

**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 13 April 2021
Time: 5pm
Venue: 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

8 April 2021

Matthew Pratt
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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
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, 30 March 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.

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.

Waipuna/ Halswell-Hornby-Riccarton Community Board OPEN MINUTES

Date: Tuesday 30 March 2021
Time: 5.01pm
Venue: Knights Stream School Hall, 1 Killarney Avenue,
Halswell

Present

Chairperson	Mike Mora
Deputy Chairperson	Helen Broughton
Members	Jimmy Chen
	Catherine Chu (via audio/visual link)
	Anne Galloway
	Andrei Moore
	Debbie Mora
	Mark Peters

30 March 2021

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Part A Matters Requiring a Council Decision

Part B Reports for Information

Part C Decisions Under Delegation

The Board thanked Knights Stream School for hosting the meeting.

The agenda was dealt with in the following order.

1. Apologies / Ngā Whakapāha

Part C

Community Board Resolved HHRB/2021/00014

That the apology for absence received from Gamal Fouda, be accepted.

Anne Galloway/Mark Peters

Carried

12. Minor Matter not on the Agenda

Pursuant to Standing order 6.12 the Chairperson explained that a staff memorandum was issued to the Board regarding the John Patterson Drive and Richmond Avenue intersection. The Board noted the contents of the staff memorandum.

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 HHRB/2021/00015

That the minutes of the Waipuna/Halswell-Hornby-Riccarton Community Board meeting held on Tuesday, 16 March 2021 be confirmed.

Mark Peters/Helen Broughton

Carried

Community Board Resolved HHRB/2021/00016

That item 4.4 of the minutes of the Waipuna/Halswell-Hornby-Riccarton Community Board meeting held on Tuesday, 2 February 2021 be amended to read as follows:

“A Halswell resident, addressed the Board regarding a property in Quarry View subdivision Halswell. The property is low lying and is inundated by stormwater flowing from an adjacent private lane. The resident said that the problem has been discussed with Council staff and the subdivision developers but there had been no resolution to date.

After questions from members, the Chairperson thanked the resident for their presentation.”

Mark Peters/Helen Broughton

Carried

4. Public Forum / Te Huinga Whānui

Part B

4.1 Halswell Residents' Association

David Hawke, representative from the Halswell Residents' Association, addressed the Board regarding Board meeting venues.

Mr Hawke acknowledged Knights Stream School as host of the current meeting and advocated the benefit of Board meetings being held in the community on a regular basis. Mr Hawke stressed the importance of advertising upcoming meetings that are to be held in the community to locals.

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

4.2 Greater Hornby Residents' Association

Ross Houliston, representative from the Greater Hornby Residents' Association, addressed the Board regarding the Association's proposed funding applications, supporting projects on Denton Park.

An application is proposed for funding for a memorial stone with a bronze plaque, for installation at Denton Park at a Greater Hornby Residents' Association working bee. A second funding application is proposed seeking funding towards the upgrade of Denton Park signage to include the 10th British Commonwealth Games symbol.

The Association is investigating the possibility of installation of a suffragettes memorial sign post on Denton Park to acknowledge the movements' links to the Hornby area.

After questions from members, the Chairperson thanked Ross Houliston for his presentation.

Attachments

- A Ross Houliston Presentation

5. Deputations by Appointment / Ngā Huinga Whakaritenga

Part B

5.1 Denton Park - Proposed Lease to Mas Oyama Kyokushin Karate Dojo

Mark Webster, representative of the Mas Oyama Kyokushin Karate Dojo spoke in support of the proposed Denton Park - Proposed Lease to Mas Oyama Kyokushin Karate Dojo report.

Mr Webster explained that the club has been operating at the scout den premises on Denton Park since 2003 and has now agreed to take ownership of the building. Mr Webster indicated that ownership of the building will make it easier for the Club to secure funding to assist with required building repairs.

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

Item 8 of these minutes refers.

8. Denton Park- Proposed Lease to Mas Oyama Kyokushin Karate Dojo

The Board also took into consideration the deputation from Mark Webster, (Item 5.1 of these minutes refers).

Community Board Resolved HHRB/2021/00017 (Original Officer Recommendation accepted without change)

Part C

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

1. Grants a lease to Mas Oyama Kyokushin Karate Dojo Christchurch Charitable Trust over that area of land at Denton Park being approximately 340sqm and being part of the land described as RS 41304 as shown on the plan attached in Attachment A to the agenda report.
2. Approves the lease for a period of 33 years including renewals at an annual rental set in accordance with the Council's Sports Lease Charges Policy.
3. Approves the repair and renovation of the property by the proposed lessee subject to prior approval of plans by Parks staff.
4. Authorises the Manager Property Consultancy to conclude and administer the terms and conditions of the lease.
5. Recommends that the Chief Executive, acting as the Minister of Conservation's delegate, approve the granting of a ground lease to Mas Oyama Kyokushin Karate Dojo Christchurch Charitable Trust pursuant to s54 of the Reserves Act 1977 for that part of the land being approximately 340sqm being described as RS 41304 shown on the plan attached in Attachment A to the agenda report.

Jimmy Chen/Mark Peters

Carried

6. Presentation of Petitions / Ngā Pākikitanga

Part B

There was no presentation of petitions.

7. 381 Halswell Road (Old Halswell Library) - Future Use

Community Board Resolved HHRB/2021/00018 (Original Officer Recommendation accepted without change)

Part C

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

1. Approves the retention of the land at 381 Halswell Road (described as Section 3 SO532595 comprised in Record of Title 895222) in Council ownership, subject to Council approval of recommendation (3) below;
2. Approves the grant of a ground lease to Halswell Community Project Incorporated (HCP), subject to Council approval of recommendation (3) below;

Anne Galloway/Andrei Moore

Carried

Community Board Decided HHRB/2021/00019

Part A

That the Council:

3.
 - a. Agrees to depart from policy and deal unilaterally with Halswell Community Project ("HCP");
 - b. Agrees to gift the old library building at 381 Halswell Road to HCP for the sum of \$1 (the gift being conditional on Council having a first right of refusal option to take back the building from HCP at the sum of \$1) and lease the land at 381 Halswell Road to HCP at a peppercorn rent (for a term of years to terminate if and when HCP return the building to Council ownership), and
 - c. Stipulates that HCP must obtain approval from the General Manager Citizens and Community in advance of any sublease arrangements.
 - d. Authorises the Manager Property Consultancy to negotiate and conclude all the agreements necessary to facilitate 3(b) above on terms and conditions acceptable to him, and in doing so make any decisions necessary to give effect to this.
 - e. That the public excluded attachment which is the financial information from HCP is not released as it is commercially sensitive incorporating budgets and plans including personal information such as salaries.
4. Notes that a budget of \$34,000 provisionally allocated to 381 Halswell Road within the Community Facilities Rebuild Tranche 2 Programme will be retained within the programme to fund remaining projects in the programme as per agreement with the Social and Community Development Committee on 6 September 2017.

Anne Galloway/Andrei Moore

Carried

9. Proposed Road Names - 366 Halswell Junction Road

Officer Recommendations / Ngā Tūtohu

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

1. Approves the following new road names for 366 Halswell Junction Road (RMA/2019/1286):
 - a. Road 1 - Rewi Alley Street
 - b. Road 2 - Liquidambar Street
 - c. Lane 1 - Korokio Lane
 - d. Lane 2 - Akiraho Lane
 - e. Lane 3 - Olearia Lane

Community Board Resolved HHRB/2021/00020

Part C

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

1. Approves the following new road names for 366 Halswell Junction Road (RMA/2019/1286):
 - a. Road 1 – Stubberfield Lane
 - b. Road 2 - Liquidambar Street
 - c. Lane 1 - Korokio Lane
 - d. Lane 2 - Akiraho Lane
 - e. Lane 3 - Olearia Lane

Mike Mora/Helen Broughton

Carried

10. Mona Vale Avenue, Riccarton - Proposed P120 Restrictions

Community Board Resolved HHRB/2021/00021 (Original Officer Recommendation accepted without change)

Part C

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

1. Approves that a parking place on the east side of Mona Vale Avenue commencing at a point 17 metres north of its intersection with Kilmarnock Street and extending in a northerly direction for a distance of 123 metres be restricted to a maximum period of 120 minutes between the hours of 9am and 4pm Monday to Friday.
2. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in resolution 1 above.
3. 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).

Helen Broughton/Debbie Mora

Carried

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

Part B

Board members exchanged information on the following:

- Topics from a recent Templeton Residents' Association meeting included the new Templeton School Principal, community garden, Ruapuna Community Liaison Committee and concerns were expressed regarding community safety in the area.
- The recent Hornby Can Food Drive held by the Greater Hornby Residents' Association was very successful.
- The Greater Hornby Residents' Association Easter Egg Hunt will be held on 4 April 2021.
- There are a number of customer service requests regarding Shands Road and Goulding Avenue still outstanding.
- A member expressed concern with the Long Term Plan consultation process and the delay in response to information requests. The requested information has now been received.
- Long Tem Plan drop in sessions are currently being held in Riccarton and in Halswell. A Hornby session is to be arranged.
- Knights Stream School Colour Run will be held on 9 April 2021.

Meeting concluded at 5.50pm.

CONFIRMED THIS 13TH DAY OF APRIL 2021

MIKE MORA
CHAIRPERSON

7. Bus stop terminus on the north east side of Richmond Avenue adjacent to Knights Stream Park

Reference / Te Tohutoro: 21/18615

Report of / Te Pou Sarah Thorne – Passenger Transport Engineer –
Matua: Sarah.Thorne@ccc.govt.nz

General Manager / Carolyn Gallagher, Acting General Manager of City Services,
Pouwhakarae: Carolyn.Gallagher@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 approving the following;
 - 1.1.1 A new bus stop and terminus on the north-east side of Richmond Avenue opposite Knight Stream School and adjacent to Knights Stream car park. – **Attachment A – Option 1.** The design includes;
 - Space for two buses in an indented bay
 - Bus shelter and tactile pavers
 - Kerb cutbacks
 - 1.1.2 Modifications to the existing bus stop on the south-west side of Richmond Avenue outside Knights Stream School **Attachment B.** The design includes;
 - Space for one bus
 - The removal of the bus stop shelter as the bus stop will be at the end of the orange line route and will be only used for setting down passengers
 - Two parking spaces for school buses
 - Two additional 3 minute parking spaces during school hours
- 1.2 This report is staff generated in response to a route change on the Orange line (figure 1). The existing bus stop terminus for the Orange line is located outside Knights Stream School. The buses currently use Knight Stream car park to turn around.
- 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 consideration of the criteria set out in the Council's Significance and Engagement Policy.

Background

- 1.4 Richmond Avenue has recently been connected to Halswell Junction Road via John Paterson Drive. Environment Canterbury (ECan) have changed the Orange route so that the buses will use Halswell Junction Road roundabout to turn around instead of the car park (figure 1).
- 1.5 Council staff support the route change as it removes the public buses from the car-park. Currently the gates to the car park have to remain open for longer periods of time to allow public bus access to the car park. This increases the risk of anti-social road users entering the park facilities. There is also an increase in OPEX costs as the gates need to be closed outside the general lock-up period of other parks.
- 1.6 The turning movements of buses using the carpark also present a hazard to pedestrians including children, cyclists, vehicles and sport buses using the car park.

- 1.7 ECan have updated their timetables to allow for the additional time to reposition the buses to the terminus on the north east side of the road.
- 1.8 Furthermore, with the new terminus on the north east side of Richmond Avenue, empty buses running from the depo can approach the terminus from the roundabout on Halswell Junction Road instead of approaching from the South through a suburban street.

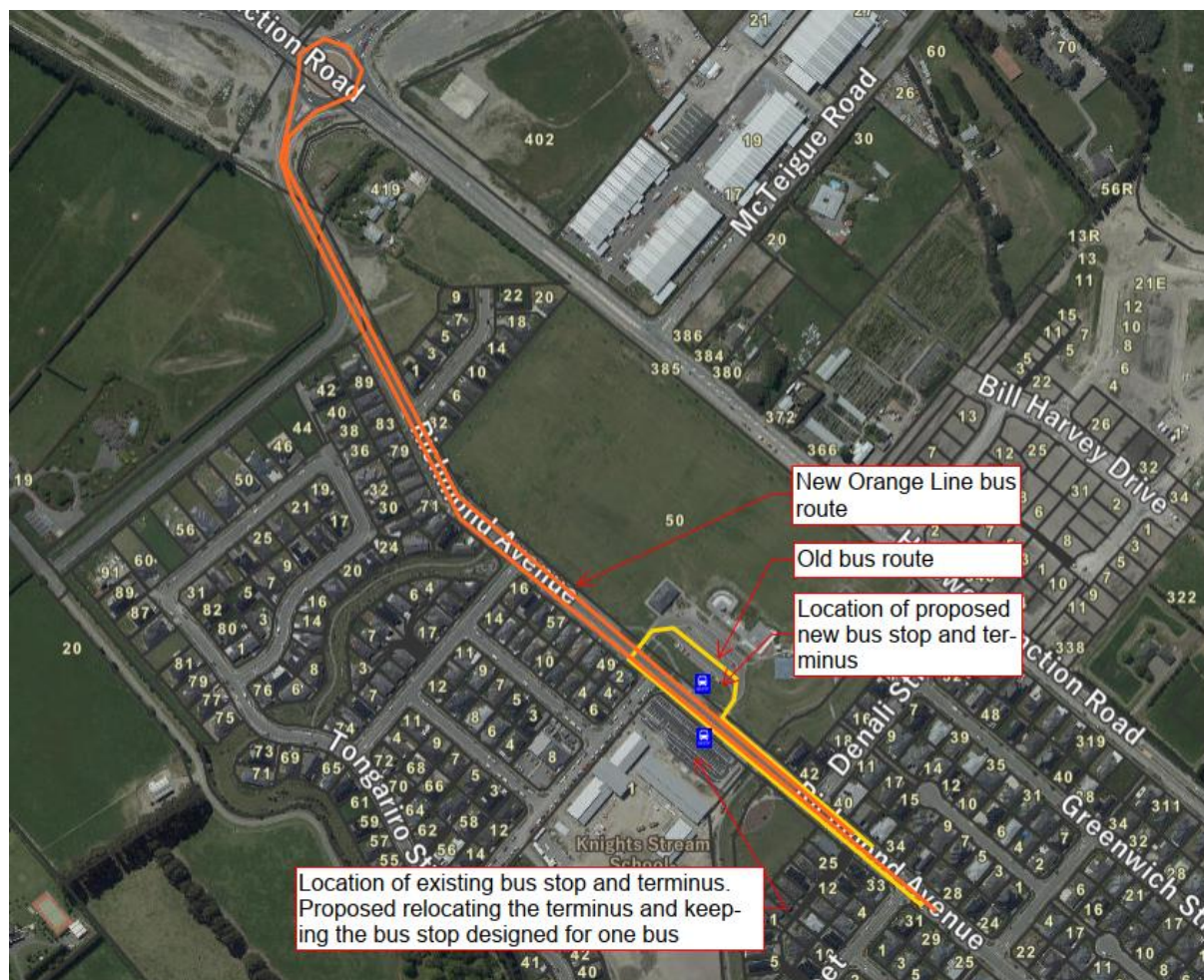


Figure 1: Route change for the Orange Line

2. Officer Recommendations / Ngā Tūtohu

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

1. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 (**Option 1, Attachment A**):
 - a. That the stopping of vehicles is prohibited at all times on the north east side of Richmond Avenue commencing at a point 110m north west of its intersection with Denali Street (measured from the prolongation of the south east kerb line of Denali Street), and extending in a north west direction for a distance of 11m.
 - b. That a marked bus stop be installed on the north east side of Richmond Avenue commencing at a point 121m north west of its intersection with Denali Street (measured from the prolongation of the south east kerb line of Denali Street), and extending in a north west direction for a distance of 28m.

- c. That the stopping of vehicles is prohibited on the north east side of Richmond Avenue commencing at a point 149m north west of its intersection with Denali Street (measured from the prolongation of the south east kerb line of Denali Street), and extending in a north west direction for a distance of 36m.
2. Approves that the shelter that is on the south west side of Richmond Avenue, outside Knights Stream School be relocated to the north east side of Richmond Avenue so that the south east corner of the shelter is 127.5m north west of its intersection with Denali Street (measured from the prolongation of the south east kerb line of Denali Street) and set back from the footpath by 3 meters.
3. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they conflict with the traffic controls described in this report.
4. Approves that these resolutions take effect when the traffic control devices that evidence the restrictions described in the staff report are in place (or removed, in the case of revocations).

Should the Waipuna/Halswell-Hornby-Riccarton Community Board decline to approve Attachment A, Option 1, that the Waipuna/Halswell-Hornby-Riccarton Community Board resolve to approve Attachment A, Option 2.

Advice Note: The following draft resolutions is not the preferred option, but has been included in this report to enable the Board to easily and accurately approve the alternative location, as shown in Attachment A, Option 2.

5. Approves, 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 Richmond Avenue commencing at a point 61m north west of its intersection with Denali Street (measured from the prolongation of the south east kerb line of Denali Street), and extending in a north west direction for a distance of 5m.
 - b. That a marked bus stop be installed on the north east side of Richmond Avenue commencing at a point 66m north west of its intersection with Denali Street (measured from the prolongation of the south east kerb line of Denali Street), and extending in a north west direction for a distance of 15m.
 - c. That the stopping of vehicles is prohibited on the north east side of Richmond Avenue commencing at a point 81m north west of its intersection with Denali Street (measured from the prolongation of the south east kerb line of Denali Street), and extending in a north west direction for a distance of 16m.
 - d. That the stopping of vehicles is prohibited at all times on the north east side of Richmond Avenue commencing at a point 110m north west of its intersection with Denali Street (measured from the prolongation of the south east kerb line of Denali Street), and extending in a north west direction for a distance of 15m.
 - e. That a marked bus parking only be installed on the north east side of Richmond Avenue commencing at a point 125m north west of its intersection with Denali Street (measured from the prolongation of the south east kerb line of Denali Street), and extending in a north west direction for a distance of 15m .
 - f. That the stopping of vehicles is prohibited on the north east side of Richmond Avenue commencing at a point 140m north west of its intersection with Denali Street (measured from the prolongation of the south east kerb line of Denali Street), and extending in a north west direction for a distance of 44.5m.

6. That the shelter on the south west side of Richmond Avenue outside Knights Stream School is relocated to the north west side of Richmond Avenue so that the south east corner of the shelter is 67.5m north west of its intersection with Denali Street (measured from the prolongation of the south east kerb line of Denali Street) and set back from the kerb by 3m.
7. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they conflict with the traffic controls described in this report.
8. Approves that these resolutions take effect when the traffic control devices that evidence the restrictions described in the staff report are in place (or removed, in the case of revocations).
9. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
 - a. That 3 minute parking 8:30 – 9:30am, 2:30-3:30pm school days only be installed on the south west side of Richmond Avenue commencing at a point 10m south east of its intersection with Killarney Avenue (measured from the prolongation of the south east kerb line of Killarney), and extending in a north west direction for a distance of 11 m.
 - b. That the stopping of vehicles is prohibited at all times on the south west side of Richmond Avenue commencing at a point 21m south east of its intersection with Killarney Avenue (measured from the prolongation of the south east kerb line of Killarney), and extending in a north west direction for a distance of 5m.
 - c. That bus parking only 8:30am to 3:30pm be installed on the south west side of Richmond Avenue commencing at a point 26m south east of its intersection with Killarney Avenue (measured from the prolongation of the south east kerb line of Killarney), and extending in a north west direction for a distance of 27m.
 - d. That the stopping of vehicles is prohibited at all times on the south west side of Richmond Avenue commencing at a point 53m south east of its intersection with Killarney Avenue (measured from the prolongation of the south east kerb line of Killarney), and extending in a north west direction for a distance of 5m.
 - e. That a marked bus parking only be installed on the south west side of Richmond Avenue commencing at a point 58m south east of its intersection with Killarney Avenue (measured from the prolongation of the south east kerb line of Killarney), and extending in a north west direction for a distance of 15m.
 - f. That the stopping of vehicles is prohibited at all times on the south west side of Richmond Avenue commencing at a point 73m south east of its intersection with Killarney Avenue (measured from the prolongation of the south east kerb line of Killarney), and extending in a north west direction for a distance of 12m.
10. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they conflict with the traffic controls described in this report.
11. Approves that these resolutions take effect when the traffic control devices 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

Bus stop and terminus on the north-east side of Richmond Avenue opposite Knight Stream School – Attachment A

- 3.1 The following factors were considered when choosing a location for the new bus terminus.

Safety and security

- 3.1.1 The location of a bus terminus should minimise the opportunity for crime and enhance the perception of safety. Safety and security are important considerations because the bus service operates late into the night and bus drivers are required to carry cash boxes as part of their job.

Amenity

- 3.1.2 In order to minimise the potential impacts on amenity from the bus terminus, the following were considered;

- Avoid positioning bus layovers close to sensitive land uses, such as houses which front directly onto the street.
- Future land use changes, included proposed or consented developments.
- Bus layovers that could obstruct views.
- Whether parked buses will obstruct site lines for nearby driveways, intersections or crossings.
- Existing facilities such as stormwater sumps, service covers and fire hydrants are clear of bus movements and layover areas.

Driver facilities

- 3.1.3 This bus layover will be used for driver breaks and therefore toilet facilities must be provided within a reasonable distance to the bus terminus.

Recommendations

- 3.2 Taking the above factors into consideration, the following feasible options were considered for the bus stop and terminus on the north east side of Richmond Avenue (**Attachment A**);

- Option 1 – two bus bays opposite Knights Stream School and adjacent to Knights Stream carpark; **staff's preferred option**.
- Option 2 - bus only parking opposite Knights Stream School and adjacent to Knights Stream carpark and a bus stop opposite the entrance to Knights Stream School carpark

- 3.3 Option 1 – two bus bays adjacent to Knights Stream carpark – **staff's preferred option**

3.3.1 Advantages

- The bus terminus is closer to the public toilet facilities which is important in an area with poor passive surveillance at night.
- Removes 4 parking spaces compared to option 2 that removes 6 spaces.
- The bus stop and terminus are conjoined, making it easier for passengers to understand where to get on the bus.

3.3.2 Disadvantages

- The kerb alignment is altered to allow buses to pull into the bus stop. This increases the crossing distance of the uncontrolled crossing from approximately 7m to 8.5m, however there are good site lines from the kerb ramp to vehicles in the carriageway.
 - The bus in the second parking bay cannot pull out independently of the first bus.
- 3.4 Option 2 - bus only parking adjacent to Knights Stream carpark and a bus stop opposite the entrance to Knights Stream School carpark
- 3.4.1 Advantages
- The kerb ramp is not compromised in this design
 - Both buses can pull out independently of each other
- 3.4.2 Disadvantages
- An additional 4 parking spaces are removed. These parking spaces are used for 3 minute drop off and pick up during school days.
 - Splitting the bus stop and terminus may cause customer confusion.

Modifications to the existing bus stop outside Richmond Avenue School – Attachment B

- 3.5 There is currently spaces for two public transport buses and three school buses on Richmond Avenue outside Knights Stream School (figure 2). Since the terminus is moving to the other side of Richmond Avenue there is an opportunity to provide additional parking spaces for cars dropping off school children by reducing the space for public transport buses. Attachment B shows the proposed new layout which provides;
- Space for one public transport bus
 - The removal of the bus stop shelter as the bus stop will be at the end of the orange line route and will only be used for setting down passengers. This shelter is proposed to be relocated to the new bus stop and terminus shown in Attachment A.
 - Two parking spaces for school buses
 - Two additional 3 minute parking spaces during school hours



Figure 2: Street view of existing terminus outside Knights Stream School

- 3.5.2 Advantages
- Since the bus terminus is moving, there is only a requirement for one bus bay
 - The creation of two 3 minute restrictive parking spaces.

- Improved sight lines for cars exiting Killarney Avenue as buses will only be used for dropping off passengers and therefore will only be blocking the views of cars travelling along Richmond Avenue for short periods of time.
- The bus stop will be used to drop off passengers only. The shelter is proposed to be moved to the other side of the Richmond Avenue.
- The public transport buses will be able to pull out independently of the School buses. At the moment there is no separation between the public transport bus stop and the School bus parking.

3.5.3 Disadvantages

- The School buses will not be able to pull out independently of each other.

4. Alternative Options Considered / Ētahi atu Kōwhiringa

- 4.1 The following options were considered but not recommended for the bus stop and terminus on the north east side of Richmond Avenue;

Do nothing – Retain the existing bus terminus.

- 4.2 The car park has access gates that need to be closed at night to prevent antisocial road users entering the car park and the greater park facilities. Currently park facilities have to wait for the last bus service before they can close the gates. This is around midnight and may extend to early in the morning in the future.
- 4.3 ECan have updated the time table, effective on the 15 February, to account for the route change and a new bus stop on the north side of Richmond Avenue. Timetables may need to be updated across the entire orange line route if the terminus remains unchanged.
- 4.4 The buses at the existing terminus are blocking visibility for cars on Killarney Avenue turning into Richmond Avenue. Moving the bus terminus will mean that buses will spend a very short amount of time at the bus stop outside Knights Stream School and are less likely to block visibility.
- 4.5 Furthermore the turning movements of buses using the carpark could present a hazard to other pedestrians, cyclists, vehicles and sport buses using the car park.

Alternate locations considered

- 4.6 Locations further north of the proposed bus stop and terminus were considered but did not proceed to consultation. These locations are shown in figure 3.



Figure 3: Alternative locations considered

Location 1 – Opposite 49 Richmond Avenue to 16 Koareare Avenue

- 4.7 The terminus would be close to the public toilets and Council would not have to move the kerb. However this location was ruled out due to the loss of parking to residents along with the obstruction of the views of Knights Stream Park to residents living opposite the bus terminus.

Location 2 –Opposite Koareare Avenue

- 4.8 This option was not supported by ECan who had concerns that the distance to the public toilet was too far in an area with poor passive surveillance. This location is not opposite any residential houses and therefore would not adversely affect any view of Knights Stream Park. Kerb cutbacks would be required to allow for two bus bays.

Location 3 – Opposite 65 to 73 Richmond Avenue

- 4.9 This option was not supported by ECan who noted the distance to the public toilet was too far in an area with poor passive surveillance. The location was ruled out due to the loss of parking to residents along with the obstruction of the views of Knights Stream Park to residents living opposite the bus terminus.

Location 4 – In Knight Stream car park

- 4.10 This option was not supported by Council staff as the gates to the car park need to be closed at a reasonable hour at night to prevent anti-social road users.

5. Detail / Te Whakamahuki

- 5.1 Consultation activities for the bus stop and terminus included a meeting on site on 1 December 2020 and concept designs sent out on 14 January 2021. The following groups were consulted on for the bus stop and terminus.
- Environment Canterbury
 - Council Parks Unit

- Knight Stream School

During the consultation for following preferences were received; all in favour of Attachment A - Option 1;

Attachment A	Option 1	Option 2
ECan	1	
Council Parks Unit	1	
Knight Stream School	1	

Table 1: Consultation feedback, proposed bus stop and terminus on Richmond Avenue

- 5.2 During the consultation Knight Stream School asked Council to make modifications to the bus stop outside Knight Stream School as it would no longer be used as a terminus. Attachment B was sent to the School and ECan on the 3 February. Both the School and ECan support the proposed changes.

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

Strategic Alignment / Te Rautaki Tīaroaro

- 6.1 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
- 6.2 Strategic priorities of meeting the challenge of climate change through every means available.
- 6.3 This report supports the [Council's Long Term Plan \(2018 - 2028\)](#):
- 6.3.1 Activity: Public Transport Infrastructure
- Level of Service: 10.4.4 Improve user satisfaction of public transport facilities. - ≥ 7.4

Policy Consistency / Te Whai Kaupapa here

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

Impact on Mana Whenua / Ngā Whai Take Mana Whenua

- 6.5 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

- 6.6 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

- 6.7 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.

- 6.8 The boarding and alighting area of passengers are considered to ensure it is beside a kerb to improve the step height for passengers.

7. Resource Implications / Ngā Hīraunga Rauemi

- 7.1 Cost to implement for staff's recommended Option 1, Attachment A and modification to the existing bus stop as per Attachment B.
- 7.1.1 Approximately \$50,000 which includes kerb cutbacks, installation of new line markings, regulatory signs, relocation of a bus shelter and tactile paving.
- 7.2 \$1,500 for the planning, consultation and the writing of this report.
- 7.3 Maintenance/Ongoing costs - Transport Unit Operational Expenditure budgets, includes maintenance of bus stop infrastructure, which adds up to approximately \$400 annually.
- 7.4 Funding Source - Traffic Operations, Capital Expenditure budget for bus stop, seating and shelter installations.
- 7.5 If approved, the recommendations will be implemented within this financial year.

8. Legal Implications / Ngā Hīraunga ā-Ture

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

- 8.1 Part 1, Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2018 provides Council with the authority to install stopping, standing and parking restrictions (including bus stops) by resolution.
- 8.2 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register Delegations. The list of delegations for the Community Boards includes the resolution of stopping restrictions and traffic control devices.

Other Legal Implications / Ētahi atu Hīraunga-ā-Ture

- 8.3 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.
- 8.4 This report has not been reviewed and approved by the Legal Services Unit

9. Risk Management Implications / Ngā Hīraunga Tūraru

- 9.1 Not applicable

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	Attachment A - Richmond Avenue - proposed bus stop terminus opposite Knights Stream School	24
B ↓	Attachment B - Richmond Avenue proposed bus stop modifications adjacent to Knights Stream School - concept design 20210210	26

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

Document Name	Location / File Link

Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

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

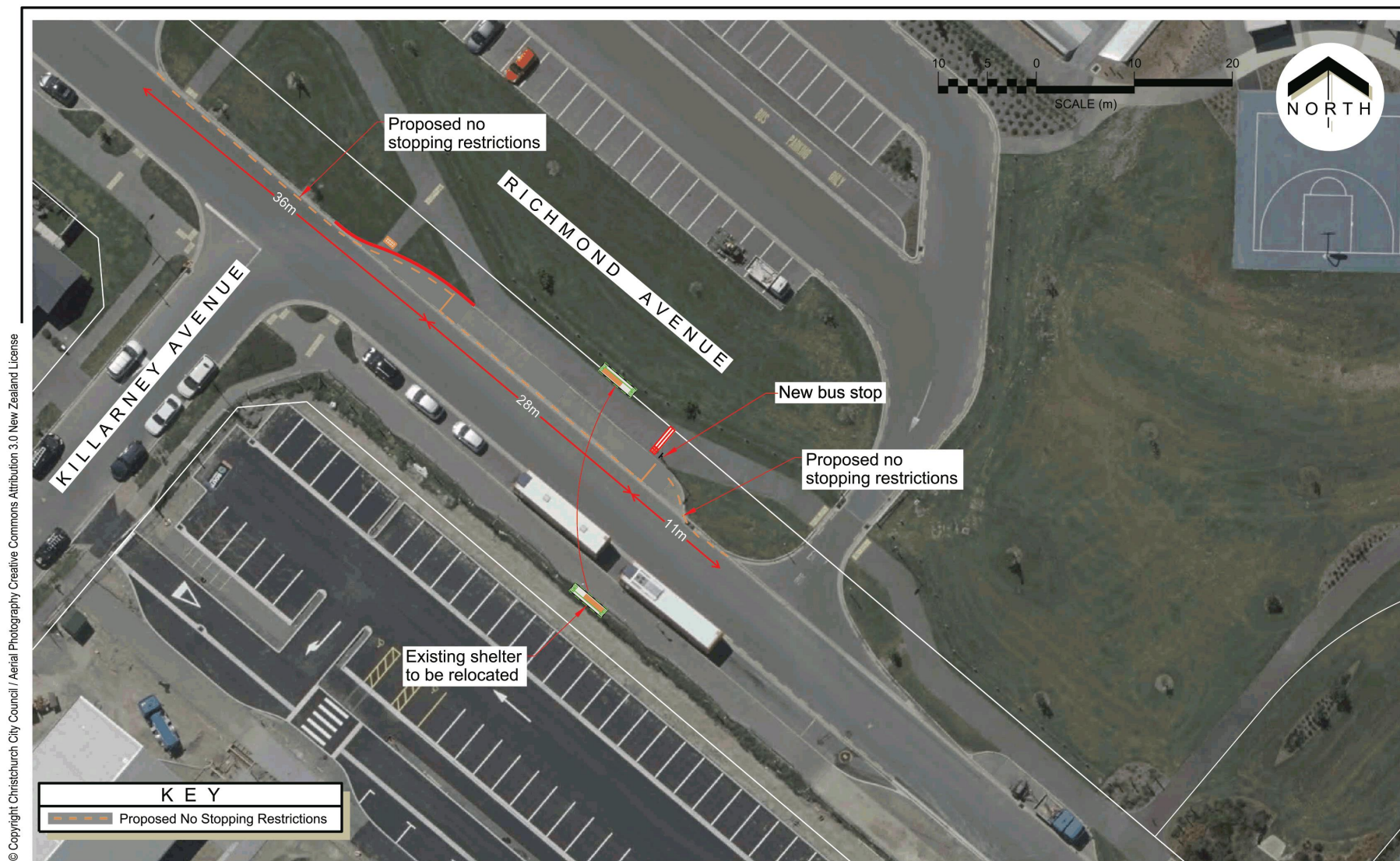
(a) This report contains:

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

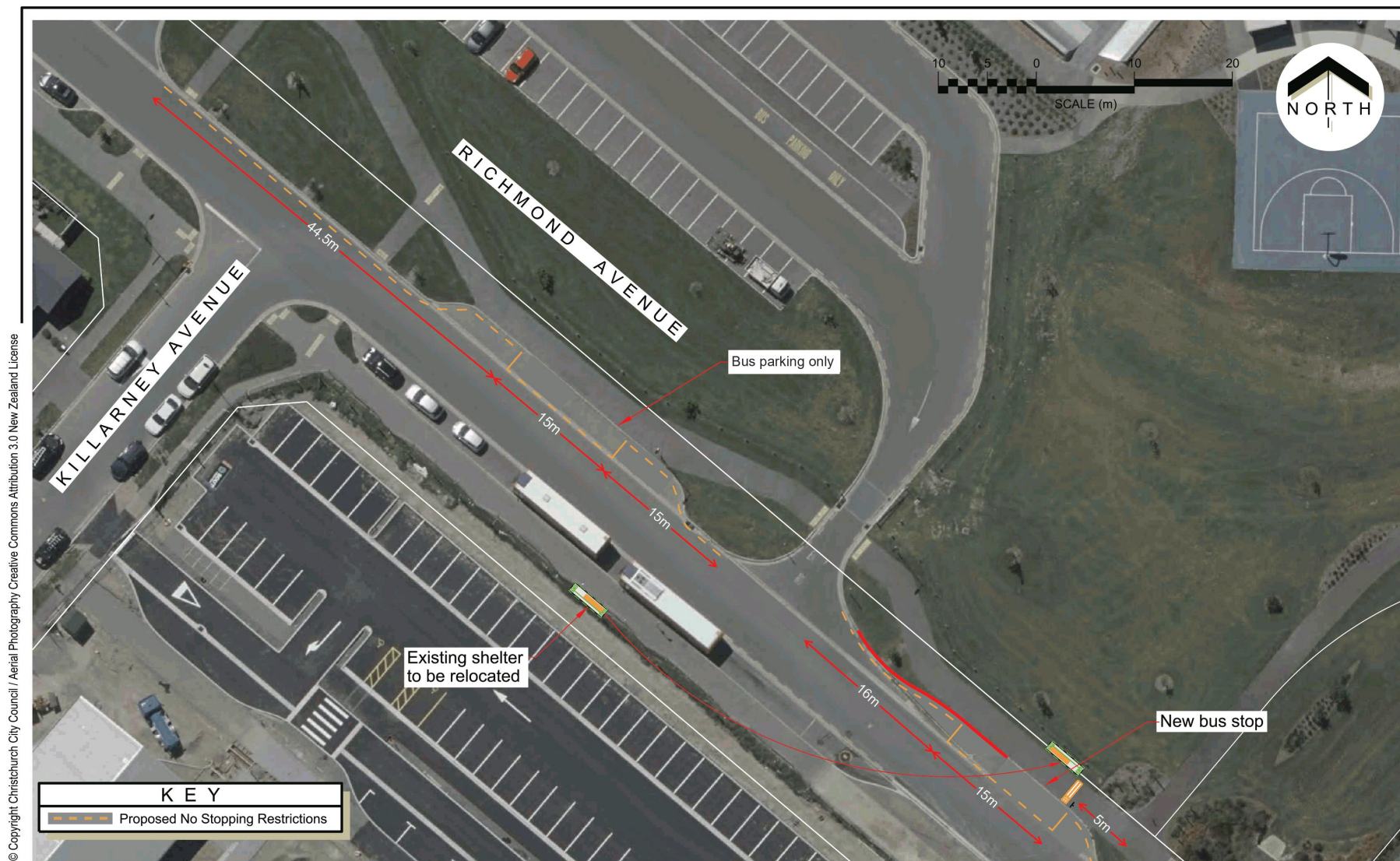


Christchurch
City Council

Richmond Avenue
Proposed Bus Stop
For Board Approval

Option 1
Attachment A
Designed by: ST Approved by: ____

Original Plan Size: A4
ISSUE. 1 08/01/2021
TG135645 MJR

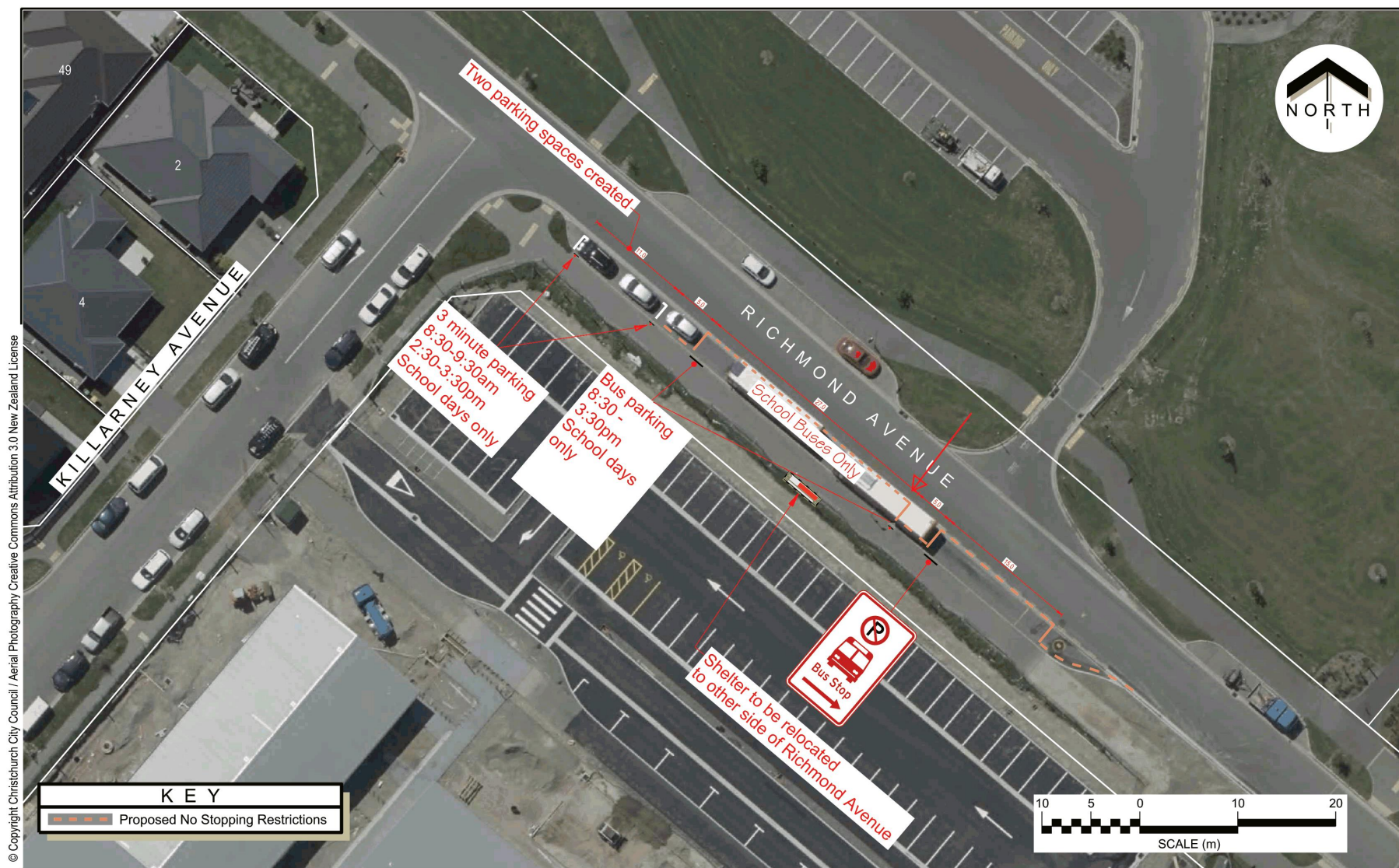


Christchurch
City Council

Richmond Avenue
Proposed Bus Stop
For Board Approval

Option 2
Attachment A
Designed by: ST Approved by: ____

Original Plan Size: A4
ISSUE. 1 07/01/2021
TG135645 MJR



Christchurch
City Council

Richmond Avenue
Proposed Bus Stop
Consultation Plan

Attachment B
Designed by: ST Approved by: ____

Original Plan Size: A4
ISSUE. 1 02/02/2021
TG135645 VMI

8. Wales Street at Fern Drive - Proposed No Stopping Restrictions and Stop Control

Reference / Te Tohutoro: 21/247455

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

General Manager /
Pouwhakarae: Carolyn Gallagher, Acting General Manager City Services,
Carolyn.gallagher@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 Wales Street and Fern Drive in Halswell, together with introducing a Stop control at this intersection.
- 1.2 This report has been written in response to a request from a local resident 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 Wales Street and Fern Drive as well as a Stop control 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 Wales 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 Wales Street and Fern Drive.
 - Improve the sight line for drivers turning out of Fern Drive.
 - Assist larger vehicles such as rubbish trucks and delivery vehicles to ensure they can proceed safely around the intersection.
 - Assists drivers turning out of the driveway for numbers 13, 14 and 15 Wales Street.Encourage drivers to approach the intersection with caution and decelerate to a complete stop, to ensure that they are able to assess a safe gap to join traffic on Wales Street.

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 south west side of Fern Drive commencing at its intersection with Wales Street and extending to the north west for a distance of 10 metres.
2. That the stopping of vehicles be prohibited at any time on the north east side of Fern Drive commencing at its intersection with Wales Street and extending to the north west for a distance of 8 metres.

3. That the stopping of vehicles be prohibited at any time on the north west side of Wales Street commencing at its intersection with Fern Drive and extending to the south west for a distance of 11 metres.
4. That the stopping of vehicles be prohibited at any time on the north west side of Wales Street commencing at its intersection with Fern Drive and extending to the north east for a distance of 16 metres.
5. That the stopping of vehicles be prohibited at any time on the south east side of Wales Street commencing at a point 8 metres northeast its intersection with Fern Drive and extending to the south west for a distance of 19 metres.
6. That a Stop control be placed against Fern Drive on its approach to the intersection with Wales Street.
7. 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 resolutions 1-7 above, are revoked.
8. 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 Whakataurua

- 3.1 Safety concerns have been raised by a resident near this intersection, concerning parking activity that results in drivers facing oncoming traffic and had witnessed many unsafe occurrences taking place.
- 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 Wales Street and Fern Drive, who will also have improved intervisibility with drivers turning at the intersection.
- 3.3 The new Stop control will also encourage drivers to assess safe gaps in traffic on Wales Street before turning out of Fern Drive.

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 Wales Street and Fern Drive.
- 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 at various times of day on Wales Street at the intersection. In his view this was causing safety risks to other drivers approaching the intersection.
- 5.2 Staff agreed to investigate the matter and observed driving conditions at different times of the day.
- 5.3 Within the Christchurch City Council District Plan Wales Street is classified as a Collector road, whereas Fern Drive functions as a Local road. At present the tee-intersection is uncontrolled and lacks any parking restrictions. Continuous white centre line markings are provided on all

three approaches. There are dropped kerbs on all three roads that assist pedestrians to cross at the intersection.

- 5.4 Wales Street to the north east of the intersection is relatively straight whereas there is a bend situated to the south west of the intersection. Site observations (refer to **Attachment C**) revealed that the visibility splay from Fern Drive towards the south west is obscured by a high boundary fence and the bending alignment of Wales Street.
- 5.5 Google Street View images are shown in **Attachment C**, with the proposed stopping restrictions superimposed.
- 5.6 Staff investigated the reported crashes at this location, by referring to the Crash Analysis System (CAS). This showed that 2 non-injury crashes had occurred at the intersection involving single vehicles losing control. A serious crash occurred approximately 30 metres south east of the intersection involving a car heading south east and losing control.
- 5.7 Staff observed parking activity at the intersection. This occurred on Wales Street at random locations though on 2 occasions outside number 15. The vehicle was an SUV with a relatively wide size that resulted in drivers needing to use the centre of Wales Street. Staff consider this to be unacceptable at this location and cause a safety risk. All the properties in the area appear to have at least 2 parking spaces within their section area.
- 5.8 Staff investigated the sight line requirements at this location. Based on industry guidelines it is considered unsafe to approach an intersection at more than 10 km/h if, from a point 9 metres from the intersection limit line on a controlled approach, a driver cannot see a vehicle on an uncontrolled approach at a distance of 1.2 times the speed exceeded by 15% of vehicles on the priority route. Staff observations indicated that drivers typically approach the intersection at 50 kph in both directions which would warrant a sight distance of 60 metres.
- 5.9 The measured sight line distance from Fern Drive is 32 metres which is well below the stipulated requirement. Consequently Stop Control would be justified at this location.
- 5.10 Staff consider that the recommendations in this report will help achieve the desired community outcome of a safer environment.
- 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 Wales Street (7-19) and Fern Drive (9-15) were contacted by letter and invited to comment. The Halswell Residents Association (HRA) were also contacted.
- 5.14 Initially the proposal consisted of the restrictions around the intersection excluding the Stop Control.
- 5.15 Six submissions were received including the HRA. Five responses were received in support. The resident at 14 Wales Street requested additional restrictions outside his property, to improve the sight line from his driveway towards the south west, where the bend occurs.
- 5.16 Staff considered this request, though did not incorporate it, since it is considered likely that this would increase the speed of vehicles approaching the intersection, which had already been identified as a safety concern. Furthermore, restrictions outside number 14 could displace more vehicles to park outside number 12 which would worsen the sight line from Fern Drive and lead to more frequent, dangerous overtaking at the intersection.
- 5.17 Another resident at 11 Wales Street suggested Stop Control at the intersection, which was subsequently investigated, found to be justified and since incorporated into the proposal.

- 5.18 The resident at 15 initially supported the proposal and requested additional restrictions. However, he emailed again shortly afterwards to object to the restrictions outside number 15. Staff subsequently met the resident at number 11 and 15 at the same time to explain the benefits of the proposal and its effects. Staff suggested to the resident at 15 that he parks outside 11 Wales Street instead, which was accepted by both of the residents at the meeting. Consequently the resident at 15 now supports the proposal and is willing to park his work vehicle a short distance away.
- 5.19 In summary, the original proposal was retained and the Stop control added. Since parking would be displaced to outside 11 Wales Street, the restrictions on the opposite side on Wales Street were extended by one car length, to ensure that two way road space remains available here.
- 5.20 The Team Leader Parking Compliance supports the preferred option.
- 5.21 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, \$100 for the sign and \$750 for producing the report.
- 7.2 Maintenance/Ongoing costs – approximately \$300/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 ↓	Site Plan Wales St stopping restrictions	32
B ↓	Location Plan Wales Street	33
C ↓	Site photos Wales Street	34

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



Christchurch
City Council

Wales Street - Fern Drive, Halswell
Proposed Stopping Restrictions and Stop Control
For Community Board Approval

Original Plan Size: A4
ISSUE: 1 03/03/2021
DRAWN: VMI DESIGNED: BH
APPROVED: WG TG139141



Site photographs (taken from Google Street View)

- with proposed stopping restrictions superimposed

Photo 1 - Wales Street in a southwest direction



Photo 2 – Fern Drive looking south west onto Wales Street



9. Waipuna/Halswell-Hornby-Riccarton Community Board Discretionary Response Fund 2020/21 - Pioneer Basketball

Reference / Te Tohutoro: 21/352769

Report of / Te Pou
Matua: Samantha Holland, Community Recreation Adviser,
Samantha.holland@ccc.govt.nz

Emma Pavey, Community Development Advisor,
emma.pavey@ccc.govt.nz

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

1. Purpose of Report / Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waipuna/Halswell-Hornby-Riccarton Community Board to consider an application for funding from its 2020/21 Discretionary Response Fund from the organisations listed below.

Funding Request Number	Organisation	Project Name	Amount Requested	Amount Recommended
#62545	Pioneer Basketball Club Incorporated	Pioneer Boomers Pilot Project	\$3,200	\$500
#62517	Community Development Network Trust	Hornby Youth Hangout – Building Development	\$24,000	\$24,000

- 1.2 There is currently a balance of \$111,976 remaining in the fund

2. Officer Recommendations / Ngā Tūtohu

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

- Approves a grant of \$500 from its 2020-21 Discretionary Response Fund to Pioneer Basketball Club Incorporated towards the Pioneer Boomers Pilot Project.
- Approves a grant of \$24,000 from its 2020-21 Discretionary Response Fund to Community Development Network Trust towards the Hornby Youth Hangout – Building Development project.

3. Key Points / Ngā Take Matua

Strategic Alignment / Te Rautaki Tīaroaro

- 3.1 The recommendation is strongly aligned to the Strategic Framework and in particular the strategic priority of the Strengthening Communities Strategy, the Youth Policy, and Children's Policy and the Aging Together policy. The projects will provide more connected communities across age groups.

Decision Making Authority / Te Mana Whakatau

- 3.2 The Community Board has the delegated authority to determine the allocation of the Discretionary Response Fund for each community

3.2.1 Allocations must be consistent with any policies, standards or criteria adopted by the Council

3.2.2 The Fund does not cover:

- Legal challenges or Environment Court challenges against the Council, Council Controlled organisations or Community Board decisions
- Projects or initiatives that change the scope of a Council project or that will lead to ongoing operational costs to the Council (though Community Boards can recommend to the Council that it consider a grant for this purpose).

Assessment of Significance and Engagement / Te Aromatawai Whakahirahira

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

3.4 The level of significance was determined by the number of people affected and/or with an interest.

3.5 Due to the assessment of low significance, no further community engagement and consultation is required.

Discussion / Kōrerorero

3.6 At the time of writing, the balance of the 2020/21 Discretionary Response Fund is as below.

Total Budget 2020/21	Granted To Date	Available for allocation	Balance If Staff Recommendation adopted
\$245,871	\$133,895	\$111,976	\$87,476

3.7 Based on the current Discretionary Response Fund criteria, the applications listed above are eligible for funding.

3.8 The attached Decision Matrix provides detailed information for the applications. This includes organisational details, project details, financial information and a staff assessment.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	Waipuna/Halswell-Hornby-Riccarton 2020-21 DRF Community Development Network Decision Matrix	38
B ↓	Waipuna/Halswell-Hornby-Riccarton 2020/21 DRF Pioneer Basketball Club Decision Matrix	39

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:

- sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- 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	Samantha Holland - Community Recreation Advisor Emma Pavey - Community Development Advisor Marie Byrne - Community Development Advisor
Approved By	Matthew Pratt - Manager Community Governance, Halswell-Hornby-Riccarton

Item 9

2020/21 DRF HALSWELL-HORNBY-RICCARTON DECISION MATRIX

Priority Rating

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

00062517	Organisation Name Community Development Network Trust	Name and Description Hornby Youth Hang-out - Building Redevelopment The Community Development Network Trust (CDN) is being gifted the Plunket building on Wycola Avenue and is seeking assistance to carry out the necessary work to turn the space into a youth hang-out.	Funding History 2020/21 - \$55,000 (CDN Trust Youth Work) SCF 2019/20 - \$4,196 (Hoops and Youth Hangout) DRF 2019/20 - \$52,500 (CDN Youth Work) SCF 2018/19 - \$2,388 (Venue Change) DRF 2018/19 - \$1,892 (Hornby Hoops) DRF 2018/19 - \$53,000 (CDN Youth Work) SCF 2017/18 - \$54,000 (CDN Youth Work) SCF Other Sources of Funding RATA Foundation - Pending	Request Budget Total Cost \$57,000 Requested Amount \$24,000 42% percentage requested Contribution Sought Towards: Building Costs - \$24,000	Staff Recommendation \$ 24,000 That the Waipuna/Halswell-Hornby-Riccarton Community Board makes a grant of \$24,000 to the Community Development Network Trust towards the Hornby Youth Hang-out - Building Redevelopment project.	Priority
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Organisation Details: Service Base: Hei Hei Community Centre Legal Status: Charitable Trust Established: 3/10/1996 Staff – Paid: 5 Volunteers: 90 Annual Volunteer Hours: 7,887 Participants: 200 Target Groups: Children/Youth Networks: 24-7 Youth Work Network, Canterbury Youth Workers Collective, CCNZ Organisation Description/Objectives: CDN Trust supports young people and their families in the Christchurch area. They are based in the HHR ward, connecting primarily with underprivileged or under-supported young people and help to build support networks around them, generally through youth workers, camps, collaboration, sports, mentoring, and community connections. Through their programmes they work to restore or establish everything that young people need for a holistic life of belonging, faith, health and independence.	Alignment with Council Strategies and Policies Alignment with Council Funding Outcomes <ul style="list-style-type: none"> Support, develop and promote capacity Community participation and awareness Increase community engagement Enhance community and neighbourhood safety Provide community based programmes Reduce or overcome barriers Foster collaborative responses Outcomes that will be achieved through this project The Hornby youth worker(s) will be based at this building a minimum of three days per week during school term. The youth hang-out programme will run a minimum of two afternoons per week during school term. Engagement will be carried out with young people to shape the hang-out and activities. How Will Participants Be Better Off? Sense of belonging - a place where they can be accepted and just be themselves. When the first hang-out was forced to close in 2013 young people were asked how they felt. They expressed real pain that the space was closing as it was their "home away from home". Sense of safety - this is a safe place where young people can relax in a safe environment. For many of the young people being at home isn't always safe for a variety of reasons so this space is crucial. Local place to meet - this gives CDN a place to base events and camps, making them more accessible for local young people. Often a number of the young people have to walk with their luggage to and from the drop-off point to go to camp. While CDN can sometimes offer young people a drop off in vans, having a local base is accessible for local families who do not own cars.	Staff Assessment The Community Development Network Trust (CDN) has been visual in the local community when they first ran a pilot for a youth hang-out in 2008 in the Community Link building. The need was identified by the Council and CDN as there was a lack of activities and space for young people to hang out after school hours. The hang-out worked well for several years, however, an engineering report post-earthquakes closed the space when the building was assessed at 12% NBS. CDN moved to Hope Youth in Hornby but there was no space available to run a youth hang-out. In 2014 an old classroom on the former Branston Intermediate site became available and the youth hang-out restarted. By the end of 2018 after the building of South Hornby School, this site became inaccessible for young people walking home from school to attend. The group is now running from the Hei Hei Community Centre two afternoons a week but is unable to base a youth worker there daily and the space is too large for the deeper connections with young people to occur. An opportunity has arisen by Plunket who are looking to gift their building on Wycola Avenue to CDN which will provide a permanent base for youth workers to be based and for young people to hang-out. The facility has been empty for several years and requires some building work to make it fit for purpose. The need for space and activities for young people in the area is apparent and will complement the collaboration that has started between the Council, local schools, community organisations, and the Police to address the anti-social behaviour on Wycola Park. The behaviour includes constant littering, smashing glass, and vandalism, some tagging, and on occasion small fires. With the youth workers based in the building, it offers young people the chance to drop in for a chat outside of the hangout hours, offering support to the young people who may be disengaged. CDN is planning to run a couple of after-school BBQs to see what interests the young people, so that activities, programmes, or events can be introduced to help address some of the issues and to encourage young people to take ownership to look after and be proud of their community spaces. A meeting has already taken place with CDN, the RATA foundation, and the Council to look at how best to offer funding support CDN to make the facility fit for purpose for the next ten years, allowing CDN the time to accumulate reserves for any ongoing building work after this time that may be required due to wear and tear.
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2020/21 DRF HALSWELL-HORNBY-RICCARTON DECISION MATRIX

Priority Rating

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

00062545	Organisation Name	Name and Description	Total Cost	Contribution Sought Towards	Staff Recommendation	Priority
	Pioneer Basketball Club Incorporated	Pioneer Boomers Split 50%SC / 25%HHR / 25%LCH The Pioneer Basketball Club are seeking funding for the Pioneer Boomers Pilot Project.	\$ 3,244 Requested \$ 3,200 (99% requested)	Volunteer Expenses - \$3,200	\$ 500 That the Waipuna/Halswell-Hornby-Riccarton Community Board approves a grant of \$500 from its 2020-21 Discretionary Response Fund to the Pioneer Basketball Club for the Pioneer Boomers pilot project.	2

Organisation Details

Service Base: Pioneer Recreation and Sports Stadium
Legal Status: Incorporated Society
Established: 1/02/2000
Target Groups: Older adults
Annual Volunteer Hours: 7000
Participants: 5,000

Alignment with Council Strategies

- Strengthening Communities Strategy
- Physical Recreation and Sport Strategy
- Aging Together

CCC Funding History

2020/21 - \$1,200 Basketball Programme in low decile schools SCF - SC
2020/21 - \$1,200 Basketball Programme in low decile schools SCF - LCH
2017/18 - \$3,500 (Wages, Volunteer Recognition, Event Costs) SCF SC
2017/18 - \$3,000 (Wages, Volunteer Recognition, Event Costs) SCF LCH
2017/18 - \$1,200 (Coaching Costs) DRF LCH

Other Sources of Funding

Funds on hand.

Staff Assessment

The Pioneer Basketball Club (PBC) is seeking funding to pilot a new project called the Pioneer Boomers. The Pioneer Boomers project aims to encourage local retirees to support the club with junior programmes and to become a recognisable club contact for local families and participating children. There are over 3,000 children involved through various competitions and skills sessions at PBC. There is a huge demand for volunteer support within the club. Tapping into the local retired community who have very valuable skills and more time is a very positive initiative. The Pioneer Boomers will have a range of jobs including welcoming families into the gym, becoming a face of PBC that families can connect with, positively engaging with parents, provide valuable feedback to the club and individual skill specific support like coaching, admin, and fundraising events. Through this pilot project the PBC hopes to have a better-connected club and overall have more volunteer support. Funding for this project is specifically for volunteer uniforms so that the Pioneer Boomers are recognisable. Additionally, the PBC wishes to provide a token gesture for volunteer recognition.

Spreydon-Cashmere – Staff Recommendation \$1000
Linwood-Central-Heathcote – Staff Recommendation \$500

«FUNDING_POOL» DECISION MATRIX

Priority Rating

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

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

Reference / Te Tohutoro: 21/278306

Report of / Te Pou
Matua: Faye Collins, Community Board Adviser,
faye.collins@ccc.govt.nz

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

1. Purpose of Report / Te Pūtake Pūrongo

This report provides the Board with an overview on initiatives and issues current within the Community Board area.

2. Officer Recommendations / Ngā Tūtohu

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

1. Receives the Waipuna/Halswell-Hornby-Riccarton Community Board Area Report for April 2021.

3. Community Support, Governance and Partnership Activity

3.1 Community Governance Projects

Activity	Detail	Timeline	Strategic Alignment
Community Pride Garden Awards	An awards function to acknowledge Halswell-Hornby-Riccarton Community Pride Garden Award recipients was held on 7 April 2021, at Te Hāpua: Halswell Centre. It was a well-attended event. Certificates were subsequently forwarded to those recipients unable to attend.	Completed	Strengthening Communities
Community Service Awards	Nominations for the Community Service and Youth Service Awards 2021 are open and close on Friday 16 April 2021.	Ongoing	Strengthening Communities
Walking Festival	The Walking Festival will take place over the April school holidays, there are over 50 walks all throughout Otautahi.	Saturday 17 th April – Sunday 2 nd May	Strengthening Communities

3.2 Community Funding Summary

3.2.1 For information, a summary is provided on the status of the Board's 2020-21 funding as at March 2021 (refer **Attachment A**).

3.2.2 **Youth Development Fund** – under the Board's delegated authority, the following allocation was made in March 2021:

- \$300 to Dan Irvine towards competing at the New Zealand Secondary Futsal Nationals, in Wellington.

3.3 Participation in and Contribution to Decision Making

3.3.1 Report back on other Activities contributing to Community Board Plan [for items not included in the above table but are included in Community Board Plan]

- The Huritini Youth Council

The Huritini Council is a youth council made up of school students from schools in Halswell. Students on the Council are in years five and six.

The Huritini Council met on 3 March and has a focus on Westlake Park. Members of the Hurutini Council plan to presenting their concerns to the Community Board and suggest some solutions for Westlake Park.

- Community Board Meeting at Knights Stream School

The Community Board held an ordinary meeting of the Board in the local community (at Knights Stream School) on 30 March 2021.

- Community Safety Meeting for residents of Knights Stream Park.

The Board has identified a priority to enhance community connectedness and perceptions of safety in Halswell in its Community Board Plan.

A Community Safety Meeting for residents of Knights Stream Park was held on 30 March 2021 to identify and discuss residents' concerns and ways for these to be addressed. In all leaflets were distributed to 1600 households in the Knightstream/Longhurst area inviting residents to the meeting.

3.3.2 Council Engagement and Consultation.

Consultation	Opens	Closes
Long Term Plan 2021-31	12 March 2021	18 April 2021
Development Contributions	12 March 2021	18 April 2021
Climate Change	12 March 2021	25 April 2021
Representation Review	20 March 2021	16 May 2021

Submission Committee meetings have been held to consider these submission opportunities.

- Canterbury Long Term Plan 2021-31.

The Council will be making a Council submission on the Environment Canterbury Long Term Plan 2021-31. Informal feedback from Board members has been provided to staff for consideration in drafting the submission.

3.4 Governance Advice

3.4.1 Sockburn Service Centre Update.

The Slot Car Club, that occupied one of the buildings on the Sockburn Service Centre site, has now removed all of its items. This will allow the final asbestos survey to be carried out prior to demolition of the buildings.

It is proposed that the tender package for demolition of the Centre buildings will go out to the market at the end of March 2021 for three weeks and it is hoped to award the contract early-May for the contractor to take possession of the site by the end of May 2021. Demolition is expected to be completed in July 2021 but this will be confirmed once the contractor is appointed.

4. Advice Provided to the Community Board

4.1 88F Hinau Street Bank Retaining Wall Replacement - Additional Tree Removal

At a briefing on 9 March 2021 staff outlined a proposal for the removal of up to five trees associated with the removal of a failing section of retaining wall and construction of river edge rock protection at 88F Hinau Street. The work is required for river bank stability and flood protection reasons. The project is to include the planting of replacement trees and landscape planting.

Staff have now advised that there has been approval for an additional tree at 88F Hinau Street. The additional tree to be removed was identified during a site meeting and is outside of the original scope of works identified, but in this case the trees to be removed is causing damage to infrastructure and removal now will minimise the need for future work if bank stability works occur now (See Attachment B).

Staff advise that this section of the Avon River is heavily treed on both sides, and the potential effects on visual amenity and habitat resulting from the removal of the trees will be less than minor.

4.2 Ishwar Ganda Park Sign

Parks staff are installing parks entrance signs to new parks in subdivisions, including one in Ishwar Ganda Park in the Longhurst subdivision. The standard design for parks signs is as below:

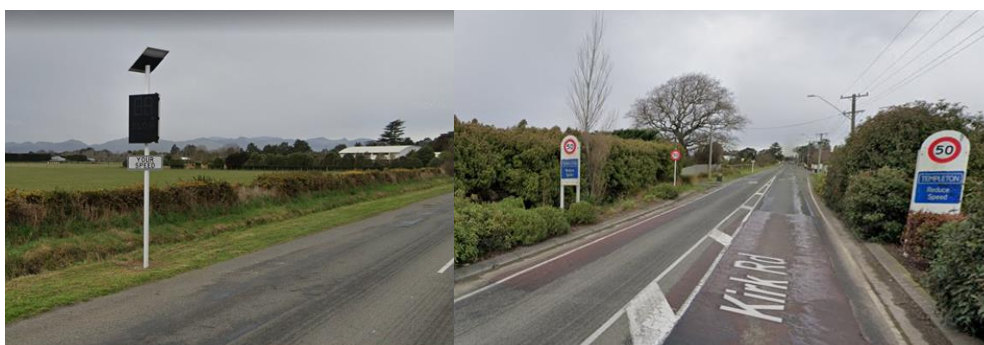


Staff have asked whether, given that this park is named after a former Community Board member and well respected member of the community, the Board would like any additional text to the sign e.g. This park is named after...etc.

4.3 Kirk Road, Templeton - speed limits

A public forum presentation to the Board meeting on 17 November 2020 by the Templeton Residents Association that outlined concern with the speed of traffic, particular heavy trucks and current speed restrictions along Kirk Road, Templeton. The Board agreed to request staff advice on speed limits on Kirk Road and any changes considered necessary to improve safety.

Traffic staff have now responded with advice that the Association's concern is focussed on the 'town' section of Kirk Road, which has a 50 limit. Within this one kilometre section of road there have been only two minor crashes in five years, which would not warrant a substantial safety improvement. As shown below, this section has an electronic speed sign which shows the actual speeds that drivers do. There are also blue gateway signs and white speed limit markings on the road itself. Therefore, it already has much more signage than most locations and there is little scope for more signs and markings that would help. Staff note however, that as the stretch is adjacent to a school, this location will be subject to the revised safe speed zones at schools which are planned to change to 30 kilometres per hour over the next couple of years. Based on this existing provision and the longer term intent to reduce to 30 kilometres per hour, staff advice in the meantime, is for the Association to refer this matter to NZ police, to enforce the existing limit.



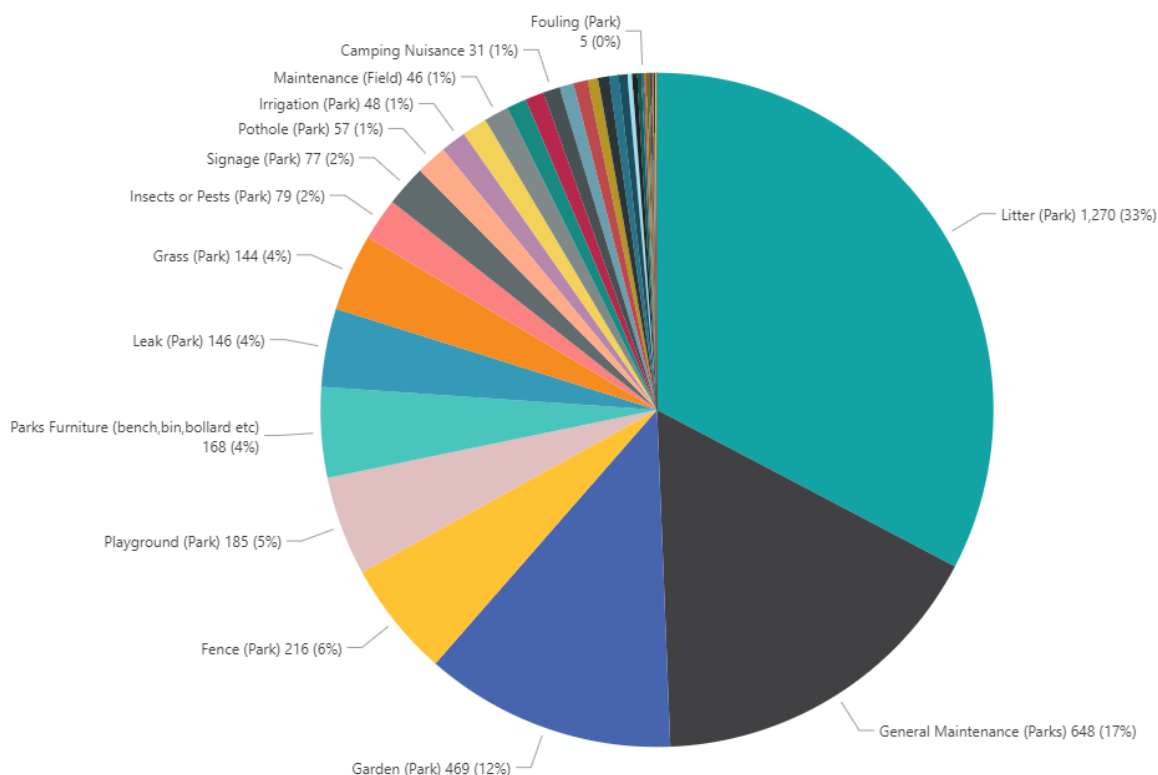
In terms of trucks, Kirk road is classified as a collector road and is legitimately used by trucks to access nearby industrial areas. The Council policy is that only local roads can be subject to a truck limit and a redesignation would only be legitimately possible within a District Plan review. It is apparent that there are various route choices in this area and staff expect that the expected 30 limit during school times will encourage more use of alternative routes to reduce delays.

4.4 Community Parks Bi-Monthly Area Report – March 2021

Local Parks Update

Local Park Rangers (South) are mainly dealing with rubbish issues in Community Parks. This includes dumped housewares, household rubbish and overfilled bins.

Park South Requests For Service tickets FY 20/21:



Sports Parks Update

Additional sports field mowing has been added into the programmed maintenance scheduled to keep with increased grass growth

The activities carried out in the sports field renovation programme is listed below:

- Under-sowing (applying grass seed)
- De-compaction (breaking up top layer of soil)
- Weed control
- Topdressing (adding topsoil to level out dips and hollows)
- Fertilising

Capital Works Projects

No capital works have been undertaken by the Council since March 17 due to Covid-19. Managers will be looking at all capital projects in the future to confirm viability. Capital projects are being looked at now for when budgets re-set in the new financial year.

Community Park Maintenance Schedule April

Activity	Frequency per month
Ornamental mowing	2
Amenity mowing	2

Ornamental garden maintenance	2
Winter sport field mowing	5
Winter sport cricket block maintenance	2
Winter sport line marking	3
Chemical weed control	1
Bin Emptying	5
Play and Fitness Equipment Check	1
Drinking Fountain Clean	4

Contractor Performance

Recreational Services Southern Sector KPI quality score for March was 91%

Breakdown of Southern Sector KPI scores



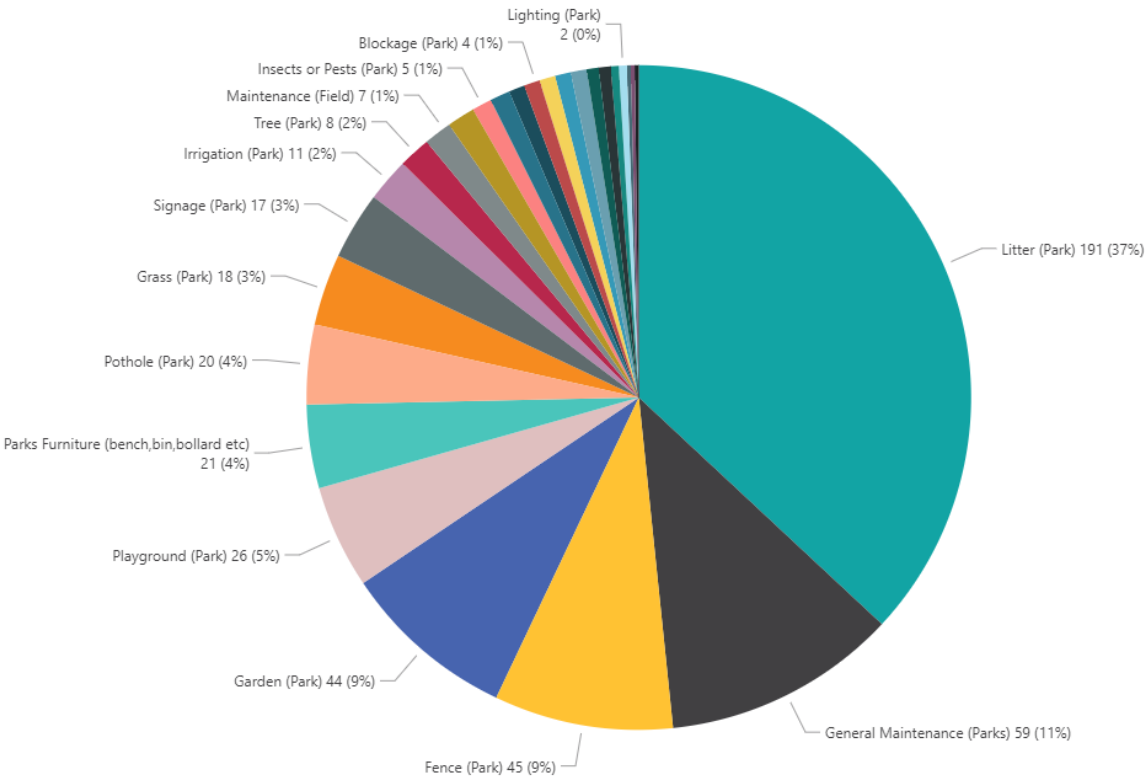
Halswell Domain

The rugby league club has commenced work on constructing its new clubrooms next to their number one field.

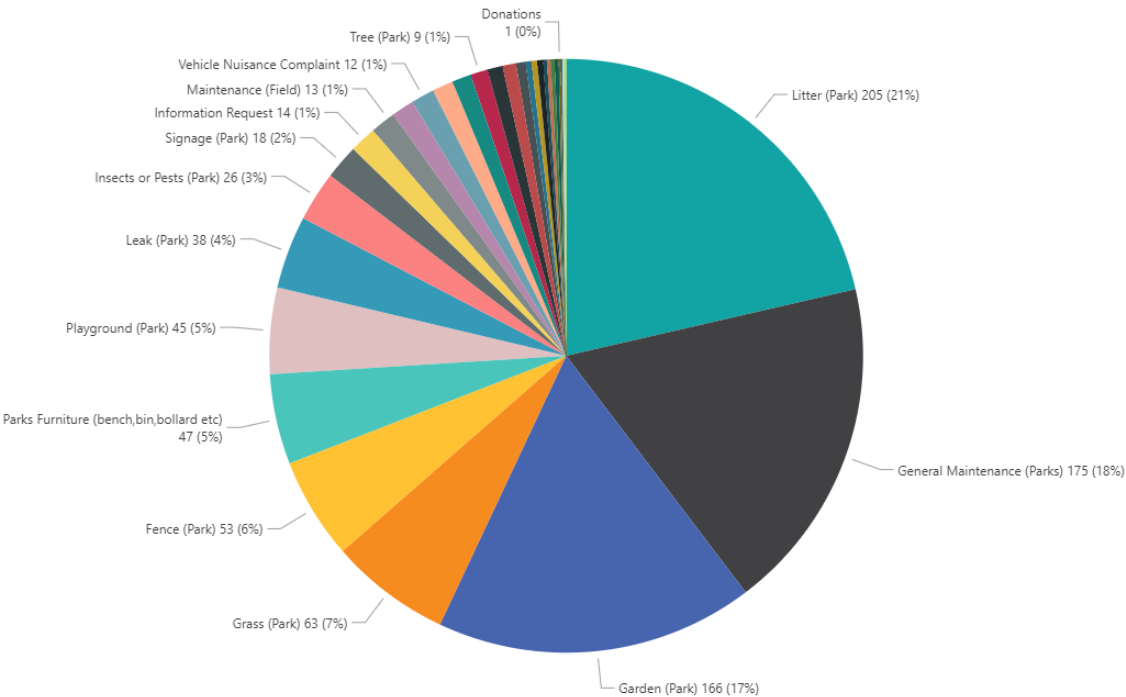
Kyle Park

Work has commenced on the new centre to go in Kyle Park. The eastern basin at the end of the park is now fenced off and is a construction site.

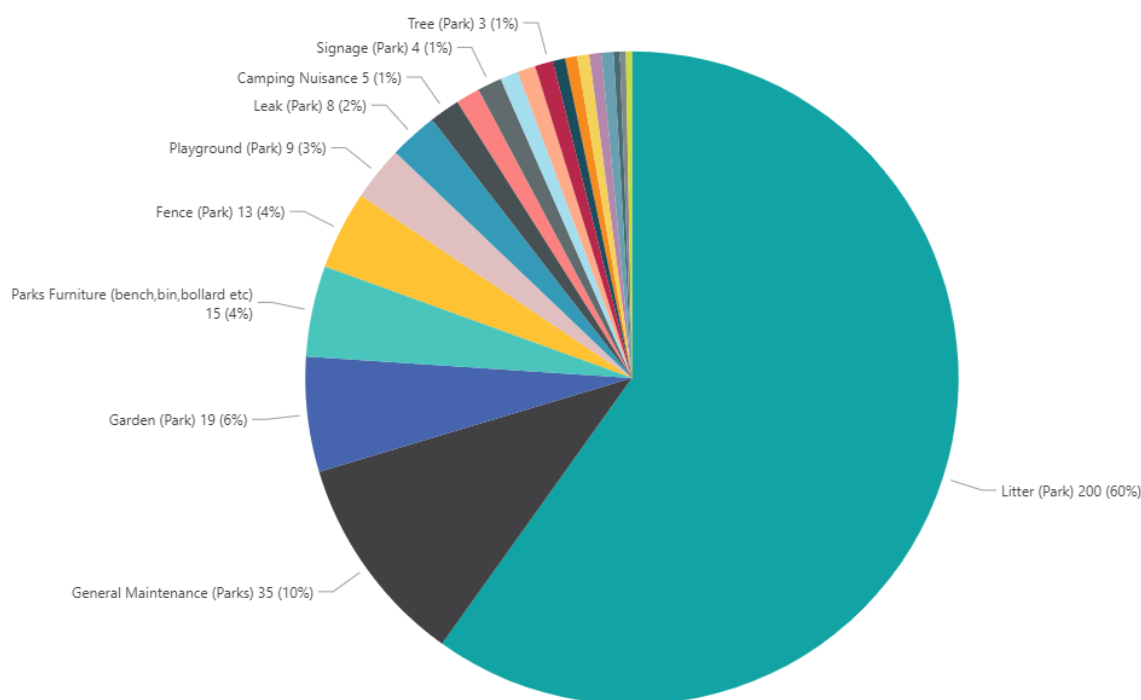
Hornby Requests For Service tickets FY 20/21:



Halswell Requests For Service tickets FY 20/21:



Riccarton Requests For Service tickets FY 20/21:



Attachments / Ngā Tāpirihanga

No.	Title	Page
A Download	Waipuna Halswell-Hornby-Riccarton Community Board Funding Update - March 2021	49
B Download	Internal or External Memos 88F Hinau Street Bank Retaining Wall Replacement - Additional Tree Removal 31 March 2021 Report	51

Signatories / Ngā Kaiwaitohu

Authors	Faye Collins - Community Board Advisor Marie Byrne - Community Development Advisor Emma Pavey - Community Development Advisor Samantha Holland - Community Recreation Advisor Bronwyn Frost - Support Officer Noela Letufuga - Support Officer Matthew Pratt - Manager Community Governance, Halswell-Hornby-Riccarton
Approved By	Matthew Pratt - Manager Community Governance, Halswell-Hornby-Riccarton Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support, Governance and Partnerships

Waipuna/Halswell-Hornby-Riccarton Community Board Funding 2020-21			
2020-21	Discretionary Response Fund	Allocated	Funds Remaining
6-Aug	2019/20 DRF and other fund carry over	\$26,808	
18-Aug	2020/21 SCF Allocation	\$166,688	
16-Sep	2019/20 Youth Development Fund return of grants	\$875	
16-Sep	Annual Plan 2020 Allocation	\$50,000	
19-Jan	Return of DRF grant from The Link Community Trust	\$1,500	
	Total DRF Fund	\$245,871	
4-Aug	Wharenui Amateur Swimming Club Inc. towards operational costs being staff wages	\$7,000	
4-Aug	Hei Hei Broomfield Community Development Trust towards a kitchen and toilet renovation	\$9,800	
18-Aug	Board Project - Community Service & Youth Service Awards and Community Pride Garden Awards	\$5,000	
18-Aug	Board Project - Culture Galore 2021	\$12,000	
18-Aug	Board Project - Promotional Material	\$1,500	
18-Aug	Board Project - Community Leadership Opportunities	\$4,500	
18-Aug	Board Project - Summer with your Neighbours	\$4,500	
18-Aug	Board Project - Anzac Day Expenses	\$1,500	
18-Aug	Allocation to 2020-21 Youth Development Fund	\$12,000	
15-Sep	Halswell Hall Incorporated towards concept plan design for a stage extension	\$2,875	
29-Sep	Knights Stream School towards the installation of two security cameras	\$2,249	
29-Sep	Templeton Residents' Association towards legal fees in the challenge to Roydon Quarry Resource Management Act consent conditions.	\$10,000	
29-Sep	Board Project - Upgrading the Denton-Kyle Parks underpass	\$8,696	
3-Nov	Sydenham Junior Cricket Club towards the Administration and Coaching Project	\$2,000	
17-Nov	Halswell Community Church towards the Community Family Fun Day event	\$1,335	
17-Nov	Halswell Pool Extended opening hours	\$22,090	
1-Dec	Seed the Change/He Kākano Hāpai towards the Drinkable Rivers programme around the Ōtākaro/Avon River within the Community Board area.	\$5,000	
1-Dec	Christchurch South Community Gardens Trust towards the Riccarton West Community Gardens Development Group operation.	\$5,000	
1-Dec	Board Project - Engaging the Community	\$3,500	
16-Feb	Hornby Presbyterian Community Trust towards the Community Survey of the Wider Hornby Area project.	\$5,000	
16-Mar	Chinese Joyful Club towards the Senior Group Programme.	\$2,000	
16-Mar	Halswell Residents Association Incorporated towards Ground Penetrating Radar Scanning and Excavation of Matai Stumps.	\$4,500	
16-Mar	Hornby Rugby Football Club towards First Aid Kits for Junior Teams.	\$850	
16-Mar	Community Patrol Riccarton towards Recruitment and Promotional Material.	\$1,000	

		\$133,895	\$111,976
2020-21	Youth Development Fund	Allocated	Funds Remaining
18-Aug	Discretionary Response Fund Allocation	\$12,000	
18-Dec	Return of unspent funds from Oaklands School YDF Grant	\$1,375	
	Total YDF Fund	\$13,375	
19-Aug	Alexandra Davidson towards attending a New Zealand Outward Bound Course in the Marlborough Sounds.	\$300	
27-Aug	Malvern Scout Group on behalf of Tim Ryan towards attending an Adventure Camp in Staveley.	\$100	
1-Oct	Elle Roze Ilkiw towards competing in the Margaret Woolf Memorial Competition in Auckland.	\$300	
20-Oct	Mya Bennett towards competing in the Get2Go Adventure Race National Finals on Great Barrier Island.	\$300	
12-Nov	Rosa Wallace towards attending a New Zealand Outward Bound Course in the Marlborough Sounds.	\$300	
4-Feb	Liliana Gunther towards competing at the New Zealand Gymnastics Championships 2021 in Auckland.	\$300	
18-Mar	Dan Irvine towards competing at the New Zealand Secondary Futsal Nationals in Wellington.	\$300	
		\$1,900	\$11,475

Memos



Memorandum

Date: 19 March 2021
From: Laurie Gordon, Arboricultural Advisor
Mark Mullaney, Project Manager
To: Brendan Winder, Head of Parks (Acting)
Cc: Halswell-Hornby-Riccarton Community Board
Subject: **88F Hinau Street Bank Retaining Wall Replacement - Additional Tree Removal**
Reference: 21/336173

Re: Tree Removals for Flood Protection Works at 88F Hinau Street, Riccarton

1. Background

- 1.1 The purpose of this memo is to seek approval from the Head of Parks, exercising the delegation below, for the removal of one (1) tree located within a small parcel of reserve land that adjoins the Avon River located at 88F Hinau Street, Riccarton.
- The proposed tree removal is in addition to five (5) trees approved for removal by the Head of Parks on 23 April 2020.
 - The works are planned to start during the week of 29 March 2020. No trees have been removed for the works to date.
 - Of the five (5) trees previously approved for removal, it may be possible to retain up to two (2) trees, depending upon the extent of excavation and tree stability.
- 1.2 The purpose is also to inform the Halswell-Hornby-Riccarton Community Board of the additional tree removal.

2. Reason for Tree Removals

- 2.1 The removal of a failing section of retaining wall and construction of river edge rock protection is required for river bank stability and flood protection reasons.

- 2.2 88F Hinau Street is narrow strip of reserve land that is former residential property. The reserve does not have public access due to being surrounded by residential properties (see Figure 1).



Figure 1: Location of Council Reserve and affected trees.

Memos

- 2.3 The reserve contains approximately 46 trees, including juvenile wildling trees through to large mature trees of various native and exotic species.
- 2.4 The trees within the site have not been planted or maintained by Council and do not have tree asset identification.
- 2.5 The additional tree to be removed (trunk shown in Figure 2) is a Sycamore located at the edge of the bank (refer Table 1 for tree survey information).



Figure 2: Additional tree to be removed.

Table 1: Tree Survey Results – Additional Tree to Be Removed

Species	Height (m)	Canopy Spread (m)	Trunk Diameter (m)	Tree Health	Tree Form	Overall Condition	Condition/Comments
Sycamore (<i>Acer pseudoplatanus</i>)	10.0	5.0	0.20	3	3	3	Growing on the bank edge.

- 2.6 Five (5) trees were previously approved for removal. It may be possible to retain up to two (2) of those trees (depending upon the extent of excavation and tree stability).
- 2.7 Details relating to the trees previously approved for removal are listed in Table 2.
- 2.8 The condition of one of those trees (10.0m high Long-leaved Lacebark) improved since the previous inspection. However, the reason for the removal of the trees is bank stability (not tree condition).



Figure 2: Group of trees to be removed.

Table 2: Tree Survey Results – Trees Previously Approved to Be Removed

Species	Height (m)	Canopy Spread (m)	Trunk Diameter (m)	Tree Health	Tree Form	Overall Condition	Condition/Comments
Long-leaved Lacebark (<i>Hoheria sexstylosa</i>)	10.0	8.0	0.30	3	3	3	Growing on the bank edge. Poor health (some decline but now less than 30%). Previous branch failure on river side.
Lemonwood (<i>Pittosporum eugenioides</i>)	8.5	4.0	0.20	2	2	2	Growing near the bank edge, and in reasonably good condition. To be retained if possible.
Silver Wattle (<i>Acacia dealbata</i>)	8.5	5.0	0.18	3	4	4	Tree lean and canopy weight towards the river, previous failures and poor structural integrity. To be retained if possible.
Lacebark (<i>Hoheria populnea</i>)	3.5	1.5	0.20	3	4	4	Suppressed, and in poor condition.
Wild Cherry (<i>Prunus avium</i>)	8.5	6.0	0.50	3	3	3	Growing on the bank edge. Multiple stems originating from tree base.

Memos

- 2.9 The affected section of retaining wall will be removed and replaced with rock protection along the river edge.
- 2.10 Figure 3 shows a survey plan of the immediate area where the six (6) trees are to be removed.
- 2.11 The additional tree to be removed was identified during a site meeting with the contractor (on 18 March 2021). The tree is outside of the original scope of works identified, but will minimise the need for future work if bank stability works occur now.
- 2.12 This section of the Avon River is heavily treed on both sides, and the potential effects on visual amenity and habitat resulting from the removal of the trees will be less than minor.

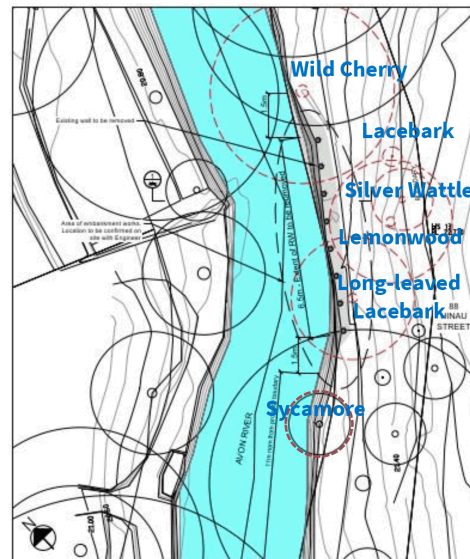


Figure 3: Site plan showing trees and retaining wall.

- 2.13 Consultation with neighbouring property owners has occurred. It is understood that the neighbours within the immediate vicinity would like the works to occur. Residents on the opposite side of the river have raised concerns regarding the works and tree removals.
- 2.14 The design for the rock edge protection includes landscape planting comprising Swamp Sedge (*Carex virgate*) and Shrubby Tororaro (*Muehlenbeckia astonii*). For each tree removed, two (2) replacement trees will be planted (as per the Tree Policy), comprising Lemonwood (*Pittosporum eugenoides*), Long-leaved Lacebark (*Hoheria sextylosa*) and Lancewood (*Pseudopanax crassifolius*) planted within the near vicinity.
- 2.15 In addition to the replacement trees and landscape planting, to address concerns raised by residents on the opposite side of the river, two (2) trees have been offered to them to plant on their property.

3. Delegation Authority Decision Required

- 3.1 For trees located within reserves, parks and public open spaces, under Part B, Sub-Part 3, Section 19 of Council's Delegations Register (March 2021); the Head of Parks has the authority to approve the removal of unhealthy and structurally unsound trees, and trees causing damage to infrastructure or other safety concerns where there is no viable alternative other than to remove the tree.
- In this case the trees to be removed are causing damage to infrastructure.

4. Officer Recommendation / Ngā Tūtohu

It is recommended that the Head of Parks on behalf of the Council:

- Approve the removal of one (1) additional tree to enable river bank stabilization works at 88F Hinau Street.

Attachments / Ngā Tāpirihanga

There are no attachments to this report.

Memos

Signatories / Ngā Kaiwaitohu

Authors	Laurie Gordon - Arboricultural Advisor Mark Mullaney - Project Manager
Approved By	Brenden Winder - Manager Residential Red Zone

11. 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.