

**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 2 March 2021
Time: 5pm
Venue: Horoea Room, Rārākau: Riccarton Centre,
199 Clarence Street, Christchurch

Membership

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

24 February 2021

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 February 2021](#) 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 5pm.

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 Hebe Road, Wigram

Nitin Dhingra, local resident, will address the Board regarding Hebe Road, Wigram – Proposed No Stopping Restrictions report (refer item 9 of this agenda.)

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 February 2021
Time: 5pm
Venue: Horoea Room, Rārākau: Riccarton Centre,
199 Clarence Street, Christchurch

Present

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

16 February 2021

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 received.

2. Declarations of Interest / Ngā Whakapuaki Aronga

Part B
Mark Peters and Anne Galloway declared an interest in Item 8 – Hornby Presbyterian Community Trust and took no part in the discussion or voting on the matter.

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

Part C
Community Board Resolved HHRB/2021/00001

That the minutes of the Waipuna/Halswell-Hornby-Riccarton Community Board meeting held on Tuesday, 2 February 2021 be confirmed.

Mark Peters/Gamal Fouda

Carried

4. Public Forum / Te Huinga Whānui

Part B

4.1 Street naming

David Hawke, Secretary of the Halswell Residents Association addressed the Board regarding the naming of new streets.

Mr Hawke is of the opinion that the Community Board should take a more proactive role in suggesting the names, and themes for names of, new streets in the area. This steer should then prompt developers to name streets that recognise local interests.

Mr Hawke suggested that, where a theme is adopted for street names in a subdivision, there be some form of interpretation that identifies the theme (for example an ANZAC poppy on street signs on streets that have been named after former soldiers).

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

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. Proposed Road Names - 275 Sparks Road

Officer Recommendations / Ngā Tūtohu

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

1. Approve the following new road names for 275 Sparks Road (RMA/2020/1438):
 - a. Road 1 - Sequel Road
 - b. Road 2 - Creatine Road
 - c. Road 3 - Larissa Road
 - d. Road 4 - Gisele Crescent
 - e. Road 5 - Dalness Crescent

Community Board Resolved HHRB/2021/00002

Part C

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

1. Approves the following new road names for 275 Sparks Road (RMA/2020/1438):
 - a. Road 1 - Sequel Road
 - b. Road 2 - Creatine Road
 - c. Road 3 - Larissa Road
 - d. Road 4 - Gisele Crescent
 - e. Road 5 - Dalness Crescent

Debbie Mora/Catherine Chu

Mike Mora moved by way of amendment seconded by Helen Broughton:

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

1. Approves the following new road names for 275 Sparks Road (RMA/2020/1438):
 - a. Road 1 - Sequel Road
 - b. Road 2 - Navarra Road
 - c. Road 3 - Larissa Road
 - d. Road 4 - Gisele Crescent
 - e. Road 5 - Dalness Crescent

Mike Mora/Helen Broughton

Carried

Community Board Resolved as a Substantive Motion HHRB/2021/00003

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

1. Approves the following new road names for 275 Sparks Road (RMA/2020/1438):
 - a. Road 1 - Sequel Road
 - b. Road 2 - Navarra Road
 - c. Road 3 - Larissa Road
 - d. Road 4 - Gisele Crescent
 - e. Road 5 - Dalness Crescent

Mike Mora/Helen Broughton

Carried

8. Waipuna/Halswell-Hornby-Riccarton 2020/21 Discretionary Response Fund - Hornby Presbyterian Community Trust Report

Community Board Resolved HHRB/2021/00004 (Original Officer Recommendation accepted without change)

Part C

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

1. Approves a grant of \$5,000 from its 2020-21 Discretionary Response Fund to Hornby Presbyterian Community Trust towards the Community Survey of the Wider Hornby Area project.

Jimmy Chen/Andrei Moore

Carried

Mark Peters and Anne Galloway declared an interest in Item 8 – Hornby Presbyterian Community Trust and took no part in the discussion or voting on the matter.

9. Waipuna Halswell Hornby Riccarton Community Board- Submissions Committee

Community Board Resolved HHRB/2021/00005 (Original Officer Recommendation accepted without change)

Part C

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

1. Delegates to the Waipuna/Halswell-Hornby-Riccarton Community Board Chairperson, the Chairperson of the Waipuna/Halswell-Hornby-Riccarton Submissions Committee and the Community Governance Manager for the Waipuna/Halswell-Hornby-Riccarton Community Board area the ability to schedule meeting dates for the Board's Submissions Committee to meet to consider matters undergoing public consultation

and respond on behalf of the Waipuna/Halswell-Hornby-Riccarton Community Board to submission opportunities as they arise.

Catherine Chu/Andrei Moore

Carried

10. Waipuna/Halswell-Hornby-Riccarton Community Board Area Report - February 2021

Officer Recommendations / Ngā Tūtohu

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

1. Receives the Waipuna/Halswell-Hornby-Riccarton Community Board Area Report for February 2021.
2. Receives the staff memorandum advising the Waipuna/Halswell-Hornby-Riccarton Community Board of upcoming public consultation on a proposed new lease to Mas Oyama Kyokushin Karate Club on Denton Park.
3. Receives the staff memorandum advising the Waipuna/Halswell-Hornby-Riccarton Community Board of Freshwater Improvement Fund grant of \$1.5 million for Cashmere Stream.

Community Board Resolved HHRB/2021/00006

Part B

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

1. Receives the Waipuna/Halswell-Hornby-Riccarton Community Board Area Report for February 2021.
2. Receives the staff memorandum advising the Waipuna/Halswell-Hornby-Riccarton Community Board of upcoming public consultation on a proposed new lease to Mas Oyama Kyokushin Karate Club on Denton Park.
3. Receives the staff memorandum advising the Waipuna/Halswell-Hornby-Riccarton Community Board of Freshwater Improvement Fund grant of \$1.5 million for Cashmere Stream.

Mike Mora/Mark Peters

Carried

Community Board Resolved HHRB/2021/00007

Part B

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

1. That in the event that leave is granted by the District Licensing Committee for the Board to appear at the hearing for a new Sale of Alcohol Licence at 299 Main South Road in support of objectors the Board delegates to Mike Mora to appear and speak on behalf of the Board.

Debbie Mora/Gamal Fouda

Carried

11. Elected Members' Information Exchange / Te Whakawhiti Whakaaro o Te Kāhui Amorangi

Part B

Board members exchanged information on the following:

- There are local concerns about anti-social driving in the vicinity of the Halswell Road/Pound Road intersection.
- There are ongoing concerns with anti-social behaviour at the social housing complex unit on Kissell Street, Templeton.
- The New Zealand Transport Agency sign in John Patterson Drive, Halswell is still causing concern. Requested staff advice on siting of the sign is still pending.
- An update on the upcoming Long Term Plan process was provided to the Community Board Chairpersons and Staff forum.
- There is an abandoned car on Betwin Avenue that residents report has been there in excess of six months.
- The Site Blessing at Kyle Park, Hornby on 26 February 2021 in preparation for the building of the Hornby Centre is eagerly awaited by the local community.
- It was noted that the Board's submission on the draft Community Facilities Network Plan had resulted in a change in the wording of the final plan.
- There have been a number of expressions of concern regarding weed control on Council land including road reserves.
- Where a Community Service Award recipient has undertaken further significant community service, it is appropriate for this to be recognised by a Certificate of Appreciation.

Catherine Chu left the meeting at 6:21pm

11.1 Quarry Applications

The Board discussed on-going concerns about quarries in the Board area.

Part B

The Board agreed to request staff advice on resource consent applications for quarries that have been lodged, granted and/or are pending to date and advice on the rules applying to bunds around quarries and the compliance with these rules.

11.2 Signs

The Board discussed innovative signs that have been erected in other areas of New Zealand to deter littering and fly dumping.

Part B

The Board agreed to request staff advice on the possible use of innovative signs in the Board area to deter littering and fly dumping.

11.3 Halswell Quarry update

The Board discussed local concerns regarding security in the vicinity of the Halswell Quarry.

Part B

The Board agreed to request a briefing by Council Park Rangers on the Halswell Quarry including security in and around the Park.

Meeting concluded at 6.38pm.

CONFIRMED THIS 2ND DAY OF MARCH 2021.

**MIKE MORA
CHAIRPERSON**

7. Ngā Puna Wai – part change in reserve classification

Reference / Te Tohutoro: 21/92982

Report of / Te Pou
Matua:

Sarah Stuart, Property Consultant, sarah.stuart@ccc.govt.nz

General Manager /
Pouwhakarae:

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

1. Purpose of the Report / Te Pūtake Pūrongo

1.1 The purpose of this report is to seek the Waipuna/Halswell-Hornby-Riccarton Community Board's:

- Approval of the change in reserve classification for the part of Ngā Puna Wai (NPW) occupied by the sewage pump station from recreation reserve to local purpose (utility) reserve.
- Recommendation to the Chief Executive (CE) to exercise the delegation from the Minister of Conservation (MOC) to consent to the change in reserve classification of the pump station site.

This report is staff generated in order to obtain the approvals required to change the reserve classification of the pump station site.

1.2 The partial change in reserve classification is required for the registration of the easements associated with three capital projects: the South East Halswell Sewer (SEHS), NPW Sports Hub Facility, NPW Throwing Facility ("the easements").

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 partial change in reserve classification on local residents and users of NPW. The impact is negligible because the area is fenced off from the public and is required to service the sports hub facility. There is a cost associated with the reclassification that will be apportioned between the three capital projects requiring easements.

2. Officer Recommendations / Ngā Tūtohu

That the Waipuna/Halswell-Hornby-Riccarton Community Board, acting under the delegated authority of the Christchurch City Council:

1. Subject to there being no sustainable objections received through public notification, and to the consent of the Minister of Conservation:
 - a. Approves the change in reserve classification of the pump station site shown as Section 1 SO 538085 from recreation reserve to local purpose (utility) reserve, and
 - b. Recommends the Chief Executive, using the Council's delegated authority from the Minister of Conservation, consents to the reclassification referred to in (a) above, and
 - c. Authorises the Property Consultancy Manager, should the Minister of Conservation consent to the reclassification be granted, to finalise documentation to implement the change in reserve classification referred to in (a) above.

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

- 3.1 In the period of time since the proposed easements were approved by the Community Board and the CE using the delegated authority from the MOC, Land Information New Zealand (LINZ) has taken the unforeseen position that a legalisation action must accompany the registration of the easements. The most practical and cheapest action to take is to change the classification of the pump station site from recreation reserve to local purpose (utility) reserve.

4. Alternative Options Considered / Ētahi atu Kōwhiringa

- 4.1 An alternative legalisation action is the completion of a different type of survey plan (LT) which will require a subdivision consent and geotechnical and contamination assessments. This option is discounted because the additional time and cost associated with it will offer no significant advantage from the option to change the reserve classification. (The approximate cost of this alternative is around \$25,000 compared to \$3,000 for reclassification.)
- 4.2 A further option is not to change the reserve classification of the pump station site. This is also discounted because it won't facilitate creation of the easements which are required to provide legal protection to the existing infrastructure assets. Nor will it provide the pump station with the supporting rights required for its operation – these being the easements to convey electricity, water and to drain sewage. To elect not to reclassify the pump station area prevents future-proofing the site for its potential transfer to a separate (water) entity. It also wastes the significant (survey) costs incurred to get to this point.
- 4.3 The advantage of not changing the reserve classification of the pump station site is that the associated costs will not be incurred, nor the costs of registering the easements. However these costs are minimal in the context of costs incurred to date and are a small price to pay to achieve the desired outcome which is the creation of the easements.

5. Detail / Te Whakamahuki

Prior resolution

- 5.1 The Waipuna/Halswell-Hornby-Riccarton Community Board approved the granting of the easements at its meeting dated 15 December 2020, HHRB/2020/00152. The CE (under delegated authority from the MOC) has also consented to the creation of the easements.

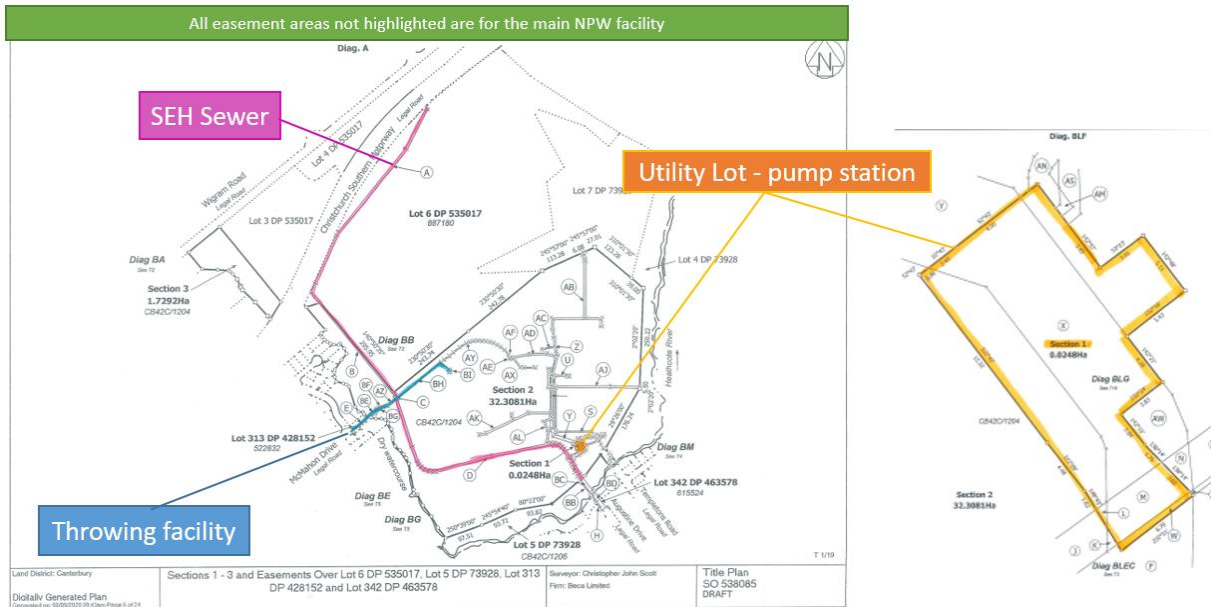
Legalisation action

- 5.2 During completion of the documentation required to create the easements LINZ instructed Council that an accompanying legalisation action was required. The application was unusually complex and the position LINZ took in not accepting the easement markings on an approved survey plan was unforeseen. An approach by Council's legal team was unable to sway LINZ technical advisors on the position taken by them.
- 5.3 There are two possible legalisation actions. The preparation of an alternate survey plan (LT) which involves obtaining subdivision consent and the geotechnical and contamination information associated with this. Or the change in reserve classification of the pump station site from recreation to local purpose (utility) lot. The change in classification is the cheapest most practical option that facilitates both easement creation and possible future transfer to a separate water entity, should this eventuate.
- 5.4 The Parks Unit supports the proposed change in reserve classification for part of the existing recreation reserve to one that reflects the land use for that part of the reserve, i.e. local purpose (utility) reserve. This is a necessary step in this particular circumstance to achieve the registration of the easements, applicable where there is significant above-ground utility

infrastructure, which is a requirement for the completion of the process for the sports hub development that is included in the Ngā Puna Wai and Canterbury Agricultural Park Management Plan 2010.

Affected Area

- 5.5 The area to be reclassified as local purpose (utility) reserve is identified as the pump station in the below plans and photos. It is fully fenced in already to prevent public access and comprises a small component of the overall reserve.





Process required by Reserves Act 1977

- 5.6 Section 24(1) of the Reserves Act 1977 specifies the process that must be followed to change the classification of a reserve. Section 24 (2) requires public notification of the proposed change of classification and the right of the public to object within one month after the date of the first publication of the notice.
- 5.7 If objections are received, which are unable to be satisfied, then a hearing is required. Following this hearing, the Hearing Panel then makes a recommendation back the Community Board for a decision.
- 5.8 Section 24(2)(b) of the Act requires the Local Authority to consult with Commissioner (Department of Conservation) before any public notification occurs. Staff confirm that the Department of Conservation has been consulted and that it has no concerns with the proposal.
- 5.9 The approval of the Minister of Conservation is required to any change in the Reserves Act classification. The Minister has delegated this power to the Council, which, in turn, has sub-delegated this power to the Council's Chief Executive.

Public Notification

- 5.10 Public notification was undertaken in accordance with the requirements of the Reserves Act 1977. This comprised an advertisement in The Press and a public notice listing on the Council's website. The outcome of the notification is not yet known, but staff will be in a position to confirm the receipt of any sustainable objections by the date of the Board meeting this report is being considered at. The resolution assumes no sustainable objections were received, but if this is not the case a hearings panel will need to be held to consider the objection/s before any resolution can take effect.

Wards/Community Boards

- 5.11 The decision affects the following wards/Community Board areas:
 - 5.11.1 Waipuna/Halswell-Hornby-Riccarton and the neighbouring Waihoru/Spreydon-Cashmere Community Board.
 - 5.11.2 In a broader context all wards and Community Board areas are affected because the NPW facility attracts users from all over Canterbury.

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

Strategic Alignment / Te Rautaki Tīaroaro

- 6.1 The proposed reclassification of the NPW pump station site in order to create the easements fits within the Council's Strategic Framework in the sense that the infrastructure they protect serves both:
- Recreation and sporting facilities for community use (NPW & Throwing Facility projects), and
 - Existing and Greenfield development in the area (SEHS project).
- 6.2 This report supports the [Council's Long Term Plan \(2018 - 2028\)](#):
- 6.2.1 Activity: Recreation, Sport, Community Arts & Events
- Level of Service: 7.0.1.6 Provide citizens access to fit-for-purpose recreation and sporting facilities. - 13 leased recreation and sporting facilities are available for community use.
- 6.2.2 Activity: Wastewater Collection, Treatment & Disposal
- Level of Service: 11.0.1.16 Council wastewater services are reliable. - Proportion of residents satisfied with the reliability and responsiveness of wastewater services: >= 80%

Policy Consistency / Te Whai Kaupapa here

- 6.3 The decision is consistent with Council's Plans and Policies by making available both:
- Recreational and sporting facilities within NPW for community use; and
 - Wastewater infrastructure that services existing and Greenfield development in the area.

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 The decisions in this report do not have any impact on climate change.

Accessibility Considerations / Ngā Whai Whakaaro mā te Hunga Hauā

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

7. Resource Implications / Ngā Hīraunga Rauemi

Capex/Opex / Ngā Utu Whakahaere

- 7.1 Cost to Implement – cost of public notification and staff time.
- 7.2 Maintenance/Ongoing costs - Once the reserve classification for the pump station site has been changed to local purpose (utility) reserve, and the associated easement has been created the asset will be transferred to the Three Waters Unit which will be responsible for the maintenance and on-going costs for the equipment and infrastructure.
- 7.3 Funding Source – The cost of reclassification will be split between the three affected projects.

8. Other / He mea anō

- 8.1 N/A.

9. Legal Implications / Ngā Hīraunga ā-Ture

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

9.1 Sections 10, 23 & 24 of the Reserves Act 1977.

Other Legal Implications / Ētahi atu Hīraunga-ā-Ture

9.2 This report has not been reviewed and approved by the Legal Services Unit. The Legal Services Unit will prepare all necessary easement documents when the reclassification action is complete.

10. Risk Management Implications / Ngā Hīraunga Tūraru

10.1 There is no identified risk associated with the proposal to change the classification of the pump station site from recreation reserve to local purpose (utility) reserve.

Attachments / Ngā Tāpirihanga

There are no attachments 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	Sarah Stuart - Property Consultant
Approved By	Angus Smith - Manager Property Consultancy Andrew Rutledge - Head of Parks Mary Richardson - General Manager Citizens & Community

8. Kiltie Street, Upper Riccarton - Proposed No Stopping Restrictions

Reference / Te Tohutoro: 20/1606590

Report of / Te Pou Matua: Barry Hayes, Traffic Engineer, barry.hayes@ccc.govt.nz

General Manager / David Adamson, General Manager City Services,

Pouwhakarae: david.adamson@ccc.govt.nz

1. Purpose of the Report / Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waipuna/Halswell-Hornby-Riccarton Community Board to consider the approval of No Stopping restrictions on a part of Kiltie Street and Reading Street in Upper Riccarton.
- 1.2 This report has been written in response to a request from local residents to investigate the effect of parked vehicles upon the safety at the intersection at this location.
- 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 the low level of impact and low number of people affected by the recommended decision.
- 1.4 The community engagement and consultation outlined in this report reflect the assessment.
- 1.5 The recommended option is to install the No Stopping restrictions on Kiltie Street and Reading Street in accordance with **Attachment A**. A location plan is shown in **Attachment B**.
- 1.6 These measures have been requested to:
 - Improve the safety of drivers turning into and out of Kiltie Street by preventing them from being forced to drive along the middle of the road.
 - Improve the safety of pedestrians using the informal crossing facility across Kiltie Street.
 - Improve the sight line for drivers turning out of Kiltie Street.
 - Assist larger vehicles such as rubbish trucks and delivery vehicles to ensure they can proceed safely around the intersection.

2. Officer Recommendations / Ngā Tūtohu

That the Waipuna/Halswell-Hornby-Riccarton Community Board approves pursuant to clause 7 of the 2017 Christchurch City Council Traffic and Parking Bylaw:

1. That the stopping of vehicles be prohibited at any time on the north side of Kiltie Street commencing at its intersection with Reading Street and extending to the east for a distance of 12 metres.
2. That the stopping of vehicles be prohibited at any time on the south side of Kiltie Street commencing at its intersection with Reading Street and extending to the east for a distance of 12 metres.
3. That the stopping of vehicles be prohibited at any time on the east side of Reading Street commencing at its intersection with Kiltie Street and extending to the north for a distance of 11 metres.

4. That the stopping of vehicles be prohibited at any time on the east side of Reading Street commencing at its intersection with Kiltie Street and extending to the south for a distance of 9 metres.
5. 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 1-4 above.
6. Approves that these resolutions take effect when the road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

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

- 3.1 Safety concerns have been raised by two residents of Reading Street, concerning parking activity at the intersection with Kiltie Street.
- 3.2 The recommendations will reduce the risk of a collision between drivers approaching the intersection by improving their intervisibility and reducing their need to drive along the middle of the road. There are also benefits to pedestrians crossing Kiltie Street, who will also have improved intervisibility with drivers turning at the intersection.

4. Alternative Options Considered / Ētahi atu Kōwhiringa

Maintain the status quo

- 4.1 The advantages of this option include:
 - 4.1.1 Retains on-street parking spaces on Kiltie Street and Reading Street.
- 4.2 The disadvantages of the option include:
 - 4.2.1 Does not address resident concerns about safety at this intersection.

5. Detail / Te Whakamahuki

- 5.1 A local resident referred to the effects of parked vehicles, which are suspected to be staff based at retail employers in the local area or other residents such as students in rented accommodation.
- 5.2 The residents reported that on-street parking demands are high and often occurs at locations that affect the safety of other drivers and pedestrians.
- 5.3 The intersection is uncontrolled and both streets have no existing restrictions.
- 5.4 Staff visited the site and observed the parking activity during these times. There were numerous examples of inconsiderate parking along the kerb radii, across the pedestrian crossing points and sometimes at wayward angles near the intersection and extending into the road.
- 5.5 Staff checked the NZTA Crash Analysis Database, which did not show any recorded crashes. However staff consider that there are potential risks to drivers and pedestrians at this location.
- 5.6 The proposed no stopping will result in, technically, only 3-4 spaces being removed and displaced elsewhere on Reading Street and Kiltie Street. It is considered that this requires an additional walk time of only a few more minutes.
- 5.7 Staff consider that the recommendations in this report will help achieve the desired community outcome of a safer environment.
- 5.8 Approval is required by the Waipuna/Halswell-Hornby-Riccarton Community Board.

- 5.9 If approved, the recommendations will be implemented within the current financial year.

Community Views and Preferences

- 5.10 Affected property owners and residents on Reading Street (8-32) and Kiltie Street (9-15) were contacted by letter and invited to comment.
- 5.11 Eight submissions were received from property owners and tenants who all supported the proposal.
- 5.12 The Team Leader Parking Compliance supports the preferred option.
- 5.13 The do nothing option is inconsistent with the original request and subsequent community support to improve road safety.

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

Strategic Alignment / Te Rautaki Tīaroaro

- 6.1 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.
- 6.2 The recommendations in this report are also consistent with the anticipated outcomes of the Traffic Safety & Efficiency Service Plan in the [Councils Long Term Plan \(2018 - 2028\)](#)

Policy Consistency / Te Whai Kaupapa here

- 6.3 The recommendations in this report are consistent with the [Christchurch Suburban Parking Policy](#).

Impact on Mana Whenua / Ngā Whai Take Mana Whenua

- 6.4 The effects of this proposal upon Mana Whenua are expected to be insignificant.

Climate Change Impact Considerations / Ngā Whai Whakaaro mā te Āhuarangi

- 6.5 This proposal does not have any significant effect upon carbon emissions and Climate Change.

Accessibility Considerations / Ngā Whai Whakaaro mā te Hunga Hauā

- 6.6 This proposal improves the accessibility of pedestrians using the crossing at the intersection.

7. Resource Implications / Ngā Hīraunga Rauemi

Capex/Opex / Ngā Utu Whakahaere

- 7.1 Cost to Implement – approximately \$200 for the new line markings and \$750 for producing the report.
- 7.2 Maintenance/Ongoing costs – approximately \$200/year.
- 7.3 Funding Source –Traffic Operations Signs and Markings budget (installation)/existing Transport maintenance budgets for ongoing maintenance.

Other

- 7.4 None identified.

8. Legal Implications / Ngā Hīraunga ā-Ture

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

- 8.1 Part 1, Clauses 7 and 8 of the 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 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 There is a legal context, issue or implication relevant to this decision.
- 8.5 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 in sections 8.1 – 8.3.

9. Risk Management Implications / Ngā Hīraunga Tūraru

- 9.1 Not applicable.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	Kiltie Street/Reading Street no stopping restrictions	23
B ↓	Kiltie Street location plan	24

Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

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

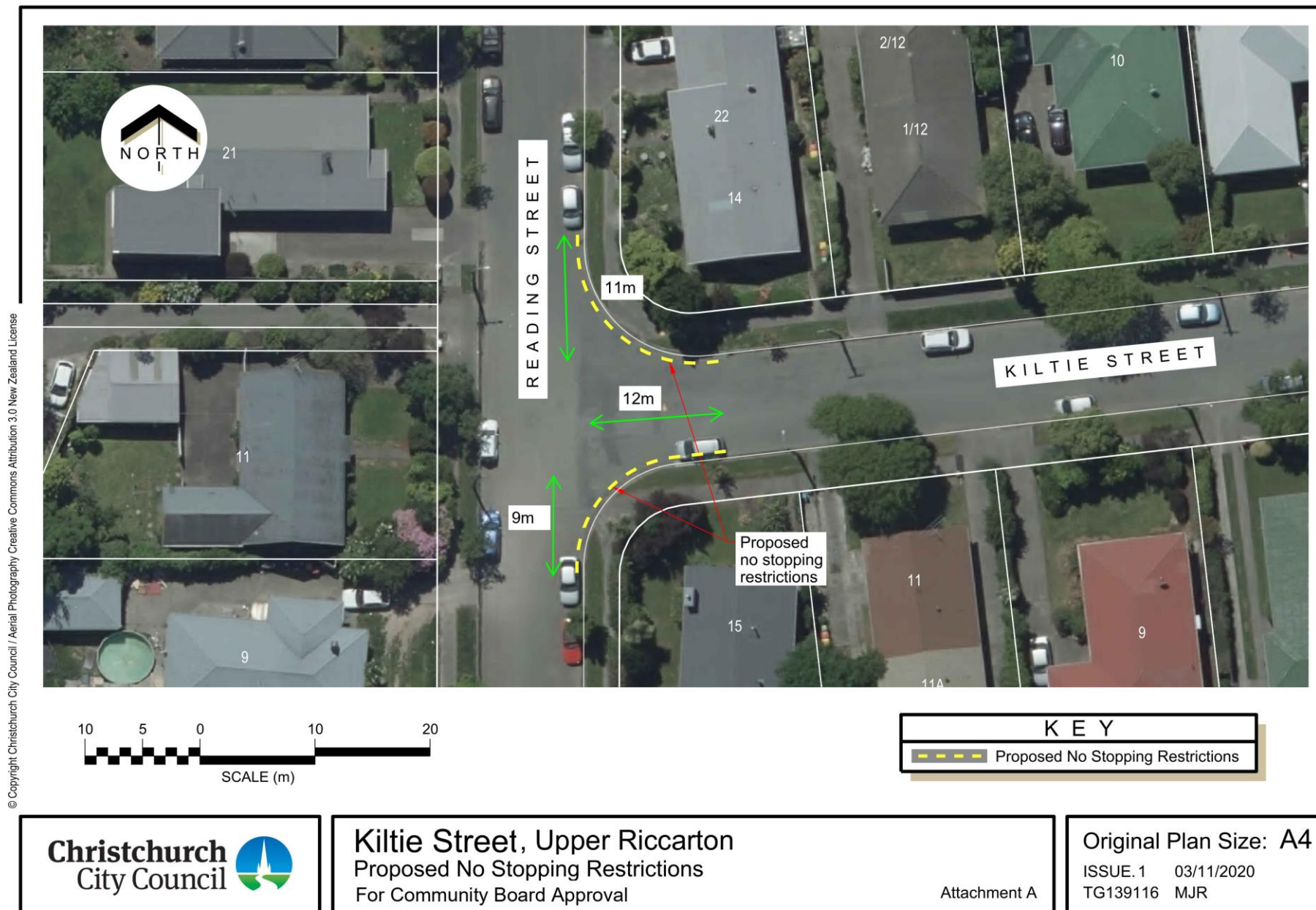
(a) This report contains:

- (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	Barry Hayes - Traffic Engineer
Approved By	Stephen Wright - Team Leader Traffic Operations Steffan Thomas - Manager Operations (Transport) Richard Osborne - Head of Transport





9. Hebe Road, Wigram - Proposed No Stopping Restrictions

Reference / Te Tohutoro: 21/78598

Report of / Te Pou Matua: Barry Hayes, Traffic Engineer, barry.hayes@ccc.govt.nz

General Manager / David Adamson, General Manager City Services,

Pouwhakarae: david.adamson@ccc.govt.nz

1. Purpose of the Report / Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waipuna/Halswell-Hornby-Riccarton Community Board to consider the approval of No Stopping Restrictions on a part of Hebe Road in Wigram.
- 1.2 This report has been written in response to a request from a local resident to investigate the effect of parked vehicles upon vehicle access and safety along Hebe Road.
- 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 the low level of impact and low number of people affected by the recommended decision.
- 1.4 The community engagement and consultation outlined in this report reflect the assessment.
- 1.5 The recommended option is to install the No Stopping restrictions on Hebe Road in accordance with **Attachment A**. A location plan is shown in **Attachment B**.
- 1.6 These measures have been requested to:
 - Assist residents to turn in and out of their driveways.
 - Maintain two way movement along the street.
 - Assist larger vehicles such as rubbish trucks and delivery vehicles to ensure they can access the street more easily.
 - Improves the safety of cyclists by maintaining road space as drivers overtake or approach in the opposite direction.

2. Officer Recommendations / Ngā Tūtohu

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

1. Approves that the stopping of vehicles be prohibited at any time on the south west side of Zinnia Way commencing at its intersection with Hebe Road and extending to the north west for a distance of 6 metres.
2. Approves that the stopping of vehicles be prohibited at any time on the north west side of Hebe Road commencing at its intersection with Zinnia Way and extending to the south west for a distance of 16 metres.
3. Approves that the stopping of vehicles be prohibited at any time on the north west side of Hebe Road commencing at a point 40 metres south west of its intersection with Zinnia Way and extending to the south west for a distance of 16 metres.
4. Approves that the stopping of vehicles be prohibited at any time on the north west side of Hebe Road commencing at its intersection with Dahlia Drive and extending to the north east for a distance of 49 metres.

5. Approves that the stopping of vehicles be prohibited at any time on the south west side of Zinnia Way commencing at its intersection with Hebe Road and extending to the south east for a distance of 6 metres.
6. Approves that the stopping of vehicles be prohibited at any time on the south east side of Hebe Road commencing at its intersection with Zinnia Way and extending to the south west for a distance of 16 metres.
7. Approves that the stopping of vehicles be prohibited at any time on the south east side of Hebe Road commencing at a point 33 metres south west of its intersection with Zinnia Way and extending to the south west for a distance of 23 metres. (note: broken yellow lines will not be physically marked across driveways)
8. Approves that the stopping of vehicles be prohibited at any time on the south east side of Hebe Road commencing at a point 80 metres south west of its intersection with Zinnia Way and extending to the south west for a distance of 10 metres.
9. Approves that the stopping of vehicles be prohibited at any time on the south east side of Hebe Road commencing at its intersection with Dahlia Drive and extending to the north east for a distance of 25 metres.
10. 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 1-9 above.
11. Approves that these resolutions take effect when the road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

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

- 3.1 Concerns have been raised by a resident of Hebe Road, regarding parking activity along the street and its effects upon access to properties.
- 3.2 The recommendations will improve access for various residents to drive to and from their properties, besides assisting service vehicles to access the street.

4. Alternative Options Considered / Ētahi atu Kōwhiringa

Maintain the status quo

- 4.1 The advantages of this option include:
 - 4.1.1 Retains on-street parking spaces on Hebe Road.
- 4.2 The disadvantages of the option include:
 - 4.2.1 Does not address community concerns about access and safety at this location.

5. Detail / Te Whakamahuki

- 5.1 A local resident (located centrally along Hebe Road) referred to the difficulties caused by parked vehicles upon the ability to drive past and to turn in and out of their driveway. He indicated that this view was shared by other residents on the street since the problems occur at differing locations at different times.
- 5.2 It was indicated that there had been some occasions when he has had to take a different route to access his property by reversing out of the street. He also witnessed larger service vehicles sometimes having difficulties and being forced to drive onto the frontage of some properties.
- 5.3 Hebe Road is a relatively new street and was constructed approximately 2 years ago. The road is 150 metres long and 5.5 metres wide with two parking bays on one side of the road, each

being long enough for 2 parked cars. Some no stopping restrictions are already in place on both sides of the south west end of the street.

- 5.4 All the properties situated along Hebe Road have garage space as well as driveway space for 2 vehicles located on their property.
- 5.5 Staff visited the site once during weekday business hours, and on a weekday evening and consider that the issues identified do occur and the parking activity significantly contributes to the problem.
- 5.6 Staff recommend new no stopping restrictions to provide more driving space for residents to access their driveways and to ease their passage along the majority of the length of the street.
- 5.7 An initial proposal was drafted which was emailed to the resident who generated the original request. The resident spoke to the other residents (except 10 and 12 Hebe Road who were unavailable) about the draft proposal on the street, who provided comments and a few amendments to the original proposal. He indicated that the residents all recognised the problem, since it affected each of them on different occasions.
- 5.8 Staff subsequently amended the proposal and formally consulted, in writing, to the residents affected. Details are provided in the section below.
- 5.9 The proposed no stopping will result in 7 spaces being removed and displaced onto adjacent streets, which will require a walk of a relatively short distance. On Zinnia Way, (which is 9 metres wide) there are various alternative places to park, on both sides of the street.
- 5.10 The recommendations in this report will help achieve the desired community outcome of a safer environment on Hebe Road.
- 5.11 Approval is required by the Waipuna/Halswell-Hornby-Riccarton Community Board.
- 5.12 If approved, the recommendations will be implemented within the current financial year.

Community Views and Preferences

- 5.13 Affected property owners and residents on Hebe Road (all addresses) and on Zinnia Way (numbers 12 and 14) were contacted by letter and invited to comment.
- 5.14 Six submissions were received from property owners who all supported the proposals.
- 5.15 The owner of 12 Hebe Road requested an additional short extension to the existing no stopping restrictions which has since been included.
- 5.16 In summary, staff consider that the proposal is fully supported by local residents and that the parking displacement would not cause unreasonable inconvenience that could not be accommodated.
- 5.17 The Team Leader Parking Compliance supports the preferred option.
- 5.18 The do nothing option is inconsistent with the original request and subsequent community support to improve road safety.

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

Strategic Alignment /Te Rautaki Tīaroaro

- 6.1 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.
- 6.2 The recommendations in this report are also consistent with the anticipated outcomes of the Traffic Safety & Efficiency Service Plan in the [Councils Long Term Plan \(2018 - 2028\)](#)

Policy Consistency / Te Whai Kaupapa here

- 6.3 The recommendations in this report are consistent with the [Christchurch Suburban Parking Policy](#).

Impact on Mana Whenua / Ngā Whai Take Mana Whenua

- 6.4 The effects of this proposal upon Mana Whenua are expected to be insignificant.

Climate Change Impact Considerations / Ngā Whai Whakaaro mā te Āhuarangi

- 6.5 This proposal does not have any significant effect upon carbon emissions and Climate Change.

Accessibility Considerations / Ngā Whai Whakaaro mā te Hunga Hauā

- 6.6 The effects of this proposal upon accessibility are expected to be insignificant.

7. Resource Implications / Ngā Hīraunga Rauemi

Capex/Opex / Ngā Utu Whakahaere

- 7.1 Cost to Implement – approximately \$600 for the new line markings and \$750 for producing the report.
- 7.2 Maintenance/Ongoing costs – approximately \$600/year.
- 7.3 Funding Source –Traffic Operations Signs and Markings budget (installation)/existing Transport maintenance budgets for ongoing maintenance.

Other

- 7.4 None identified.

8. Legal Implications / Ngā Hīraunga ā-Ture

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

- 8.1 Part 1, Clauses 7 and 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking restrictions by resolution.
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Other Legal Implications / Ētahi atu Hīraunga-ā-Ture

- 8.4 There is a legal context, issue or implication relevant to this decision.
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9. Risk Management Implications / Ngā Hīraunga Tūraru

- 9.1 Not applicable.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	Hebe Road site plan - proposed no stopping restrictions	30
B ↓	Location Plan	31

Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

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

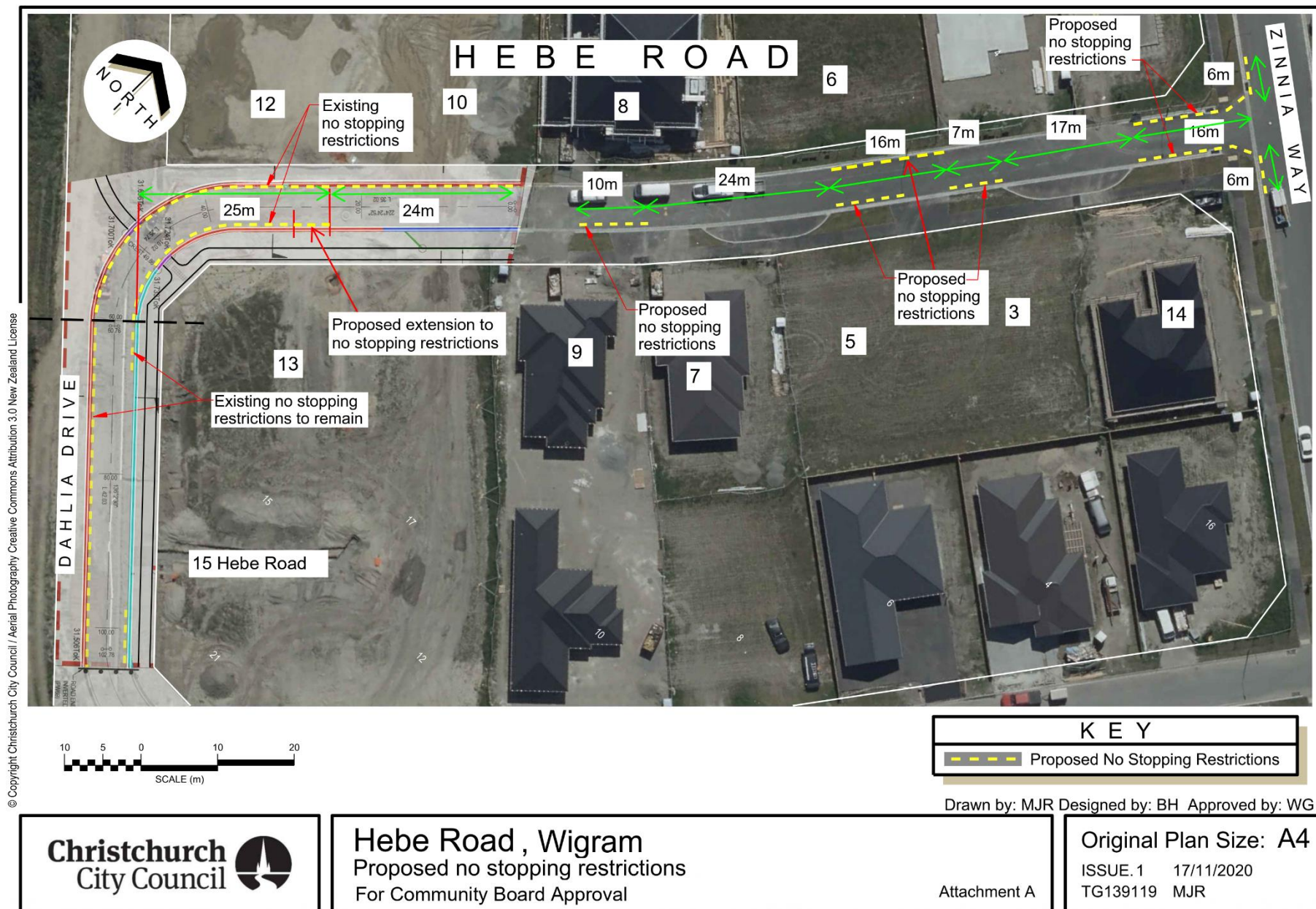
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(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories / Ngā Kaiwaitohu

Author	Barry Hayes - Traffic Engineer
Approved By	Stephen Wright - Team Leader Traffic Operations Steffan Thomas - Manager Operations (Transport) Richard Osborne - Head of Transport





10. Elected Members' Information Exchange / Te Whakawhiti Whakaaro o Te Kāhui Amorangi

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.