<td>Excludes the powers that have been given to the Parking Restrictions Subcommittee.</td>
</tr>
<tr>
<td></td>
<td>Note Community Boards have the delegated authority to approve exemptions to the installation or maintenance of parking limit lines for private driveways where the proposed installation falls outside Council Policy – See the Kerbside Parking Limit Lines Policy.</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>• Designating an area to be a zone parking area and the restrictions that apply in that zone parking area (“zone parking controls”); and&lt;br&gt;• Reserving any area of land or any road or any part of a road to be a parking place, subject to restrictions; and&lt;br&gt;• Specifying the vehicles or classes of vehicle that can use or must not use a parking place or zone parking area; and&lt;br&gt;• Prescribing the restrictions that apply including (without limitation) the times, manner and other conditions for the parking of vehicles or classes of vehicles in a parking place or zone parking area.&lt;br&gt;• Making provision for the efficient management and control of a parking place or zone parking area.</td>
<td>Excludes the powers that have been given to the Parking Restrictions Subcommittee.</td>
</tr>
<tr>
<td>9(4)</td>
<td>• Resolving a temporary discontinuance of a parking place.</td>
<td>Excludes the powers that have been given to the Parking Restrictions Subcommittee.</td>
</tr>
</tbody>
</table>

¹ Clause 6 of the Christchurch City Council Traffic and Parking Bylaw 2017 applies to all resolutions of the community boards.

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17 May 2019 HPRE 19/188334
<table>
<thead>
<tr>
<th>Item No.</th>
<th>Description</th>
</tr>
</thead>
</table>
| 10      | - Reserving any specified parking place or places as:
        |   (a) a residents’ only parking area for the exclusive use of persons who reside in the vicinity; or
        |   (b) a residents’ exemption parking area for the use of persons who reside in the vicinity.
        | - Prescribing which parking, stopping and standing restrictions permit holders are exempt from within a residents’ exemption parking area.
|         | Excludes the powers that have been given to the Parking Restrictions Subcommittee. |
| 11      | Allowing motor vehicles to stop, stand, or park in that part of the road in contravention of clause 11(1) or 11 (2). |
|         | Excludes the powers that have been given to the Parking Restrictions Subcommittee. |
| 17      | - Prohibiting or restricting turning movements, including:
        |   (a) vehicles or classes of vehicles on any road from turning to the right, or to the left, or from proceeding in any other direction; and
        |   (b) vehicles turning from facing or travelling in one direction to facing or travelling in the opposite direction (performing a U-turn) on specified roads.
        | - Specifying the hours or days of the week that a restricted turning movement may be made (if any). |
| 19      | - Prohibiting or restricting, subject to such conditions as the Board thinks fit, any specified class of traffic or any specified motor vehicles or class of vehicle that, by reason of its size or nature or the nature of the goods carried, is unsuitable for use on any road or roads. |
| 20      | - Specifying any road or part of a road to be a shared zone, and
        |   (a) whether the shared zone may be used by specified classes of vehicles;
        |   (b) the days and hours of operation of the shared zone (if they differ from 24 hours per day, 7 days per week); and |
|         | Note: Existing delegations are in black text.
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        | 17 May 2019 HPRE 19/188334 |
(c) any other restrictions on how the shared zone is to be used by the public, including how traffic and pedestrians will interact.

| 21 | • Determining the length, route and/or location of a shared path; and  
|    | • Determining priority for users on a shared path. |

| 22 | • Restricting the use of motor vehicles on unformed legal roads for the purposes of protecting, or the road and adjoining land, or the safety of road users. |

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**Christchurch City Council Stock on Roads Bylaw 2017**

<table>
<thead>
<tr>
<th>Clause</th>
<th>Responsibilities, duties, and powers etc.</th>
<th>Limits etc.</th>
</tr>
</thead>
</table>
| 5(A)(1)  | To resolve any road, section of road, or category of road to be a Restricted Road for the movement of stock.  
| (2)      | To amend or revoke any such resolution. |             |

---

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17 May 2019 HPRE 19/188334
8. SALE AND SUPPLY OF ALCOHOL

General

<table>
<thead>
<tr>
<th>Responsibilities, duties, powers etc.</th>
<th>Limits etc.</th>
</tr>
</thead>
<tbody>
<tr>
<td>To appoint one or more members of each Community Board to appear and be heard under section 204(2)(b) of the Sale and Supply of Alcohol Act 2012, for the purpose of providing community input.</td>
<td>.</td>
</tr>
</tbody>
</table>

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17 May 2019 HPRE 19/188334
Plan A

Christchurch - Central City

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17 May 2019 HPRE 19/188334
12. Waihoro/Spreydon-Cashmere Community Board Area Report - July 2019

Reference: 19/773076
Presenter(s): Faye Collins, Community Board Adviser

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

2. Staff Recommendations
   That the Waihoro/Spreydon-Cashmere Community Board:

   2. Agrees the matters to be included in its next report to Council including a summary report on the Spreydon-Cashmere Community Board Plan.
   3. Agrees which matters it would like to suggest as articles for the Council’s Newsline and/or the next Community Board Newsletter.

3. Community Board Activities and Forward Planning

   3.1 Memos/Information/Advice to the Board

   3.1.1 'Summer with your neighbours' (formerly known as Neighbourhood Week)

   Applications for a small funding subsidy for ‘Summer with your neighbours’ are open from 8 July to 16 August 2019, and can be made online at ccc.govt.nz/GetTogether. Alternatively, a hard-copy application form can be requested through the Call Centre. The Community Board’s subsidy is for neighbourhood gatherings held between 25 October 2019 and 29 March 2020.

   3.1.2 Kenmure Reserve.

   In response to queries about the possibility of additional play equipment at Kenmure Reserve staff have advised that there are a number of playgrounds across the city that require renewal and a limited amount of resources to deliver these projects. At this stage adding additional play equipment to Kenmure Reserve is not considered a priority as:

   • The existing play equipment is in good condition and is not on the 10 year renewal plan.
   • The park contains a number of play items (platform with a double slide, pendulum swing and a spinning supa nova) considering its size.
   • If funding was available to add additional equipment to this park it would need to be placed 10 metres from neighbouring properties to meet planning regulations, and this does not allow us a lot of space to work in in this park.
   • There is a good network of play grounds in this area. There is a larger playground located at Huntsbury Playground (slide, see-saw, round-about and swings) located only a 2 minute drive away.
There is funding in 2022 to renew the play space at Sunvale Reserve, located only a 4 minute drive from Kenmore Reserve. The equipment in that playground is 34 years old so the renewal of this equipment is more of a priority.

3.2 Board area Consultations/Engagement/Submission opportunities

3.2.1 Te Wai Ora o Tāne Draft Integrated Water Strategy

The Te Wai Ora o Tāne Draft Integrated Water Strategy is currently out for public consultation. The integrated water strategy for Ōtāutahi Christchurch and Te Pātaka o Rākaihautū Banks Peninsula covers Christchurch's water supply, wastewater, and stormwater. The submission period closes on 21st July 2019.

At its meeting on 21 June 2019 the Board agreed to hold a workshop to formulate the Board’s submission on the Council’s Draft Integrated Water Strategy and delegates to the Community Board Chairperson and/or Deputy Chairperson to finalise and lodge the Board’s submission.

3.3 Annual Plan and Long Term Plan matters

3.3.1 Nothing to report.

3.4 Board Reporting

3.4.1 The Board is asked to consider which matters it would like included in its next report to the Council.

3.4.2 The Board is asked to consider which matters it would like to suggest as articles for the Council’s Newsline and/or the Community Board Newsletter.

4. Community Board Plan – Update against Outcomes

4.1 Community Board Plan Monitoring report

A Board workshop was held on 12 July 2019 to consider the latest monitoring report on the Community Board Plan. A copy of the report is attached.

It is recommended that a summary report on the Spreydon Cashmere Community Board Plan be included in the next Board report to the Council.
5. Significant Council Projects in the Board Area

5.1 Strengthening Community Fund Projects

5.1.1 Applications for metropolitan Strengthening Community Funding are currently being processed with decisions scheduled to be made late August 2019. A report and recommendations on local funding will go to the Board meeting on 19 July 2019.

5.2 Other partnerships with the community and organisations

5.2.1 Cross Over Trust hosted its 30th Birthday event on Sunday 7 July 2019 at South West Baptist Church. Cross Over Trust was a key local project and is now multi-year funded by the Spreydon-Cashmere Community Board and has been for a number of years. Cross Over Trust held three faith services throughout the day with a hangi provided for lunch followed by speeches from all three Managers who have looked after the Trust for the past 30 years. Board members were invited to attend.

5.3 Community Facilities (updates and future plans)

5.3.1 There will be a Board seminar to provide an update on the Community Facilities Network Plan on 19 July 2019.

5.4 Infrastructure projects underway

5.4.1 Colombo Street wastewater upgrade works

5.4.2 The wastewater upgrade works on Colombo Street by the South Library have been completed. While the road looks a little barren without the orange cones we have become used to it is a relief to most road users.

5.4.3 Well-head Upgrades on Lyttelton Street

The Council is undertaking work to upgrade the well heads on Lyttelton Street so the local Spreydon pump station can supply un-chlorinated drinking water. The work will start in July 2019 and take approximately 3 months.

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

6.1 Events Report Back

6.1.1 Spreydon Cashmere Community Service Awards

The annual Spreydon Cashmere Community Service Awards were this year presented at a ceremony held on 1 July 2019 at the Cashmere Club attended by approximately sixty people. Sixteen awards were presented in total; nine of these were community service awards and seven were youth service awards. Awards were given for a range of community service activities.
7. Updates from Other Units

7.1 Community Parks Bi-monthly Update

July 2019

Winter sports turf maintenance is currently under way.

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

Contract key performance: Delta-June 2019

Quality: 91%
Current Maintenance Programme:

Scheduled Parks Maintenance Programme for July 2019:

<table>
<thead>
<tr>
<th>Activity</th>
<th>Frequency per month</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ornamental Mowing</td>
<td>1</td>
</tr>
<tr>
<td>Amenity Mowing</td>
<td>1</td>
</tr>
<tr>
<td>Informal Mowing</td>
<td>0</td>
</tr>
<tr>
<td>Winter Sport Mowing</td>
<td>2</td>
</tr>
<tr>
<td>Winter Cricket Block Maintenance</td>
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<tr>
<td>Winter Sport Line Marking</td>
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<tr>
<td>Chemical Weed Control</td>
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<tr>
<td>Ornamental Garden Maintenance</td>
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<tr>
<td>BBQ Clean</td>
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<tr>
<td>Drinking Fountain Clean</td>
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Scheduled Parks Maintenance Programme for August 2019:

<table>
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<tr>
<th>Activity</th>
<th>Frequency per month</th>
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<tr>
<td>Ornamental Mowing</td>
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<td>Amenity Mowing</td>
<td>2</td>
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<tr>
<td>Informal Mowing</td>
<td>0</td>
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<tr>
<td>Winter Sport Mowing</td>
<td>4</td>
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<tr>
<td>Winter Cricket Block Maintenance</td>
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<tr>
<td>Winter Sport Line Marking</td>
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<td>Chemical Weed Control</td>
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<tr>
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<tr>
<td>BBQ Clean</td>
<td>2</td>
</tr>
<tr>
<td>Drinking Fountain Clean</td>
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</table>

Huntsbury Playground:

The see-saw at Huntsbury playground was removed due to health and safety concerns. The recreation Planning team has been informed and will investigate replacement.

Huntsbury Play centre

The geotechnical investigation has been conducted regarding the under runner issues beneath the play centre. The initial findings are as follows:

- The GPR survey results appear to confirm an anomaly (void) running along the west side of the preschool (a few meters off the building) which may extend to the obvious under-runner/gulley which has developed within the reserve (currently fenced off),
- GPR survey results indicate no anomalies under or immediately adjacent to the building itself, and the building foundation appears to be structurally sound,
- Golder believe that there is currently no real structural or life-safety risk that could impact the operation of the pre-school.

Once the report has been released, more information will be forthcoming.

Seager Park:

After locals concerns over the amount of litter by the picnic table, Parks have placed a bin near the table. Since the bin has been placed ticket numbers have dropped to zero for the area.
Centaurus Park:

The ongoing drainage issue adjacent to the footpath has been addressed and remedied. It was found that old drain matting had become a barrier for debris and mud, blocking the flow of water to the drain. The area has also been re-sewn with grass and is once again being regularly mown. Improvements to the turf is expected to take place over time.

Before & after
Holliss Reserve:

Local Parks’ staff have managed the project to restore the pond and surrounding area in the reserve.

City Care have completed a major clean-up, including the removal of two truckloads of leaf litter and completely tidied the garden areas, including removal of the blackberry which was present.

The main reason for not draining and removing everything from the pond was done purely to avoid putting any stress on the eel population. Quarterly jobs will be set up over the course of the next few cleans to remove more of the remaining leaf litter. This will commence in August to avoid nesting season should any of the ducks breed there. Quarterly cleans will be August, December (in time for summer holidays – picnic season), February and May.
8. Community Board Funding Update

8.1 Nothing to report.

Attachments

<table>
<thead>
<tr>
<th>No.</th>
<th>Title</th>
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<tbody>
<tr>
<td>A</td>
<td>Spreydon Cashmere Community Board Plan Monitoring Report</td>
<td>213</td>
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</table>

Signatories

<table>
<thead>
<tr>
<th>Authors</th>
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<tbody>
<tr>
<td>Faye Collins - Community Board Advisor</td>
<td>Emma Pavey - Community Recreation Advisor</td>
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<tr>
<td>Gail Payne - Community Development Advisor</td>
<td>Jay Sepie - Community Development Advisor</td>
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<th>Approved By</th>
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<tr>
<td>Christopher Turner-Bullock - Manager Community Governance, Spreydon-Cashmere</td>
<td>Matthew McLintock - Manager Community Governance Team</td>
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</table>
Spreydon-Cashmere Community Plan 2017-19 Monitoring Report

Note that some of the outcomes in this report relate to multiple actions and so may appear more than once in the document. This is intentional so that the reader can see any outcomes if looking at one specific action.
<table>
<thead>
<tr>
<th>ACTIONS</th>
<th>PROGRESS TO DECEMBER 2017</th>
<th>PROGRESS JANUARY TO JUNE 2018</th>
<th>PROGRESS JULY 2018- DEC 2018</th>
<th>PROGRESS JAN – JUNE 2019</th>
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<tbody>
<tr>
<td>Action 1</td>
<td>Ongoing research and engagement to meet the needs and aspirations of local communities in Spreydon-Cashmere.</td>
<td>Community Board plan engagement May/June 2017</td>
<td>On 5 June the Community Board provided feedback to an internal engagement survey on examples that worked well for taking local and Community Board views on board, and how to improve reach.</td>
<td>Continued Scrutiny by the Community Board of all projects that come to it regarding provision for accessibility and diversity.</td>
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<tr>
<td>Success Measures</td>
<td>Residents and groups are able to communicate with the Community Board members through a range of media, including face to face engagements.</td>
<td>Community Board Newsletter, plan, and pamphlets with engagement process and contact details, on line and distributed late 2017</td>
<td>The Community Board advocated for pamphlets explaining their role to be added to rates demand mail. This is planned for late 2018.</td>
<td>The Board continued to engage with local school Boards of Trustees.</td>
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<td></td>
<td>Improved connection with diverse communities including Pacific, minority ethnicities and young people.</td>
<td>Community Board has adopted a practice to question accessibility and diversity provisions in proposals presented to the Board, including in intersection and playground improvement proposals and in LTP submissions</td>
<td>In March the Community Board mobilised its engagement on the LTP with members going to Cashmere and Spreydon commercial areas to encourage local participation. On 20 March the Board hosted Workshop with residents on the LTP that was informed by staff presentations about The Three Waters, Finance, Parks, and Transport. The Board’s submission on the LTP took account of local community views.</td>
<td>Monthly Board newsletter informing local groups &amp; residents of Board decisions and matters of interest locally and citywide. Each is prefixed by an introduction by the Board Chairperson.</td>
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<td></td>
<td>Proposals in Council reports demonstrate consideration of the impacts on people with disabilities (including mental health).</td>
<td>Hosting engagement with diverse communities around Trees and Urban Forest strategy in October 2017</td>
<td>On 8 June Community Board members met with Christchurch Resettlement management and staff at their Addington premises and learned about the scope of and responses to the range of issues affecting migrants and refugees.</td>
<td>In its submission on the Draft 2019/20 Annual Plan the Board reiterated its request to the Council for a specific requirement that all projects and proposals that come to the Council, Committees and Community Boards include staff comment as to how the proposal or project will affect accessibility for people with a disability. The submission also requested adequate funding for all projects to satisfactorily address disability access issues for instance, in Council facilities, inclusion of intersection safety measures that are fully compliant for disability accessibility and road upgrades that remove deep ditch gutters that preclude people with a physical disability from getting in and out of transport. A specific request was made for funding to ensure that the Barrington/Whiteleigh intersection improvements are made fully accessible.</td>
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<td>Support for local initiatives and issues brought to the Board e.g. – Spreydon Neighbourhood Network re Barrington Mall exit improvements, Board advocacy via AP development and submissions; Board facilitated public meetings re: localised flooding in Hoon Hay with staff in attendance.</td>
<td>The Age-friendly Spreydon-Cashmere Steering Group reported progress on activities and the plan development on 15 March, and this was followed by a more detailed discussion at a 21 March meeting with the Community Board.</td>
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<td>Board member attendance at Network meetings – Older Adults, Hoon Hay, Addington Wellbeing.</td>
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<td>Review of Significance and Engagement Policy is underway. CSGP membership of review committee and advocacy to provide for deeper community significance in policy.</td>
<td>Scrutiny by the Community Board of projects and amenities regarding accessibility and diversity provisions continues, examples include;</td>
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<td>• the use of South Library disability parks by non-disabled people</td>
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<td>• Barrington Park Playground Renewal</td>
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<td>BOT meetings</td>
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<td>The Board continues to engage with local school Boards of Trustees including: Hillmorton High; Hoon Hay; Spreydon; Rowley; St Peters; St Martins; Cashmere Primary; Addington;</td>
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<td>Community Board members attend and contribute to the Spreydon Cashmere Older Adults network. The Older Adults Network reviewed its purpose and outcomes, and agreed that a key part of its</td>
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TRIM Number: 18/201797
<table>
<thead>
<tr>
<th>Item No.</th>
<th>Item Description</th>
<th>Details</th>
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<tbody>
<tr>
<td>Item 12</td>
<td>Paper Plus, Mall</td>
<td>Monthly Board newsletter inform local groups &amp; residents of Board decisions and matters of interest locally and citywide. Each is prefaced by an introduction by the Board Chairperson. Open forum opportunities at Board meetings at every Board meeting – number (14 Presentations over 11 meetings) Open forum opportunities at Board meetings at every Board meeting – number (5 Presentations over 4 meetings till 30/4/19)</td>
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<td></td>
<td>Safer Christchurch Alcohol seminar</td>
<td>Support for local initiatives and issues brought to the Board eg – Spreydon Neighbourhood Network re Barrington Mall exit improvements, Board advocacy via AP development and submissions. Board member attendance at local groups’ AGMs etc. Board member attendance at local community groups’ AGMs etc.</td>
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<td></td>
<td>Community Board members on a range of community organisations</td>
<td>Board representation at Christchurch Youth Council Series Ongoing Board Support for the Spreydon Cashmere Youth Initiative. Board member attendance at Spreydon-Cashmere Youth Community Voices Hui.</td>
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<td></td>
<td>Addington Fair engagement (ask Karolin) 24 Nov</td>
<td>Support for local initiatives and issues brought to the Board eg. Poplars at Paugler Courts Board request for arborist investigation.</td>
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<td>End of Year Network Function</td>
<td>Board hosted Local groups for “Meet and Greet” 20 March 2019.</td>
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<td>Off the Ground grant to Petani Craft Group to support Tongan traditional quilting.</td>
<td>The Board continued to engage with local school Boards of Trustees</td>
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<tr>
<td>ACTIONS</td>
<td>PROGRESS TO DECEMBER 2017</td>
<td>PROGRESS JANUARY TO JUNE 2018</td>
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<td>Action 2</td>
<td>Community Governance weekly bulletin expanded to resident groups, and includes key Council information links. Feedback to staff positive.</td>
<td>The weekly bulletin to local community and voluntary groups includes links to updates on natural hazard management of the Heathcote/Opāwaho River, and other core Council information sources.</td>
</tr>
<tr>
<td>Success Measures</td>
<td>Monthly community board newsletter</td>
<td>The Community Board endorses and supports the work of the Opāwaho Heathcote River Network of local groups, and is in regular liaison with residents concerned about flood risk.</td>
</tr>
<tr>
<td>Support liaison and information networks – Hoon Hay and Older Adults</td>
<td>Responded to individual deputations for community noticeboard with request to investigate.</td>
<td>The Board issues monthly newsletters that inform local groups &amp; residents of Board decisions and matters of interest locally and citywide. Each is prefaced by an introduction by the Board Chairperson.</td>
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<td></td>
<td>8 residents’ groups have their newsletter publication funded by Council.</td>
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<td>The research and publication of “Local Lives: A History of Addington” was supported by the Board over several years, and the official celebratory launch was held on 27 June.</td>
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<td></td>
<td>The Older Adults Network (OAN) meets six-weekly and is facilitated by a Community Development Advisor from the Community Governance Team. Membership is largely from local residents aged 65+, and/or representatives from local organisations who work with/for older adults. The OAN has reviewed its purpose and outcomes, and indicated that it is an important forum to receive information from staff and Community Board members to pass on to older adults in their communities; and also to relay information back to staff and Community Board members about the needs of older residents. The role of the OAN will be included in the Spreydon-Cashmere Age-Friendly Plan, to ensure ongoing feedback is received.</td>
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### Strong Communities

<table>
<thead>
<tr>
<th>ACTIONS</th>
<th>PROGRESS TO DECEMBER 2017</th>
<th>PROGRESS JANUARY TO JUNE 2018</th>
<th>PROGRESS JULY 2018- DEC 2018</th>
<th>PROGRESS JAN – JUNE 2019</th>
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<tbody>
<tr>
<td>Action 3</td>
<td>Support and promote community events and gatherings.</td>
<td>Support to community-run gatherings and events with Off The Ground Funding included:</td>
<td>Support for community-run gatherings and events with Off The Ground Funding included:</td>
<td>The Community Board funded a new project called Community Events Fund Project through the Disciplinary Response Fund where local organisations can put forward an idea for a local event and receive training and support to deliver the event. This has included Huntsbury Movie Night which was held in February 2019.</td>
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<tr>
<td></td>
<td>Success Measures</td>
<td>• Addington Fun Event with Pancake Races in February</td>
<td>• Ernie Clarke Reserve volunteers for Monarch Butterfly protection</td>
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<td>Community events and gatherings are held</td>
<td>• Beckenham Over 80s Bowling Tournament</td>
<td>• Higginsons to celebrate their community pantry</td>
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<td>• New Cashmere Families Get Together</td>
<td>• St Mary’s Church for the Addington public cemetery clean up barbecue</td>
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<td>“Local Lives” Addington book launch</td>
<td>• Holly McCormack for Christchurch South Intermediate pupils painting kindness rocks</td>
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<td>Funding granted for 36 Neighbourhood Week events to be held between 28 October 2017 and 25</td>
<td>Two Community Board partnership award and celebration projects received Discretionary Response Fund support:</td>
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<td>February 2018.</td>
<td>• Community Pride Garden Awards with the Christchurch Beautifying Association acknowledge the</td>
<td>A total of 12 Off The Ground Fund projects have been funded in 2018/19, the most recent being:</td>
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<td>contribution local residents make towards the garden city status of Christchurch.</td>
<td>• KidsFirst Cashmere native planting</td>
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<td>• Kidsfirst Selwyn Street spiritual garden</td>
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<td>• Winsor Crescent native community garden paver laying</td>
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<td>• Rawley Resource Centre</td>
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<td>• Matariki event</td>
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<td>Community Board Project – Community Events Fund – initial planning underway</td>
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<td>Community Board projects that enable community connection with gatherings approved for Discretionary Response Fund support include:</td>
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<td>• The Spreydon-Cashmere Community Service and Youth Service Awards evening that was held in August with 66 recipients and guests acknowledging 5 group awards, 8 individual awards, and 5 youth service awards for voluntary work in community.</td>
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<td>• Let’s get Together This Summer (formerly Neighbourhood Week) runs from October to March.</td>
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<td>The Community Board approved a small subsidy for 47 gatherings of neighbours.</td>
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<td>• The Spreydon Cashmere Annual Network Function that was held in December</td>
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| Community Board Project – funded the 17/18 Community Pride Garden Awards, Community and Youth Service Awards, Edible Garden Awards and Christmas Network Function | The Community Board funded community and staff delivered events through the Discretionary Response Fund, including:  
- Hoon Hay Fiesta was held on Hoon Hay Park and partnered with the Pacific Series a Rugby League competition as well as the South West Schools Cluster group who used the Fiesta as their School’s cultural performance. Approximately 500 children performed with an estimated 3,000 attending the Fiesta.  
- Approximately 10,000 attending the Pacific Series over the two days. | Edible Garden Awards is a partnership with the Canterbury Horticultural Society. Entries for the 2019 Spreydon-Cashmere Edible Garden Awards closed on 11 February. A total of 29 entries were assessed by the Canterbury Horticultural Society in early March, and 70 people attended the jointly hosted awards event on 6 May. Special awards were given for sustainable, organic, rain water, and outstanding yield gardens. |
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<td>Christmas Network Function held on 5 December 2017.</td>
<td>The Community Board funded a new project called Community Events Fund Project through the Discretionary Response Fund where local organisations can put forward an idea for a local event and receive training and support to deliver the event. This has included Cashmere Carnival which was held in October 2018.</td>
<td>Each year the Spreydon-Cashmere Community Board considers nominations for Community Service and Youth Service Awards that recognise voluntary efforts that benefit local communities. The Awards ceremony is funded from the Board’s Discretionary Response Fund, and was held on 1 July. A total of 60 recipients and guests attended the event, with nine people receiving Community Service Awards, and seven people receiving Youth Service Awards. The Community Board acknowledged the significantly large number of unpaid hours worked in service to the community by the recipients, and the positive impact this work has on local Spreydon Cashmere communities.</td>
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The Board holds annual local commemorative events on Anzac day.
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<tr>
<td>Action 4</td>
<td>Organisations currently funded to address local priorities from Strengthening Communities and Discretionary Response Funds</td>
<td>There are currently 18 local community groups delivering 20 projects supported by the Community Board’s 2017-18 contestable Strengthening Communities Fund of $275,000. Funding is prioritised towards Community Board Plan objectives and Council Community Outcomes.</td>
<td>There are currently 15 local community groups delivering projects supported by the Community Board’s 2018/19 contestable Strengthening Communities Fund of $361,143. Funding is prioritised towards Community Board Plan objectives and Council Community Outcomes. From this fund $86,000 was allocated to the Spreydon-Cashmere 2018/19 Discretionary Response Fund.</td>
<td>2017/18 Strengthening Communities Fund Accountability Report was received by the Community Board on the 15 March 2019.</td>
</tr>
<tr>
<td>Success Measures</td>
<td>- Community organisations are funded to contribute to identified local priorities.</td>
<td>Initial Board and staff planning workshop held February in to advance Age Friendly Cashmere</td>
<td>To date 8 community led projects, and 8 Community Board projects have been supported by the Spreydon-Cashmere 2018/19 Discretionary Response Fund.</td>
<td>There are currently 15 local community groups delivering projects supported by the Community Board’s 2018/19 contestable Strengthening Communities Fund of $361,143. Funding is prioritised towards Community Board Plan objectives and Council Community Outcomes. These groups are receiving ongoing support from local Community Development and Community Recreation staff.</td>
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<td></td>
<td>- An Age-Friendly Spreydon-Cashmere action plan is developed.</td>
<td>The 2017-18 Spreydon-Cashmere Discretionary Response Fund closed in June having supplied 35 grants of which 12 were for Community Board projects, and 23 were for community group projects.</td>
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<td>The Age-friendly Spreydon-Cashmere Working Party met monthly from January to June and prepared the launch engagement with stakeholders for 4 July</td>
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<td>The Community Board hosted a launch of Age-friendly Spreydon-Cashmere on 4 July, where stakeholders gave feedback on what was working for the older population and where there were opportunities to improve. Following the launch, a Steering Group was formed to develop the Action Plan.</td>
<td>20 applicants have applied to the Spreydon-Cashmere 2019/20 Strengthening Communities Fund of $361,143.</td>
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<td>Give Gear Get Great is located in six schools, both libraries, Civic Offices and has extended into the commercial retailer Rebel Sports on Moorhouse Avenue. The hand out will be at Hoon Hay Fiesta on 15 November 2018.</td>
<td>Give Gear Get Great bins were collected in November and the equipment received was recycled back into the community at the Hoon Hay Fiesta. The bins collected from the schools will be stored until the start of the new school year.</td>
<td>Give Gear Get Great bins have been put out into the community and a further 10 bins have been ordered due to demand. There are more school involved and bins located in both South and Spreydon libraries. Work is underway to get sports team from Canterbury to promote and support the initiative.</td>
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<td>Give Gear Get Great was secured for three local community strengthening organisations that are supported by the Community Board</td>
<td>Community Resilience and Partnership Fund grants were secured for three local community strengthening organisations that are supported by the Community Board. All three organisations have received Year Two funding from the fund.</td>
<td>Members of the Board attended for AFIB Expo on 28 March at Somerfield School run by Somerfield and Lower Cashmere Residents asns.</td>
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<td>Give Gear Get Great bins were collected in November and the equipment received was recycled back into the community at the Hoon Hay Fiesta. The bins collected from the schools will be stored until the start of the new school year.</td>
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<td>Community Resilience and Partnership Fund grants were secured for three local community strengthening organisations that are supported by the Community Board.</td>
<td>To date 16 community led projects, and Community Board projects have been supported by the Spreydon-Cashmere 2018/19 Discretionary Response Fund.</td>
<td>Board granted funding towards Opawaheo Healthcote River Network event</td>
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<td>Item No.: 12</td>
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<td>Attachment A</td>
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<td>Item 12</td>
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encouraging community involvement in environmental projects.
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<tr>
<td>Action 5</td>
<td>Work to ensure neighbourhood community facilities meet local needs</td>
<td>Hoon Hay Community Centre equipment grant</td>
<td>The Community Board supported the redevelopment of the West Spreydon School Pool that was destroyed after renewal by the Canterbury earthquakes with a DRF grant contribution to construction, a fund for low/free entry when needed, and attendance at the opening in February.</td>
<td>The Saint Martins Presbyterian Church site will host a Men's Shed project after a public meeting on 27 May attracted sufficient community interest, and a working party was formed.</td>
</tr>
<tr>
<td>Success Measures</td>
<td>• The feasibility of a new Men’s Shed is investigated with the community.</td>
<td>West Spreydon School Pool and family pass sponsorship</td>
<td>The Manuka Cottage build for Addinton is awaiting contractual arrangements with the chosen building firm.</td>
<td>The Manuka Cottage new build project has approved resource consent and awaits building consent after final detailed design work such as accessibility aspects</td>
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<td>Community facilities are retained or secured and improved for Addington (Manuka Cottage) and Hoon Hay (90 Hoon Hay Rd), Spreydon (Coronation and Centennial Halls) and Cashmere (the site behind South Library, the old pump site and distribution centre).</td>
<td>- Men’s Shed concept to be canvassed. Q3 initial planning underway</td>
<td>A Board seminar held on 20 April 2018 where staff presented the applications received through the Council’s public engagement process for the heritage buildings in the Spreydon-Cashmere Ward. Board indicated to Staff a prioritisation of the heritage buildings listed in the Ward for funding in the Long Term Plan (LTP). The Board indicated which of the applications received it would like Staff to progress.</td>
<td>Heritage Building – request for proposals for the Sign of the Takahe by community groups etc.</td>
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<td>Community Board members represented on steering group. EOI for Manuka Cottage build published November, tenders closed. 7 February 2018</td>
<td>The Board’s submission on the LTP recognised the importance generally of the repair of the city’s heritage buildings and sought funding provision in the draft Long Term Plan for the urgent repair of Coronation Hall. Staff supported this and funding was provided in the LTP for this repair.</td>
<td>Local staff continued to work alongside groups managing community facilities to ensure sound operation of the facility, governance committee capacity building, and to provide advice and funding for programmes and services.</td>
<td>Board’s submission on draft 2019/20 Annual plan requested consideration of Centennial Hall status in light of current community needs.</td>
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<td>Coronation Hall subject to Heritage Strategy decisions</td>
<td>On 5 June a Community Board seminar was held about Community Facilities, including local priorities and the status of Centennial Hall.</td>
<td>The Old Stone House developed an online booking system and contracted a booking coordinator for events.</td>
<td>Local staff continue to work with the groups managing the following community facilities (and community-owned community centres) to facilitate sound operation and governance of the facility:</td>
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<td>• Hoon Hay Community Centre The Board is working with the Centre to consider the long-term maintenance and community usage of the facility.</td>
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<td>• Hoon Hay Community Preschool The Board has met with the preschool to discuss its future planning.</td>
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<td>• The Old Stone House City-wide advertising to promote The Old Stone House as a wedding venue has been acknowledged by the Board.</td>
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<td>• Lansdowne Community Centre</td>
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<td><strong>S4 Colombo St site enquiries underway</strong></td>
<td>The Facilities Network Plan is in development.</td>
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<td><strong>St Martins Library – enabling it to be fit for purpose</strong></td>
<td>The Community Board and local staff supported and attended the afternoon opening event of the Old Stone House in Cracroft on 7 February.</td>
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<td>The Facilities Network Plan is in development.</td>
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<td>The Board continues to seek information on S4 Colombo Street and possible availability for community use.</td>
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<td>An application to the Capital Endowment Fund is being processed for Christchurch Squash Rackets Club Inc towards the installation of an interactive squash court in their new premises at the Cashmere Club.</td>
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<td>The Rowley Resource Centre has reactivated its Community Shed on the Rowley Community Centre site, and has also established a Kaumatau Group. Staff are supporting these projects and the Board has contributed funding.</td>
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<td>The Board continues to seek information on S4 Colombo Street and possible availability for community use occupied in connection with storm water upgrades until June 2019. A report to the Board is expected in September 2019.</td>
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<td>In recognition of the increased distances that people, including older adults, now have to walk to catch buses. The Board has asked for investigation into the placement of benches on the footpath in between bus stops in areas where there are limited bus stops such as Thorington.</td>
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<td>The Community Board received a deputation from the trustees of Ngaio Marsh House on 16 March 2018 on the house and its operation. Board members and local staff attended an open day event at Ngaio Marsh House 2 May 2018.</td>
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<td>The Men’s Shed concept is supported in principle by the Community Board, pending feasibility investigations.</td>
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<td>Pump Station site – staff coming to speak to Board regarding S4 Colombo Street and Mid Heathcote Linear Master Plan before November.</td>
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<td>Centennial Hall – awaiting Community Facilities Network Plan. Also Hoon Hay Community Centre</td>
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<td>Sponsorship for 22 families to access West Spreydon School and Community Pool were funded by the Community Board. Families were nominated by local schools.</td>
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| **Action 6**  
Improve access to recreation, sport and cultural activities | Community Board Priority Project Hoon Hay basketball court lights – Board recommended approval to Head of Parks 16/2/2018 | The installation of the lights on Hoon Hay basketball court has started and is due to be completed by the end of September 2018. The additional works – painting of the basketball court, picnic tables, seating, shelter and BBQ are being programmed into the timeline as funding permits. An opening of the lights is scheduled to take place on the 10 November 2018 and is being organised by local young people. | The installation of the lights on Hoon Hay basketball court has been completed. An opening of the lights was held on the 10 May 2019 and was organised by the young people whose initiative the project was. This was supported by the Community Board and Staff. |  |
| Success Measures  
- Increased participation in recreation, sport and cultural activities. |  |  |  |  |
<p>| | Funded Origin Sport and SHARP initiatives to connect diverse school communities and holiday programmes | Origin Sports continue to deliver a no cost opportunity for children in sports, teaching the fundamental skills without the child having to join a sports club. SHARP runs three after school programmes with one at no cost at Rowley Avenue School offering children both Pasifika Dance and Sports classes. This programme has a regular attendance of 30 children a day. | Origin Sports continue to deliver a no cost opportunity for children in sports, teaching the fundamental skills without the child having to join a sports club. SHARP runs three after school programmes with one at no cost at Rowley Avenue School offering children both Pasifika Dance and Sports classes. This programme has a regular attendance of 30 children a day. |  |
| | 13 grants made to young people to participate in recreation, sport and cultural activities. | Give Gear Get Great is located in six schools, both libraries, Civic Offices and has extended into the commercial retailer Rebel Sports on Moorhouse Avenue. The hand out will be at Hoon Hay Fiesta on 15 November 2018. | Give Gear Get Great bins were collected in November and the equipment received was recycled back into the community at the Hoon Hay Fiesta. The bins collected from the schools will be stored until the start of the new school year. | Give Gear Get Great bins have been put back out into the community and a further 10 bins have been ordered due to demand. There are more school involved and bins located in both libraries. Work is underway to get sports team from Canterbury to promote and support the initiative. |
| | Support of Pacific Series in November 2017 | The Spreydon-Cashmere Youth Achievement and Development Fund provided grants to 20 young people towards the costs of participating in sport or academic competition, arts related activity, and cultural development. | The 2018/19 Spreydon-Cashmere Youth Achievement and Development Scheme provided funding support for 16 individuals towards achievements in recreation, sport or cultural activity to the end of 2018. | From January 2019 the 2018/19 Spreydon-Cashmere Youth Achievement and Development Scheme provided funding support for 30 individuals achieving in sport, recreational and cultural activities. The total individuals receiving funding support over the 2018/19 period is $11,850. |
| | Spreydon ward hosted Walking Festival Pacific Walk October 2017 | The Hoon Hay Fiesta planned for November is set to increase participation following more local schools committing cultural performances to the event, as well as the rugby league decision to again host the Pacific Series in conjunction with the Fiesta in November. Participation numbers could exceed 10,000, including 500 children performing. | Hoon Hay Fiesta was held on Hoon Hay Park and partnered with the Pacific Series a Rugby League competition as well as the South West Schools Cluster group who used the Fiesta as their School’s cultural performance. Approximately 500 children performed with an estimated 3,000 attending the Fiesta. Approximately 10,000 attending the Pacific Series over the two days. | The planning for Hoon Hay Fiesta 2019 is underway and the event will be held on 14 November. The focus for the Fiesta is to increase school participation. |
| | Received deputations from sporting groups at Community Board meetings. | The Walk n Talk group walks each Thursday at 1pm from South library and offers a variety of walks and talks on topics of interest. | The Walk n Talk group walks each Thursday at 1pm from South Library and offers a variety of walks and talks on topics of interest. |  |
| | Give Gear Get Great has ten recycling bins located throughout the Spreydon-Cashmere area. | The Community Board has received deputations from a number of sporting organisations including St Martins Bowls, | Seminar 5 February 2019 to update the Community Board and provide an opportunity for input into the |  |
| Cashmere Technical, Christchurch Squash and Suburbs Football Rugby Club. Staff are following up on matters as appropriate. | development of a citywide Sports Facilities Network Plan to assist the Council with long term planning. The seminar focused on outdoor sports facilities. Deputations Seminar 5 February 2019 to update the Community Board and provide an opportunity for input into the development of a citywide Parks Play Spaces Network Plan to assist Council with long term planning. The seminar focused on the development of the draft plan. |</p>
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<td>Action 7</td>
<td>Local and Civil Defence staff working with communities to develop local emergency response plans</td>
<td>The Community Board held a Seminar 6 March with Civil Defence Community Coordinator Emma Hunt</td>
<td>Somerfield, Spreydon, Lower Cashmere, Cashmere, Hoon Hay, and Addington emergency readiness groups have progressed plans for local hubs and responses. Emergency hubs are now established in Cashmere, Somerfield, and Spreydon.</td>
<td>On 28 March, the Somerfield response team which includes Lower Cashmere, hosted a public seminar about the Alpine Fault Line earthquake predictions and likely effects. Over 60 people attended and local emergency preparedness groups exhibited information and provided networking opportunities.</td>
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<td>Success Measures</td>
<td>Communities have developed local emergency response plans.</td>
<td><strong>Community Board members attended public information meetings on Heathcote/Opāwaho River flood mitigation, and staff provided a drop in session at Beckenham Service Centre 15 November 2017.</strong></td>
<td><strong>Staff have assisted the development of new emergency response plans in Spreydon and Hoon Hay, supported Cashmere plan continuation, and started discussions with Addington. The South Christchurch Emergency Response Team emergency hub at St Marks Church, Somerfield was officially opened in April.</strong></td>
<td><strong>Board facilitated public meeting 6 December 2018 re: localised flooding in Hoon Hay with staff in attendance.</strong></td>
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<td>Edinborough and Nairn st meetings</td>
<td><strong>At the meeting 1 May 2018 the Board noted the benefits that shading of streams has in inhibiting weed growth in waterways and requested staff advice on any Council investigation and initiatives with regard to this. Staff responded (3 July 2018 ARI) agreeing the shading benefits of riparian planting to limit excessive weed growth and for other reasons, such as reducing water temperature but pointing out that limited funding is available at a present to carry out planting.</strong></td>
<td><strong>CREST is the Cashmere Resident Emergency Response Team. They continue to meet regularly at the Cashmere Presbyterian Church, to plan local emergency preparedness.</strong></td>
<td><strong>CREST is the Cashmere Resident Emergency Response Team. They continue to meet regularly at the Cashmere Presbyterian Church. CREST has received a Discretionary Response Fund grant for an emergency generator. They are working with Civil Defence Emergency Management CDSEM to develop their community plan.</strong></td>
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<td>Members attended flooding of Marian St and surrounding area,</td>
<td><strong>CREST is the Cashmere Resident Emergency Response Team. They continue to meet regularly at the Cashmere Presbyterian Church, to plan local emergency preparedness.</strong></td>
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<td><strong>Community Emergency Response Plans have been developed in Somerfield, Lower Cashmere, Cashmere, Spreydon, Hoon Hay, and Addington.</strong></td>
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### Item 12: Liveable City

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<td>Action 1 Investigate the housing situation in the local Community Board area and seek opportunities with appropriate agencies to bring about improvement.</td>
<td>Work in scope includes preparation and implementation of a housing research brief, and an engagement with the Otautahi Housing Trust</td>
<td>Community Board members regularly attend the Housing Forum updates that focus on vulnerable tenants, and the Board maintains interest in affordable housing developments</td>
<td>The Board received a briefing from the Otautahi Community Housing Trust.</td>
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<td>Success Measures A profile of housing in Spreydon-Cashmere is completed.</td>
<td>On 8 May 2018 the Board hosted a Community Seminar on the District Plan and Resource Management Act Processes. The purpose of the forum was to provide residents with information on the current District plan provisions, how they apply and the Resource Management Act processes such including resource consent and when and how residents can be involved in applications for these. Staff working in these areas presented at the forum and there was an opportunity to ask questions.</td>
<td>The Board provided input to the Council’s submission on the ECAN’s LTP on Air Quality (noting issues at Cashmere View); Water Quality and Biodiversity</td>
<td>Including the need for support for local initiatives such as the “Pest Free Port Hills” project and encouragement for the planting of native trees</td>
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<td><strong>Action 2</strong></td>
<td>Identify local needs and support and advocate for a range of accessible transport options.</td>
<td>Community Board Support local representations to ECAN including local bus routes</td>
<td>The Board provided input to the Council’s submission on ECAN’s Regional Transport Plan recognising an efficient and effective passenger transport service must be seen as an important support to the Council’s Major Cycle-ways Programme to achieve the change in transport mode necessary to address traffic concerns in Christchurch.</td>
<td>Support for local initiatives and issues brought to the Board eg – Spreydon Neighbourhood Network re Barrington Mall exit improvements, Board advocacy via AP development and submissions. Ensured residents involved in development and consultation on plan for improvements.</td>
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<td><strong>Success Measures</strong></td>
<td>Support and participation in bus transport review for routes in Spreydon-Cashmere.</td>
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<td>Appropriate exercise of delegation regarding transport infrastructure.</td>
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<td>Milton Street and Athelstan Street Bus Stop Proposals</td>
<td>12 June 2017 The Board hosted a Passenger Transport Services Workshop to provide residents with on outline of the governance of public transport in greater Christchurch and the sources of funding, the Reginal transport Plan and how the bus network operates and an opportunity to discuss issues and concerns.</td>
<td>Board submission on Draft Suburban Parking Policy</td>
<td>Board Workshop on priority for Aspirational Community traffic Projects February 2019. Board submission on Summit Road speed limit proposal: April 2019.</td>
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<td>Investigation of Metrocard distribution from local service centre</td>
<td>The Community Board supported the Somerfield Residents Association approach to ECAN about bus route changes and reinstatement</td>
<td>Board decision on no passing lines and speed limit on Dyers Pass Road December 2018.</td>
<td>Various Board decisions re no stopping lines, bus stops, pedestrian facilities etc.</td>
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<td>Investigation into making Metro-card sales possible at the South Service Centre showed it is untenable at this time.</td>
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<td>Various Board decisions re no stopping lines, bus stops, pedestrian facilities etc.</td>
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<td>On 29 January a joint seminar of the Spreydon-Cashmere and Banks Peninsula Community Boards was held about Dyers Pass Road transport safety improvements, followed by a joint meeting 2 March, resulting in an implementation tailored to the differing community views of the Board areas.</td>
<td>Board submission on Draft Suburban Parking Policy</td>
<td>In its submission on the Draft 2019/20 Annual Plan the Board reiterated its request to the Council for a specific requirement that all projects and proposals that come to the Council, committees and Community Boards include staff comment as to how the proposal or project will affect accessibility for people with a disability. The submission also requested adequate funding for all projects to satisfactorily address disability access issues for instance, in Council facilities, inclusion of intersection safety measures that are fully compliant for disability accessibility and road upgrades that remove deep ditch gutters that preclude people with a physical disability from getting in and out of transport. A specific request was made for funding to ensure that the Barrington/Whiteleigh intersection improvements are made fully accessible. The Community Board continues to keep up to date with cycleway developments.</td>
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<td>On 18 May a workshop with the Community Board and residents’ groups was delivered by staff regarding Barrington Mall access way</td>
<td>The Community Board continued to keep up to date with cycleway developments, in</td>
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<td>improvements. The final draft design is pending, and is to be publicly consulted.</td>
<td>particular the progress of the Quarryman's Trail installation</td>
<td>Metro-card sales and services are now available at the South Service Centre</td>
<td>The Community Board successfully advocated for a change to the report template that all staff reports use. This now includes a section on Accessibility for disabled considerations. The Board have requested that consideration be given to the placement of further seating on the footpath in between bus stops due to residents' concerns of the distance required to walk between bus stops.</td>
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<td>Action 3</td>
<td>Met with School Boards of Trustees July – December 2017</td>
<td>A number of school safety measures have been put in place.</td>
<td>Tennyson Street speed limits and school speed limits</td>
<td>Board submission on Draft 2019/20 Annual Plan advocated for safe pedestrian facilities and footpaths to provide for school children and others to travel safely on foot. It pointed out concerns about increased traffic and speed on local roads, parking and multiple exits in and out of schools, and the inadequacy of some pedestrian crossing facilities. The Board sought sufficient funding in the Annual Plan for roads and footpaths to be maintained and for well sited and suitable pedestrian facilities that cater for local conditions to be provided and for other safety measures to be put in place to cater to the needs of pedestrians.</td>
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<td>Success Measures</td>
<td>Evidence of advocacy for increased safety routes to school.</td>
<td>Decisions and advice regarding school pedestrian safety measures at Tennyson Street, Centaurus Road, St Martins school, cashmere primary SchoolSouth Intermediate School, Hoon Hay School and Our Lady of Assumption.</td>
<td>Board submission on LTP included advocacy for Safe routes to school and for the variable 40 kilometre per hour speed limit in the vicinity of schools and signage programme to be implemented as a priority as well as sufficient funding for roads and footpaths to be maintained and for well sited and suitable pedestrian facilities.</td>
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<td>Action 4</td>
<td>Review the provision of playgrounds and sport and recreation facilities and identify new opportunities to meet the needs of local communities.</td>
<td>Seminar on proposed Parks LTP Programme</td>
<td>Hoon Hay Park has seen the installation of lights on the basketball court.</td>
<td>Hoon Hay Park has seen the installation of lights on the basketball court along with new tiered seating, a BBQ, a BBQ shelter, new picnic tables, new rubbish bins and the painting of the basketball court.</td>
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<td>Success Measures</td>
<td>A stocktake is undertaken of toilets for local parks and walking tracks, and a programme for adequate provision is identified.</td>
<td>Received advice regarding the development bike training parks</td>
<td>An opening of Barrington Playground was held on the 8 September 2018 with a Super Heroes Picnic. Approximately 300 people attended the event which was supported by the Project Team and the Spreydon Library.</td>
<td>Seminar 5 February 2019 to update the Community Board and provide an opportunity for input into the development of a citywide Sports Facilities Network Plan to assist the Council with long term planning. The seminar focused on outdoor sports facilities</td>
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<td>Investigate the feasibility and installation of an adults’ playground, a paddling pool and a bike training park.</td>
<td>Received Parks advice on potential for Grove Road purchase for addition to Cornelius O’Connor Reserve</td>
<td>The Community Board receives bi-monthly updates from Parks staff on the status and use of local parks and reserves, including maintenance and contacting.</td>
<td>The Community Board receives bi-monthly updates from Parks staff on the status and use of local parks and reserves, including maintenance and contacting. Barrington Park is due to be investigated towards the future use and design of the park.</td>
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<td>Ngā Puna Wai and Pioneer updates</td>
<td>Barrington Playground has been upgraded and is an accessible playground. Work is nearly completed with the opening “Super Heroes’ Picnic” taking place on the 8 September 2018.</td>
<td>Board continued to be updated on progress with the development of Ngā Puna Wai</td>
<td>Barrington Park is due to be investigated towards the future use and design of the park.</td>
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<td>Feasibility of paddling pools and bike training investigated</td>
<td>The Board secured funding for Drinking fountains as part of the development of the 2017/18 AP. A drinking fountain has been provided at Barrington Park as part of the playground renewal. Planning for the installation of a drinking fountain at Somerfield Park is underway.</td>
<td>Drinking fountains installed at Somerfield Park and Barrington Park.</td>
<td>The opening of Ngā Puna Wai Sports Hub was held on 8 March 2019.</td>
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<td>Off the Ground Fund grant for Murals to be painted on toilet block at Beckenham Ponds</td>
<td>Women only swimming is held on Sunday afternoons at Pioneer Recreation Centre.</td>
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<td>Move and Mingle is an older adult recreation programme held each Monday at Pioneer Recreation Centre.</td>
<td>Neighbourhood Week funding for a community event for Murals to be painted on toilet block at Somerfield Park.</td>
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<td>Action 5</td>
<td>Review of RFS system underway</td>
<td>Staff are to be invited to inform a seminar update on the priorities for local Port Hills parks and reserves.</td>
<td>Planning is underway to hold a Muddy Adventure on 16 July in Victoria Park as a metropolitan event and an event that will form part of Kidsfest.</td>
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| Success Measures | City Sounds to use Victoria Park for a metropolitan event on 24 March 2018 | Parks staff have worked alongside community and voluntary groups for environmental projects including:  
  - Ashgrove Reserve Working Group  
  - Friends of Ernie Clark Reserve  
  - Cashmere Stream sustainability group  
  - Cherry's Preschool  
  - Cashmere View Playground  
| | Rugby League and cultural Pacific Series held in Hoon Hay Park November 2017 | The Community Board has maintained interest in the progress of the RFS mechanism improvements that will be activated later this year as part of the new My Council Smart Cities innovation. | My Council allows residents to request Council service and be informed on response. | |
| | Parks staff collaborative programme with community environmental groups | The metropolitan City Sounds event booked for Victoria Park was cancelled due to bad weather. | A $45,000 grant from the Board was made to the Summit Road Society’s Predator-Free Port Hills initiative. The project aims to protect native birds and wildlife from pests such as possums, rats and stoats. On 4 July, the Board held a celebration with the Summit Rd Society to mark the significant impact this funding will make towards the success of the project. | |
| | | | Off the Ground Fund grant was made for Predator Free Ernie Clark community trap building event. | |
| | | | Rugby League and cultural Pacific Series held in Hoon Hay Park November 2017 | |
## Healthy Environment

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<tr>
<td>Action 1</td>
<td>Community Board members support to local representations to ECan including BUPA air discharges</td>
<td>The Ōpāwaho/Healthcote Mother of All Clean Ups was supported by Council in May, with hundreds of local volunteers in site teams. Christchurch media heralded the success of the day.</td>
<td>Liaison continues between council staff and Friends of Ernie Clark Reserve</td>
<td>The Ōpāwaho/Healthcote Mother of All Clean Ups was supported by Council in May, with hundreds of local volunteers in site teams. Christchurch media heralded the success of the day. A founding member of the Ōpāwaho/Healthcote River network received a 2019 Community Service Award</td>
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<tr>
<td>Success Measures</td>
<td>Community Board Newsletter and community board reports to Council showcasing environmental projects, for example, Ernie Clark Reserve Poup and Ashgrove Terrace Reserve, OHRN Mother of all Clean Ups</td>
<td>Liaison continues between council staff and Friends of Ernie Clark Reserve</td>
<td>Parks staff have worked alongside community and voluntary groups for environmental projects including:</td>
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<td>- Ashgrove Reserve Working Group</td>
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<td>- Friends of Ernie Clark Reserve</td>
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<td>- Cashmere Stream sustainability group</td>
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<td>- Cherry’s Preschool</td>
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<td>- Cashmere View Playground</td>
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<td>- Beckenham School signs</td>
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<td>A $45,000 grant from the Board was made to the Summit Road Society’s Predator-Free Port Hills initiative. The project aims to protect native birds and wildlife from pests such as possums, rats and stoats. On 4 July, the Board held a celebration with the Summit Rd Society to mark the significant impact this funding will make towards the success of the project.</td>
<td>Liaison continues between council staff and Friends of Ernie Clark Reserve.</td>
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<td>Off the Ground Fund grant was made for Predator Free Ernie Clark community trap building event.</td>
<td>In Addington the Board has supported the annual heritage Addington Cemetery clean up by residents, and one resident has received a 2019 Community Service Award for clearing streets of leaves and debris.</td>
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<td>The Board highlights collaborative projects which involve the community in its monthly reports to the Council</td>
<td>The Board highlights collaborative projects which involve the community in its monthly newsletters</td>
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<td>Action 2</td>
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<td>Review and renew the Mid-Heathcote/Ōpāwaho Linear Plan Master Plan (2009).</td>
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<td>Success Measures</td>
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<tr>
<td>- A review and update of the Mid-Heathcote/Ōpāwaho Linear Plan Master Plan (2009) is underway.</td>
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<td>- Clear commitment from Council to prioritise and fund measures that address flooding of the Ōpāwaho Heathcote River and its waterways.</td>
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<td>Board advocacy for flood mitigation policy and practical measures extended to affected properties in Heathcote/Ōpāwaho River Catchment</td>
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<td>29 June combined seminar was held with L-C-H on Stage 2 Implementation of the Land Drainage Recovery Programme involving bank stabilisation of the Heathcote/Ōpāwaho River.</td>
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<td>Board approved bank stabilisation No.1 work programme in December 2017</td>
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<td>Bank stabilisation Stage 2 work by June is underway and in evidence along the Hunter Terrace / Waimea Terrace</td>
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<td>Ōpāwaho/Heathcote River Bank Stabilisation – Stage 2 Waimea Terrace (217 to Birdwood Avenue) / Eastern Terrace / Palatine Terrace (Buxton Terrace to Wilsons Road) approved by Board 4 September 2019. The programme includes measures set out in the Heathcote/Ōpāwaho Linear Plan Master Plan</td>
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<td>Action 3</td>
<td>Support Predator-Free Port Hills and other biodiversity initiatives.</td>
<td>Lee Sampson representation and attendance on Summit Rd Society.</td>
<td>Board member representation and attendance on Summit Rd Society, and on Port Hills Trust</td>
<td>A $45,000 grant from the Board was made to the Summit Road Society’s Predator-Free Port Hills initiative. The project aims to protect native birds and wildlife from pests such as possums, rats and stoats. On 4 July, the Board held a celebration with the Summit Rd Society to mark the significant impact this funding will make towards the success of the project.</td>
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<td>Success Measures</td>
<td>Community Board support of Port Hills and Ōpāwaho Heathcote River environmental groups through membership, representation, funding support and advocacy.</td>
<td>Convened two urban tree &amp; forest policy community workshops October 2017</td>
<td>The Community Board is represented on the Summit Road Society by Member Lee Sampson</td>
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<td>Annual Plan budget item – predator free initiatives on Port Hills funded</td>
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<td>The Community Board secured $45,000 for predator eradication in the Port Hills as part of the recovery from fire damage. A hand-over ceremony was planned for 4 July with the Summit Road Society the grant.</td>
<td>Off the Ground Fund grant was made for Predator Free Ernie Clark community trap building event.</td>
<td>Staff briefing on Ōpāwaho Heathcote River at board meeting 7 May 2019</td>
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<td>Advocacy for all projects, Curlett’s basin. Response from staff re biodiversity – very positive</td>
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<td>Action 4 Support the Port Hills restoration following the fires, including sediment control measures.</td>
<td>Advocacy for Cashmere Stream group and residents in Cracroft/Worsley development areas concerned about sediment control has led to ongoing working relationship with Parks staff and groups. Endorsed an easement over scenic reserve for removal of fire damaged trees.</td>
<td>Board member representation on the Summit Road Protection Authority.</td>
<td>The Community Board Chair regularly attends meetings of the Port Hills Trust.</td>
<td>In addition to support for the Port Hills predator eradication programme, the Board maintains interest in the sediment levels of the Cashmere Stream, the adventure park redevelopment, new residential developments in Cracroft / Worsley, and the impacts of heavy vehicles traffic. At its meeting on 19 October 2013 the Board received a briefing on the restoration of the Bowenvale Tracks.</td>
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<td>Action 1</td>
<td>Research the current situation regarding local services and commerce.</td>
<td>Deputation from newly formed Cashmere Community and Business Association 24 November 2017</td>
<td>On June 5 staff provided a Board seminar on Commercial Centres in Spreydon-Cashmere along with fact sheets, and the Community Board expressed concern for the status of the Selwyn St Masterplan.</td>
<td>Board scrutinises all reports to determine effects of proposal on local businesses eg MCR works.</td>
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<td>Local communities and businesses are engaged with, to build understanding and identify areas for improvement to business investments.</td>
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<td>The Community Board received, analysed and opposed a major permanent alcohol ban on Addington streets.</td>
<td>Board participated in Combined Community Boards'</td>
<td>Board requests information on the effect of works on local businesses eg request for staff information on consultation with and impact on local businesses of the long, road works connected with wastewater repairs on Colombo Street.</td>
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<td>Seminar on Community Boards’ roles in District Alcohol Licensing Committee hearings</td>
<td>Board receives notice of alcohol licensing applications and staff publish these in weekly bulletins to local community and residents’ groups</td>
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<td>Board made a submission on the Alcohol Restrictions in Public Places Bylaw 2018</td>
<td>Local business association invited to - Board hosted “Meet and Greet” for Local groups 20 March 2019.</td>
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<td>Board receives notice of alcohol licensing applications and publishes these in weekly bulletins</td>
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<td>Action 2</td>
<td>Continue to endorse the Food Resilience Charter by supporting and promoting action which builds local economies including supporting local producers, markets, services and co-operatives.</td>
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<td>1. The Spreydon-Cashmere Community Board Edible Garden Awards are piloted.</td>
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<td>2. Local community garden and food security projects are funded and supported.</td>
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<td>Edible Garden Awards pilot launched October 2017</td>
<td>On 17 April a successful Edible Garden Awards event was held at The Old Stone House</td>
<td>Edible Gardens Pilot was confirmed successful and the Community Board set aside a Discretionary Response Fund grant to continue the partnership with the Canterbury Horticultural Society.</td>
<td>A total of 29 award recipients were invited to the Edible Gardens awards event to be held 6 May at the Cashmere Club.</td>
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<td>Requested investigation of local market feasibility in/near 66 Colombo St underway</td>
<td>The Christchurch South Community Gardens Trust is now supported by staff and funding from both the Spreydon-Cashmere and the Linwood-Central-Heathcote Community Board Areas</td>
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<td>Christchurch South Community Gardens Trust funded</td>
<td>The new Addington Farm project that combines community connection and food production with a social enterprise to Spin Farm underutilised residential gardens has received Council funding for 2 years.</td>
<td>Staff investigating land for community gardens has been ongoing</td>
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<td>Staff have continued investigations for local market location options in or near Beckenham.</td>
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<td>The Community Board is a signatory to the Edible Canterbury Charter, and is aware of the work of The Food Resilience Network.</td>
<td>Information research on young people and drinking</td>
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13. 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.