

Waihoru
Spreydon-Cashmere Community Board
AGENDA

Notice of Meeting:

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

Date: Tuesday 7 July 2020
Time: 5pm
Venue: Boardroom, Beckenham Service Centre,
66 Colombo Street, Beckenham

Membership

Chairperson	Karolin Potter
Deputy Chairperson	Lee Sampson
Members	Melanie Coker
	Keir Leslie
	Tim Scandrett
	Callum Stewart-Ward

30 June 2020

Emma Pavey
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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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Developing Resilience in the 21st Century

Strategic Framework

Whiria ngā whenu o ngā papa,
honoa ki te maurua tāuiki

Bind together the strands of each mat and join
together with the seams of respect and reciprocity

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

Actively collaborating and
co-operating with other
local, regional
and national
organisations

Ensuring
the diversity
and interests of
our communities
across the city and the
district are reflected in
decision-making

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

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

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

Part A	Matters Requiring a Council Decision
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Part C	Decisions Under Delegation

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Waiata

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 Waihoru/Spreydon-Cashmere 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 will be available for people to speak for up to five minutes on any issue that is not the subject of a separate hearings process.

4.1 Safety Concerns with Ferniehurst Street Bridge

Wayne Henderson, resident, will speak about safety concerns with the Ferniehurst Street Bridge between Ashgrove Terrace and Cashmere Road.

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.

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

6. Presentation of Petitions / Ngā Pākikitanga

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

Waihoru Spreydon-Cashmere Community Board OPEN MINUTES

Date: Tuesday 16 June 2020
Time: 8am
Venue: Boardroom, Beckenham Service Centre,
66 Colombo Street, Beckenham

Present

Deputy Chairperson	Lee Sampson
Members	Melanie Coker
	Keir Leslie
	Tim Scandrett
	Callum Stewart-Ward

Emma Pavey
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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 Resolved SCCB/2020/00019

That the apology received from Karolin Potter be accepted.

Melanie Coker/Tim Scandrett

Carried

2. Declarations of Interest / Ngā Whakapuaki Aronga

Part B

There were no declarations of interest recorded.

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

Part C

Community Board Resolved SCCB/2020/00020

That the minutes of the Waihoru/Spreydon-Cashmere Community Board meeting held on Tuesday, 2 June 2020 be confirmed.

Callum Stewart-Ward/Melanie Coker

Carried

4. Public Forum / Te Huinga Whānui

Part B

4.1 St Martins Community Menzshed

Dugald Wilson, John Hinchey and Brian Davies, members of the St Martins Community Menzshed, provided the Board with a progress update on the Menzshed project.

They provided a short history on finding a base, photographs of the members and community at work and outlined the Group's aspirations from here. Chairman Brian Davies advised that approximately 30 members attended the recent Committee meeting. The group thanked the Board for their financial support through the Discretionary Response Fund.

After questions from members, the Board acknowledged the group's work in enhancing community connectedness and thanked Mr Wilson, Mr Hinchey and Mr Davies for their presentation.

Attachments

A St Martins Community Menzshed

4.2 Beautification of Bayley Place, Spreydon

Kelsey Knipshild, local resident, presented a proposal for planting of native trees, shrubs and landscaping along the berms on Bayley Place in Spreydon. She provided photos of work that had recently taken place to widen the footpath and maintain the grass berms along Bayley Place.

Ms Knipshild explained that planting native trees, shrubs and plants would beautify the street, decrease maintenance, create a better environment for children, promote native birds and insects, create shade on the footpaths in the summer and make the street more inviting. The Board commended her successful engagement with her neighbours and the Spreydon Neighbourhood Network.

After questions from members, the Chairperson thanked Ms Knipshild for her presentation.

Community Board Resolved SCCB/2020/00021

Part B

That the Waihoru/Spreydon-Cashmere Community Board:

1. Refers the issues raised in the presentation about a proposal for the beautification of Bayley Place, Spreydon to staff for advice and report back to the Board.

Callum Stewart-Ward/Melanie Coker

Carried

Attachments

A Beautification of Bayley Place

5. Deputations by Appointment / Ngā Huinga Whakaritenga

Part B

There were no deputations by appointment.

6. Presentation of Petitions / Ngā Pākikitanga

Part B

There was no presentation of petitions.

7. Centennial Park - Granting of Orion Easements

Community Board Resolved SCCB/2020/00022 (Original staff recommendations accepted without change.)

Part C

That the Waihoru/Spreydon-Cashmere Community Board:

1. Approve the granting of a new easement in favour of Orion New Zealand Limited, to convey electricity as defined on Attachment B to the staff report attached to the meeting agenda, over that portion of Centennial Park being:
 - a. CB46A/1158 – Lot 4 DP 80449 (Reserve – Local Purpose Esplanade)
 - b. CB46A/1157 – Lot 3 DP 80449 – Fee Simple

- c. CB264/217 – Lot 15 DP 2459 (Reserve – Public Recreation)
- d. CB276/225 – Part Lot 30-33 DP 1968 (Reserve – Public Recreation)
2. Note that resolution 1 will be subject to the consent of the Minister of Conservation under Section 48 (1) of the Reserves Act 1977. In this regard, endorse the Chief Executive, acting under sub delegation from the Council, to exercise the Minister of Conservation's consent to the easement, as delegated to the Council from the Minister under the Instrument of Delegation for Territorial Authorities dated 12 June 2013.
3. Delegate authority to the Manager Property Consultancy, to conclude and sign all documentation in relation to resolution 1 above.

Tim Scandrett/Melanie Coker

Carried

8. Cashmere Valley - Granting of Orion Easements

Community Board Resolved SCCB/2020/00023 (Original staff recommendations accepted without change.)

Part C

That the Waihoru/Spreydon-Cashmere Community Board:

1. Approve the granting of a new easement in favour of Orion New Zealand Limited, to convey electricity as defined on Attachment A to the staff report attached to the meeting agenda, over the following Lots:
 - a. 832817 - Lot 501 DP 515978 - (Reserve – Local Purpose Utility)
 - b. 832818 – Lot 502 DP 515978 - (Reserve – Local Purpose Utility)
 - c. CB31K/1070 – Lot 1 DP 52720 – Fee Simple
 - d. CB31K/1070 - Lot 2 DP 45934 – Fee Simple
2. Note that resolution 1 will be subject to the consent of the Minister of Conservation under Section 48 (1) of the Reserves Act 1977. In this regard, endorse the Chief Executive, acting under sub delegation from the Council, to exercise the Minister of Conservation's consent to the easement, as delegated to the Council from the Minister under the Instrument of Delegation for Territorial Authorities dated 12 June 2013.
3. Delegate authority to the Manager Property Consultancy, to conclude and sign all documentation in relation to resolution 1 above.

Tim Scandrett/Melanie Coker

Carried

9. Cashmere Worsleys Flood Storage - Landscape Plan

Community Board Resolved SCCB/2020/00024 (Original staff recommendations accepted without change.)

Part C

That the Waihoru/Spreydon-Cashmere Community Board:

1. Approves the landscape plan dated 27 January 2020 for the Cashmere Worsleys Flood Storage Facility, which includes approximately 355,000 square metres of native vegetation areas (including significant woodland areas and riparian planting) and gravel paths for recreation and maintenance access as shown on Attachment A to the staff report attached to the meeting agenda.

Tim Scandrett/Keir Leslie

Carried

10. Proposed Road Names - 225 Worsleys Road & 1 Cresselly Place

Community Board Resolved SCCB/2020/00025 (Original staff recommendations accepted without change.)

Part C

That the Waihoru/Spreydon-Cashmere Community Board resolve to approve the following new road and right of way names for:

1. 225 Worsleys Road (RMA/2015/3550):
 - a. Road 1 - McVicar Drive
 - b. Road 8 - Round Hill Rise
 - c. Right of Way 2 - Betty Roberts Lane
2. 1 Cresselly Place (RMA/2019/2606):
 - a. Right of Way 1 - Tiwaiwaka Lane

Keir Leslie/Callum Stewart-Ward

Carried

The meeting stood adjourned at 9.04am and resumed at 9.10am.

12. Heathcote Dredging Stage 3 & 4a Landscaping

Community Board Resolved SCCB/2020/00026 (Original staff recommendations accepted without change.)

Part C

That the Waihoru/Spreydon-Cashmere Community Board:

1. Approves the landscape plan for the relevant areas of Stages 3 and 4a Lower Heathcote Dredging works (Attachment A to the staff report attached to the meeting agenda). This includes approximately 60 native trees and more than 3,500 new native grasses and shrubs along the Ōpāwaho/Heathcote River.

Tim Scandrett/Callum Stewart-Ward

Carried

13. Application to the Waihoru Spreydon Cashmere Community Board's 2019/20 Discretionary Response Fund for Summer with Your Neighbours 2020/2021.

Community Board Resolved SCCB/2020/00027 (Original staff recommendations accepted without change.)

Part C

That the Waihoru/Spreydon-Cashmere Community Board:

1. Approves an allocation of \$4,000 from its 2019/20 Discretionary Response Fund to Waihoru Spreydon Cashmere Community Board towards the Summer with Your Neighbours 2020/2021 project.

Callum Stewart-Ward/Melanie Coker

Carried

11. Waihoru/Spreydon-Cashmere Community Board Area Report - April 2020 Officer Recommendations / Ngā Tūtohu

That the Waihoru/Spreydon-Cashmere Community Board:

1. Receives the Waihoru/Spreydon-Cashmere Community Board Area Report for June 2020.
2. Agrees to delegate to the Community Board Chairperson and/or Deputy Chairperson to, in consultation with Board members, finalise the Board's 2020-2021 Annual Plan submission to be lodged by the closing date for submissions.
3. Receives the Spreydon-Cashmere 2018-19 Strengthening Communities Fund Grants Summary End of Project Report.
4. Agrees the matters to be included in its report to Council.
5. Agrees which matters it would like to suggest as articles for the Council's Newsline and /or the next Community Board Newsletter.
6. Approves the transfer of unspent funds after accruals and carry forwards in the 2019/20 Off the Ground, Community Awards, Communicating with the Community, Community Events and the Community Events Fund Project and Neighbourhood Week funds to the 2019/20 Discretionary Response Fund and requests that any unspent funds in the 2019/20 Discretionary Response Fund be carried forward to the 2020/21 Discretionary Response Fund

Community Board Resolved SCCB/2020/00028

Part C

That the Waihoru/Spreydon-Cashmere Community Board:

1. Receives the Waihoru/Spreydon-Cashmere Community Board Area Report for June 2020.

2. Agrees to delegate to the Community Board Chairperson and/or Deputy Chairperson to, in consultation with Board members, finalise the Board's 2020-2021 Annual Plan submission to be lodged by the closing date for submissions.
3. Receives the Spreydon-Cashmere 2018-19 Strengthening Communities Fund Grants Summary End of Project Report.
5. Agrees to suggest public forum presentations and Cashmere Worsleys flood storage as articles for the Council's Newline and /or the next Community Board Newsletter.
6. Approves the transfer of unspent funds after accruals and carry forwards in the 2019/20 Off the Ground, Community Awards, Communicating with the Community, Community Events and the Community Events Fund Project and Neighbourhood Week funds to the 2019/20 Discretionary Response Fund and requests that any unspent funds in the 2019/20 Discretionary Response Fund be carried forward to the 2020/21 Discretionary Response Fund

Callum Stewart-Ward/Keir Leslie

Carried

14. Elected Members' Information Exchange

Part B

Board members shared the following information:

- A Board member attended the first meeting of Te Tira Kāhikuhiku – Red Zones Transformative Land Use Group. The member will aim to report back to the Board on the Group's progress.
- A Board member attended the inaugural meeting of the Purau Reserve Group, which was attended by approximately 35 people.
- The Board was advised that there is rutting and erosion on a track on Huntsbury Hill. This was raised at a previous Board meeting and there is a pending action to investigate this issue.

Meeting concluded at 9.51am.

CONFIRMED THIS 7th DAY OF JULY 2020.

KAROLIN POTTER
CHAIRPERSON

7. Barrington Mall Access Way Pedestrian Improvements

Reference / Te Tohutoro: 20/184349

Report of / Te Pou Matua:	Andrew Cameron, Junior Project Manager, andrew.cameron@ccc.govt.nz
General Manager / Pouwhakarae:	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 to request the approval of scheme design changes made to the Barrington Mall Access Way Pedestrian Improvements project. This report is the result of the previously approved scheme design ([Board meeting minutes](#)) being legally challenged by a Mall tenant requiring changes to be made to the approved scheme design. The bases of the changes were presented and discussed at a briefing with the Waihoru/Spreydon-Cashmere Community Board (the Board) on 3 December 2019. The revised scheme design forms Attachment A.
- 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 arrived at based upon the following:
 - Minor changes being proposed to the network.
 - Low impact of changes being proposed.
 - Low number of people that would be affected by proposed changes.
- 1.3 The proposed scheme uses an alternative road layout to achieve the same outcomes as the previously approved design, with the addition of left turning out for large trucks. For this to be achieved the loss of two additional parking spaces is required, for which further engagement was carried out with the two directly affected businesses, as detailed in Section 5.

2. Officer Recommendations / Ngā Tūtohu

That the Waihoru/Spreydon-Cashmere Community Board:

1. Approve that all existing parking and stopping restrictions on the northeast side of Barrington Street, commencing at its intersection with Athelstan Street and extending in a northwesterly direction for a distance of 192 metres be revoked.
2. Approve that all existing parking and stopping restrictions on the southwest side of Barrington Street, commencing at its intersection with Kinver Place and extending in a southeasterly direction to its intersection with Stourbridge Street be revoked.
3. Approve that all existing parking and stopping restrictions on the southwest side of Barrington Street, commencing at its intersection with Stourbridge Street and extending in a southeasterly direction for a distance of 59 metres be revoked.
4. Approve that the right turn movement for all vehicles, when these vehicles have entered the roadway from the Barrington Mall exit onto Barrington Street, be prohibited. This exit turn restriction is located on Barrington Street at a point 30 metres northwest of its intersection with Stourbridge Street.

5. Approve the lane marking changes, kerb alignment changes, pedestrian refuge island and road surface changes, on Barrington Street between Kinver Place and Athelstan Street, as detailed in Attachment A.
6. Approve that the stopping of vehicles be prohibited at any time on the northeast side of Barrington Street commencing at its intersection with Athelstan Street and extending in a northwesterly direction for a distance of 39.5 metres, as detailed on Attachment A.
7. Approve that the parking of vehicles be restricted to a maximum period of ten minutes on the northeast side of Barrington Street commencing at a point 39.5 metres northwest of its intersection with Athelstan Street and extending in a northwesterly direction for a distance of 23 metres, as detailed on Attachment A.
8. Approve that the stopping of vehicles be prohibited at any time on the northeast side of Barrington Street commencing at a point 62.5 metres northwest its intersection with Athelstan Street and extending in a northwesterly direction for a distance of 14.5 metres, as detailed on Attachment A.
9. Approve that a Bus Stop be created on the northeast side of Barrington Street commencing at point 77 metres northwest of its intersection with Athelstan Street and extending in a northwesterly direction for a distance of 14 metres, as detailed on Attachment A. Note 2 applies.
10. Approve that the stopping of vehicles be prohibited at any time on the northeast side of Barrington Street commencing at a point 91 metres northwest its intersection with Athelstan Street and extending in a northwesterly direction for a distance of 66.5 metres, as detailed on Attachment A.
11. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes and be reserved for vehicles with an approved disabled person's parking permit, prominently displayed in the vehicle, in accordance with section 6.15(1)(a) of the Land Transport (Road User) Rule 2004. This restriction to apply at any time and be located on the northeast side of Barrington Street, commencing at point 157.5 metres northwest of its intersection with Athelstan Street, and extending in a northwesterly direction for a distance of 14 metres, as detailed on Attachment A.
12. Approve that the parking of vehicles be restricted to a maximum period of 30 minutes on the northeast side of Barrington Street commencing at point 171.5 metres northwest of its intersection with Athelstan Street and extending in a northwesterly direction for a distance of 18 metres, as detailed on Attachment A.
13. Approve that the stopping of vehicles be prohibited at any time on the southwest side of Barrington Street commencing at its intersection with Kinver Place and extending in a southeasterly direction for a distance of six metres, as detailed on Attachment A.
14. Approve that a bus stop be created on the southwest side of Barrington Street commencing at point 6 metres southeast of its intersection with Kinver Place and extending in a southeasterly direction for a distance of 14 metres, as detailed on Attachment A.
15. Approve that the stopping of vehicles be prohibited at any time on the southwest side of Barrington Street commencing at a point 20 metres southeast of its intersection with Kinver Place and extending in a southeasterly direction to its intersection with Stourbridge Street, as detailed on Attachment A.
16. Approve that the stopping of vehicles be prohibited at any time on the southwest side of Barrington Street commencing at its intersection with Stourbridge Street and extending in a southeasterly direction for a distance of 59 metres, as detailed on Attachment A.

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

- 3.1 The revised scheme design is that presented to the Board at a briefing on 3 December but incorporating changes to satisfy recommendations made by the Board, and minor changes made to satisfy the road safety audit.
- 3.2 This scheme design meets the requirements of the project brief while providing for the needs of Barrington Mall tenants. The scheme does not change the traffic turning movements from the previously approved scheme, however, through a reconfigured layout, allows for larger trucks to left turn out on to Barrington Street, as they currently are able to do.
- 3.3 The two key elements that have changed in the new layout are as follows:
 - Removal of two additional parking spaces on Barrington Street adjacent to Wilson's Pharmacy and Coupland's Bakery. This results in a total loss of three parking spaces in this location with four spaces remaining.
 - The previous design had two exposed aggregate strips; one either side of the path; to better define the path from the road. Due to the footpath no longer being widened only the one on the Mall side of the path could be retained. (Refer Attachment A).

4. Alternative Options Considered / Ētahi atu Kōwhiringa

- 4.1 An option for retaining the Board approved scheme design with the introduction of a mountable apron for large trucks left turning on to Barrington Street was investigated. A draft plan was presented to the Board at a briefing on the 3 September 2019. This option met the requirements of the Mall tenant but subsequently was unable to meet the requirements of a road safety audit.

5. Detail / Te Whakamahuki

- 5.1 On the 23 November 2018 the Board approved staff recommendations for the Barrington Mall access way improvements project. [Board meeting minutes](#) As stated in 6.13 of the 23 November 2018 report it was necessary for Barrington Mall to lodge a section 127 under the RMA process for changes to the layout and operation of their access way. The Mall distributed the proposed section 127 to its tenants prior to lodging. One of the key tenants raised concerns viewing the change to the layout as a breach of their tenancy agreement, refusing to sign acceptance of the proposal, which then required a revisit to the scheme design.
- 5.2 An option was investigated that retained the Board approved layout whilst allowing large trucks to left turn onto Barrington Street. This was achieved by introducing a truck mountable apron that allowed large trucks to turn out while keeping smaller vehicles on the original alignment. This option was accepted by the Mall tenant as a suitable solution and a draft plan was presented to the Board at a briefing on the 3 September 2019. Following the Boards acknowledgment that this would be an appropriate solution the scheme was progressed and a safety audited was carried out. The safety audit raised a significant risk to pedestrians from large trucks left turning out on to Barrington Street that could not be resolved whilst maintaining the approved layout.
- 5.3 Staff presented a new draft scheme to the Board on 3 December 2019. Feedback that was received from the Board was later incorporated along with minor changes raised through the safety audit process. The Mall has been kept informed throughout this process and is in agreement that this scheme meets their requirements and those of its tenants. The revised scheme design forms Attachment A.

- 5.4 Additional consultation was required as two business; Wilson's Pharmacy and Coupland's Bakery; would be directly affected by the removal of a further two parking spaces adjacent to their premises on Barrington Street. After making contact by telephone Wilson's Pharmacy were engaged face to face, and Coupland's Bakery via email. Their responses were as follows:
- **Wilson's Pharmacy:** "Have no objection to further spaces being removed from Barrington Street adjacent to my business".
 - **Coupland's Bakery:** "Cannot see any real negative impact for customers accessing our store".
- 5.5 The decision affects the following wards/Community Board areas:
- 5.5.1 Waihoru/Spreydon-Cashmere Community Board

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

Strategic Alignment / Te Rautaki Tīaroaro

- This report supports the [Council's Long Term Plan \(2018 - 2028\)](#):

Activity: Active Travel

Level of Service: 10.5.1 Reduce the number of reported cycling and pedestrian crashes on the network. - Less than 43

Policy Consistency / Te Whai Kaupapa here

- 6.2 The decision is consistent with Council's Plans and Policies including:
- 6.2.1 Canterbury Regional Land Transport Plan 2015-2021 by:
- 6.2.2 Increasing the attractiveness of public transport, walking and cycling through improvements to safety, amenities and convenience.
- 6.2.3 Enhancing accessibility by de-conflicting interaction between modes.
- 6.2.4 Improving road safety for all road users.
- 6.2.5 Living Streets Charter Policy by improving quality of life through increase safety and security for drivers and pedestrians.
- 6.2.6 The Christchurch Transport strategic Plan 2012- 2042 by improving access and creating safe, healthy, liveable communities.

Impact on Mana Whenua / Ngā Whai Take Mana Whenua

- 6.3 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

- 6.4 Active travel is being promoted by this project through a safer pedestrian environment that better emphasises the pedestrian right of way. The introduction of cycle lanes will generate a safer cycling environment around the access way to Barrington Mall and an improved link to the wider cycling network.

Accessibility Considerations / Ngā Whai Whakaaro mā te Hunga Hauā

- 6.5 Accessibility has been addressed within the project with the following design considerations:

- Changes to the pedestrian refuge island on Barrington Street adjacent to the Spreydon Library
 - The island has been widened to reduce the crossing distance.
 - The crossing has been made double width providing more space when waiting and crossing.
 - Tactile pavers have been introduced for better identification by the partially sighted and blind.
 - The crossing point has been moved further away from the Spreydon Library vehicle entrance providing greater clarity of the crossing location and reducing the potential for conflicts.
- The access way is currently used by a considerable number of older residents using wheeled walking aids. During consultation this user group expressed the preference for a smooth surface across the access way and not the proposed block paving. It was suggested that the use of block paving would be uncomfortable, and slow their crossing time; leaving them exposed for longer; thus reducing the efficiency of the access way for vehicles. These views were acknowledged and the block paving was omitted from the final design.
- To improve the accessibility of those people traveling by bus to the Mall, tactile pavers have been introduced at the two bus stops closest to the Mall entrance on Barrington Street.

7. Resource Implications / Ngā Hīraunga Rauemi

Capex/Opex / Ngā Utu Whakahaere

- 7.1 Cost to Implement - \$300,000
- 7.2 Maintenance/Ongoing costs – \$334 per annum will need to be provided for in the planning of future Long Term Plans.
- 7.3 Funding Source - 2018-28 Long Term Plan, Barrington Mall Access 2018 (ID# 45042). The Long Term Plan also includes the estimated NZTA subsidy.

8. Legal Implications / Ngā Hīraunga ā-Ture

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

- 8.1 Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking restrictions by resolution.
- 8.2 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 parking and stopping restrictions and traffic control devices.
- 8.3 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

Other Legal Implications / Ētahi atu Hīraunga-ā-Ture

- 8.4 Barrington Mall will be required to apply for a Section 127 variation assessment under the RMA for the changes made to the consented layout. Barrington Mall's legal team is waiting for the scheme to be approved by Waihoru/Spreydon-Cashmere Community Board prior to

submitting a Section 127. Council's Transport Network Planning Team have made an assessment of the anticipated Section 127 concluding that there are no known reasons for it not to be granted.

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

9. Risk Management Implications / Ngā Hīraunga Tūraru

- 9.1 If a Section 127 under the RMA is not granted the scheme cannot proceed in its entirety. If this was to eventuate the central island that prevents right turning out from the Mall on to Barrington Street could be constructed while further negotiations continued with Barrington Mall.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	Plan for Board approval	19

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

Document Name	Location / File Link
Not applicable	Not applicable

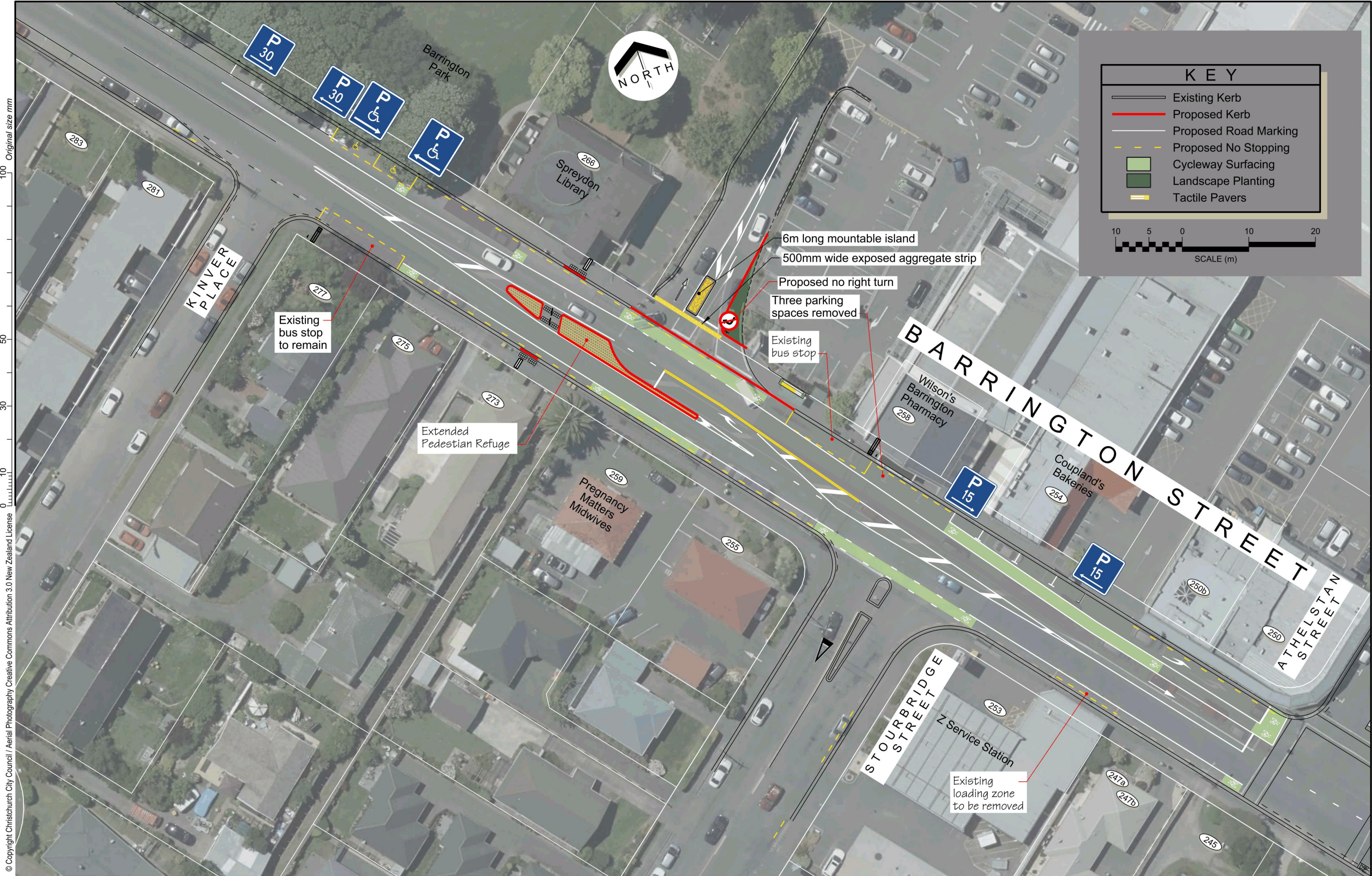
Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

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.



8. 16-18 Whiteleigh Avenue - Proposed Bus Passenger Shelter Installation and Bus Stop Markings

Reference / Te Tohutoro: 20/302927

Report of: Serena Chia, Graduate Transport Engineer,
Serena.Chia@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 Waihoru/Spreydon-Cashmere Community Board to consider for approval the installation of a bus passenger shelter and no stopping restrictions at an existing bus stop located beside 16 Whiteleigh Avenue.
- 1.2 The origin of the report is staff generated. The bus stop locations chosen by staff for shelters to be installed are typically the bus stops where the average weekday passenger boardings meet a demand threshold of more than 20 people boarding a bus per weekday. This means staff are targeting the bus stops that are most used by people accessing public transport.
- 1.3 Public transport is a key provision to support mode shift, reduce greenhouse gas emissions, traffic congestion and traffic crashes. Measures that promote the use of public transport helps the Council achieve its:
 - Strategic framework of providing a well-connected and accessible city promoting active and public transport, as well as meeting the challenge of climate change through every means available.
 - Long Term Plan outcome of improved user satisfaction of public transport facilities, through providing sheltered waiting areas for customers commuting by bus.
- 1.4 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 1.5 The level of significance was determined by consideration of the criteria set out in the Council's Significance and Engagement Policy and the requirements as set out in section 339 of the Local Government Act.
- 1.6 Only a shelter where the owner or occupier of the adjacent property has provided feedback indicating no objection or where there was no response received to the consultation is included within this report.
- 1.7 Where applicable, the report includes the marking of un-marked bus stops or the remediation of existing marked bus stops, at the bus stop where a bus passenger shelter is proposed. The Community Board is also requested to consider for approval the marking of 'no stopping at any time' lines to provide the necessary entry taper space to the bus stop box. The entry taper space assists the bus manoeuvre into the bus stop box and stop parallel to the kerb, which is an important accessibility consideration.

2. Officer Recommendations / Ngā Tūtohu

That the Waihoru/Spreydon-Cashmere Community Board approves:

Bus passenger shelter resolution

1. Pursuant to Section 339(1) of the Local Government Act:
 - a. The installation of a bus passenger shelter on the north east side of Whiteleigh Avenue (beside 16 Whiteleigh Avenue) commencing at a point approximately 105 metres north west of its intersection with Lincoln Road and extending in a north westerly direction for a distance of approximately 3.6 metres.

Bus stop markings resolution

2. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
 - a. That the stopping of vehicles is prohibited at all times on the north east side of Whiteleigh Avenue commencing at a point approximately 114 metres north west of its intersection with Lincoln Road and extending in a north westerly direction for a distance of approximately 15 metres.
3. That any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.
4. That these resolutions take effect when the traffic control devices that evidence the restrictions described in the staff report are in place.

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

- 3.1 Each year, the Council installs bus passenger shelters to improve the sheltered waiting areas at bus stops. A bus passenger shelter is proposed for the bus stop location presented in this report due to the average weekday passenger boardings meeting the demand threshold of more than 20 daily passenger boardings per weekday. The bus stop beside 16 Whiteleigh Avenue has an average of 62 passenger boardings per weekday.
- 3.2 The location of the bus stop, and hence the proposed shelter, relative to their surrounding locality, is indicated in the Figure 1.

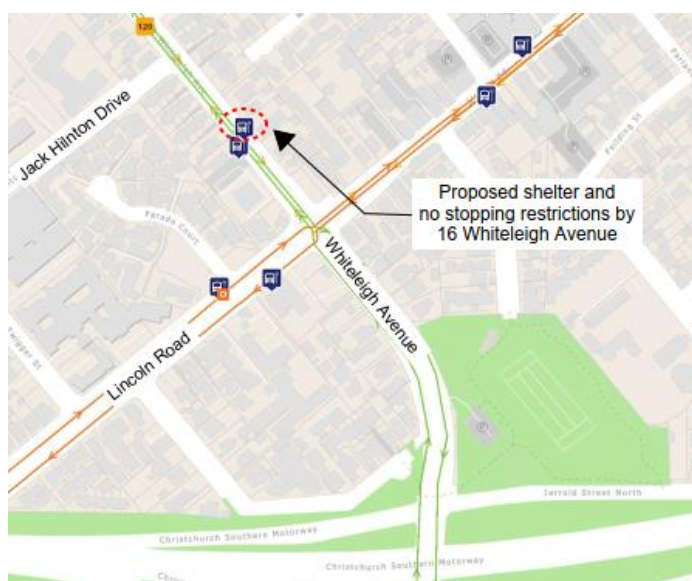


Figure 1: Bus stop beside 16 Whiteleigh Avenue

- 3.3 The bus passenger shelter proposed to be installed at the bus stop will be a Council shelter type. The image shown in Figure 2 is an example of what the shelter is likely to look like.



Figure 2: Example of the shelter type

- 3.4 The advantages of this recommended option include:
- Protection from the weather;
 - Seating and timetable information provided within the shelter;
 - Increases the visibility and legibility of public transport; and
 - Adherence to the recommended bus stop length improves access for people getting on and off the bus, and the operational performance of the bus line(s) that use the bus stop.
- 3.5 The disadvantages of this recommended option include:
- Increase in the number of bus passenger shelters to be maintained by the Council.
 - Reallocation of on-street parking for the use of public transport. There is insufficient on-street parking capacity in the general area for other motorists to continue to park on-street. As outlined in Policy 1 of the Suburban Parking Policy the provision of bus stops is prioritised ahead of residential, short stay and commuter parking.

4. Alternative Options Considered / Ētahi atu Kōwhiringa

- 4.1 Option 2 – ‘Do nothing’, no bus passenger shelter is installed and the existing bus stop marking is retained.
- 4.2 ‘Do Nothing’ option does not assist the Council achieve its Long Term Plan or Strategic Framework outcomes as indicated in section 6 of this report.

5. Detail / Te Whakamahuki

Analysis Criteria / Ngā Paearu Wetekina

- 5.1 Staff assess each site based on the statutory requirement as set out in section 339 of the Local Government Act: “*The Council may erect on the footpath of any road a shelter for use by intending public-transport passengers or small passenger service vehicle passengers, provided that no such shelter may be erected so as to unreasonably prevent access to any land having a frontage to the road*”.

- 5.2 Staff undertake geometric, road safety and bus stop best practice design assessments for each proposed shelter location. Examples of such assessments include:
- The shelter will not restrict nearby driveway or intersection sightlines.
 - The shelter can be located at an appropriate location relative to the bus stop, which makes it a logical place for passengers to wait within the shelter.
 - That a 1.5 metre (minimum) continuous accessible path of travel for pedestrian movement is maintained in front of the shelter.
 - Does not adversely impact the underground utilities.
 - Determine if other existing bus stop infrastructure needs to be relocated to ensure the location is accessible to the people who use the bus stop as well as the people who walk past the bus stop.
 - Determine if other accessibility and operational improvements are needed to be made to optimise the usability of the bus stop, for example extending the footpath to the kerb to ensure there is a hardstand for customers boarding or exiting the bus, or marking the bus stop to the recommended bus stop length.

Community Views and Preferences / Ngā mariu ā-Hāpori

- 5.3 The properties listed below are those specifically affected by this option due to the proximity of the property to the proposed shelter and no stopping restrictions. The consultation period for the proposed shelter occurred from Thursday 16 January 2020 to Friday 31 January 2020. The consultation notice and feedback form were posted by mail to the property owner/occupier and absentee owners requesting their feedback.
- 18 Whiteleigh Avenue
 - 16 Whiteleigh Avenue; and
 - 14 Whiteleigh Avenue (three units)
- 5.4 Feedback was received from four property owners (2/14, 3/14, 16 and 18 Whiteleigh Avenue). All four submissions were in favour of the proposed bus passenger shelter installation including the no stopping restrictions.
- 5.5 Environment Canterbury is responsible for providing public transport services. The Christchurch City Council is responsible for providing public transport infrastructure. Environment Canterbury is supportive of the installation of the bus passenger shelters.

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

Strategic Alignment / Te Rautaki Tīaroaro

- 6.1 The Council's Strategic Framework is a key consideration in guiding the recommendations in this report. The recommendations in this report help achieve the:
- community outcome of a well-connected and accessible city promoting active and public transport, and
 - strategic priorities of meeting the challenge of climate change through every means available.

6.2 This report supports the [Council's Long Term Plan \(2018 - 2028\)](#):

6.2.1 Activity: Public Transport Infrastructure

- Level of Service: 10.4.4 Improve user satisfaction of public transport facilities. - ≥ 7.3

Policy Consistency / Te Whai Kaupapa here

6.3 The decision is consistent with the Council's Plans, Policies and Strategic Framework.

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 Public transport is a key provision to support mode shift, reduce greenhouse gas emissions, traffic congestion and traffic crashes. Measures that promote the use of public transport make it a more attractive travel option, thereby supporting mode shift and the associated benefits to the environment.

Accessibility Considerations / Ngā Whai Whakaaro mā te Hunga Hauā

6.6 Accessibility by access to opportunities: Improvements to bus stops have a positive impact to the well-being and accessibility of our community through freedom to access opportunities by other means than the private vehicle.

6.7 Accessibility by inclusive design:

- The placement of the shelter considers the accessibility and movement needs of those waiting for a bus and those walking past the shelter that their way is unimpeded.
- Improvements to length of the bus stop improves access for people getting on and off the bus.

7. Resource Implications / Ngā Hīraunga Rauemi

Capex/Opex / Ngā Utu Whakahaere

- 7.1 Cost to Implement - \$14,000 for the shelter supply and installation including the no stopping line markings, plus \$1,000 for the planning, consultation and preparation of this report.
- 7.2 Maintenance/Ongoing costs - Transport and City Streets, Operations Expenditure budget, includes maintenance of bus stop infrastructure, as and when it is needed.
- 7.3 Funding Source – Traffic Operations, Capital Expenditure budget for bus stop, seating and shelter installations.
- 7.4 If approved, the recommendations will be implemented within three months, dependant on the contractor's availability. If the current stock of shelters is not suitable or available for this site, purchase of the appropriate style of shelter may delay the installation by approximately three months.

8. Legal Implications / Ngā Hīraunga ā-Ture

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

- 8.1 Under Section 339 of the Local Government Act 1974, the Council may erect on the footpath of any road, a shelter for use by intending public transport passengers or small passenger service

vehicle passengers provided that no such shelter may be erected so as to unreasonably prevent access to any land having a frontage to the road. The Council is required to give notice in writing to the occupier and owner of property likely to be injuriously affected by the erection of the shelter, and shall not proceed with the erection of the shelter until after the expiration of the time for objecting against the proposal or, in the event of an objection, until after the objection has been determined.

- 8.2 Staff confirm the shelters will not prevent vehicular or pedestrian access to any land having a frontage to the road.
- 8.3 The relevant Community Board or Committee 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 resolutions of:
 - Bus passenger shelters under Section 339(1) of the Local Government Act 1974; and
 - The stopping and parking restrictions under Clause 7 of the Traffic and Parking Bylaw 2017.
- 8.4 Where no objection to the shelter has been presented by the owner or occupier of an affected property, staff present a decision making report directly to the relevant Community Board or Committee.
- 8.5 Where an objection has been presented by the owner or occupier of an affected property, staff present a decision making report to a Hearings Panel. The Hearings Panel then assess the objection against the criterion as outlined in Section 339 of the Act and make recommendations to the relevant Community Board or Committee. The Community Board or Committee will then determine the outcome of the objections in accordance with the criterion as outlined in Section 339 of the Local Government Act 1974.

Other Legal Implications / Ētahi atu Hīraunga-ā-Ture

- 8.1 The legal consideration is that the installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.
- 8.2 This report has not been reviewed and approved by the Legal Services Unit.

9. Risk Management Implications / Ngā Hīraunga Tūraru

- 9.1 Should the Community Board proceed with the 'Do Nothing' option (Option 2 of this report), the following are the risks to improving public transport:
 - 9.1.1 The existing passenger waiting facilities remain, leading to no improvement to the level of service for passengers waiting for a bus.
 - 9.1.2 The existing bus stop markings remain which impacts passenger accessibility and operational performance. This is due to there being insufficient entry taper space to allow buses to stop within the bus box in the accessible and timely manner that the recommended design provides for, that is to stop in close proximity and parallel to the kerb.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	16-18 Whiteleigh Avenue - Bus Passenger Shelter and No Stopping Restriction Plan TG133801 - For Board Approval	28

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).

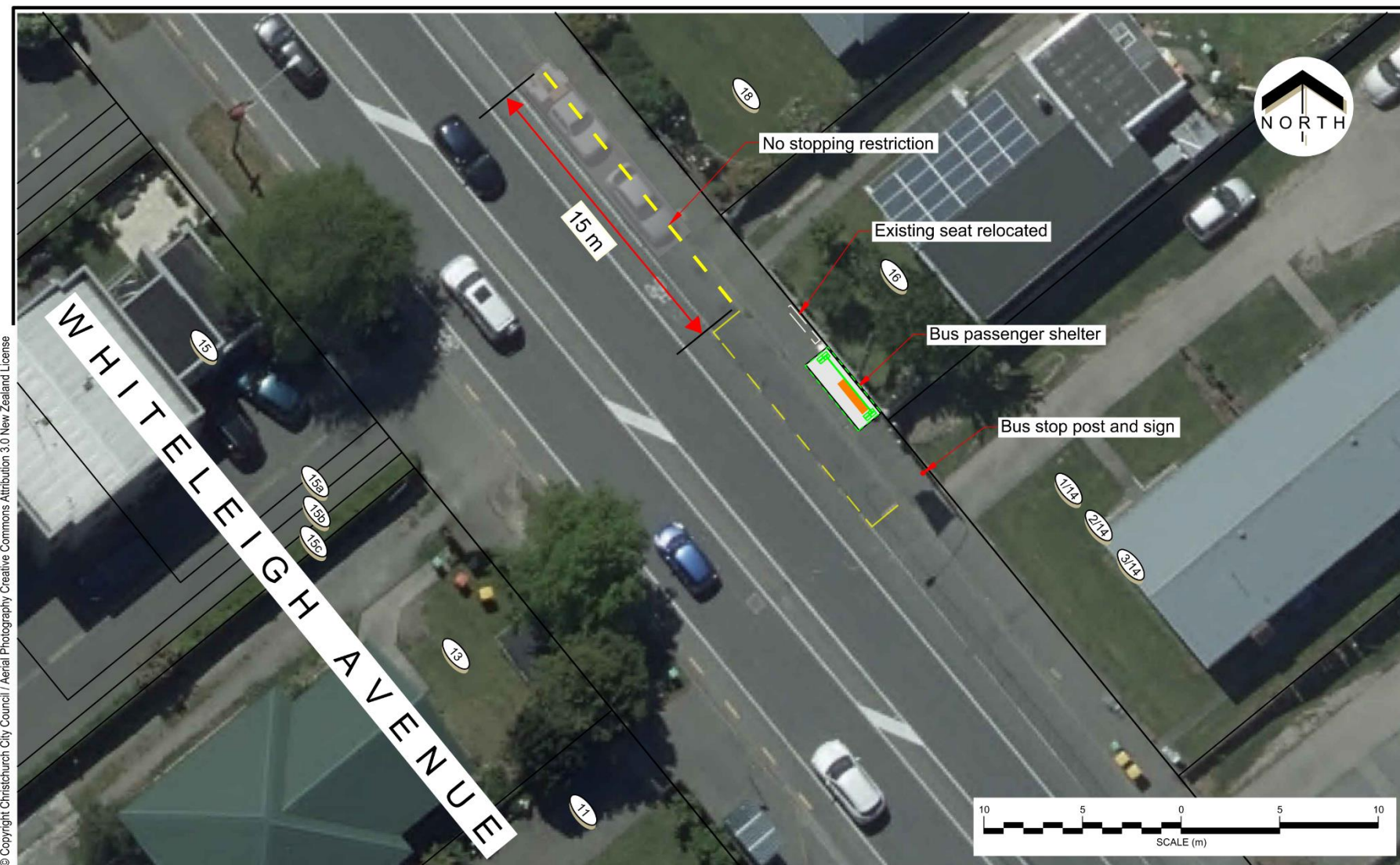
(a) This report contains:

- (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.

Signatories / Ngā Kaiwaitohu

Authors	Serena Chia - Graduate Transport Engineer Brenda O'Donoghue - Passenger Transport Engineer
Approved By	Stephen Wright - Team Leader Traffic Operations Steffan Thomas - Manager Operations (Transport) Richard Osborne - Head of Transport



Christchurch
City Council

16/18 Whiteleigh Avenue

Proposed bus passenger shelter and remediation of bus stop parking restrictions
For Board Approval

Attachment A

Original Plan Size: A4

ISSUE. 1 16/12/2019
TG133801 MJR

9. Easement over Utility Reserve - 60 Worsleys Road

Reference / Te Tohutoro: 20/354325

Report of / Te Pou
Matua:

Stuart McLeod, Property Consultant.

General Manager /
Pouwhakarae:

Mary Richardson, Citizens and Community

1. Executive Summary / Te Whakarāpopoto Matua

- 1.1 The purpose of this report is to obtain approval from the Community Board to grant a right to drain sewage (bio filter) easement over the Utility Reserve located at 60 Worsleys Road. This report has been written as a result of the Resource Consent provisions RMA/2015/3550 condition 7.2.3

A bio filter shall be installed at Pump Station 92 in Consultation with Council, to ensure full treatment of waste water flows from all stages of the proposed pressurised sewer network.

- 1.2 To recommend to the Chief Executive that she exercise her delegation from the Minister of Conservation to consents to the easement over the reserve.
- 1.3 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by considering the impact of the biofilter on local residents and users of the park.

2. Officer Recommendations / Ngā Tūtohu

That the Waihoru/Spreydon-Cashmere Community Board:

1. Approve pursuant to Section 48(1)(f) and Section 48 (2) of the Reserves Act 1977, the granting of a right to drain sewage easement in gross over Lot 30 DP 385046 in favour of the Christchurch City Council subject to
 - a. The consent of the Minister of Conservation or her delegate
 - b. All necessary statutory consents under but not limited to the Resource Management Act 1991 and Local Government Act 1974 being obtained
2. Recommend that the Chief Executive, using the Council's delegated authority from the Minister of Conservation, consents to the granting of the sewage easement over Lot 30 DP 385046 in favour of the Christchurch City Council as outlined in this report.

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

- 3.1 This is the most practical location for the bio filter to satisfy the resource consent condition, it has been adequately distanced from residential dwellings and is located reasonably close to the road.

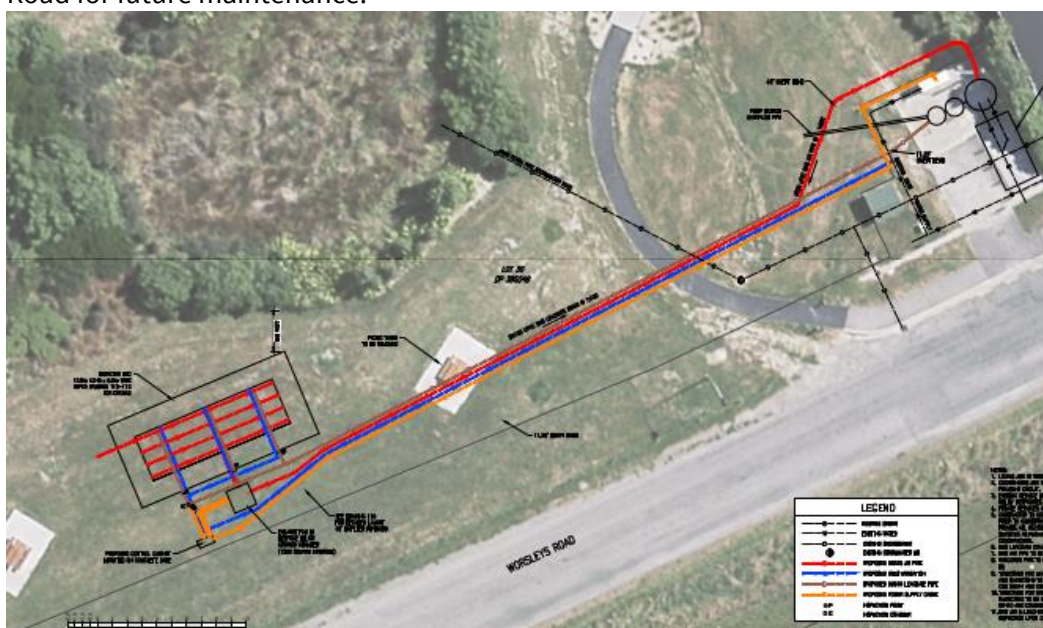


4. Alternative Options Considered / Ētahi atu Kōwhiringa

- 4.1 Alternative locations within the reserve as shown below were considered but discarded because of their proximity to residential dwellings and distance from the road, which would hinder access for maintenance.



- 5.1 The decision affects the following wards/Community Board areas:
 - 5.1.1 Cashmere – Waihoru/Spreydon-Cashmere Community Board
- 5.2 The developer Cashmere Estates Limited is undertaking a multi 4 stage subdivision on Worsleys Road, Cracroft. Sections for Stage 2 are currently for sale.
- 5.3 The Resource Consent RMA/2015/3550 is conditional upon a bio filter being installed at Pump Station 92 in consultation with Council, to ensure full treatment of waste water flows from all stages of the proposed subdivision.
- 5.4 Community views are not known because the Resource Consent for the subdivision was non-notified and there was no consultation requirement for easements of this nature over Utility Reserves.
- 5.5 Staff from the Councils Parks Unit, Waste Water Unit and Resource Consent Unit have all been involved in either the design and or location for the bio filter as shown in the attachment. It is situated well away from the nearest dwelling and has relatively easy access from Worsleys Road for future maintenance.



- 5.6 The location of the biofilter must be near the pump station as it is designed to treat odours that will be created at the pump station. These odours will arise from the discharge of pressure sewage generated by the Cashmere Estates development.
- 5.7 The biofilter is located at the recommended separation from residential properties needed to mitigate possible noise complaints – the biofilter incorporates a fan to draw the odour.
- 5.8 The developer is to meet all costs for materials and construction and will obtain a building consent (if required). Council's 3 Waters Unit will take over the asset once satisfied it has been constructed to a suitable standard.
- 5.9 The installation of the bio filter at this location will require the relocation of one picnic table, its new location will be determined in consultation with the adjoining neighbours and with the Community Board's agreement.

- 5.10 Section 48 of the Reserves Act 1977 (the Act) provides that the Council with the consent of the Minister of Conservation, may grant easements over reserve land.
- 5.11 Under Section 48(3) of the Act it is not necessary to give public notice where the reserve is not likely to be materially altered or permanently damaged, and the rights of the public in respect of the reserve are not likely to be permanently affected.
- 5.12 In this case public notification is not required because the reserve is a local purpose (utility) reserve. Utility Reserves are intended to permit infrastructure services i.e. drainage, and electricity installed. This proposed easement does not materially alter the reserve or inhibit the future installation of other services.
- 5.13 The easement area required is shown in the attachment, it runs via underground pipes in a south west direction from the pump station, for approximately 50 meters, then is formed in a rectangular shape within the reserve with the surface being covered with bark.

Consent of the Minister of Conservation

- 5.14 In exercising the consent of the Minister of Conservation, the Council should be satisfied that due procedure has been followed and in this respect the Council should have regard to the following matters:
- 5.15 The land affected by the application is a reserve subject to the provisions of the Reserves Act 1977.
- 5.16 The easement being applied for falls within the purposes specified in Section 48(1) of the Reserves Act.
- 5.17 The provisions of Section 48(2) (public notification) have been complied with or that a waiver can be given to this requirement under Section 48(3).
- 5.18 Section 4 of the Conservation Act 1987 (this Act shall be interpreted and administered as to give effect to the principles of the Treaty of Waitangi) meaning that in consenting to transactions under the Reserves Act 1977, consideration is to be given to the requirement or otherwise to consult with iwi.
- 5.19 It is confirmed that the subject land is reserve land, held in Record of Title 341594 as local purpose (Utility) reserve. Section 48(1) of the Act allows the Council to grant easements over any part of the reserve for any public purpose (section 48(1) (a)). It is not necessary to undertake public notification of the proposed easement according to Section 48(3) of the Act due to the fact that the easement will not materially alter the reserve.

6. Consultation

- 6.1 The Parks Advisor with the assistance of the community engagement team is to consult with the adjoining residents on the preferred new location of the picnic table to be located within the reserve area. The Parks Advisor is to update the Community Board on the residents preferred location for the picnic table and with their agreement proceed to arrange the relocation of the table.

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

Strategic Alignment /Te Rautaki Tīaroaro

- 7.1 This report is consistent with the Council's Waste Water Strategy by ensuring that waste water is managed efficiently, effectively and sustainably.
- 7.2 This report supports the [Council's Long Term Plan \(2018 - 2028\)](#):
 - 7.2.1 Activity: Parks & Foreshore

- Level of Service: 6.0.1 Parks are provided managed and maintained in a clean, tidy, safe, functional and equitable manner (Maintenance). - Maintenance plan Key performance indicators $\geq 90\%$ achieved.

Policy Consistency / Te Whai Kaupapa here

- 7.3 The decision is consistent with Council's policies by making available a Utility Reserve that provides the community with an option for the location of a safe and healthy environment through the appropriate treatment of waste.

Impact on Mana Whenua / Ngā Whai Take Mana Whenua

- 7.4 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

- 7.5 The decisions in this report do not impact on climate change.

Accessibility Considerations / Ngā Whai Whakaaro mā te Hunga Hauā

- 7.6 The decisions in this report do not impact public accessibility to the Utility Reserve.

8. Resource Implications / Ngā Hīraunga Rauemi

Capex/Opex / Ngā Utu Whakahaere

- 8.1 Cost to Implement – Nil, the applicant is meeting all infrastructure cost.
- 8.2 Maintenance/Ongoing costs – insignificant because this new infrastructure is designed to require little or no ongoing cost. The 3 Waters Unit is responsible for the maintenance and ongoing costs for the equipment and infrastructure.
- 8.3 Funding Source – 3 Waters Unit, Waste water Operational Budget.

9. Legal Implications / Ngā Hīraunga ā-Ture

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

- 9.1 Sections 10 and 48 of the Reserves Act 1977

Other Legal Implications / Ētahi atu Hīraunga-ā-Ture

- 9.2 There is no legal context, issue or implication relevant to this decision.
- 9.3 This report has not been reviewed and approved by the Legal Services Unit. The Legal Services Unit will prepare all necessary easement documents.

10. Risk Management Implications / Ngā Hīraunga Tūraru

- 10.1 The main identified risk is odour arising from the waste water system. This is alleviated in several ways, firstly by installing a bio filter, secondly by selecting a location for the bio filter well away from dwellings, in this case the nearest dwelling will be a minimum of 50 metres from the bio filter and thirdly by following the design criteria in the Council's own Infrastructure Design Standard for bio filters.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	304/6210 Proposed Biofilter	35

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).

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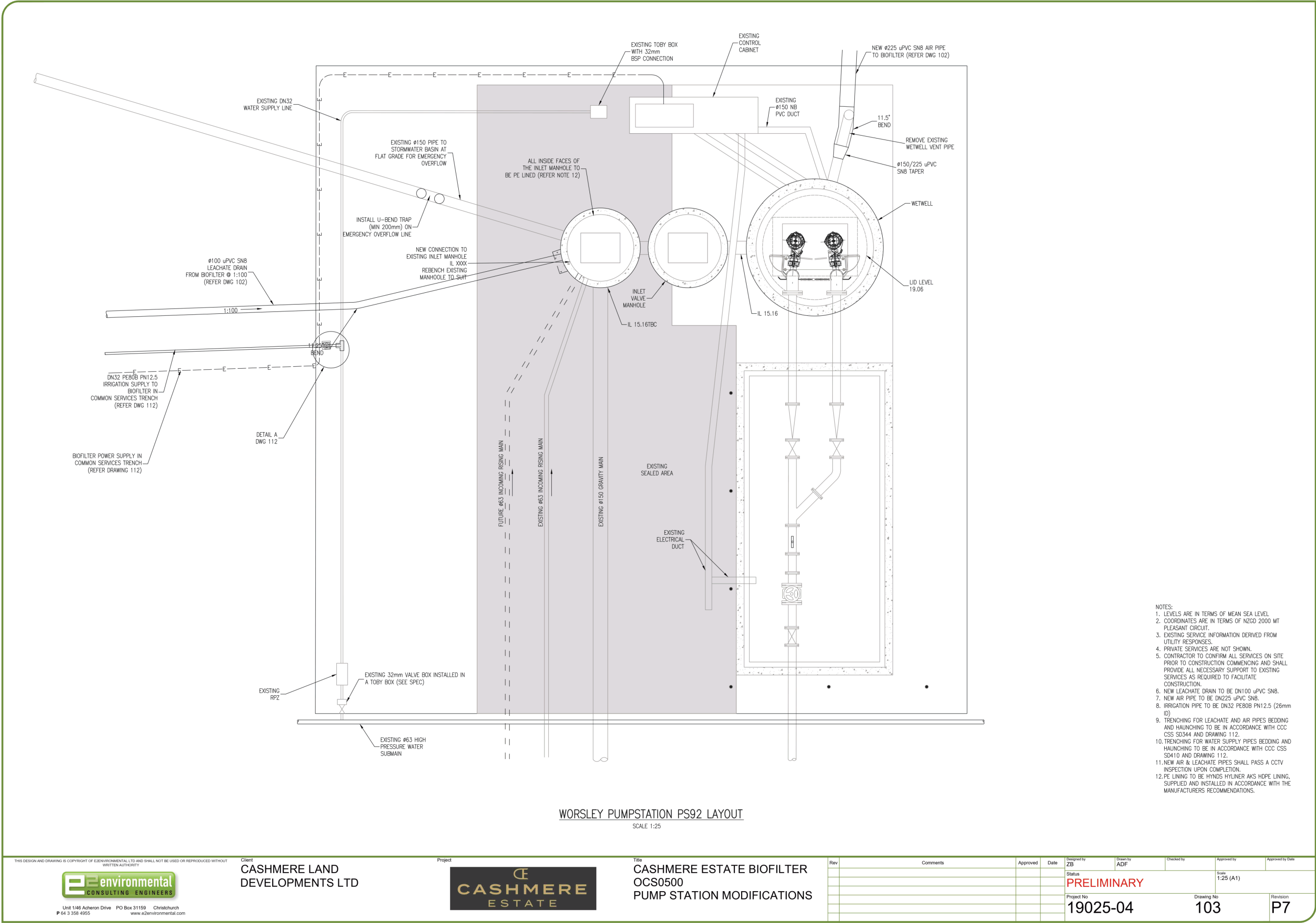
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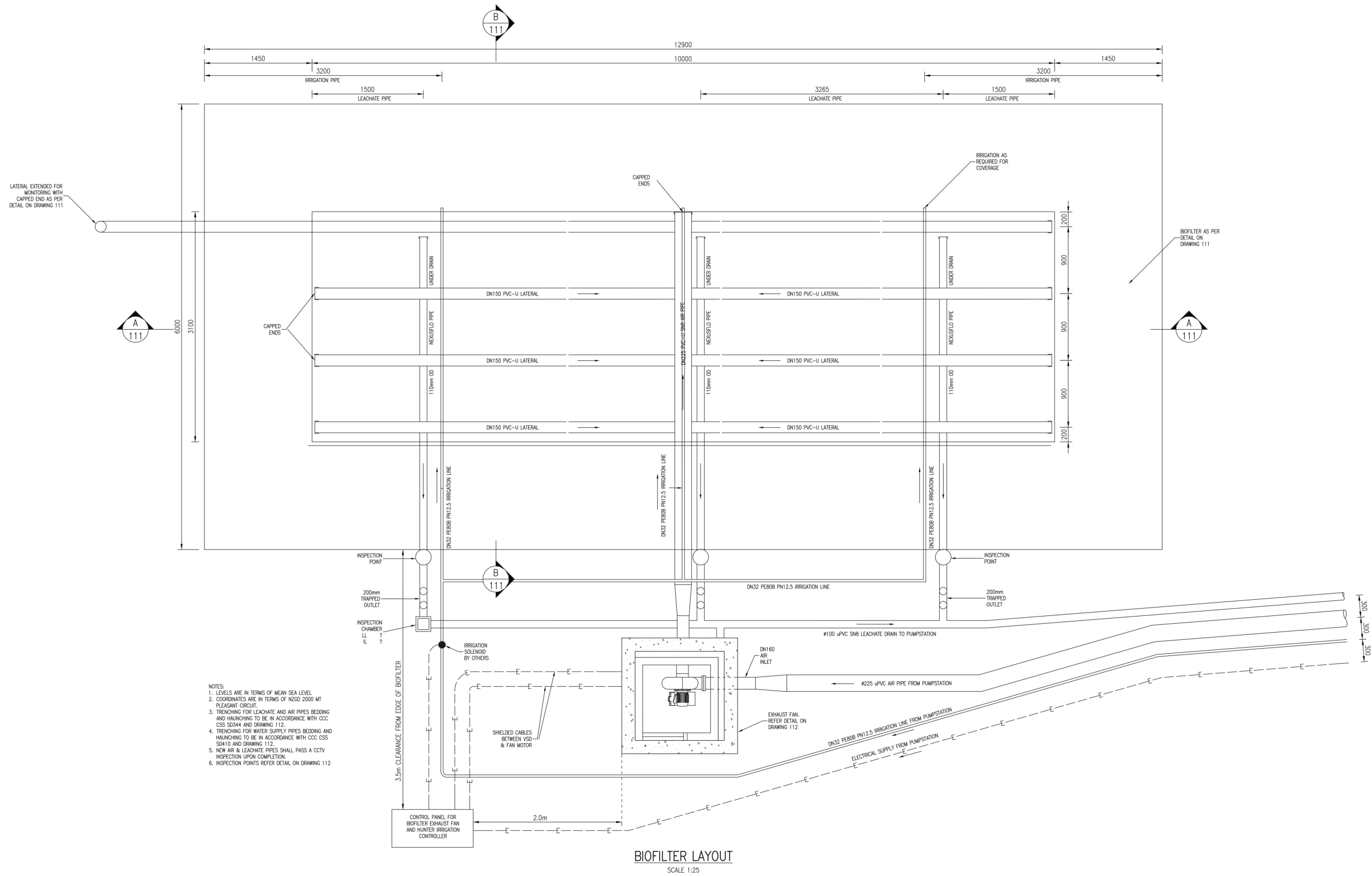
Signatories / Ngā Kaiwaitohu

Authors	Stuart McLeod - Property Consultant Russel Wedge - Team Leader Parks Policy & Advisory
Approved By	Angus Smith - Manager Property Consultancy Russel Wedge - Team Leader Parks Policy & Advisory Andrew Rutledge - Head of Parks Mary Richardson - General Manager Citizens & Community



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Unit 1146 Acheron Drive PO Box 31159 Christchurch P 64 3 358 4955 www.e2environmental.com																Status PRELIMINARY		Scale 1:100 (A1)	
																Project No 19025-04		Drawing No 102	
																		Revision P6	





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Client
CASHMERE LAND DEVELOPMENTS LTD

Project



Title

**CASHMERE ESTATE BIOFILTER
OCS0500
BIOFILTER LAYOUT**

Rev

Comments	Approved	Date	Designed by ZB	Drawn by ADF	Checked by	Approved by	Approved by Date

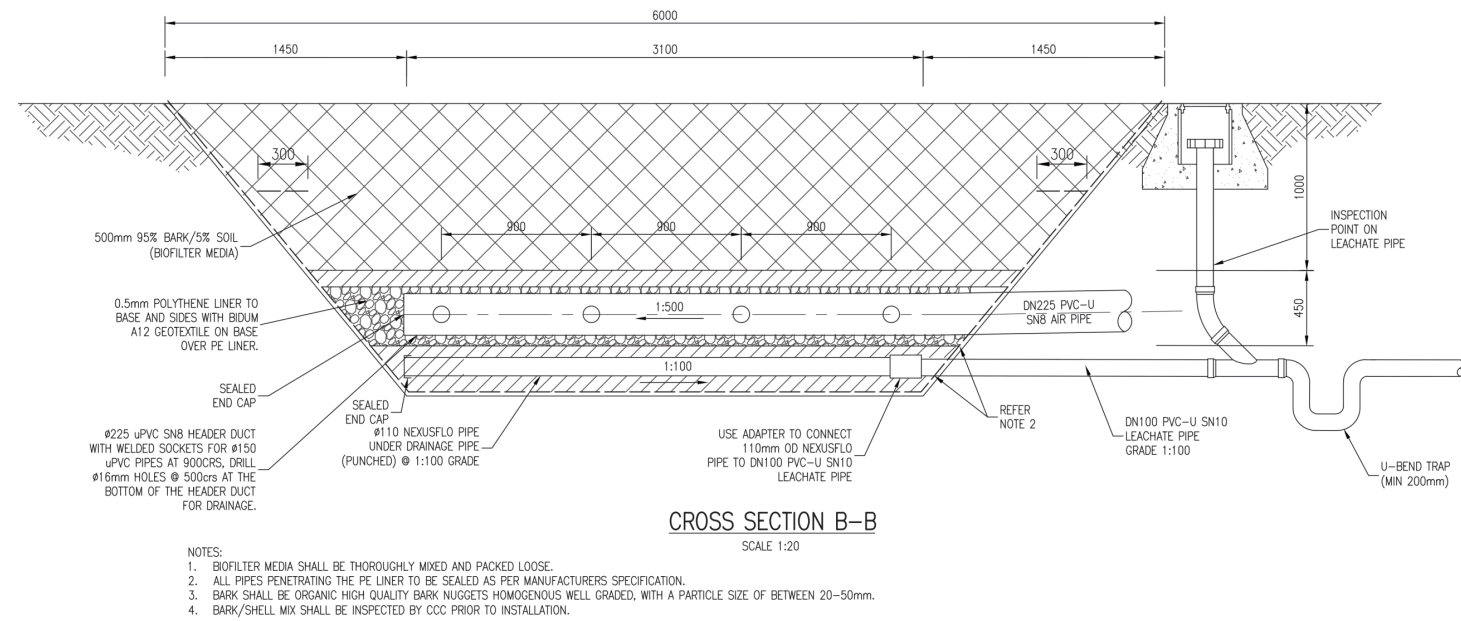
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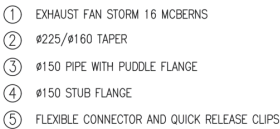
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Project No
19025-04

Drawing No
110

Revision
P4

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10. Waihoru/ Spreydon-Cashmere Community Board - Representation on the Cashmere Stream and Port Hills Working Group

Reference / Te Tohutoro: 20/687886

Report of / Te Pou
Matua:

Amy Hart, Community Board Advisor, amy.hart@ccc.govt.nz

General Manager /
Pouwhakarae:

Mary Richardson, General Manager Customer and Community,
mary.richardson@ccc.govt.nz

1. Brief Summary

The purpose of this report is for the Waihoru/Spreydon-Cashmere Community Board to consider the appointment of a Board representative on the Cashmere Stream and Port Hills Working Group of the Christchurch West Melton Zone Committee.

2. Officer Recommendations / Ngā Tūtohu

That the Waihoru/Spreydon-Cashmere Community Board:

1. Appoint a Board member to the act as the Board's representative on the Cashmere Stream and Port Hills Working Group.

3. Context / Background / Te Horopaki

- 3.1 The Cashmere Stream and Port Hills Working Group was established by the Christchurch West Melton Zone Committee at its meeting on 27 February 2020. The Working Group comprises up to three Zone Committee members, two members from the Cashmere Stream Care Group, three members of the Ōpāwaho Heathcote River Network and one member from each of the Spreydon-Cashmere and Halswell-Hornby-Riccarton Community Boards.
- 3.2 The Working Group will cease in December 2020, unless an extension to their work is agreed with the Christchurch West Melton Zone Committee. Please refer to the Working Group's Terms of Reference (**attached**).
- 3.3 The Working Group's focus is the Cashmere Stream and the areas of the Port Hills that drain into the Cashmere Stream. However, where actions can benefit the wider Ōpāwaho Heathcote River catchment, the delivery of actions throughout the Ōpāwaho Heathcote River catchment will be considered.
- 3.4 The Working Group's purpose is to identify, oversee and help with the implementation of priority actions to help improve the water clarity and ecological health of the area above with a primary focus on sediment and erosion control management from the Port Hills.
- 3.5 The Working Group meets on the second Tuesday of each month at 6pm in the Beckenham Boardroom.
- 3.6 The Zone Committee reports bi-monthly to the Council's Three Waters Infrastructure and Environment Committee.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	Cashmere Stream and Port Hills Working Group - Terms of Reference	43

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.

Signatories / Ngā Kaiwaitohu

Authors	Faye Collins - Community Board Advisor Amy Hart - Community Board Advisor
Approved By	Emma Pavey - Manager Community Governance, Spreydon-Cashmere

Cashmere Stream and Port Hills Working Group

Terms of Reference

Introduction

The Cashmere Stream is an urban-fringe waterway located in southwest Christchurch (see Map 1). About 60 percent of the 2,822 ha catchment drains the Port Hills via predominantly ephemeral waterways, with the remainder of the catchment flat plains drained by predominantly permanently flowing, spring-fed waterways. The catchment is made up of a mix of urban and rural land.

The stream supports a range of caddisfly, kōura (freshwater crayfish), kākahi (freshwater mussels) and a good diversity of fish species (such as bluegill bullies, long finned eels and inanga). It also has high aesthetic and amenity values for the local community.

The Port Hills are a key source of fine clay-sized loess particles which are highly erodible when vegetation and protective topsoil is removed. Once these soil particles are in suspension during heavy rain and stormwater runoff, water clarity deteriorates.

Suspended sediment and the resulting low water clarity is a big issue for Cashmere Stream. Water clarity data collected between 29 November 2010 and 7 February 2018, by the Cashmere Stream Care Group¹ has shown that:

- Water clarity in Cashmere Stream is degrading over time.
- Water clarity degrades along the length of Cashmere Stream and is significantly worse in hill tributaries than in plains tributaries.
- Water clarity decreases with increasing rain.
- The most significant sediment contribution comes from the hill tributaries in rain events.

To improve water clarity in Cashmere Stream it will be necessary to focus on the hill catchments. These catchments are the source of the sediment which results in poor water clarity in the Cashmere Stream and then the Heathcote River. Treatment is more difficult due to the nature of loess soil, which does not settle out of the water column easily, meaning that traditional water detention basins and surface water wetlands will not be sufficient to improve water clarity to acceptable levels from tributaries draining the Port Hills.

In addition, 85 percent of the hill tributaries sampled fell into the 'very poor' water clarity category. This is below the point at which the level of suspended sediment affects stream life, both through light restriction and sediment settling on the stream bed.

The Cashmere Stream also fails to meet the fine sediment percentage cover freshwater outcomes for Canterbury Rivers (Table 1a²) in the Canterbury Land and Water Regional Plan.

¹ Refer <https://www.ohr.co.nz/function/file/48014112-777c-4046-b70b-900963a6aa9e>

² Refer <https://eplan.ecan.govt.nz/eplan/#Rules/0/51/1/23340>

Key sources of sediment arising from the Port Hills include that from:

- exposed soils resulting from clear-fell exotic forestry and inadequate riparian buffers
- ; poorly constructed and maintained recreation tracks
- loss of vegetative cover from over-stocking and stock access to unfenced water courses;
- loss of vegetative cover as a result of fires
- large areas of exposed soils during subdivision development and poorly performing and managed sediment and erosion control strategies

Action to improve the Stream

At a workshop held by the Christchurch West Melton Zone Committee in October 2019, speakers emphasised that a lot of knowledge exists, but not enough action was being undertaken to adequately reduce sediment sources from the Port Hills.

Scope of the Working Group

The Working Group's focus is on the areas of the Port Hills that drain into the Cashmere Stream as shown in Map 2.

The Working Group will focus on action relevant to the coloured area in the attached map. However, where actions can benefit the wider Ōpāwaho Heathcote River catchment (shown shaded) the delivery of the actions throughout the Ōpāwaho Heathcote River catchment will be considered.

Establishment and disbandment

The Working Group was established by the Christchurch West Melton Zone Committee at its meeting on 27 February 2020.

The Working Group will cease in December 2020, unless an extension to their work is agreed with the Christchurch West Melton Zone Committee.

Membership

The Working Group comprises of up to three Zone Committee members, two members from the Cashmere Stream Care Group, three members of the Ōpāwaho Heathcote River Network and one member from each of the Spreydon-Cashmere and Halswell-Hornby-Riccarton Community Boards.

The Zone Committee, Cashmere Stream Care Group, and Ōpāwaho Heathcote River Network Group and the Community Boards are to determine who will be involved.

Other groups and people may be invited as required, depending on actions being discussed/addressed.

Meetings

Meetings will be held monthly at the South Library between 6 and 8pm on the second Tuesday of the month.

Purpose

The purpose of the Working Group is to identify, oversee and help with the implementation of priority actions to help improve the water clarity and ecological health of the Cashmere Stream with a primary focus on sediment and erosion control management from the Port Hills.

The group will:

- a. Identify priority actions to be progressed during 2020 to:
 - i. raise awareness of the issues;
 - ii. improve the current management; and
- b. Oversee and help with implementation of the priority actions identified.

Outcome

By December 2020, the Working Group has identified their prioritised actions and have increased awareness of the issues across organisations and the community and/or improved current management.

Role and responsibilities

The Working Group will:

1. Identify priority actions to be progressed in 2020 and beyond;
2. Recommend the priority actions to the Christchurch West Melton Zone Committee for endorsement;
3. Oversee and assist with implementation of the priority actions; and
4. Report progress on priority actions to the Christchurch West Melton Zone Committee and Community Boards.

Map will be tabled at meeting.

11. Elected Members' Information Exchange

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