

Waipuna
Halswell-Hornby-Riccarton Community Board
AGENDA

Notice of Meeting:

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

Date: **Tuesday 30 June 2020**

Time: **4pm**

Venue: **Horoea Room, Rārākau: Riccarton Centre,
199 Clarence Street, Christchurch**

Membership

Chairperson	Mike Mora
Deputy Chairperson	Andrei Moore
Members	Helen Broughton
	Jimmy Chen
	Catherine Chu
	Gamal Fouda
	Anne Galloway
	Debbie Mora
	Mark Peters

24 June 2020

Matthew Pratt
Manager Community Governance, Halswell-Hornby-Riccarton
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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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Ōtautahi-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

Principles

Being open, transparent and democratically accountable	Promoting equity, valuing diversity and fostering inclusion	Taking an inter-generational approach to sustainable development, prioritising the social, economic and cultural wellbeing of people and communities and the quality of the environment, now and into the future	Building on the relationship with Te Rūnanga o Ngāi Tahu and the Te Hononga-Council Papatipu Rūnanga partnership, reflecting mutual understanding and respect	Ensuring the diversity and interests of our communities across the city and the district are reflected in decision-making	Actively collaborating and co-operating with other local, regional and national organisations
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Community Outcomes

Resilient communities Strong sense of community Active participation in civic life Safe and healthy communities Celebration of our identity through arts, culture, heritage, sport and recreation Valuing the voices of all cultures and ages (including children)	Liveable city Vibrant and thriving city centre Sustainable suburban and rural centres A well connected and accessible city promoting active and public transport Sufficient supply of, and access to, a range of housing 21st century garden city we are proud to live in	Healthy environment Healthy water bodies High quality drinking water Unique landscapes and indigenous biodiversity are valued and stewardship exercised Sustainable use of resources and minimising waste	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
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Strategic Priorities

Enabling active and connected communities to own their future	Meeting the challenge of climate change through every means available	Ensuring a high quality drinking water supply that is safe and sustainable	Accelerating the momentum the city needs	Ensuring rates are affordable and sustainable
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Ensuring we get core business done while delivering on our Strategic Priorities and achieving our Community Outcomes

Engagement with the community and partners	Strategies, Plans and Partnerships	Long Term Plan and Annual Plan	Our service delivery approach	Monitoring and reporting on our progress
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Part A	Matters Requiring a Council Decision
Part B	Reports for Information
Part C	Decisions Under Delegation

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1. Apologies / Ngā Whakapāha

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

2. Declarations of Interest / Ngā Whakapuaki Aronga

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 / Te Whakaāe o te hui o mua

That the minutes of the Waipuna/Halswell-Hornby-Riccarton Community Board meeting held on [Tuesday, 16 June 2020](#) be confirmed (refer page 5).

4. Public Forum / Te Huinga Whānui

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

The public forum will be held at 4pm.

5. Deputations by Appointment / Ngā Huinga Whakaritenga

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

5.1 John Paterson Drive and Richmond Avenue, Halswell – Proposed No Stopping Restrictions and Give Way Control

Mr Greg Oliver, local resident, will address the Board regarding the John Paterson Drive and Richmond Avenue, Halswell – Proposed No Stopping Restrictions and Give Way Control report (item 8 of this agenda refers).

6. Presentation of Petitions / Ngā Pākikitanga

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

Waipuna Halswell-Hornby-Riccarton Community Board OPEN MINUTES

Date: Tuesday 16 June 2020
Time: 4.02pm
Venue: Horoeaka Room, Rārākau: Riccarton Centre,
199 Clarence Street, Christchurch

Present

Chairperson
Deputy Chairperson
Members

Mike Mora
Andrei Moore
Helen Broughton
Jimmy Chen
Catherine Chu
Gamal Fouda
Anne Galloway
Debbie Mora
Mark Peters

16 June 2020

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

The agenda was dealt with in the following order.

1. Apologies / Ngā Whakapāha

Part C
Community Board Decision

There were no apologies were received.

2. Declarations of Interest / Ngā Whakapuaki Aronga

Part B

Anne Galloway declared an interest in Item 11 – Bronco Drive and Bibiana Street, Halswell – Proposed No Stopping and took no part in the Board’s discussion or voting on this item.

Debbie Mora declared an interest in Item 12, recommendation 9 - Hornby Community Patrol Incorporated and took no part in the Board’s discussion or voting on this matter.

3. Confirmation of Previous Minutes / Te Whakaāe o te hui o mua

Part C
Community Board Resolved HHRB/2020/00042

That the minutes of the Waipuna/Halswell-Hornby-Riccarton Community Board meeting held on Tuesday, 2 June 2020 be confirmed subject to the following amendments:

Item 1 Apologies be amended to read “There were no apologies received.”

Item 13 resolution HHRB/2020/00041 clause 3 the word “radioactive” to be deleted and replaced with “radiocarbon” dating of trees in Halswell.

Mike Mora/Mark Peters

Carried

4. Public Forum / Te Huinga Whānui

Part B

There were no public forum presentations.

5. Deputations by Appointment / Ngā Huinga Whakaritenga

Part B

5.1 Riccarton Road and Rata Street areas – proposed speed limit changes

Tony Simons, Chairperson of the Riccarton Bush Kilmarnock Residents Association, and John Hardie, local resident, addressed the Board regarding Riccarton Road and Rata Street areas – proposed speed limit changes.

Tony Simons advised that the Riccarton Bush Kilmarnock Residents Association surveyed its members and the majority of respondents indicated that they supported the proposed speed limit changes in the Riccarton Road and Rata Street areas. He said many local residents believe that it is dangerous to travel at 50 kilometres per hour on those streets.

John Hardie acknowledged that many drivers are currently travelling at speeds lower than the current limit. He believes that reducing the speed limit to 30 kilometres per hour will not itself change driver behaviour, however will provide residents in the area with a voice to seek enforcement.

After questions from Board members, the Chairperson thanked Tony Simons and John Hardie for their presentation.

Item 9 of these minutes records the Board decision in relation to this matter.

5.2 Riccarton Road and Rata Street areas – proposed speed limit changes

John McCormack, local resident, addressed the Board regarding Riccarton Road and Rata Street areas – proposed speed limit changes.

Mr McCormack said he support lowering the speed limit to 30 kilometres per hour in the Riccarton Road and Rata Street areas. He is a driver Instructor and believes that travelling at 30 kilometres per hour lowers stress levels for both pedestrians and motorists.

After questions from Board members, the Chairperson thanked John McCormack for his presentation.

Item 9 of these minutes records the Board decision in relation to this matter.

6. Presentation of Petitions / Ngā Pākikitanga

Part B

There was no presentation of petitions.

9. Riccarton Road and Rata Street areas - proposed speed limit changes

Staff in attendance spoke to the accompanying report and advised that the proposal that was consulted on included a reduction of the existing permanent 50 kilometres per hour speed limits on the Service Lanes located on the eastern side of Kauri Street, on the western side of Rimu Street (entire length) and on the western side of Straven Road (entire length) to 30 kilometres per hour but these changes had inadvertently not been included in the staff recommendations.

The Board also took into consideration the deputations from the Riccarton Bush Kilmarnock Residents Association, John Hardie, and John McCormack (Item Numbers 5.1 and 5.2 refers) and the responses received to the consultation.

Officer Recommendations / Ngā Tūtohu

That the Waipuna/Halswell-Hornby-Riccarton Community Board recommends that the Council:

Part A

1. Approves, pursuant to Part 4 Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017 and Land Transport Rule: Setting of Speed Limits 2017, that the speed limits on the following roads be revoked and set as identified in Attachments A and B to the staff report, and detailed in 2-15 below (including resultant changes made to the Christchurch City Council Register of Speed Limits and associated Speed Limit Maps).

Speed limits to be revoked

2. Revokes the existing permanent speed limit of 50 kilometres per hour on Riccarton Road commencing at a point 23 metres east of its intersection with Matipo Street and extending in an easterly direction to a point 69 metres west of its intersection with Clarence Street.
3. Revokes the existing permanent speed limit of 50 kilometres per hour on Division Street commencing at its intersection with Riccarton Road and extending in a southerly direction for a distance of 90 metres.
4. Revokes the existing permanent speed limit of 50 kilometres per hour on Rotherham Street commencing at its intersection with Riccarton Road and extending in a southerly direction to its intersection with Dilworth Street.
5. Revokes the existing permanent speed limit of 50 kilometres per hour on Kauri Street (entire length).
6. Revokes the existing permanent speed limit of 50 kilometres per hour on Rata Street (entire length).
7. Revokes the existing permanent speed limit of 50 kilometres per hour on Rimu Street (entire length).
8. Revokes the existing permanent speed limit of 50 kilometres per hour on Titoki Street (entire length).

30 kilometres per hour zone

9. Approves that the permanent speed limit on Riccarton Road commencing at a point 23 metres east of its intersection with Matipo Street and extending in an easterly direction to a point 69 metres west of its intersection with Clarence Street be set at 30 kilometres per hour.
10. Approves that the permanent speed limit on Division Street commencing at its intersection with Riccarton Road and extending in a southerly direction for a distance of 90 metres be set at 30 kilometres per hour.
11. Approves that the permanent speed limit on Rotherham Street commencing at its intersection with Riccarton Road and extending in a southerly direction to its intersection with Dilworth Street be set at 30 kilometres per hour.
12. Approves that the permanent speed limit on Kauri Street (entire length) be set at 30 kilometres per hour.

13. Approves that the permanent speed limit on Rata Street (entire length) be set at 30 kilometres per hour.
14. Approves that the permanent speed limit on Rimu Street (entire length) be set at 30 kilometres per hour.
15. Approves that the permanent speed limit on Titoki Street (entire length) be set at 30 kilometres per hour.

Community Board Decided HHRB/2020/00043

Part A

That the Waipuna/Halswell-Hornby-Riccarton Community Board recommends that the Council:

1. Approves, pursuant to Part 4 Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017 and Land Transport Rule: Setting of Speed Limits 2017, that the speed limits on the following roads be revoked and set as identified in Attachments A and B to the staff report attached to the agenda for this meeting, and detailed in 2-21 below (including resultant changes made to the Christchurch City Council Register of Speed Limits and associated Speed Limit Maps).

Speed limits to be revoked

2. Revokes the existing permanent speed limit of 50 kilometres per hour on Riccarton Road commencing at a point 23 metres east of its intersection with Matipo Street and extending in an easterly direction to a point 69 metres west of its intersection with Clarence Street.
3. Revokes the existing permanent speed limit of 50 kilometres per hour on Division Street commencing at its intersection with Riccarton Road and extending in a southerly direction for a distance of 90 metres.
4. Revokes the existing permanent speed limit of 50 kilometres per hour on Rotherham Street commencing at its intersection with Riccarton Road and extending in a southerly direction to its intersection with Dilworth Street.
5. Revokes the existing permanent speed limit of 50 kilometres per hour on Kauri Street (entire length).
6. Revokes the existing permanent speed limit of 50 kilometres per hour on Rata Street (entire length).
7. Revokes the existing permanent speed limit of 50 kilometres per hour on Rimu Street (entire length).
8. Revokes the existing permanent speed limit of 50 kilometres per hour on Titoki Street (entire length).
9. Revokes the existing permanent speed limit of 50 kilometres per hour on the Service Lane located on the eastern side of Kauri Street (entire length).
10. Revokes the existing permanent speed limit of 50 kilometres per hour on the Service Lane located on the western side of Rimu Street (entire length).
11. Revokes the existing permanent speed limit of 50 kilometres per hour on the Service Lane located on the western side of Straven Road (entire length).

30 kilometre per hour speed limits

12. Approves that the permanent speed limit on Riccarton Road commencing at a point 23 metres east of its intersection with Matipo Street and extending in an easterly direction

- to a point 69 metres west of its intersection with Clarence Street be set at 30 kilometres per hour.
13. Approves that the permanent speed limit on Division Street commencing at its intersection with Riccarton Road and extending in a southerly direction for a distance of 90 metres be set at 30 kilometres per hour.
 14. Approves that the permanent speed limit on Rotherham Street commencing at its intersection with Riccarton Road and extending in a southerly direction to its intersection with Dilworth Street be set at 30 kilometres per hour.
 15. Approves that the permanent speed limit on Kauri Street (entire length) be set at 30 kilometres per hour.
 16. Approves that the permanent speed limit on Rata Street (entire length) be set at 30 kilometres per hour.
 17. Approves that the permanent speed limit on Rimu Street (entire length) be set at 30 kilometres per hour.
 18. Approves that the permanent speed limit on Titoki Street (entire length) be set at 30 kilometres per hour.
 19. Approves that the permanent speed limit on the Service Lane located on the eastern side of Kauri Street be set at 30 kilometres per hour.
 20. Approves that the permanent speed limit on the Service Lane located on the western side of Rimu Street be set at 30 kilometres per hour.
 21. Approves that the permanent speed limit on the Service Lane located on the western side of Straven Road be set at 30 kilometres per hour.

The division was declared **carried** by 8 votes to 1 vote the voting being as follows:

For: Mike Mora, Helen Broughton, Jimmy Chen, Catherine Chu, Gamal Fouda, Anne Galloway, Debbie Mora and Mark Peters

Against: Andrei Moore

Helen Broughton/Catherine Chu

Carried

10. Squadron Road, Wigram and other adjacent streets - Proposed No Stopping Restrictions

Community Board Resolved HHRB/2020/00044 (Original Officer Recommendations accepted without change)

Part C

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

1. Approves pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at all times on part of all the streets shown by 'Proposed No Stopping Restrictions' in Plan TG136514 dated 13 February 2020 in Attachment A, Plan TG136517 dated 20 February 2020 in Attachment B and Plan

TG136515 dated 13 February 2020 in Attachment C of the agenda staff report and detailed in 2-33 below .

Skyhawk Road/Liberty Street intersection

2. Approves that the stopping of vehicles be prohibited at any time on the east side of Skyhawk Road commencing at its intersection with Liberty Street and extending in a northerly direction for a distance of 10 metres.
3. Approves that the stopping of vehicles be prohibited at any time on the east side of Skyhawk Road commencing at its intersection with Liberty Street and extending in a southerly direction for a distance of 10 metres.
4. Approves that the stopping of vehicles be prohibited at any time on the north side of Liberty Street commencing at its intersection with Skyhawk Road and extending in a northerly direction for a distance of 16 metres.
5. Approves that the stopping of vehicles be prohibited at any time on the south side of Liberty Street commencing at its intersection with Skyhawk Road and extending in a northerly direction for a distance of 16 metres.

Liberty Street bend

6. Approves that the stopping of vehicles be prohibited at any time on the north side of Liberty Street commencing at a point 46 metres east of its intersection with Skyhawk Road and extending in an easterly direction for a distance of 16 metres.
7. Approves that the stopping of vehicles be prohibited at any time on the south side of Liberty Street commencing at a point 46 metres east of its intersection with Skyhawk Road and extending in an easterly and then southerly direction for a distance of 24 metres.

The Runway/Liberty Street intersection

8. Approves that the stopping of vehicles be prohibited at any time on the north west side of The Runway commencing at its intersection with Liberty Street and extending in a south westerly direction for a distance of 14 metres.
9. Approves that the stopping of vehicles be prohibited at any time on the north west side of The Runway commencing at its intersection with Liberty Street and extending in a north easterly direction for a distance of 14 metres.
10. Approves that the stopping of vehicles be prohibited at any time on the south west side of Liberty Street commencing at its intersection with The Runway and extending in a north westerly direction for a distance of 16 metres.
11. Approves that the stopping of vehicles be prohibited at any time on the north east side of Liberty Street commencing at its intersection with The Runway and extending in a north westerly direction for a distance of 16 metres.

The Runway/Doppler Place intersection

12. Approves that the stopping of vehicles be prohibited at any time on the north west side of The Runway commencing at its intersection with Doppler Place and extending in a south westerly direction for a distance of 12 metres.
13. Approves that the stopping of vehicles be prohibited at any time on the north west side of The Runway commencing at its intersection with Doppler Place and extending in a north easterly direction for a distance of 12 metres.

14. Approves that the stopping of vehicles be prohibited at any time on the south west side of Doppler Place commencing at its intersection with The Runway and extending in a north westerly direction for a distance of 16 metres.
15. Approves that the stopping of vehicles be prohibited at any time on the north east side of Doppler Place commencing at its intersection with The Runway and extending in a north westerly direction for a distance of 16 metres.

The Runway/Squadron Road intersection

16. Approves that the stopping of vehicles be prohibited at any time on the south east side of The Runway commencing at its intersection with Squadron and extending in a south westerly direction for a distance of 16 metres.
17. Approves that the stopping of vehicles be prohibited at any time on the south east side of The Runway commencing at its intersection with Squadron Road and extending in a north easterly direction for a distance of 16 metres.
18. Approves that the stopping of vehicles be prohibited at any time on the south west side of Squadron Road commencing at its intersection with The Runway and extending in a south easterly direction for a distance of 19 metres.
19. Approves that the stopping of vehicles be prohibited at any time on the north east side of Squadron Road commencing at its intersection with The Runway and extending in a south easterly direction for a distance of 19 metres.

Skyhawk Road/Limbrick Crescent intersection

20. Approves that the stopping of vehicles be prohibited at any time on the northeast side of Skyhawk Road commencing at its northern intersection with Limbrick Crescent and extending in a north westerly direction for a distance of 23 metres.
21. Approves that the stopping of vehicles be prohibited at any time on the northeast side of Skyhawk Road commencing at its northern intersection with Limbrick Crescent and extending in a south easterly direction for a distance of 16 metres.
22. Approves that the stopping of vehicles be prohibited at any time on the northwest side of Limbrick Crescent commencing at its northern intersection with Skyhawk Road and extending in a north easterly direction for a distance of 24 metres.
23. Approves that the stopping of vehicles be prohibited at any time on the south east side of Limbrick Crescent commencing at its northern intersection with Skyhawk Road and extending in a north easterly direction for a distance of 18 metres.

Limbrick Crescent/Limbrick Close intersection

24. Approves that the stopping of vehicles be prohibited at any time on the north west side of Limbrick Crescent commencing at a point 50 metres north east of its northern intersection with Skyhawk Road and extending in a north easterly direction for a distance of 24 metres.
25. Approves that the stopping of vehicles be prohibited at any time on the south east side of Limbrick Crescent commencing at its intersection with Limbrick Close and extending in a south westerly direction for a distance of 16 metres.
26. Approves that the stopping of vehicles be prohibited at any time on the south east side of Limbrick Crescent commencing at its intersection with Limbrick Close and extending in a north easterly direction for a distance of 10 metres.

27. Approves that the stopping of vehicles be prohibited at any time on the north east side of Limbrick Close commencing at its intersection with Limbrick Crescent and extending in a south easterly direction for a distance of 10 metres.
28. Approves that the stopping of vehicles be prohibited at any time on the south west side of Limbrick Close commencing at its intersection with Limbrick Crescent and extending in a south easterly direction for a distance of 10 metres.

Limbrick Crescent/Squadron Street intersection

29. Approves that the stopping of vehicles be prohibited at any time on the north east side of Limbrick Crescent commencing at its intersection with Squadron Road and extending in a north westerly direction for a distance of 11 metres.
30. Approves that the stopping of vehicles be prohibited at any time on the north east side of Limbrick Crescent commencing at its intersection with Squadron Road and extending in a south easterly direction for a distance of 10 metres.
31. Approves that the stopping of vehicles be prohibited at any time on the north west side of Squadron Road commencing at its intersection with Limbrick Crescent and extending in a north easterly direction for a distance of 15 metres.
32. Approves that the stopping of vehicles be prohibited at any time on the south east side of Squadron Road commencing at its intersection with Limbrick Crescent and extending in a north easterly direction for a distance of 15 metres.

The Runway/Skyhawk Road intersection

33. Approves that the stopping of vehicles be prohibited at any time on the north west side of The Runway commencing at its intersection with Skyhawk Road and extending in a north easterly direction for a distance of 27 metres.

General

34. 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 resolutions 1-33 above.
35. Approves that resolutions 1-34 above take effect when road markings that evidence the restrictions, are in place (or removed, in the case of revocations).

Anne Galloway/Catherine Chu

Carried

11. Bronco Drive and Bibiana Street, Halswell - Proposed No Stopping Restrictions

Community Board Resolved HHRB/2020/00045 Original Officer Recommendations accepted without change)

Part C

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

1. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at all times generally in accordance with that shown on the plan provided as **Attachment A** to the staff report

(‘Bibiana Street/Bronco Drive: Proposed No Stopping Restriction’, Plan TG135537, dated 20/03/2020) and detailed in recommendations 2-12 below.

Bibiana Street/Bronco Drive/Stallion Avenue intersection

2. Approves that the stopping of vehicles be prohibited at any time on the north east side of Bibiana Street commencing at its intersection with Bronco Drive and Stallion Avenue and extending in a south easterly direction for a distance of 20 metres.
3. Approves that the stopping of vehicles be prohibited at any time on the southeast side of Bronco Avenue commencing at its intersection with Bibiana Street and Stallion Avenue and extending in a north easterly direction for a distance of 16 metres.
4. Approves that the stopping of vehicles be prohibited at any time on the south side of Stallion Avenue commencing at its intersection with Bibiana Street and Bronco Drive and extending in a westerly direction for a distance of 18 metres.
5. Approves that the stopping of vehicles be prohibited at any time on the north side of Stallion Avenue commencing at its intersection with Bibiana Street and Bronco Drive and extending in a westerly direction for a distance of 20 metres.
6. Approves that the stopping of vehicles be prohibited at any time on the south west side of Bibiana Street commencing at its intersection with Stallion Avenue and extending in a south easterly direction for a distance of 6 metres.
7. Approves that the stopping of vehicles be prohibited at any time on the north west side of Bronco Drive commencing at its intersection with Stallion Avenue and extending in a north easterly direction for a distance of 5 metres.

Bronco Avenue near the Playground

8. Approves that the stopping of vehicles be prohibited at any time on the south east side of Bronco Drive commencing at a point 267 metres north east of its intersection with Bibiana Street and Stallion Avenue and extending in a north easterly then southerly direction (around the inside curve) for a distance of 49 metres.
9. Approves that the stopping of vehicles be prohibited at any time on the north west side of Bronco Drive commencing at a point 282 metres north east of its intersection with Stallion Avenue and extending in a south easterly direction (around the outer curve) for a distance of 22 metres.
10. Approves that the stopping of vehicles be prohibited at any time on the east side of Bronco Drive commencing at a point 319 metres north east of its intersection with Stallion Avenue and extending in a southerly direction (around the outer curve) for a distance of 26 metres.

Bronco Avenue near the kerbed median

11. Approves that the stopping of vehicles be prohibited at any time on the north west side of Bronco Drive commencing at a point 116 metres north east of its intersection with Bibiana Street and extending in a north easterly direction for a distance of 51 metres.
12. Approves that the stopping of vehicles be prohibited at any time on the south east side of Bronco Drive commencing at a point 116 metres north east of its intersection with Bibiana Street and extending in a north easterly direction for a distance of 49 metres.

General

13. Approves that resolutions 2-12 above take effect when road markings that evidence the restrictions, are in place.

Mike Mora/Andrei Moore

Carried

Anne Galloway declared an interest in this item and took no part in the discussion or voting on this item.

7. 79 Clyde Road - Proposed Bus Passenger Shelter Installation and Bus Stop Markings

Community Board Resolved HHRB/2020/00046 Original Officer Recommendations accepted without change)

Part C

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

Bus passenger shelter resolution

1. Pursuant to Section 339(1) of the Local Government Act 1974:
 - a. Approves the installation of a bus passenger shelter on the west side of Clyde Road (beside 79 Clyde Road) commencing at a point approximately 44 metres north east of its intersection with Arts Road (measured from the northern kerb line of Arts Road) and extending in a north easterly direction for a distance of approximately 3.6 metres.

Bus stop / stopping restriction markings resolution

2. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
 - a. Approves that the stopping of vehicles is prohibited at all times on the west side of Clyde Road commencing at a point approximately 53 metres north east of its intersection with Arts Road (measured from the northern kerb line of Arts Road) and extending in a north easterly direction for a distance of approximately 5 metres.
3. Approves that any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in 2a above are revoked.
4. Approves that these resolutions take effect when the traffic control devices that evidence the restrictions described in 2a are in place.

Catherine Chu/Anne Galloway

Carried

8. 10 Wilmers Road - Proposed Road Name -

Community Board Resolved HHRB/2020/00047 Original Officer Recommendation accepted without change)

Part C

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

1. Approves the following new road name for 10 Wilmers Road (RMA/2019/2184):
 - a. Road A - Kairua Road

Jimmy Chen/Debbie Mora

Carried

12. Waipuna/Halswell-Hornby-Riccarton Community Board Discretionary Response Fund Applications - Canterbury Regional Basketball Foundation, Community Patrol Riccarton Inc., Church Corner Toy Library, Hornby Good Companions Club, Halswell Hall Inc., Halswell Playcentre, Halswell Scout Group, Halswell Toy Library Inc., Hornby Community Patrols Inc., Hornby Netball Club, Hornby Toy Library, Oak Development Trust, Riccarton Community Church Trust, Templeton Residents Association, The Link Community Trust
Board Consideration

The Board clarified with staff present the cost for replacement netballs for the Hornby Netball Club.

Officer Recommendations / Ngā Tūtohu

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

1. Resolve to transfer \$11,500 from the following project allocations to the 2019/20 Discretionary Response Fund;
 - 1.1. Youth Development Fund, \$4,000
 - 1.2. Leadership Opportunities, \$6,000
 - 1.3. ANZAC Day Expenses, \$1,500
2. Approve a grant of \$7,000 from its 2019-20 Discretionary Response Fund to Canterbury Regional Basketball Foundation towards delivery of the Canterbury Regional Basketball Foundation mentoring programme within schools in the Halswell-Hornby-Riccarton area.
3. Approve a grant of \$2,000 from its 2019-20 Discretionary Response Fund to Halswell Hall Incorporated towards insurance.
4. Approve a grant of \$2,000 from its 2019-20 Discretionary Response Fund to Church Corner Toy Library towards the librarian/co-ordinator wages.
5. Approve a grant of \$570 from its 2019-20 Discretionary Response Fund to Community Patrol Riccarton Incorporated towards the purchase of a dashcam and high visibility vests.
6. Approve a grant of \$3,000 from its 2019-20 Discretionary Response Fund to Halswell Playcentre towards rent.
7. Approve a grant of \$2,700 from its 2019-20 Discretionary Response Fund to Halswell Scout Group towards building insurance, uniforms and first aid courses.
8. Approve a grant of \$2,000 from its 2019-20 Discretionary Response Fund to Halswell Toy Library Incorporated towards wages.
9. Approve a grant of \$1,800 from its 2019-20 Discretionary Response Fund to Hornby Community Patrol Incorporated towards volunteer recognition and communication expenses.
10. Approve a grant of \$750 from its 2019-20 Discretionary Response Fund to the Hornby Good Companions Club towards the cost of bus trips.

11. Approve a grant of \$800 from its 2019-20 Discretionary Response Fund to Hornby Netball Club for the replacement of old netballs.
12. Approve a grant of \$2,000 from its 2019-20 Discretionary Response Fund to the Hornby Toy Library towards wages and toy library expenses.
13. Approve a grant of \$2,000 from its 2019-20 Discretionary Response Fund to Oak Development Trust for the Riccarton Community Event.
14. Approve a grant of \$2,000 from its 2019-20 Discretionary Response Fund to Riccarton Community Church Trust towards entertainment and road closure costs associated with the Riccarton Community Street Party.
15. Approve a grant of \$2,200 from its 2019-20 Discretionary Response Fund to Templeton Residents Association towards administration costs and the running of a community day.
16. Approve a grant of \$1,500 from its 2019-20 Discretionary Response Fund to the Link Community Trust towards Little Steps class expenses.

Community Board Resolved HHRB/2020/00048

Helen Broughton moved by way of amendment:

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

11. Approve a grant of \$1,400 from its 2019-20 Discretionary Response Fund to Hornby Netball Club for the replacement of old netballs.

Helen Broughton/Mark Peters

Carried

Community Board Resolved as the Substantive Motion HHRB/2020/00049

Part C

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

1. Approves to transfer \$11,500 from the following project allocations to the 2019/20 Discretionary Response Fund;
 - 1.1. Youth Development Fund, \$4,000
 - 1.2. Leadership Opportunities, \$6,000
 - 1.3. ANZAC Day Expenses, \$1,500
2. Approves a grant of \$7,000 from its 2019-20 Discretionary Response Fund to Canterbury Regional Basketball Foundation towards delivery of the Canterbury Regional Basketball Foundation mentoring programme within schools in the Halswell-Hornby-Riccarton area.
3. Approves a grant of \$2,000 from its 2019-20 Discretionary Response Fund to Halswell Hall Incorporated towards insurance.
4. Approves a grant of \$2,000 from its 2019-20 Discretionary Response Fund to Church Corner Toy Library towards the librarian/co-ordinator wages.
5. Approves a grant of \$570 from its 2019-20 Discretionary Response Fund to Community Patrol Riccarton Incorporated towards the purchase of a dashcam and high visibility vests.
6. Approves a grant of \$3,000 from its 2019-20 Discretionary Response Fund to Halswell Playcentre towards rent.
7. Approves a grant of \$2,700 from its 2019-20 Discretionary Response Fund to Halswell Scout Group towards building insurance, uniforms and first aid courses.

8. Approves a grant of \$2,000 from its 2019-20 Discretionary Response Fund to Halswell Toy Library Incorporated towards wages.
9. Approves a grant of \$750 from its 2019-20 Discretionary Response Fund to the Hornby Good Companions Club towards the cost of bus trips.
10. Approves a grant of \$2,000 from its 2019-20 Discretionary Response Fund to the Hornby Toy Library towards wages and toy library expenses.
11. Approves a grant of \$1,400 from its 2019-20 Discretionary Response Fund to Hornby Netball Club for the replacement of old netballs.
12. Approve a grant of \$2,000 from its 2019-20 Discretionary Response Fund to Oak Development Trust for the Riccarton Community Event.
13. Approves a grant of \$2,000 from its 2019-20 Discretionary Response Fund to Riccarton Community Church Trust towards entertainment and road closure costs associated with the Riccarton Community Street Party.
14. Approves a grant of \$2,200 from its 2019-20 Discretionary Response Fund to Templeton Residents Association towards administration costs and the running of a community day.
15. Approves a grant of \$1,500 from its 2019-20 Discretionary Response Fund to the Link Community Trust towards Little Steps class expenses.

Anne Galloway/Catherine Chu

Carried

Community Board Resolved HHRB/2020/00050

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

1. Approves a grant of \$1,800 from its 2019-20 Discretionary Response Fund to Hornby Community Patrol Incorporated towards volunteer recognition and communication expenses.

Mike Mora/Jimmy Chen

Carried

Debbie Mora declared an interest in this item and took no part in the discussion or voting on this item.

13. Waipuna/Halswell-Hornby-Riccarton Community Board Area Report - June 2020

Community Board Resolved HHRB/2020/00051 (Original Officer Recommendations accepted without change)

Part B

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

1. Receives the Waipuna/Halswell-Hornby-Riccarton Community Board Area Report for June 2020.
2. Receives the staff memorandum dated 23 April 2020 regarding trees to be planted in the median island on Riccarton Road.
3. Receives the staff memorandum dated 30 April 2020 regarding the implementation progress of the Suburban Regeneration Programme Biannual Update.

4. Receives the staff memorandum dated 22 May 2020 regarding the Hearings Panel decision, supporting reserve land at Ngā Puna Wai being leased for a 10-court Netsal Centre.
5. Receives and notes for record purposes, the minutes of the Waipuna/Halswell-Hornby-Riccarton Community Board's Submissions Committee meeting held on 17 March 2020 to complete Board feedback to the Council on the Draft Annual Plan 2020-21.

Catherine Chu/Andrei Moore

Carried

14. Elected Members' Information Exchange

Part B

Board members exchanged information on the following:

- Roydon Quarry Resource Consent – request for member on a Liaison Committee
- There is an opportunity for Templeton to be considered as an alternative to Nga Puna Wai lease for future sporting ventures.
- Some Board members have undertaken a visit to Yaldhurst Village.
- A member plans to hold a local engagement on the updated 2020-21 Annual Plan will be held at Hornby Indoor Market

Meeting concluded at 5.14pm.

CONFIRMED THIS 30TH DAY OF JUNE 2020

MIKE MORA
CHAIRPERSON

7. Notice of Motion

Reference / Te Tohutoro: 20/757161

Report of / Te Pou
Matua:

Faye Collins, Community Board Adviser, faye.collins@ccc.govt.nz

General Manager /
Pouwhakarae:

Mary Richardson, General Manager Citizens & Community

Pursuant to Standing Order 22 of Christchurch City Council's Standing Orders, the following Notice of Motion was submitted by Anne Galloway.

1. Notice of Motion to the Waipuna/Halswell-Hornby-Riccarton Community Board

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

That the Office of the Mayor and Chief Executive provide advice to the Waipuna/Halswell-Hornby-Riccarton Community Board regarding the viability and potential locations for a "Park and Ride" facility in the vicinity of Halswell Road to provide residents in the south west with better access to public transport to central Christchurch.

Attachments

There are no appendices to this report.

8. Correspondence

Reference / Te Tohutoro: 20/728596

Report of / Te Pou
Matua:

Bronwyn Frost, Support Officer, bronwyn.frost@ccc.govt.nz

General Manager /
Pouwhakarae:

Mary Richardson, General Manager Citizens & Community

1. Purpose of Report / Te Pūtake Pūrongo

Correspondence has been received from:

Name	Subject
Riccarton Bush Trust	Thank you to the Community Board

2. Officer Recommendations / Ngā Tūtohu

That the Halswell-Hornby-Riccarton Community Board:

1. Receive the letter from Riccarton Bush Trust in the correspondence report dated 30 June 2020

Attachments

No.	Title	Page
A ↓	Riccarton Bush Trust Thank you to the Community Board	24



RICCARTON HOUSE & BUSH
PŪTARINGAMOTU

16 Kahu Road
P O Box 8276
CHRISTCHURCH 8440

Phone: 03 341 1018
www.riccartonhouse.co.nz

10 June 2020

Peter Dow – Community Board Advisor
Halswell- Hornby – Riccarton Community Board

Dear Peter,

Discretionary Funding

It would be very much appreciated if you would please pass on the Trust's sincere thanks to the Community Board.

The Trust successfully applied for discretionary funding in order to commission a condition report and cyclical management plan for Riccarton House. This report will enable us to improve the way we are managing maintenance and repair on the House and to also more effectively target our maintenance budget.

The Board is extremely grateful for the financial support that the Halswell-Hornby-Riccarton Community Board has given now, and in the past. In the past few years, these funds have enabled us to provide a defibrillator at the house for community use; Audio-visual equipment to provide displays and educational resources for visitors; and now the condition report.

The Riccarton House and Bush property is such a special place. The contribution, and support, from the Community Board helps enable the Trust to protect and conserve it so that future generations will understand the story and enjoy the beauty and grandeur.

Thank You

Yours Sincerely

Shona Willis

Manager

Shona Willis, Manager
DDI: 03 341 1018 Mobile: 027 544 0462 Email: manager@riccartonhouse.co.nz

9. John Paterson Drive and Richmond Avenue, Halswell - Proposed No Stopping Restrictions and Give Way Control

Reference / Te Tohutoro: 20/588679

Report of: Barry Hayes, Traffic Engineer, barry.hayes@ccc.govt.nz

General Manager: David Adamson, General Manager City Services,
david.adamson@ccc.govt.nz

1. Executive Summary / Te Whakarāpopoto Matua

- 1.1 The purpose of this report is for the Waipuna/Halswell-Hornby-Riccarton Community Board to approve the Give Way Control and No Stopping Restrictions at the intersection of John Paterson Drive and Richmond Avenue in Halswell, as indicated in **Attachment A**. A location plan of the site is shown in **Attachment B**.
- 1.2 This report is staff generated in response to requests from local residents, who have concerns relating to parking activity on these streets which are causing difficulties for vehicles turning in and out of intersections and at a bend section of Liberty Street.
- 1.3 These measures have been requested to:
 - Maintains two way operation at these intersections to prevent dangerous overtaking.
 - Maintains clear forward sight lines and the visibility splay for the west approach.
 - Ensures space is available for service vehicles to turn in and out of the intersection.

2. Officer Recommendations / Ngā Tūtohu

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

1. Approve that a Give Way control be placed against John Paterson Drive on its south western approach to the intersection with Richmond Avenue.
2. Approve pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the stopping of vehicles be prohibited at all times as shown by 'Proposed No Stopping Restrictions' in Plan TG136522 dated 25 February 2020 in Attachment A of the agenda staff report.
3. Approve that the stopping of vehicles be prohibited at any time on the north west side of John Paterson Drive (west) commencing at its intersection with Richmond Avenue and extending in a south westerly direction for a distance of 60 metres.
4. Approve that the stopping of vehicles be prohibited at any time on the south east side of John Paterson Drive (west) commencing at its intersection with Richmond Avenue and extending in a south westerly direction for a distance of 60 metres.
5. Approve that the stopping of vehicles be prohibited at any time on the south west side of John Paterson Drive (north) commencing at its intersection with John Paterson Drive (west) and extending in a north westerly direction for a distance of 45 metres.
6. Approve that the stopping of vehicles be prohibited at any time on the north east side of John Paterson Drive (north) commencing at its intersection with John Paterson Drive (west) and extending in a north westerly direction for a distance of 45 metres.

7. Approve that the stopping of vehicles be prohibited at any time on the north east side of John Paterson Drive (north) commencing at its intersection with John Paterson Drive (west) and extending in a southerly direction for a distance of 8 metres.
8. Approve that the stopping of vehicles be prohibited at any time on the north east side of Richmond Avenue commencing at its intersection with John Paterson Drive (west) and extending in a southerly direction for a distance of 26 metres.
9. Approve that the stopping of vehicles be prohibited at any time on the south west side of Richmond Avenue commencing at its intersection with John Paterson Drive (west) and extending in a southerly direction for a distance of 26 metres.
10. Revoke 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 resolutions 1-9 above.
11. Approve that resolutions above take effect when the signs and road markings that evidence the restrictions, are in place.

3. Key Points / Ngā Take Matua

- 3.1 The recommendations in this report are consistent with the anticipated outcomes of the Traffic Safety and Efficiency Service Plan in the [Council's Long Term Plan \(2018 - 2028\)](#).
- 3.2 The following feasible options have been considered:
 - Option 1 - Install No Stopping Restrictions and Give Way Control (preferred option)
 - Option 2 - Do Nothing
- 3.3 Option Summary - Advantages and Disadvantages (preferred option)
 - 3.3.1 The advantages of this option include:
 - Maintains two way operation at these intersections to prevent dangerous overtaking.
 - Maintains clear forward sight lines and the visibility splay for the west approach.
 - Ensures space is available for service vehicles to turn in and out of the intersection.
 - 3.3.2 The disadvantages of this option include:
 - Displaces some on-street parking to another location
- 3.4 The decision affects the following Community Board area:
 - Waipuna/Halswell-Hornby-Riccarton Community Board

4. Policy Framework Implications

Strategic Alignment

- 4.1 The Council's strategic priorities have been considered in formulating the recommendations in this report, however this area of work is not specifically covered by an identified priority.
- 4.2 The proposal is consistent with the Christchurch Suburban Parking Policy. Policy 1 relates to prioritising suburban road space according to Table 1 - Road priority matrix.
- 4.3 Within the matrix, the first priority is to provide safety and the second, to provide movement and amenity, which are the main reasons for the new restrictions, since it maintains the road space for drivers turning in and out of the intersections and approaching the intersection. On-street parking for residents is classified as the fifth priority in residential areas.

Decision Making Authority Te Mana Whakatau

- 4.4 Part 1, Clauses 7 and 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides the Council with the authority to install parking restrictions by resolution.
- 4.5 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of stopping restrictions and traffic control devices.
- 4.6 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

Policy Consistency

- 4.7 The decision is consistent with the Council's Plans and Policies.

Impact on Mana Whenua

- 4.8 The decision does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture and traditions.

Climate Change Impact Considerations

- 4.9 The impacts of this proposal upon Climate Change are anticipated to be minor.

Accessibility Considerations

- 4.10 This proposal purely enhances the accessibility of all vehicle movements. It has no adverse effects upon access by walking and cycling and only effects on-street car parking.

5. Context/Background / Te Horopaki

Issue / Ngā take

- 5.1 The new intersection requires formal control to clarify priorities for driver comprehension and safety. No stopping restrictions are considered necessary to ensure drivers remain on their side of the road as they approach and leave the intersection. Furthermore, they are proposed to protect sight lines for drivers approaching the intersection, to maintain road safety.

Context

The provision of the intersection

- 5.2 The intersection of Richmond Avenue with Halswell Junction Road was included in the Outline Development Plan (ODP) for the Longhurst/Knights Stream area during the original Plan Change in 2011 that changed the zoning of the area from Rural to Residential. This was the subject of a publicly notified hearing.
- 5.3 The hearings for the Plan took place during 2016/17 before an Independent Hearings Panel. The ODP forms part of the legislative framework for development in the Halswell West area and the area has been developed in line with the plan as per the Appendix below from the Christchurch District Plan. The Council (and developer) is required to develop the land in accordance with the ODP and the Board were advised that the connection was to be completed to provide alignment with the District Plan.
- 5.4 The Ministry of Education were also advised, at the time the school site was designated that Richmond Avenue was to be joined through to Halswell Junction Road in due course.
- 5.5 Environment Canterbury propose to slightly extend the route of the Orange line to travel through this intersection. Currently, buses U-turn using part of the domain off Richmond

Avenue. The new intersection will enable buses to use the Halswell Junction Road roundabout and complete the turn more smoothly.

- 5.6 As part of the CSM2 project, John Paterson Drive was closed at its intersection with Springs Road and substantially reconstructed and realigned to connect with Halswell Junction Road at a new roundabout. The scope of this project excluded the new intersection at Richmond Avenue. Since the John Paterson Drive has only recently been handed over as a road asset to Christchurch City Council, the new intersection has only recently been constructed. It is this new intersection that the proposed restrictions relate to.

Give Way Control

- 5.7 Give Way control has been selected as the most appropriate form of control here as the associated traffic flows are relatively low. The City Council CAST model forecasts 3,000 vehicles per day (2-way ADT, Annual Daily Traffic), on Richmond Avenue at 2021 rising to 4,000 a day in 2028. Typically, peak hour flows are 10% of the ADT. As John Paterson Drive (west) functions as a no through road, servicing 8 properties.
- 5.8 Richmond Avenue functions as a collector road, as does the section of John Paterson Drive (north)) that connects with Halswell Junction Road.
- 5.9 John Paterson Drive (west) functions as a local road. It is on this basis that give way control is considered suitable, with only minor delay to drivers on John Paterson Drive (west).

No stopping restrictions

- 5.10 The layout of the new intersection will consist of three approaches which will all be single lane in both directions. Consequently the available road space will need to be maintained to ensure that the intersection functions efficiently in capacity terms and in a safe manner, by protecting sight lines and ensuring drivers (including buses) do not need to overtake and face oncoming traffic.
- 5.11 On the north and west approaches there are no active property frontages which will generate on-street parking demands. Consequently the proposals are not considered to affect any existing uses.
- 5.12 The south side consists of the Richmond Avenue approach. No stopping is proposed 26 metres from the intersection and will extend across the frontage of 91 Richmond Avenue.

6. Options Analysis / Ngā Kōwhiringa Tātari

Options Considered Ngā Kōwhiringa Whaiwhakaaro

- 6.1 The following reasonably practicable options were considered and are assessed in this report:
- Option 1 - Install Give Way control and No Stopping Restrictions (preferred option)
 - Option 2 - Do Nothing
- 6.2 No other options have been considered.

Options Descriptions / Ngā Kōwhiringa

- 6.3 **Option One: Preferred Option:** Install No Stopping Restrictions and Give Way Control

6.3.1 **Option Description:** Install Give Way control and No Stopping restrictions in accordance with Attachment A.

6.3.2 Option Advantages

- Maintains two way operation at these intersections to prevent dangerous overtaking.

- Maintains clear forward sight lines and the visibility splay for the west approach.
- Ensures space is available for service vehicles to turn in and out of the intersection.

6.3.3 Option Disadvantages

- Displaces parking to other locations.

6.4 Option Two: Do Nothing

6.4.1 **Option Description:** Do not add Give Way control and no stopping restrictions

6.4.2 Option Advantages

- No impact on on-street parking.

6.4.3 Option Disadvantages

- Does not address the operational and safety concerns relating to capacity and maintaining good sight lines.
- Does not establish intersection priorities.

7. Community Views and Preferences / Ngā mariu ā-Hāpori

- 7.1 The owners and tenants of the properties located close to the proposal were advised of the recommended option by letter. **Attachment C** show the locations of the properties that were consulted. In addition, Knight Stream School, the Halswell Residents Association and Environment Canterbury were consulted.
- 7.2 Nine responses were received in total. One response objected to the give way operation and requested that Richmond Avenue gives way to John Paterson Drive. One other response from the resident at 91 Richmond Avenue was concerned about the no stopping restrictions extending across their property. The remaining responses did not object to the proposed give way control or no stopping restrictions or requested amendments. The Team Leader Parking Compliance has indicated support for the preferred option.
- 7.3 For the give way matter, as explained previously, the proposal has the main priority associated with the approaches that carry the majority of traffic flows. The delays to the west approach will be minor throughout the day. Consequently it is considered inappropriate to change the give way approach to the intersection.
- 7.4 The property at 91 Richmond Avenue has a double garage and driveway. The extent of the proposed no stopping restriction ensure that there is still space for one on-street parking space in front of the property and on the opposite side of the street which has a vacant section. Consequently, the residual parking is considered to be acceptable, with the proposal in effect.
- 7.5 In summary, the proposal was not amended due to the feedback received.

8. Resource Implications

Capex/Opex

- 8.1 Cost to Implement - \$300.
- 8.2 Maintenance/Ongoing costs – covered under the existing maintenance budget.
- 8.3 Funding Source – Traffic Operations Signs and Road Marking budget.

9. Legal Implications

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

10. Risk Management Implications

- 10.1 The risks identified are expected to be minor.

11. Next Steps / Ngā mahinga ā-muri

- 11.1 Approval is required by the Waipuna/Halswell-Hornby-Riccarton Community Board.
- 11.2 If approved, the recommendations will be completed within 3 months of an instruction to the Contractor.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	Richmond Ave/John Paterson Drive site plan	31
B ↓	Location Plan	32
C ↓	Consultees for John Paterson Drive and Richmond Ave	33

In addition to the attached documents, the following background information is available:

Document Name	Location / File Link
Not applicable	Not Applicable

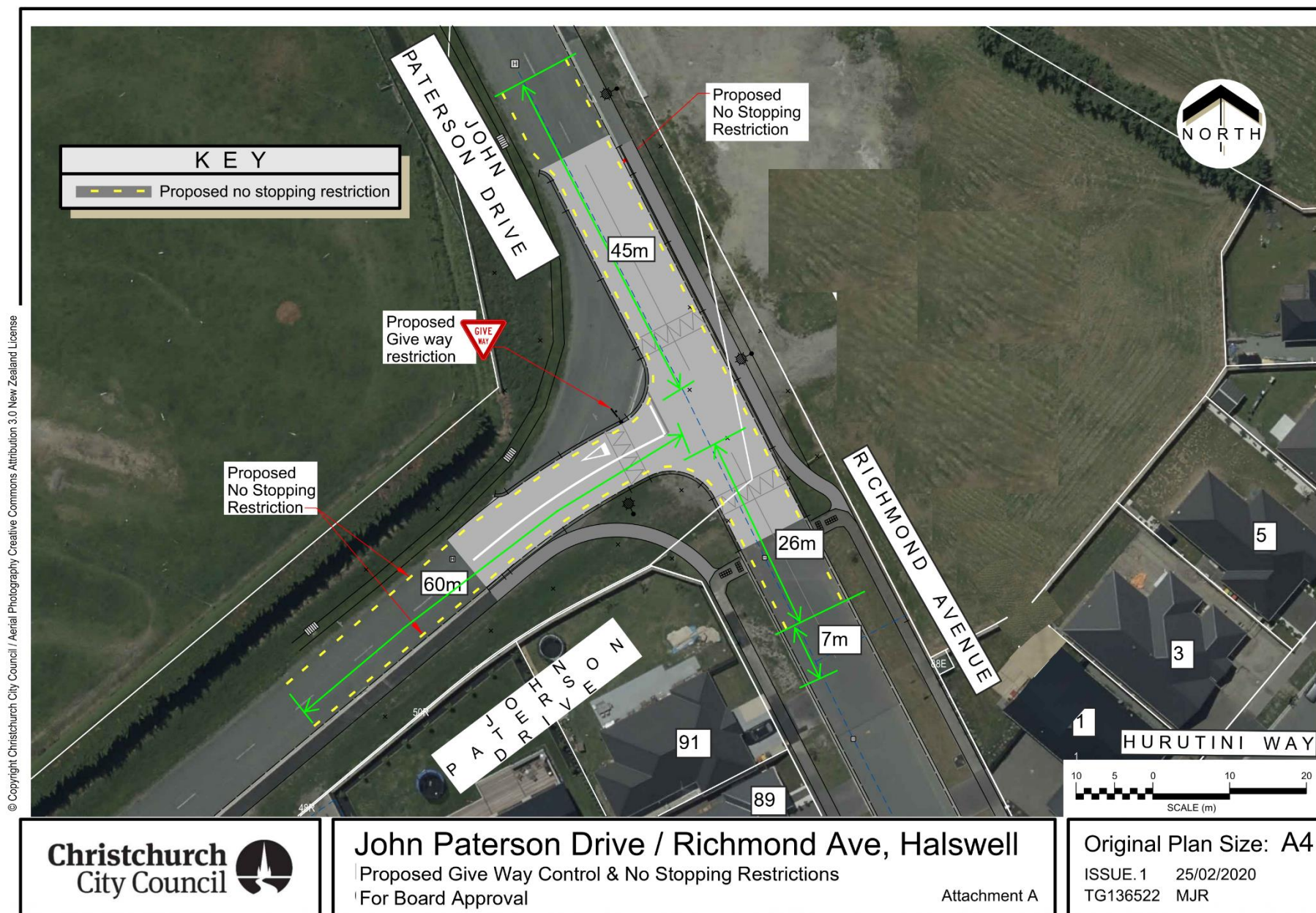
Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

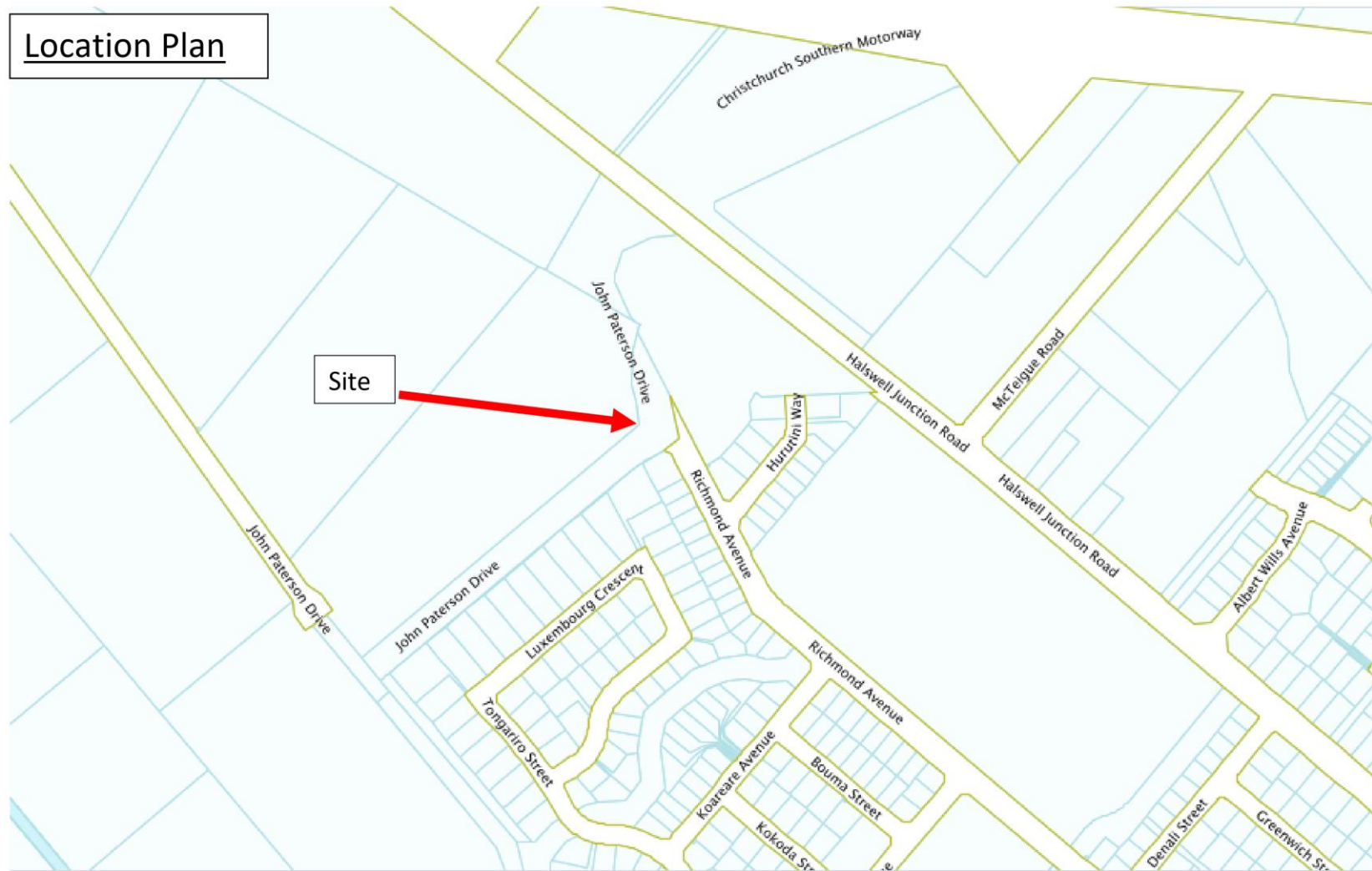
Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

(a) This report contains:

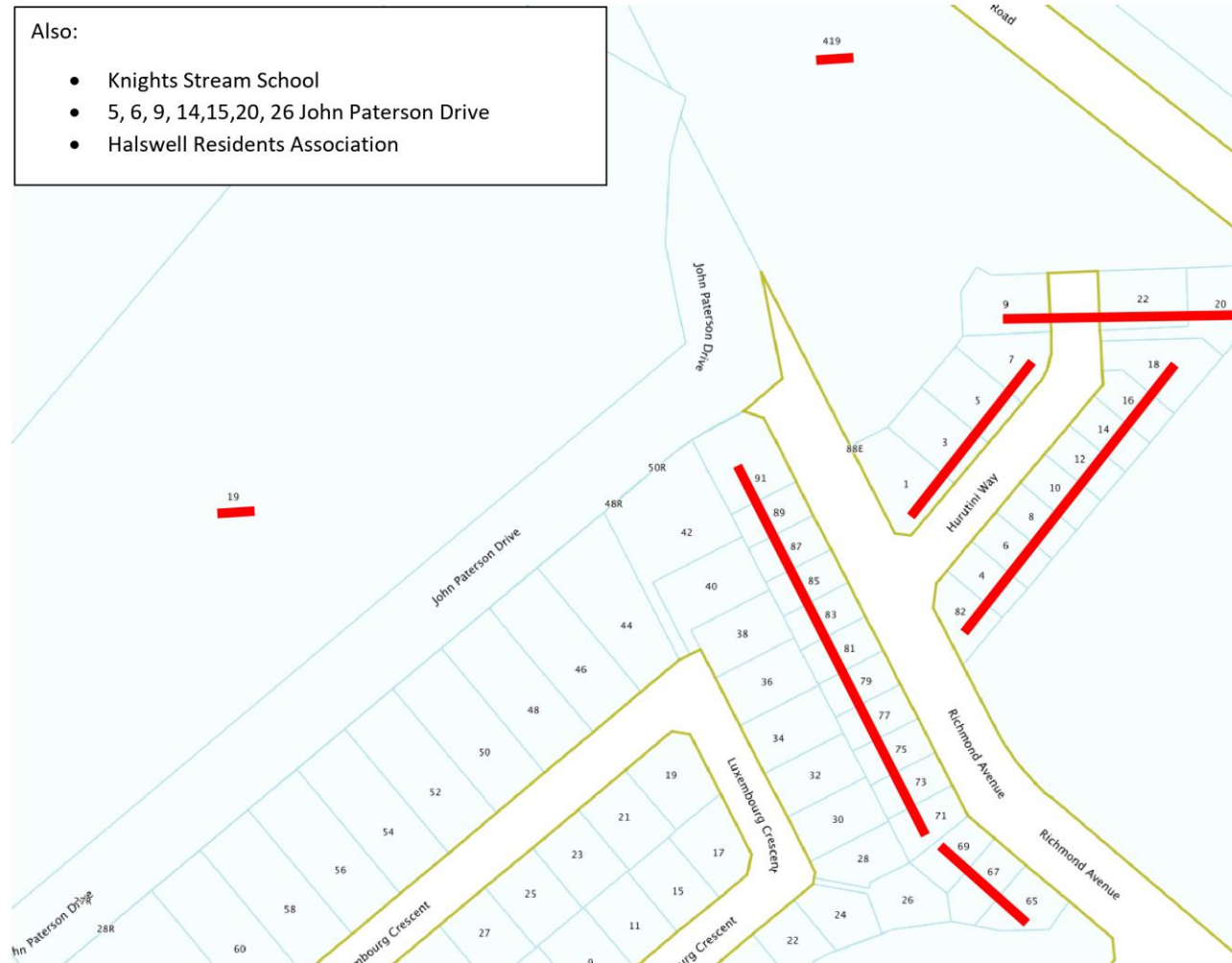
- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

(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.





Consultees for John Paterson Drive/Richmond Ave, give way control and no stopping restrictions



10. Sale of part - 66 Quaifes Rd

Reference / Te Tohutoro: 20/692845

Report of / Te Pou

Matua:

Justin Sims, Property Consultant, Justin.sims@ccc.govt.nz

General Manager /

Pouwhakarae:

Leonie Rae, GM Corporate Services

1. Executive Summary / Te Whakarāpopoto Matua

- 1.1 The purpose of this report is for the Waipuna/Halswell-Hornby-Riccarton Community Board to recommend to the Council that it declare surplus part of 66 Quaifes Road and sell it on the open market.
- 1.2 The decision in this report is of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by considering the number of parties affected by the decision. As the land is not needed for a Council use selling it would have no impact on delivery of Council services or the wider community.

2. Officer Recommendations / Ngā Tūtohu

That the Waipuna/Halswell-Hornby-Riccarton Community Board recommends to the Council that it adopt a resolution in the following form:

1. Declare surplus that part of 66 Quaifes Road shown shaded yellow on the plan at 5.2 in the officer report attached to the meeting agenda, comprising approximately 3.67 Hectares (subject to survey).
2. Delegate to the Manager Property Consultancy authority to enter into such documentation and to take such steps considered expedient or necessary to effect a sale on behalf of Council.

3. Reason for Report Recommendations / Ngā Take mō te Whakatau

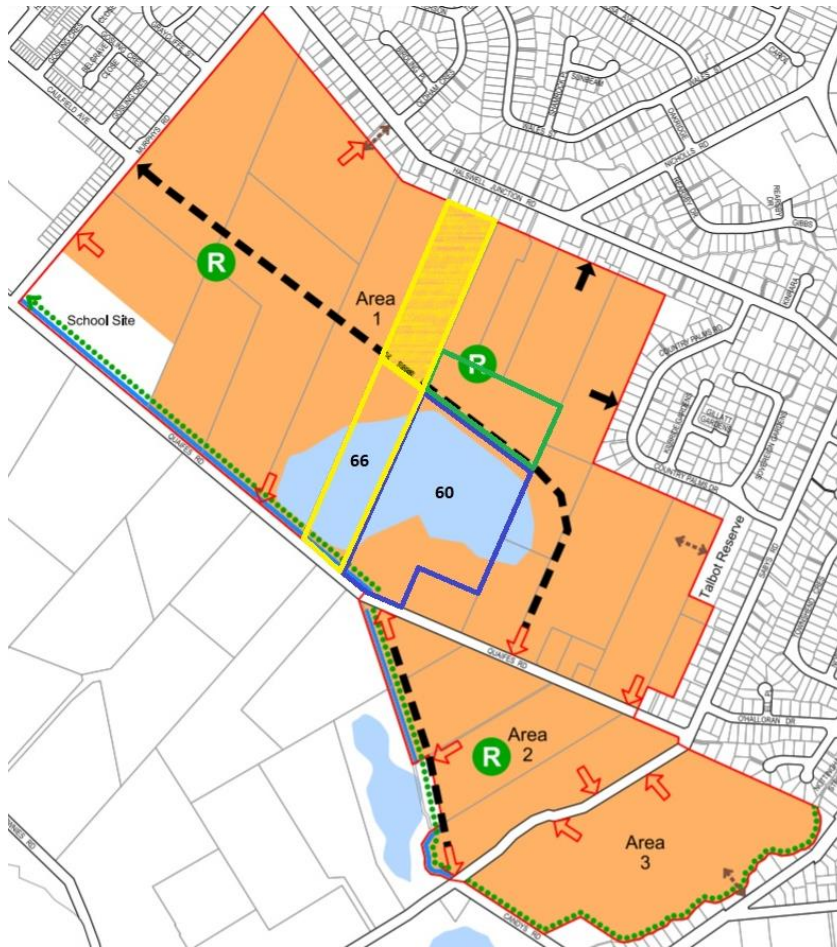
- 3.1 To dispose of redundant land that forms part of the property acquired for the Coxs/Quaifes stormwater facility as there are a growing number of enquiries to buy the land received from local landowners who are developing residential subdivisions in the area.

4. Alternative Options Considered / Ētahi atu Kōwhiringa

- 4.1 The property could be retained by Council but there is no identified use for it. This could also delay development of the surrounding land as the primary road indicated on the ODP runs through it and developers of adjoining land have already approached Council to acquire it.

5. Detail / Te Whakamahuki

- 5.1 The South West area is seeing large residential growth and as a result, new stormwater facilities are required to service this urban expansion.
- 5.2 The City Plan includes the South West Halswell Outline Development Plan (ODP) which identifies infrastructure requirements in the area. This shows a large stormwater detention basin on land fronting Quaifes Road (see plan below, shaded blue). This identified a number of properties that were affected with requirements for land purchase.



- 5.3 This project will provide for stormwater treatment capacity to service current and future subdivisions in the area and must be delivered in tandem with these developments in order for the Council to meet its obligations under Environment Canterbury Consent CRC120223.
- 5.4 The Council may also use the land to meet its obligations with developers in the future where combined stormwater facilities are constructed with them. Such arrangements are common and provide an economic cost share approach to the development of stormwater treatment facilities.
- 5.5 It is estimated that most of the facility's capacity is likely to be needed by, or shortly after, the proposed completion date of March 2021.
- 5.6 The land has therefore been acquired to enable the construction of stormwater treatment facilities in accordance with the South West Area Stormwater Management Plan (SMP).
- 5.7 Land in this area will be in higher demand as development progresses which will place upward pressure on values and furthermore, the land required for these stormwater facilities may be less readily available.
- 5.8 Council has already acquired land for the project identified on the plan above delineated in green, blue and yellow.
- 5.9 Both owners of 60 and 66 Quaifes Rd did not wish to sell Council only the part it required for the project so more property than was required was purchased with the intention to dispose of the surplus.

- 5.10 Council has approved the sale of the surplus land delineated in green under resolution HHR/2018/00149 but this has not yet occurred as the land was subsequently required for temporary use for delivery of the project.
- 5.11 The redundant land at 66 Quaifes Rd which is not required for the project and the subject of this report is shaded yellow and comprises approximately 3.67 Ha.
- 5.12 Staff have been approached by landowners in the area who are progressing residential developments and a sale now would facilitate a more integrated urban design outcome and also potentially accelerate residential subdivision.
- 5.13 The decision affects the following wards/Community Board areas:
 - 5.13.1 Waipuna/Halswell-Hornby-Riccarton

6. Policy Framework Implications / Ngā Hīraunga ā- Kaupapa here

Strategic Alignment / Te Rautaki Tīaroaro

- 6.1 A sale of the property supports the delivery of other Council Services by generating revenue.
- 6.2 This report supports the [Council's Long Term Plan \(2018 - 2028\)](#):
 - 6.2.1 Activity: Facilities, Property & Planning
 - Level of Service: 13.4.10 Property advice and services that support the delivery of other Council Services. - At least 90% projects delivered to agreed timeframes per annum.

Policy Consistency / Te Whai Kaupapa here

- 6.3 The decision is consistent with Council's Plans and Policies as the property will be tendered on the open market.

Impact on Mana Whenua / Ngā Whai Take Mana Whenua

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

Climate Change Impact Considerations / Ngā Whai Whakaaro mā te Āhuarangi

- 6.5 N/A

Accessibility Considerations / Ngā Whai Whakaaro mā te Hunga Hauā

- 6.6 N/A

7. Resource Implications / Ngā Hīraunga Rauemi

Capex/Opex / Ngā Utu Whakahaere

- 7.1 Cost to Implement – the sale may involve real estate agent fees and internal legal costs.
- 7.2 Maintenance/Ongoing costs – a sale would reduce ongoing holding costs.
- 7.3 Funding Source – from existing budgets.

Other / He mea anō

- 7.4 N/A

8. Legal Implications / Ngā Hīraunga ā-Ture

Statutory power to undertake proposals in the report / Te Manatū Whakahaere Kaupapa

- 8.1 Local Government Act 2002
- 8.2 Public Works Act 1981

Other Legal Implications / Ētahi atu Hīraunga-ā-Ture

- 8.1 There is no legal context, issue or implication relevant to this decision
- 8.2 This report has not been reviewed and approved by the Legal Services Unit

9. Risk Management Implications / Ngā Hīraunga Tūraru

- 9.1 The property market may have been affected by the Covid 19 lockdown which could impact on the ability to sell.

Attachments / Ngā Tāpirihanga

There are no appendices to this report.

In addition to the attached documents, the following background information is available:

Document Name	Location / File Link
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Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

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 / Ngā Kaiwaitohu

Author	Justin Sims - Property Consultant
Approved By	Angus Smith - Manager Property Consultancy Leonie Rae - Acting General Manager Corporate Services

11. Dedication of Road Reserve as Legal Road

Reference / Te Tohutoro: 20/705756

Report of / Te Pou
Matua:

Stuart McLeod, Property Consultant

General Manager /
Pouwhakarae:

David Adamson, GM City Services

1. Executive Summary / Te Whakarāpopoto Matua

- 1.1 The purpose of this report is for the Waipuna/Halswell-Hornby-Riccarton Community Board to recommend to Council that a Local Purpose (Road) Reserve be dedicated as road pursuant to Section 111 of the Reserves Act 1977.
- 1.2 The decision in this report is of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by assessing the impact of dedicating the land as road on the residential subdivision, rates and cost to Council

2. Officer Recommendations / Ngā Tūtohu

That the Waipuna/Halswell-Hornby-Riccarton Community Board recommends to Council that it:

1. Resolves to dedicate the Local Purpose (Road) Reserve more particularly described as Lot 159 DP 532383 as road, pursuant to Section 111 of the Reserves Act 1977

3. Reason for Report Recommendations / Ngā Take mō te Whakatau

- 3.1 This is an enabling decision, i.e. it allows the adjoining subdivision to access the road network.

4. Alternative Options Considered / Ētahi atu Kōwhiringa

- 4.1 Do nothing –
 - 4.1.1 Advantages
 - There are no advantages.
 - 4.1.2 Disadvantages
 - Would not allow access to and from the adjoining development.
 - Prevents house construction.
 - Would create a reputational risk i.e. why issue subdivision consent and then prevent it from happening.

5. Detail / Te Whakamahuki

- 5.1 The land situated at 117 Halswell Junction Road has been granted resource consent to be subdivided into 17 residential lots plus roads and reserves to be vested in Council and an allotment containing the existing dwelling. (See attached consent plan).

- 5.2 Condition 25. G. of the Resource Consent RMA/2019/2574 for the subdivision prevents access to the residential development until such time as the road is formed and held as legal road;

Access Formation

g. Balance lot for Stage 1 subdivision: No residential development or issuing of s224c RMA certification for the subdivision for residential lots shall occur until Lot 159 DP 532383 is formed and held as legal road.

Advice Note: The applicant will need to contact the Council's property team to arrange for the subject land to be dedicated.

- 5.3 The subdivision is progressing and Council are satisfied that the Local Purpose (Road) Reserve, i.e. Lot 159 DP 532383 will be formed to the required standard and can be dedicated as road.
- 5.4 There is no staff or Community Board delegation to dedicate local purpose (road) reserve as road, a decision from Council is required.
- 5.5 The decision affects the following wards/Community Board areas:
- 5.5.1 Halswell – Waipuna/Halswell-Hornby-Riccarton Community Board

6. Policy Framework Implications / Ngā Hīraunga ā- Kaupapa here

Strategic Alignment / Te Rautaki Tīaroaro

- 6.1 Aligns with the Infrastructure Strategy by providing network connectivity and connection to a new housing area.
- 6.2 This report does not support the [Council's Long Term Plan \(2018 - 2028\)](#).

Policy Consistency / Te Whai Kaupapa here

- 6.3 The decision is consistent with Council's Plans and Policies. The mission statement in The Living Streets Charter Policy is to create living streets and a living city where a variety of road environments support and encourage a greater range of community and street activity.

Impact on Mana Whenua / Ngā Whai Take Mana Whenua

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

Climate Change Impact Considerations / Ngā Whai Whakaaro mā te Āhuarangi

- 6.5 This is a private development that does not impact on Councils climate change considerations

Accessibility Considerations / Ngā Whai Whakaaro mā te Hunga Hauā

- 6.6 The road will be formed with a standard footpath and road carriage way.

7. Resource Implications / Ngā Hīraunga Rauemi

Capex/Opex / Ngā Utu Whakahaere

- 7.1 Cost to Implement - nil
- 7.2 Maintenance/Ongoing costs – Minimal, this is a new road formed by the applicant at its cost to Council standards
- 7.3 Funding Source – Road maintenance

Other / He mea anō

7.4 This is a non-notified subdivision consent granted under the Resource Management Act 1991.

8. Legal Implications / Ngā Hīraunga ā-Ture

Statutory power to undertake proposals in the report / Te Manatū Whakahaere Kaupapa

8.1 Section 111 of the Reserves Act 1977 provides specific provision to dedicate as road a local purpose road reserve.

Other Legal Implications / Ētahi atu Hīraunga-ā-Ture

8.1 There is no legal context, issue or implication relevant to this decision.

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

9. Risk Management Implications / Ngā Hīraunga Tūraru

9.1 This is a procedural matter that does not create any risks to Council, unless the recommendations in this report are not adopted.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	RMA/2019/2574 PLANNING - STAMPED for APPROVAL Consent PLANS.	42

In addition to the attached documents, the following background information is available:

Document Name	Location / File Link
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Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

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

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(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 / Ngā Kaiwaitohu

Author	Stuart McLeod - Property Consultant
Approved By	Angus Smith - Manager Property Consultancy Richard Holland - Team Leader Asset Planning Richard Osborne - Head of Transport David Adamson - General Manager City Services



AMENDMENTS:

AMENDMENT	DATE	DESCRIPTION
R1	18.12.19	LOT 200 REMOVED LOT 102 AMENDED

NOTES:

- Areas and dimensions are subject to final survey and deposit of plans.
- Service easements to be created as required.
- This plan has been prepared for subdivision consent purposes only. No liability is accepted if the plan is used for any other purpose.
- This plan has been prepared for the use of our client and no liability is accepted in relation to any other parties.
- Any measurements taken from information which is not dimensioned on the electronic copy are at the risk of the recipient.
- This plan is subject to the granting of subdivision and/or resource consents and should be treated as a proposal until such time as the necessary consents have been granted by the relevant authorities.
- Existing services are from CCC as built records.

Christchurch City Council

Page 1 of 1

RMA/2019/2574

Approved Resource Consent Plan

19/12/2019

Brosnahan, Ryan

Note:

The underlying boundaries are affected by earthquake related movement. Dimensions and areas are subject to final survey and deposit of plans.

SCHEDULE OF AREAS

Description	Area
Residential Lot - (Lots 1-17)	8738m²
Balance Lot - (Lot 100)	8720m²
Road to vest in Christchurch City Council (Lot 102)	3464m²
Local Purpose Reserve to vest in Christchurch City Council (Lot 101)	110m²

Total Area :

2.1032ha

Comprised in:

RT CB3D/1280

DAVIE LOVELL-SMITH

PLANNING SURVEYING ENGINEERING

116 Wrights Road

P O Box 679 Christchurch 8140 New Zealand

Telephone: 03 379 0793 Website: www.dls.co.nz E-mail: office@dls.co.nz

JOB TITLE:

Country Palms

SHEET TITLE:

Proposed Subdivision of Lot 2 DP 23163

DRAWING STATUS:

Proposed Subdivision

SCALE :

1:750@A1

1:1500@A3

DATE :

December 2019

CAD FILE :

J:\19989\SUBCON\H19989 Subcon R1.dwg

DRAWING No :

H19989

SHEET No :

1 OF 1

REVISION :

R1

ItemNo.:11

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AttachmentA Item11

12. Elected Members' Information Exchange

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

13. Resolution to Exclude the Public

Section 48, Local Government Official Information and Meetings Act 1987.

I move that the public be excluded from the following parts of the proceedings of this meeting, namely items listed overleaf.

Reason for passing this resolution: good reason to withhold exists under section 7.

Specific grounds under section 48(1) for the passing of this resolution: Section 48(1)(a)

Note

Section 48(4) of the Local Government Official Information and Meetings Act 1987 provides as follows:

“(4) Every resolution to exclude the public shall be put at a time when the meeting is open to the public, and the text of that resolution (or copies thereof):

- (a) Shall be available to any member of the public who is present; and
- (b) Shall form part of the minutes of the local authority.”

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public are as follows:

ITEM NO.	GENERAL SUBJECT OF EACH MATTER TO BE CONSIDERED	SECTION	SUBCLAUSE AND REASON UNDER THE ACT	PLAIN ENGLISH REASON	WHEN REPORTS CAN BE RELEASED
14.	WAIPUNA/HALSWELL-HORNBY-RICCARTON COMMUNITY BOARD - 2020 COMMUNITY SERVICE AND YOUTH SERVICE AWARDS - NOMINATIONS	S7(2)(A)	PROTECTION OF PRIVACY OF NATURAL PERSONS	PERSONAL DETAILS OF NOMINEES AND NOMINATORS ARE INCLUDED IN THE REPORT.	NAMES OF SUCCESSFUL NOMINEES WILL BE RELEASED FOLLOWING THE 2020 COMMUNITY SERVICE AWARDS FUNCTION