

Waimāero
Fendalton-Waimairi-Harewood Community Board
AGENDA

Notice of Meeting:

An ordinary meeting of the Waimāero Fendalton-Waimairi-Harewood Community Board will be held on:

Date: **Monday 11 April 2022**

Time: **4.30pm**

Venue: **Held by Audio/Visual Link**

Under the current provisions of the Covid-19 Protection Framework (the Traffic Alert system) meeting attendance is only possible via an Audio/Visual link or by viewing a live stream of the meeting (<https://www.youtube.com/channel/UC0djJ5RxVNyyf8xYyglkXvg>). Please request access details from Aidan.kimberley@ccc.govt.nz for the Audio/Visual link.

Membership

Chairperson	Bridget Williams
Deputy Chairperson	David Cartwright
Members	Linda Chen
	James Gough
	Aaron Keown
	Sam MacDonald
	Jason Middlemiss
	Shirish Paranjape
	Mike Wall

6 April 2022

Maryanne Lomax
Manager Community Governance, Fendalton-Waimairi-Harewood
941 6730
maryanne.lomax@ccc.govt.nz
www.ccc.govt.nz

Note: The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted. If you require further information relating to any reports, please contact the person named on the report.

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Ōtautahi-Christchurch is a city of opportunity for all

Open to new ideas, new people and new ways of doing things – a city where anything is possible

Principles

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

Resilient communities Strong sense of community Active participation in civic life Safe and healthy communities Celebration of our identity through arts, culture, heritage, sport and recreation Valuing the voices of all cultures and ages (including children)	Liveable city Vibrant and thriving city centre Sustainable suburban and rural centres A well connected and accessible city promoting active and public transport Sufficient supply of, and access to, a range of housing 21st century garden city we are proud to live in	Healthy environment Healthy water bodies High quality drinking water Unique landscapes and indigenous biodiversity are valued and stewardship exercised Sustainable use of resources and minimising waste	Prosperous economy Great place for people, business and investment An inclusive, equitable economy with broad-based prosperity for all A productive, adaptive and resilient economic base Modern and robust city infrastructure and community facilities
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Strategic Priorities

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

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

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1. Apologies Ngā Whakapāha

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

2. Declarations of Interest Ngā Whakapuaki Aronga

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

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

That the minutes of the Waimāero Fendalton-Waimairi-Harewood Community Board meeting held on [Monday, 14 March 2022](#) be confirmed (refer page 5).

4. Public Forum / Te Huinga Whānui

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

There were no public forum requests received at the time the agenda was prepared

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.

Waimāero Fendalton-Waimairi-Harewood Community Board OPEN MINUTES

Date: Monday 14 March 2022
Time: 4.30pm
Venue: Held by Audio/Visual Link

Present

Chairperson	Bridget Williams
Deputy Chairperson	David Cartwright
Members	Linda Chen
	James Gough
	Aaron Keown
	Sam MacDonald
	Jason Middlemiss
	Shirish Paranjape
	Mike Wall

Maryanne Lomax
Manager Community Governance, Fendalton-Waimairi-Harewood
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Part A Matters Requiring a Council Decision

Part B Reports for Information

Part C Decisions Under Delegation

Post meeting Note: This meeting was held via audio/visual link on the Zoom platform due to New Zealand being at the red setting of the Covid-19 Protection Framework (the Traffic Alert system) on the date the meeting was scheduled. These minutes provide a written summary of the meeting proceedings.

The Chairperson opened the meeting and notified members that the meeting was being publicly livestreamed on YouTube and that the recording would be kept online for future viewing.

The agenda was dealt with in the following order.

1. Apologies / Ngā Whakapāha

The Chairperson called for any apologies. No apologies were received.

2. Declarations of Interest / Ngā Whakapuaki Aronga

Part B

The Chairperson asked if any members needed to declare a conflict of interest relating to any matters on the agenda.

James Gough declared an interest in Item 8. as a trustee of the entity that owns the Russley Retirement Village.

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

Part C

Community Board Resolved FWHB/2022/00009

That the minutes of the Waimāero Fendalton-Waimairi-Harewood Community Board meeting held on Monday, 14 February 2022 be confirmed.

Bridget Williams/James Gough

Carried

4. Public Forum / Te Huinga Whānui

Part B

4.1 Mark Thomson

The Community Board Advisor informed the Board that Mark Thomson would no longer be attending this meeting but hoped to present to the Board later in the year.

4.2 Friends of Abberley Park

The Community Board Advisor informed the Board that Patricia Wallace would no longer be attending the meeting to speak on behalf of the Friends of Abberley Park, and would instead send a written update to the Board.

5. Deputations by Appointment / Ngā Huinga Whakaritenga

Part B

There were no deputations by appointment.

6. Presentation of Petitions / Ngā Pākikitanga

Part B

There was no presentation of petitions.

7. Proposed Road Names - 40 Johns Road

The Team Leader Planning introduced this item, and explained that the respective subdivision is on the previous Applefields site which was used as an orchard. The names put forward by the Developer all relate to this historic use. The streets being named are all private rights of way.

There were no questions of Officers from the Board. The Chairperson asked for a Board member to move the Officer Recommendations. Mike Wall moved that the Officer Recommendations be adopted. The motion was seconded by Linda Chen. There being no further discussion, the Chairperson put the motion and declared it carried unanimously.

Community Board Resolved FWHB/2022/00010

Officer recommendations accepted without change.

Part C

That the Waimāero Fendalton-Waimairi-Harewood Community Board resolve to:

1. Approves the following new lane names for 40 Johns Road (RMA/2008/2490):
 - a. Lane 1 - Packers Lane
 - b. Lane 2 - Pip Lane
 - c. Lane 3 - Harvest Lane

Mike Wall/Linda Chen

Carried

8. 73 Roydvale Avenue - Proposed No Stopping Restrictions

The Area Traffic Engineer introduced this item and explained that the manager of the Russley Retirement Village had contacted the Council to enquire about extending no-stopping restrictions on Roydvale Avenue to improve visibility for vehicles departing via the site's southern access point. Officers investigated the request and are recommending extending the no-stopping restrictions by 18 metres to provide appropriate sightlines.

There were no questions for Officers from the Board. Shirish Paranjape and Linda Chen indicated support for the proposal and respectively requested to move and second the Officer Recommendations. There being no further discussion, the Chairperson put the motion and declared it carried unanimously.

Community Board Resolved FWHB/2022/00011

Officer recommendations accepted without change.

Part C

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Approves that all previously resolved parking and stopping restrictions on Roydvale Avenue, 75m from its intersection with Sir William Pickering Drive, and extending in a north easterly direction for a distance of 162.5 metres, be revoked.
2. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the north side of Roydvale Avenue, commencing 75 metres from its intersection with Sir William Pickering Drive and extending in a north easterly direction for a distance of 165 metres, as detailed on Attachment A to the report in the agenda.
3. Approves that these resolutions 1 to 2 take effect when parking signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

Shirish Paranjape/Linda Chen

Carried

James Gough declared an interest in this item and took no part in the discussion or voting on the matter.

9. 125F Grahams Road - ROW Easement over Local Purpose (Landscape) Reserve

The Team Leader Parks Policy and Advisory introduced this item and explained the background to the item. There is a landscaped strip of land on Grahams Road which is legally classified as a Local Purpose Reserve. At the time the land was subdivided, an easement was established to allow the owners of the property at 129 Grahams Road to construct an access way across the Local Purpose Reserve. The access way was not constructed and there is now a mature tree at the location. The current owners have expressed an interest in developing their site and the tree would likely need to be removed if the access way was built over the existing alignment. Officers are therefore

proposing establishing a new easement to allow a new route for the access way which will not harm the tree.

Officers further explained that they had considered discharging the original easement, however this would require a more complicated process including gaining the consent of a number of property owners in the subdivision. In the past, this has proven to be a difficult process so Officers recommend establishing the new easement as a more efficient option.

The Chairperson asked if there had been any feedback from local residents about the proposal. Officers explained that they had notified the local residents and a consultation process was conducted. No feedback was received from the local residents, other than the owners of 127 Grahams Road who were pleased with the solution as it would allow the tree to be retained.

Sam MacDonald moved that the Officer Recommendations be adopted. The motion was seconded by Shirish Paranjape and when put to the meeting was declared carried unanimously.

Community Board Resolved FWHB/2022/00012

Officer recommendations accepted without change.

Part C

That the Waimāero Fendalton-Waimairi-Harewood Community Board, acting under the delegated authority of the Christchurch City Council:

1. Resulting from there being no sustainable objections received through public notification:
 - a. Approves pursuant to section 48 of the Reserves Act 1977, the grant of a Right of Way easement to the owners of 129 Grahams Road (described as Lot 1 DP 50352 and comprised in Record of Title CB36C/245) over that indicative part of the Local Purpose (Landscape) Reserve (described as Lot 5 DP 44500) marked A on plan below in paragraph 5.10 of the report in the agenda (or such other area as defined by survey of the right of way)
 - b. Approves the associated access-way works within the reserve, subject to all necessary consents being obtained by the owners of 129 Grahams Road before the works commence.
 - c. Recommends that the Chief Executive, using the Council's delegated authority from the Minister of Conservation, consents to the grant of easement referred to in (a) above, and;
 - d. Authorises the Property Consultancy Manager, should the easement be granted with the consent of the Chief Executive, to finalise documentation to implement the easement.

Sam MacDonald/Shirish Paranjape

Carried

10. Waimāero Fendalton-Waimairi-Harewood Community Board Area Report - March 2022

The Community Governance Manager introduced this item and highlighted the following key points:

- The report contains a link to a directory of groups who would normally be involved in Culture Galore. This in response to feedback from the community that it would be helpful to go beyond the idea of Culture Galore being a one-day event, and provide access to more ongoing information about the various organisations and the services they provide.
- The safety video from the Avonhead-Russley Community Safety Initiative was presented to the Council last week and received very positive feedback. The project has now been submitted to Local Government New Zealand for an excellence award.
- There is a collaborative project going on in Bishopdale which will look at improving the public toilets but also other initiatives, including a group coming forward to volunteer to be guardians of the Village Green.
- There have been some changes to this year's walking festival due to COVID restrictions.
- The Community Network meeting took place on 23 February.
- Strengthening Communities Fund applications open on 21 March and close on 26 April.
- On Friday 11 March, applications opened for the Board's Community Service Awards. The application form is online, or hardcopies can be provided by the Community Governance Team.

The Chairperson thanked staff for their work on the Community Safety Initiative which has been very successful. The Chairperson also asked if we are exploring the possibility of conducting a safety initiative in other areas. The Community Governance Manager informed the Board that the Community Development Advisor is in discussion with people in Bishopdale about carrying out a safety initiative there. This will draw on what we learnt from the Avonhead-Russley project, but will probably also have some variations to suit the local area. There will also be some ongoing work following the Avonhead-Russley initiative.

The Chairperson asked for clarification whether nominations from Board Members should be classified as nominations from the whole Board. The Community Governance Manager clarified that normally nominations come from two individuals and not an entity, if two Board Members wish to make a nomination they are welcome to.

Sam MacDonald asked for clarification whether information about Arundel Gate was meant to be in this report. The Community Governance Manager clarified that there was some confusion about this but it was not intended to be included as a report on this agenda, however the work is definitely on track.

Mike Wall asked for information about what will happen with the Garden Pride Awards. The Community Governance Manager advised that most of the Community Boards in Christchurch have decided to post out the certificates, as an Award Ceremony would likely exceed gathering limits under the COVID-19 Protection Framework. Instead, a possibility is for the trophies to be hand delivered by Board Members. The Community Governance Team have received a list of potential candidates to receive trophies and we will organise a workshop for the Board to

consider this. Shirish Paranjape noted that when he presented a trophy to the Roydvale Retirement Home, it was a very special occasion.

The Community Governance Manager also informed the Board that the team have contacted the local Police to let them know that the Board are interested in meeting with them. The Police are very busy at the moment so we might need to wait for them to have capacity before we can arrange the meeting.

The Chairperson then called for someone to move the Officer Recommendation. The motion was moved by Shirish Paranjape and seconded by Linda Chen, and when put to the meeting was carried unanimously.

Community Board Resolved FWHB/2022/00013

Officer recommendation accepted without change.

Part B

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Receive the Waimāero Fendalton-Waimairi-Harewood Community Board Area Report for March 2022.

Shirish Paranjape/Linda Chen

Carried

11. Elected Members' Information Exchange

Part B

Board members exchanged information on the following matters of interest:

- Mike Wall noted that he has been contacted by a Local Resident who is interested in advocating for a BMX Track at Burnside Park. It would be helpful to discuss this on-site with staff once the current COVID restrictions are eased.

Meeting concluded at 4.59pm.

CONFIRMED THIS 11TH DAY OF APRIL 2022

BRIDGET WILLIAMS
CHAIRPERSON

7. Correspondence

Reference / Te Tohutoro: 22/343270

Report of / Te Pou Aidan Kimberley, Community Board Advisor,
Matua: Aidan.kimberley@ccc.govt.nz

General Manager / Mary Richardson, General Manager Citizens and Community
Pouwhakarae:

1. Purpose of Report Te Pūtake Pūrongo

Correspondence has been received from:

Name	Subject
Countdown Northwood	The closure of the Countdown Northwood Store in January 2023, pending the opening of the new Countdown Belfast (currently under construction).
Northwood Residents' Association	A proposal for a cycleway connecting Northwood Boulevard, Main North Road and the Northern Corridor cycle lane.
Sarah Pallett, Member of Parliament for Ilam	The footpath through the Cobham Intermediate, Burnside Primary and Allenvale School site.

2. Officer Recommendations Ngā Tūtohu

That the Fendalton-Waimairi-Harewood Community Board:

1. Receive the correspondence from Countdown Northwood regarding the upcoming opening of Countdown Belfast and the closure of the Countdown Northwood store.
2. Receive the correspondence from the Northwood Residents' Association in relation to their proposal for a cycleway connecting Northwood Boulevard, Main North Road and the Northern Corridor cycle lane.
3. Receive the correspondence from Sarah Pallett, the Member of Parliament for Ilam, regarding the proposed footpath through the Cobham Intermediate, Burnside Primary and Allenvale School site.

Attachments Ngā Tāpirihanga

No.	Title	Page
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B ↓	Northwood Residents' Association	15
C ↓	Sarah Pallett, Member of Parliament for Ilam	17

Chairwoman Bridget Williams
Fendalton-Waimairi-Harewood Community Board
PO Box 73020
Christchurch 8154

16 March 2022

Tēnā koe Chairwoman Williams,

We hope you, your family and your community are staying safe and well.

We wanted to get in touch to let you and the Community Board know that we have made the decision to close our Countdown Northwood store when the lease expires for this site in early January 2023.

The Northwood store has served the local community very well for many years, but with the construction of our new Belfast store underway nearby, it made sense not to renew the lease at Northwood, but rather provide local customers with a brand new, refreshed offer.

Our priority is redeploying our team so they can continue their careers with us. All our Northwood store team will be offered ongoing employment with Countdown in another store - including at Countdown Belfast.

We are committed to serving the local community well-into the future and look forward to welcoming you into the new Belfast store when it opens later this year. It will have plenty of exciting features, as well as increased capacity for online shopping pick-up and delivery.

As part of our ongoing work to meet our ambitious 2025 Sustainability Commitments, Countdown Belfast has also been designed, and is being built, to achieve a four-star Greenstar rating thanks to the sustainable materials it's being made from and the emissions, water, paper, and energy saving features the build will include.

Countdown Northwood will continue to operate as normal until the lease ends in January next year and we'll work closely with the team to ensure we can continue to support both stores and their customers over the coming months.

Please reach out if you have any questions or concerns.

Ngā mihi nui,



Matthew Grainger
Director of Property



Jason Stockhill
Director of Operations

Woolworths New Zealand Limited
Support Office: 80 Favona Rd, Favona, Auckland, 2024
Private Bag 93306, Otahuhu, Auckland 1640, New Zealand
Tel: 09 275 2788. Fax: 09 275 3074 [countdown.co.nz](https://www.countdown.co.nz)

countdown 



Northwood Residents Association

Northwood
CHRISTCHURCH 8051

March 8, 2022

To: Fendalton-Waimairi-Harewood Community Board AND Waipapa Papanui-Innes Community Board

Radcliffe Road - Proposed Cycle Lane

We are writing to you for support for a safe and formed cycleway between Northwood Boulevard and Main North Road and the Northern Corridor cycle lane.



This stretch of road is approximately 1.1 kilometre in length. Currently it has a very narrow shoulder and has a 60km speed restriction. The shoulders are narrow on both sides of less than a metre.

Since the Corridor (SH74) opened last year, there has been an immediate and significant increase in cycle and pedestrian traffic along this part of Radcliffe Road.

The Northwood community asks that priority be given to improving the safety for cyclists' access to the Northern Corridor cycle routes (both North and South). Northwood Residents Association would encourage the provision of a well-formed and separate cycle/pathway to ensure that cyclists and pedestrians are able to connect safely between these points.

We are also aware that when the new Ryman Northwood site comes on stream, part of the design is to include footpaths on the South side of Radcliffe Road to the railway line. We would encourage the council to make the most of this opportunity to design and build a suitable access way. The new Ryman will likely further increase cycle and pedestrian traffic along this part of Radcliffe Road.

The link between the Northern Corridor and Main North Road would also improve accessibility for the residents of Spring Grove via Blakes Road

Northwood Residents Association would be happy to liaise with the CCC around this should there need to be a level of intermediate consultation.

Kind Regards,

Clive Smith
Chair



Sarah Pallett

MP for Ilam

0800 Sarah 4 Ilam

0800 727 244

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17 March 2022

Bridget Williams

Waimāero/Fendalton-Waimairi-Harewood Community Board

Sent via email: bridget.williams@ccc.govt.nz CC: Maryanne.Lomax@ccc.govt.nz

Dear Bridget,

I'm writing to provide an update on my understanding of where things have got to with the access way through the Cobham Intermediate, Burnside Primary, and Allenvale School satellite site.

As you are aware, while it is not the Ministry of Education's responsibility to provide public access ways, the Ministry generously offered to actively consider options for co-funding the reasonable costs of a new access way for walking and cycling as part of the Cobham Intermediate, Burnside Primary, and Allenvale School build project.

I have since followed up with the Ministry of Education on this project and, due to the configuration of the three school builds now occupying the site, the cost of reinstating a public walkway that is both safe for students and the public would be an estimated \$1.3 million. This is far in excess of what had been predicted.

I understand that the Ministry has provided this cost estimate to Christchurch City Council, and as such the Community Board may already have been informed of this projected cost.

This is a well-used pathway that is of considerable benefit to the community and I am very supportive of the intention to reinstate it.

As the provision of public access ways sits within the Christchurch City Council's remit, if this pathway is to go ahead the bulk of this funding would need to come from the Council and/or Community Board.

I ask that all options be considered to preserve this valuable community pathway or provide a viable alternative.

Ngā mihi nui,

Sarah Pallett
MP for Ilam



Authorised by Sarah Pallett MP,
Parliament Buildings, Wellington



8. Proposed Road Names - 251 Styx Mill Road and 285 Highsted Road

Reference / Te Tohutoro: 22/358738

Report of / Te Pou
Matua: Paul Lowe, Manager Resource Consents,
Paul.Lowe@ccc.govt.nz

General Manager /
Pouwhakarae: Jane Davis, General Manager Infrastructure Planning & Regulatory
Services, Jane.Davis@ccc.govt.nz

1. Purpose of Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waimāero Fendalton-Waimairi-Harewood Community Board to approve the proposed road names at 251 Styx Mill Road and 285 Highsted Road, Styx.
- 1.2 The report is staff generated resulting from a naming request received from the subdivision developer.

2. Officer Recommendations Ngā Tūtohu

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Approves the following new road and lane names for 251 Styx Mill Road (RMA/2021/708) and 285 Highsted Road (RMA/2021/2922).
 - a. Road 1 - Collies Road
 - b. Road 2 - Flaxmill Road
 - c. Road 3 - Kiekie Road
 - d. Lane 1 - Lizard Lane
 - e. Lane 2 - Rākau Lane

3. Detail Te Whakamahuki

Introduction Te Whakatkinga

- 3.1 Road naming requests have been submitted by Davie Lovell-Smith Ltd on behalf of the developer, for the subdivision of 251 Styx Mill Road (RMA/2021/708) and 285 Highsted Road (RMA/2021/2922). A preferred name and alternative names, have been put forward by the developer for each road.
- 3.2 The recommended road names have been checked against existing road names in Christchurch and bordering districts, for duplication, alternative spelling, or other similarities in spelling or pronunciation to avoid the potential for confusion. The proposed names are considered sufficiently different to existing road names.
- 3.3 The recommended road names have been checked against the Council's Roads and Right-of-Way Naming Policy dated 2 November 1993 and are considered to be consistent with this policy except as outlined below.
- 3.4 The recommended road names have also been checked against the Australia and New Zealand Standard AS/NZS 4819:2011 Rural and Urban Addressing. The names are considered to be consistent with the Standard unless otherwise stated below.

- 3.5 Under the Roads and Right-of-Way Naming Policy, the names considered must be requested by the developer. There is not an ability to consider alternative names without first checking whether there are any duplications or similarities with other road and right-of-way names.
- 3.6 Consultation has been undertaken with Land Information New Zealand who have raised no concerns with the proposed road names.
- 3.7 The names requested have been accompanied by an explanation of the background to the names, which is summarised below, along with correspondence with the applicant.

Assessment of Significance and Engagement Te Aromatawai Whakahirahira

- 3.8 The decisions in this report is of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 3.9 The level of significance was determined by the number of people affected and/or with an interest.
- 3.10 Council's Senior Advisor Treaty Relationships has been consulted and has raised no concerns with the suitability of the proposed Te Reo Māori names as set out below.
- 3.11 Due to the assessment of low significance, no further community engagement and consultation is required.

Proposed Names

- 3.12 The proposed roads are shown in **Attachment A**
- 3.13 The proposed names are themed for the features and historical use of the land.
- 3.14 Road 1 - Preferred name: Collies Road
- 3.15 Collies Drain runs along the southern boundary of 231 and 233 Styx Mill Road near where Road 1 is proposed.
- 3.16 Road 2 - Preferred name: Flaxmill Road
- 3.17 The nearby Pūharakekenui/Styx River was historically used to drive waterwheels and provided an important source of power for sawmills and flaxmills.
- 3.18 Road 3 - Preferred name: Kiekie Road
- 3.19 Kiekie (*Freycinetia banksii*) is a many branched woody vine, with tufts of long leaves, native to New Zealand. The Styx catchment was an important area for the cultivation and harvesting of kiekie. Kiekie is often used in the making of fine, soft mats for wharenui and in creating tukutuku panels.
- 3.20 Lane 1 - Preferred name: Lizard Lane
- 3.21 Lizards have found in the area and there is a lizard reserve proposed within the development nearby to this lane. New Zealand has more species of lizard for its climate than anywhere else in the world. The lizards spotted on site are skinks, of which New Zealand has 78 identified species. Common species located in Canterbury are common skink, McCann's skink, spotted skink and common gecko.
Note: This right of way will have more residential lots off it in the future, once Lot 1 is developed.
- 3.22 Lane 2 - Preferred name: Rākau Lane
- 3.23 Rākau is the Te Reo Māori word for sticks. In order to safely cross the Pūharakekenui/Styx River, sticks were laid out to mark safe passage on firm ground.

Alternative Names

- 3.24 Mokomoko Lane - Mokomoko is the Te Reo Māori word for lizard. Lizards have been found in the area and there is a lizard reserve within the development. New Zealand has more species of lizard for its climate than anywhere else in the world. The lizards spotted on site are skinks, of which New Zealand has 78 identified species. Common species located in Canterbury are common skink, McCann's skink, spotted skink and common gecko.
- 3.25 Craw Drive - David and Judith Craw were the previous owners of the development site at 285 Highsted Road. They owned the property from the early 1970's.
- 3.26 Flax Drive - The Styx catchment was an important area for the harvesting of flax. 'Maori Place Names of Canterbury', by James Herries Beattie refers to the river name as 'Pūharakekenui' meaning heaps of large flax, as the river was a reserve where an abundance of strong and large flax grew.

Note: Flax Drive is not to be used if Flaxmill Road accepted.

- 3.27 Quail Drive - New Zealand quail (*Coturnix novaezelandiae*), or koreke in Māori, was the only quail endemic to New Zealand, and was extinct by around 1875. Historically the New Zealand quail was caught for food along the river. The Styx catchment was important for food gathering. Research suggests that during the 1850's approximately 39 different bird species would have resided in the area.
- 3.28 Wira Wai Road - Wira Wai is the Te Reo Māori word for waterwheel. The river was used to drive waterwheels and provided an important source of power for sawmills and flaxmills.
- 3.29 Terra Road - In order to safely cross the Pūharakekenui/Styx River, sticks were laid out to mark safe passage on firm ground. 'Terra' represents the safe passage of land.
- 3.30 *Note: If any alternative name is chosen the appropriate road type will be used.*

Attachments Ngā Tāpirihanga

No.	Title	Page
A ↓	RMA/2021/708 & RMA/2021/2922 - Proposed Plan	23

Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

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

(a) This report contains:

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

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

Signatories / Ngā Kaiwaitohu

Authors	Leashelle Miller - Planning Technician Paul Lowe - Team Leader Planning
Approved By	John Higgins - Head of Planning & Consents Jane Davis - General Manager Infrastructure, Planning & Regulatory Services





9. Todd Avenue / Wairakei Road Intersection - Proposed No Stopping Restrictions

Reference Te Tohutoro: 21/1667016

Report of Te Pou Matua: Sally-Ann Marshall, Traffic Engineer,
sallyann.marshall@ccc.govt.nz

General Manager Jane Davis, General Manager Infrastructure, Planning & Regulatory
Pouwhakarae: Services, jane.davis@ccc.govt.nz

1. Purpose of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waimāero Fendalton-Waimairi-Harewood Community Board to consider options to improve visibility at the intersection of Todd Avenue and Wairakei Road. This report has been written following a request from a local resident to address visibility issues caused by vehicles being parked too close to the intersection.
- 1.2 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.
- 1.3 The community engagement and consultation outlined in this report reflect the assessment.
- 1.4 The recommended option is to install No Stopping restrictions in accordance with Attachment A.

2. Officer Recommendations Ngā Tūtohu

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time at the intersection of Todd Avenue and Wairakei Road as indicated in the drawing TG140770 Issue 1, dated 30/11/2021 (refer Attachment A) and detailed in recommendations 1a-1b below:
 - a. That the stopping of vehicles is prohibited at all times on the east side of Todd Avenue commencing at its intersection with Wairakei Road, and extending in a northerly direction into Todd Avenue for a distance of 15 metres.
2. Revoke any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in resolutions 1a – 1b above.
3. Approves that these resolutions 1 to 2 take effect when parking signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

3. Reason for Report Recommendations Ngā Take mō te Whakatau

- 3.1 A local resident has raised concerns that currently there is poor visibility exiting Todd Avenue at its intersection with Wairakei Road. This is due to vehicles being parked too close to the intersection, and is a particular issue as there is a funeral chapel opposite the intersection.
- 3.2 The recommendation is to install No Stopping restrictions in accordance with Attachment A. The length of No Stopping in this option is the minimum length needed to provide Minimum

Gap Sight Distance, allowing a driver exiting the driveway sufficient visibility of approaching traffic to make the desired turn safely.

- 3.3 Options within this report have been assessed against relevant industry-standard design guidance including the sight distance requirements of Council's Infrastructure Design Standard.

4. Alternative Options Considered Ētahi atu Kōwhiringa

- 4.1 The following feasible options have been considered:

- Option 1 - Install No Stopping Restrictions (preferred option)
- Option 2 - Do Nothing

- 4.2 Option Summary - Advantages and Disadvantages (Preferred Option)

- 4.2.1 The advantages of this option include:

- Addresses community concerns over the lack of visibility at the Todd Avenue intersection with Wairakei Road.
- Reduces the risk of a crash by improving sightlines at the Todd Avenue intersection with Wairakei Road.
- Legalises the no stopping of on-street parking near this entrance.

- 4.2.2 The disadvantages of this option include:

- Displaces parking to another location.

5. Detail Te Whakamahuki

- 5.1 Under the Christchurch City Council Road Classification Map, Todd Avenue and Wairakei Road are classified as a Local and Collector Road respectively.
- 5.2 Visibility can be limited by parked vehicles at the Todd Avenue intersection with Wairakei Road. There are moderate residential parking demands in the area with the funeral chapel opposite the intersection.
- 5.3 There have been no reported crashes at the Todd Avenue and Wairakei Road intersection in the last five years. This junction has no risk classification under Council's high risk junction mapping system.
- 5.4 Approval is required by the Waimāero/Fendalton-Waimairi-Harewood Community Board.
- 5.5 If approved, the recommendations will be implemented within the current financial year (generally around four weeks after the contractor receives the request, but this is subject to other factors such as resourcing and prioritisation beyond Council's control).

Community Views and Preferences

- 5.6 One affected resident has been advised of the recommended option by letter. We did not receive a response to the proposal.
- 5.7 The Team Leader Parking Compliance supports the preferred option.
- 5.8 The do nothing option is inconsistent with community requests to improve visibility at the intersection.

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 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):
 - 6.2.1 Activity: Transport
 - Level of Service: 10.0.6.1 Reduce the number of death and serious injury crashes on the local road network - ≤ 105 crashes

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 accessibility for pedestrians/drivers/cyclists, by providing a safer means of exiting Todd Avenue.

7. Resource Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

- 7.1 Cost to Implement – approximately \$250 for the new road markings and \$750 for producing the report,
- 7.2 Maintenance/Ongoing costs – approximately \$200 a 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 ↓	Attachment A: Wairakei Road/ Todd Avenue - Proposed No Stopping Retriction	29

Additional background information may be noted in the below table:

Document Name	Location / File Link

Confirmation of Statutory Compliance Te Whakatūturutanga ā-Ture

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

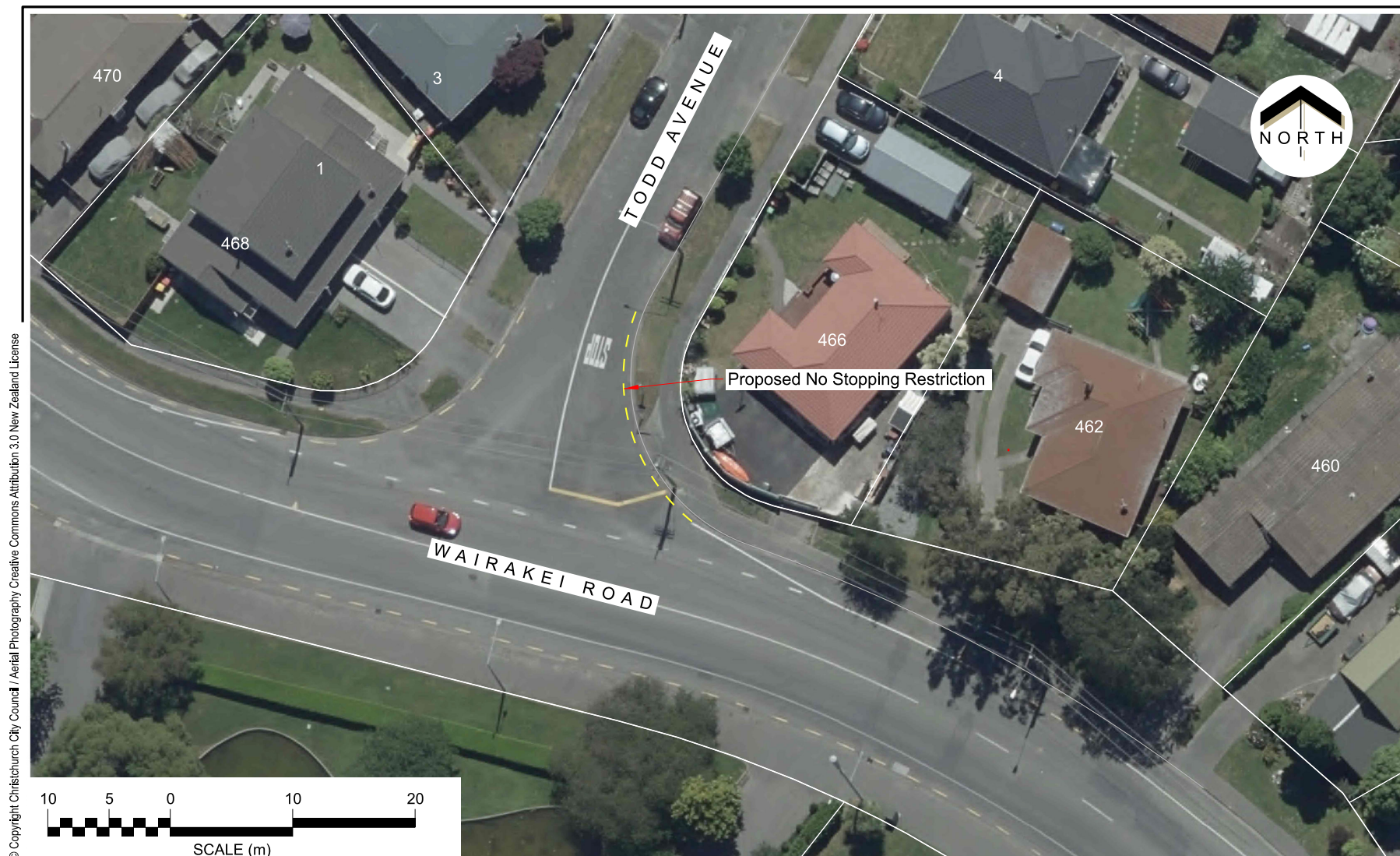
(a) This report contains:

- (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	Sally-Ann Marshall - Traffic Engineer
Approved By	Stephen Wright - Acting Manager Operations (Transport) Lynette Ellis - Head of Transport & Waste Management



Christchurch
City Council

Wairakei Road / Todd Avenue
Proposed No Stopping Restriction

Attachment A

Original Plan Size: A4

ISSUE.1 30/11/2021
TG140770 MJR

10. Hawkesbury Avenue and Somme Street Intersection: Proposed P3 and No Stopping Restrictions

Reference Te Tohutoro: 22/127871

Report of Te Pou Matua: Sally-Ann Marshall, Traffic Engineer

General Manager Jane Davis, General Manager Infrastructure, Planning & Regulatory Services, jane.davis@ccc.govt.nz

1. Purpose of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Waimāero Fendalton-Waimairi-Harewood Community Board to consider approval of P3 and No Stopping restrictions at the intersection of Hawkesbury Avenue and Somme Street.
- 1.2 This report has been written in response to a request from a trustee of the St Albans Catholic School Board to improve safety for pedestrians, mainly school children, when getting to school.
- 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 provide seven P3 parking spaces and No Stopping restrictions in accordance with Attachment A.
- 1.6 These measures will:
 - provide a safe, dedicated drop off and pick up point for school children at the St Albans catholic school.
 - reduce congestion at the school front on Rutland Street.
 - Improve general parking situation around the school.
 - improve sight distances when turning from Somme Street to Hawkesbury Avenue.

2. Officer Recommendations Ngā Tūtohu

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time at the intersection of Hawkesbury Avenue and Somme Street as indicated in the drawing TG140731 Issue 1, dated 28/07/2021 (refer Attachment A) and detailed in recommendations 1a-1e below:
 - a. That the stopping of vehicles is prohibited at all times on the southern side of Hawkesbury Avenue commencing at its intersection with Somme Street, and extending in a south westerly direction for a distance of 14 metres.
 - b. That the stopping of vehicles is prohibited at all times on the southern side of Hawkesbury Avenue commencing at its intersection with Somme Street, and extending in a north easterly direction for a distance of 14 metres.

- c. That the stopping of vehicles is prohibited at all times on the west side of Somme Street commencing at its intersection with Hawkesbury Avenue, and extending in a south easterly direction for a distance of eight metres.
 - d. That the stopping of vehicles is prohibited at all times on the east side of Somme Street commencing at its intersection with Hawkesbury Avenue, and extending in a north easterly direction for a distance of eight metres.
2. Approves that in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of vehicles be restricted to a maximum period of 3 minutes on the east side of Somme Street, commencing at a point eight metres south east of its intersection with Hawkesbury Avenue and extending in a south easterly direction for a distance of 40 metres, as detailed on Attachment A. This restriction is to apply for School Days Only, between the hours of 8:30am to 9:30am and 2:30pm to 3:30pm.
3. Revoke any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in resolutions 1a – 1d and 2 above.

3. Reason for Report Recommendations Ngā Take mō te Whakataurua

- 3.1 A trustee of the St Albans Catholic School Board has contacted the Council to improve safety for pedestrians, mainly school children, in the vicinity of the Hawkesbury Avenue/Somme Street intersection. The provision of more drop-off points along Somme Street will reduce congestion at the school frontage and benefit pedestrian safety, as well as generally improving the parking situation around the school.

4. Alternative Options Considered Ētahi atu Kōwhiringa

- 4.1 The recommendations in this report are consistent with the anticipated outcomes of the Traffic Safety and Efficiency Service Plan in the [Council's Long Term Plan \(2021 - 2031\)](#).
- 4.2 The following feasible options have been considered:
 - Option 1 - Install No Stopping Restrictions and P3 Parking Restriction (preferred option)
 - Option 2 - Do Nothing
- 4.3 Option Summary - Advantages and Disadvantages (Option 1 - preferred option)
 - 4.3.1 The advantages of this option include:
 - Improves pedestrian safety by reducing congestion at the front of the school on Rutland Street.
 - Provides a dedicated drop off and pick up point for school children.
 - Improves the general parking situation around school.
 - Reduces the risk of a collision by improving sightlines at the Somme Street intersection with Hawkesbury Avenue.
 - 4.3.2 The disadvantages of this option include:
 - May displace long term parking to another location.

5. Detail Te Whakamahuki

- 5.1 Currently there is no pick up and drop off dedicated parking for the school.

- 5.2 Newly installed bike lanes along Rutland Street have reduced the number of car parks available for school drop off and pick up. The school have said that some children are finding it difficult to cross the cycleway to get to the school.
- 5.3 Parents are currently tending to try and park at the Somme Street / Hawkesbury Avenue intersection to drop off and pick up
- 5.4 The area is zoned for high density housing and a new apartment development site has been purchased next to the school entrance which is expected to put further pressure on parking in the area.
- 5.5 Under the Christchurch City Council Road Classification Map, Somme Street and Hawkesbury Avenue are classified as local roads.
- 5.6 There have been no reported crashes at the Leacroft Street and Isleworth Road intersection in the last five years. This intersection has no risk classification under Council's high risk intersection mapping system.
- 5.7 Approval is required by the Waimāero Fendalton-Waimairi-Harewood Community Board.
- 5.8 If approved, the recommendations will be implemented within the current financial year (generally around four weeks after the contractor receives the request, but this is subject to other factors such as resourcing and prioritisation beyond Council's control).

Community Views and Preferences

- 5.9 Staff initially prepared a draft proposal for providing seven P3 parking restricted spaces and installing No Stopping restrictions to provide adequate visibility at the intersection, as shown in Attachment A.
- 5.10 Affected property owners and residents of Somme Street were advised of the recommended option by letter and were invited to comment.
- 5.11 We received one response from residents. This was generally in support of the proposals but requested that the No Stopping Restriction outside #42 be reduced along Hawkesbury Avenue to allow for a large vehicle to park there. This would affect the required visibility lines at the intersection however, so we are not able to action this request.
- 5.12 The Team Leader Parking Compliance supports the preferred option.
- 5.13 The do nothing option is inconsistent with community requests to improve pedestrian safety at the Somme Street and Hawkesbury Avenue intersection.

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 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):
 - 6.2.1 Activity: Transport
 - Level of Service: 10.3.3 Maintain customer perception of the ease of use of Council on- street parking facilities - ≥50% resident satisfaction

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

7. Resource Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

- 7.1 Cost to Implement – approximately \$1200 for the new signs and road markings and \$750 for producing the report.
- 7.2 Maintenance/Ongoing costs – approximately \$50 a 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 ↓	Somme St Hawkesbury Ave Proposed No Stopping and P3 Parking Restrictions drawing tg140731	36

Additional background information may be noted in the below table:

Document Name	Location / File Link

Confirmation of Statutory Compliance Te Whakatūturutanga ā-Ture

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

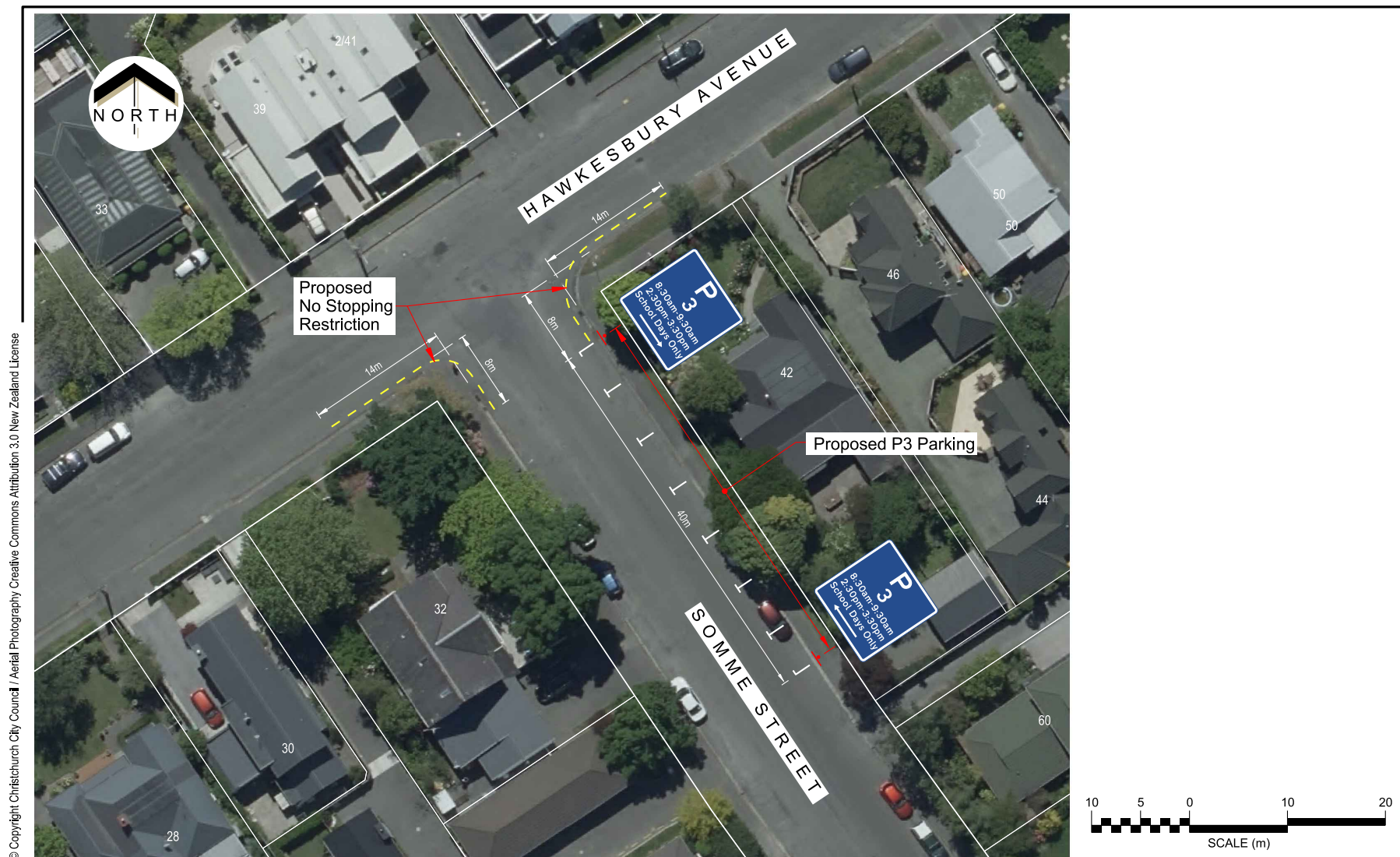
(a) This report contains:

- (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	Sally-Ann Marshall - Traffic Engineer
Approved By	Stephen Wright - Acting Manager Operations (Transport) Lynette Ellis - Head of Transport & Waste Management



Christchurch
City Council

Somme Street - St Albans Catholic School

Proposed No Stopping and P3 Parking Restriction

Attachment A

Designed by: ET Approved by:WG

Original Plan Size: A4

ISSUE.1 28/07/2021

TG140731 MJR

11. Waimāero Fendalton-Waimairi-Harewood 2021-22 Discretionary Response Fund Application - McLeans Island Golf Club Inc

Reference / Te Tohutoro: 22/371385

Report of / Te Pou
Matua: Lisa Gregory, Community Recreation Advisor,
lisa.gregory@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 Waimāero Fendalton-Waimairi-Harewood Community Board to consider an application for funding from its 2021-2022 Discretionary Response Fund from the organisation listed below.

Funding Request Number	Organisation	Project Name	Amount Requested	Amount Recommended
00063904	McLeans Island Golf Club Inc	Secure Storage Facility at Club	\$38,872	\$10,000

- 1.2 There is currently a balance of \$46,204 remaining in the fund

2. Officer Recommendations Ngā Tūtohu

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

- Approves a grant of \$10,000 from its 2021-22 Discretionary Response Fund to the McLeans Island Golf Club Inc towards the installation of a secure storage shed at their club.

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 Community Outcome of Resilient Communities.

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 2021-22 Discretionary Response Fund is as below.

Total Budget 2020/21	Granted To Date	Available for allocation	Balance If Staff Recommendation adopted
\$148,754	\$102,550	\$46,204	\$36,204

- 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 ↓	Waimāero Fendalton-Waimairi-Harewood 2021-22 Discretionary Response Fund Application - McLeans Island Golf Club Inc	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:

- (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	Lisa Gregory - Community Recreation Advisor
Approved By	Maryanne Lomax - Manager Community Governance, Fendalton-Waimairi-Harewood

2021/22 DRF FENDALTON-WAIMAIRI-HAREWOOD 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.

00063904	Organisation Name McLeans Island Golf Club Inc	Name and Description Secure Storage Facility at Club This project is about the construction of a purpose built secure storage shed for golf carts to replace the current storage containers.	Funding History Nil Other Sources of Funding Funds on hand - \$26,200	Request Budget Total Cost \$65,072 Requested Amount \$38,872 60% percentage requested Contribution Sought Towards: Equipment/Materials - \$38,872	Staff Recommendation \$10,000 The Waimāero Fendalton-Waimairi-Harewood Community Board approve a grant of \$10,000 from its 2021-22 Discretionary Response Fund to the McLeans Island Golf Club Inc towards the installation of a secure storage shed at their club.	Priority 2			
<table><tr><td>Organisation Details: Service Base: 800 Mcleans Island Road, Harewood Legal Status: Incorporated Society Established: 1/09/1969 Staff – Paid: 5 Volunteers: 16 Annual Volunteer Hours: 60 Participants: 250 Target Groups: Sports/Recreation Networks: Golf NZ Organisation Description/Objectives: A golf club offering golf to both members and green fee players</td><td>Alignment with Council Strategies and Policies<ul style="list-style-type: none">Strengthening Communities StrategyPhysical Recreation and Sport StrategyAlignment with Council Funding Outcomes<ul style="list-style-type: none">Support, develop and promote capacityCommunity participation and awarenessProvide community based programmesReduce or overcome barriers Outcomes that will be achieved through this project More people of all ages playing golf. Keeping older players involved in golf leading to better social interaction and connections. Attracting new members and retaining current members because they have is a safe and secure facility. How Will Participants Be Better Off? Keeping older players and people with injuries involved in sport and recreation. People who would normally no longer be able to play, are able to with the use of carts. Providing a safer storage environment for all users.</td><td>Staff Assessment The McLeans Island Golf Club are located at McLeans Island in Harewood and have been established since 1969. They currently have 250 members at the club as well as casual players that play at the course. They endeavour to keep their charges/subscriptions low and affordable and their green fees and memberships are some of the cheapest in the city. The club aims to keep as many people, especially older people involved in golf as they can and see it as a good opportunity for social connection and recreation. Following the Covid-19 restrictions, the course has become popular with Christchurch golfers recently. This has been a positive outcome for the club who have been working hard to rebuild financially over the last six years. Since re-building financially a lot of maintenance has not been done at the club and there are several urgent projects that have arisen that need attention, such as their course irrigation system and a secure storage option. The club are working towards raising funds for the replacement of the course irrigation system at quite a large cost, but another unforeseen cost to the club that had not been planned for is the replacement of their storage shed. This application to the Community Board is for costs towards the construction of a secure storage shed at their club for golf carts at a total cost of \$65,072. The four storage containers they are currently using have become a health and safety risk as the flooring on all four of them is in very bad condition. This is particularly a big risk for the older players. These containers are also not very secure and the padlocks have been cut and containers burgled on two occasions. The new storage building will have automatic security type doors. The club have requested a contribution towards the materials for the storage shed. They will also apply to other funders for a portion of the project costs and will contribute their own funds on hand to any shortfall. As the golf club leases land from ECAN they have sought permission from them and have checked with Council and no consents are required.</td></tr></table>							Organisation Details: Service Base: 800 Mcleans Island Road, Harewood Legal Status: Incorporated Society Established: 1/09/1969 Staff – Paid: 5 Volunteers: 16 Annual Volunteer Hours: 60 Participants: 250 Target Groups: Sports/Recreation Networks: Golf NZ Organisation Description/Objectives: A golf club offering golf to both members and green fee players	Alignment with Council Strategies and Policies <ul style="list-style-type: none">Strengthening Communities StrategyPhysical Recreation and Sport Strategy Alignment with Council Funding Outcomes <ul style="list-style-type: none">Support, develop and promote capacityCommunity participation and awarenessProvide community based programmesReduce or overcome barriers Outcomes that will be achieved through this project More people of all ages playing golf. Keeping older players involved in golf leading to better social interaction and connections. Attracting new members and retaining current members because they have is a safe and secure facility. How Will Participants Be Better Off? Keeping older players and people with injuries involved in sport and recreation. People who would normally no longer be able to play, are able to with the use of carts. Providing a safer storage environment for all users.	Staff Assessment The McLeans Island Golf Club are located at McLeans Island in Harewood and have been established since 1969. They currently have 250 members at the club as well as casual players that play at the course. They endeavour to keep their charges/subscriptions low and affordable and their green fees and memberships are some of the cheapest in the city. The club aims to keep as many people, especially older people involved in golf as they can and see it as a good opportunity for social connection and recreation. Following the Covid-19 restrictions, the course has become popular with Christchurch golfers recently. This has been a positive outcome for the club who have been working hard to rebuild financially over the last six years. Since re-building financially a lot of maintenance has not been done at the club and there are several urgent projects that have arisen that need attention, such as their course irrigation system and a secure storage option. The club are working towards raising funds for the replacement of the course irrigation system at quite a large cost, but another unforeseen cost to the club that had not been planned for is the replacement of their storage shed. This application to the Community Board is for costs towards the construction of a secure storage shed at their club for golf carts at a total cost of \$65,072. The four storage containers they are currently using have become a health and safety risk as the flooring on all four of them is in very bad condition. 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12. Waimāero Fendalton-Waimairi-Harewood Community Board Area Report - April 2022

Reference / Te Tohutoro: 22/338658

Report of / Te Pou
Matua: Maryanne Lomax, Community Governance Manager,
maryanne.lomax@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 Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Receive the Waimāero Fendalton-Waimairi-Harewood Community Board Area Report for April 2022.

3. Community Support, Governance and Partnership Activity

3.1 Community Governance Projects

Activity	Detail	Timeline	Strategic Alignment
Community Garden Pride Awards 2022	Judging for the 2022 Community Garden Pride Awards has been completed. To date, 194 residents have returned their cards to receive their certificate.	April 2022	<ul style="list-style-type: none"> • Liveable City • Resilient Communities
Community Service Awards 2022	Community Service Awards are given to individuals and groups in recognition of significant voluntary service. Nominations close on 14 April 2022. To date, we have received four nominations.	April to June 2022	<ul style="list-style-type: none"> • Resilient Communities
Computers to the Community Scheme	The Waimāero Community Governance Team manages the Council's Computers to the Community Scheme which distributes ex CCC desktop and laptop computers to not-for-profit community organisations. During the period of Jan-Mar 2022, 59 computers have been given out.	Ongoing	<ul style="list-style-type: none"> • Resilient Communities

3.2 Community Capacity Building - Speaker Series

The local Community Development Advisers have been developing a series of speakers to assist community organisations in the Fendalton-Waimairi-Harewood area. Topics have been identified through engagement with local groups.

The first workshop of the Speaker Series took place in March; Thrive and Revive - Managing Capacity and Reducing Overwhelm. The 3-hour workshop took place on zoom over two separate sessions. It was delivered through Mental Health Education and Resource Centre (MHERC) and facilitated by Marina Shearer.

The workshop addressed the reality of regularly being overwhelmed. Participants learnt how to reduce overwhelm by assessing and managing their values, workload, behavioural styles and personal capacity. Twenty people attended the workshop from over eleven different organisations.

Feedback from one of our local community workers:

Thank you for organising the Thrive & Revive course. I found it really helpful, especially the 2nd part. Maria was an excellent presenter and gave some really good information and advice.

3.3 Community Funding Guide

The local Community Advisers have recently developed a guide to the various funding schemes available through the Waimāero Fendalton-Waimairi-Harewood Community Board, including dates, criteria and application process.

They have also created an information sheet which provides tips and advice on how to complete an application form.

3.4 Community Funding Summary

3.4.1 A status report on the Board's 2021-22 Discretionary Response Fund and Youth Development Fund as at 24 March 2022 is attached (refer **Attachment A**).

3.4.2 The Strengthening Communities Fund opened for applications on Monday 21 March 2022 and closes on Tuesday 26 April 2022. The Waimāero Fendalton-Waimairi-Harewood Community Governance Team have circulated information regarding the fund to their community database.

Information on the fund is available on the Council's website:

<https://ccc.govt.nz/culture-and-community/community-funding/scfund>

3.5 Participation in and Contribution to Decision Making

3.5.1 Council Engagement and Consultation

- **Christchurch Gondola top terminal building - new lease**

Christchurch Gondola is applying for a new lease for its top terminal building in Mt Cavendish Reserve on the Port Hills. The existing lease is due to expire, and a change in legislation means public consultation is required to confirm a new lease.

Feedback closes on 27th April 2022.

<https://ccc.govt.nz/the-council/haveyoursay/show/485>

- **Opting out of kerbside collected and targeted rate**

The Council is proposing to allow multi-unit residential developments that use an approved alternative to Council's three-bin kerbside collection service, to not pay the Waste Minimisation Targeted Rate.

Feedback closes on 18th April 2022.

<https://ccc.govt.nz/the-council/haveyoursay/show/490>

- **Draft Annual Plan 2022/23**

Christchurch City Council's Draft Annual Plan 2022/23 outlines what we'll spend on projects and day-to-day services over the next financial year and how they'll be financed.

Feedback closes on 19th April 2022.

<https://ccc.govt.nz/the-council/haveyoursay/show/494>

4. Advice Provided to the Community Board

- 4.1 Customer Service Request Report - Hybris monthly report for February 2022 attached, providing an overview of the number of Customer Service Requests that have been received, including the types of requests being received and a breakdown of how they are being reported (refer **Attachment B**).
- 4.2 Fendalton-Waimairi-Harewood Graffiti Report - February 2022 (refer **Attachment C**).
- 4.3 Memo - Update on Jeffreys Suction Tank Upgrade (*circulated 14 March 2022*)
- 4.4 Memo - Flooding Investigation - Brenchley Avenue (*circulated 16 March 2022*)
- 4.5 Memo - Christchurch District Plan Changes (*circulated 22 March 2022*)
- 4.6 Memo - Strengthening Communities Fund (*circulated 18 March 2022*)
- 4.7 SWN - Jeffreys Reserve - water supply pump station upgrade (*circulated 24 March 2022*)
- 4.8 Memo - Update on Apollo Centre RFP Process (*circulated 25 March 2022*)
- 4.9 Memo - proposed safety improvements at the Clyde/Greers intersection (*circulated 28 March 2022*)
- 4.10 Memo - proposed safety improvements at the Clyde/Ilam intersection (*circulated 28 March 2022*)
- 4.11 Memo - Rugby Street - Merivale (*circulated 28 March 2022*) **Refer to Attachment D**
- 4.12 Memo - Effects of removing minimum parking requirements (*circulated 28 March 2022*)
Refer to Attachment E

Attachments Ngā Tāpirihanga

No.	Title	Page
A ↓	Fendalton-Waimairi-Harewood Board Funding Update - April 2022	45
B ↓	Fendalton-Waimairi-Harewood Hybris Ticket Report - February 2022	47
C ↓	Fendalton-Waimairi-Harewood Graffiti Snapshot - Feb-March 2022	48
D ↓	Memo - Rugby Street – Merivale	51
E ↓	Memo - Effects of Removing Minimum Parking Requirements	54

Signatories / Ngā Kaiwaitohu

Authors	Maryanne Lomax - Manager Community Governance, Fendalton-Waimairi-Harewood Natalie Dally - Community Development Advisor Karen Boag - Community Development Advisor Lisa Gregory - Community Recreation Advisor Aidan Kimberley - Community Board Advisor Kirsty Robinson - Support Officer
Approved By	Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support and Partnerships

Waimāero Fendalton-Waimairi Harewood Board Funding Summary

Updated - 24 March 2022

Fendalton/Waimairi Discretionary Response Fund	Allocation 2021-22	Board Approval (Date)
Budget 2021-22		
Carried Over from 2020-21	\$ 64,963	
Remaining Funds from SCF 2021-22	\$ 67,791	
Total for 2021-22 Financial Year	\$ 132,754	
Youth Development Fund - Opening Balance allocation	\$ 5,000	16-Aug-21
Allocations made		
Girl Guides Assn of NZ (Kendal Girl Guides Jamboree) Note: Board approved \$450 on 16 August 2021 however event has now been cancelled and funding is being returned.	\$ -	16-Aug-21
Burnside High School - South Island Basketball Tournament Note: Board approved \$1,000 16 August 2021 however payment not processed due to event being cancelled	\$ -	16-Aug-21
Burnside High School (Senior Dance Team)	\$ 1,000	13-Sep-21
Burnside High School (Spirit of Adventure Voyage)	\$ 1,200	15-Nov-21
Hayley Mackey (Judo Tournaments - Europe and Africa)	\$ 500	14-Feb-22
Delegation: Community Governance Manager Fendalton-Waimairi-Harewood to approve YDF applications up to \$350		12-Apr-21
Nathan Dix - First XI football tournament Note: CGM approved \$150 on 18 August 2021 however payment not processed due to event being cancelled	\$ -	
Jay Xuan Tan - AIMS Games Note: CGM approved \$150 on 18 August 2021 however payment not processed due to event being cancelled	\$ -	
Hannah MacKay (Girl Guide Jamboree Alternative local event)	\$150	8-Sep-21
Owen Dabkowski (Duke of Edinburgh Gold - Tramping Trip)	\$ 150	23-Sep-21
Neve Nuku (Summer Netball Camp)	\$ 100	15-Nov-21
Youth Development Fund Balance - Available for allocation	\$ 1,900	
Discretionary Response Fund - Total Allocation	\$ 132,754	
Allocations made		
Celebrate Bishopdale 2021 (Board Project)	\$ 8,000	16-Aug-21
Culture Galore 2022 (Board Project)	\$ 12,000	16-Aug-21
2020-21 Youth Development Fund (Board Project)	\$ 5,000	16-Aug-21
Youth Activities and Events (Board Project)	\$ 5,000	16-Aug-21
Community Service Awards 2022 (Board Project)	\$ 3,000	16-Aug-21
Summer with your neighbours 2021-22 (Board Project)	\$ 4,000	16-Aug-21
Community Liaison and Events (Board Project)	\$ 2,000	16-Aug-21
Burnside Rugby Football Club Inc (Security Cameras)	\$ 3,300	16-Aug-21

Burnside Park Tennis Club (<i>Upgrade of Astro Grass</i>) Note: \$16,000 approved - project not going ahead and funding has been returned	\$ -	13-Sep-21
FC Twenty 11 (<i>Replacement of Broken Football Goals</i>)	\$ 2,250	13-Sep-21
Community Pride Garden Awards 2022 (<i>Board Project</i>)	\$ 3,000	18-Oct-21
Northgate Community Services Trust (<i>Kitchen Upgrade</i>)	\$ 5,000	18-Oct-21
Bengali Association Christchurch (<i>Durga Puja Event</i>)	\$ 2,000	18-Oct-21
Neighbourhood Trust (<i>Parenting Adventures</i>)	\$ 1,000	18-Oct-21
Anglican Diocese of Christchurch - Parish of Merivale St Albans (<i>All Souls - Children and Youth Connect</i>)	\$ 6,000	13-Dec-21
Anglican Diocese of Christchurch - Parish of Merivale St Albans (<i>The Corner Community Hub</i>)	\$ 10,000	13-Dec-21
Burnside Park Tennis Club (<i>Clubhouse roof repairs</i>)	\$15,000	14-Feb-22
Discretionary Response Fund Balance - Available for allocation	\$ 46,204	

Ticket Report

01 Feb 2022 - 28 Feb 2022

Fendalton-Waimairi-Harewood

Tickets Reported in February 2022

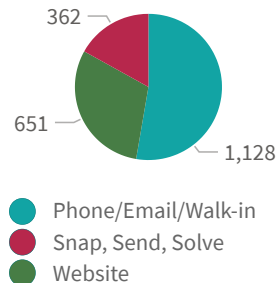
2,141

Tickets Reported

Status as of Report Date

1,521 Closed/Resolved
620 Open

Channels



Currently Open Tickets*

1,916

Open Tickets

135

Avg open ticket age (days)

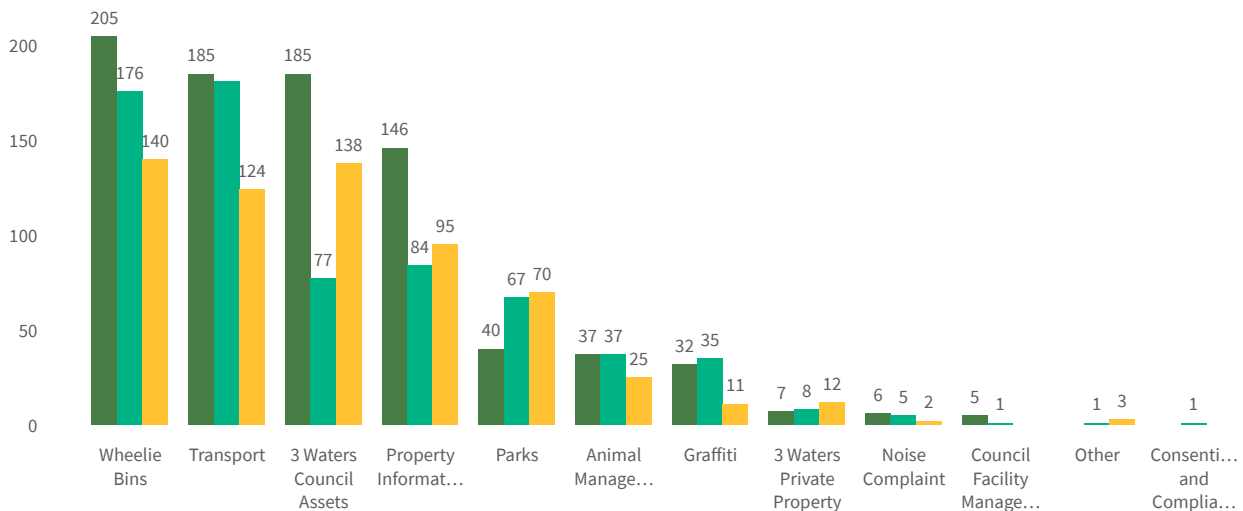
25% of open tickets are less than 9 days old

50% of open tickets are less than 43 days old

75% of open tickets are less than 170 days old

*Open as of report date, reported all time

Tickets Reported this Period by Incident Category



Top 10 Issues

# Tickets	Object Category (sub-categories of the above)
246	Leak (Water Supply)
175	Damaged Bin
166	Bin Not Collected
139	Residential Property Files
121	Residential LIM
83	Road Asset (e.g.footpath,road,furniture)
80	Tree (Road)
67	Litter (Road)
62	Missing Bin
54	Enhanced Service

Report date:
03 Mar 2022

Graffiti Insight Fendalton-Waimairi-Harewood Reported Graffiti

Feb 20 – March 20th 2022

By Ward

Ward	# of Tickets	% Monthly Change	# of Tickets - Previous Month
Harewood	45	-22%	36
Fendalton	39	-41%	32
Waimairi	20	36%	11
Total	104	-22%	79

By Suburb

Suburb	# of Tickets	% Monthly Change	# of Tickets - Previous Month
Bishopdale	36	-4%	24
Burnside	20	-40%	15
Bryndwr	10	40%	5
Avonhead	5	150%	2
Merivale	8	67%	3
Fendalton	5	-57%	7
Ilam	6	-40%	5

By Street

Street	# of Tickets	% Monthly Change	# of Tickets - Previous Month
Bishopdale Park	16	0%	9
Bishopdale	5	100%	2
Jellie Park	13	-60%	10
Tralee Reserve	1		
Merivale Reserve	3		
Sawyers Arms	3	200%	1
Bealey Avenue \ Dublin Street	2	100%	1
Play Park	2		
Greens	1		

Reporters

Graffiti Programme "Tag Spotters" are not reporting in a volunteer capacity while we operate under RED

Reporter Type	202202	202203	Total
Non Volunteer	20	46	66
Total	20	46	66

Handling Officer/Processor

Asset Owner (or council contractor) responsible for removing graffiti.

Graffiti Team (CCC)

- Private property, owners contacted and offered solutions for removal

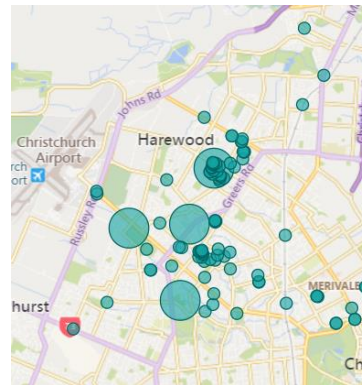
City Care (Graffiti)

- Council asset/bordering council property

City Care (Northern Road Maintenance)

- Council roading asset

Map View



Frequently Reported TAG

TOMB
NEAS
DETOR

Processor	Total
City Care (Graffiti) (External Contractor)	59
Graffiti Team (CCC Internal)	9
Enable (Graffiti) (External Contractor)	8
Parks Triage Officer (CCC Internal)	6
Orion (Graffiti) (External Contractor)	4
Vodafone NZ (External Contractor)	4
2 Degrees (External Contractor)	2
Chorus (Graffiti) (External Contractor)	2
City Care Water Pumps (External Contractor)	2
Denny Roberts	2
NZTA (Downer Southern Link) (External Contractor)	2
Intergroup (Heritage Graffiti) (External Contractor)	1
No Result (CCC Internal)	1
Spark NZ (External Contractor)	1
Tree Tech (External Contractor)	1
Total	104

Graffiti Insight Fendalton-Waimairi-Harewood

graffiti
PROGRAMME

Feb 20 – March 20th 2022

Removed Graffiti

By Ward

Ward	Cleaned Graffiti Square Metres
Harewood	306
Fendalton	187
Waimairi	56

By Suburb

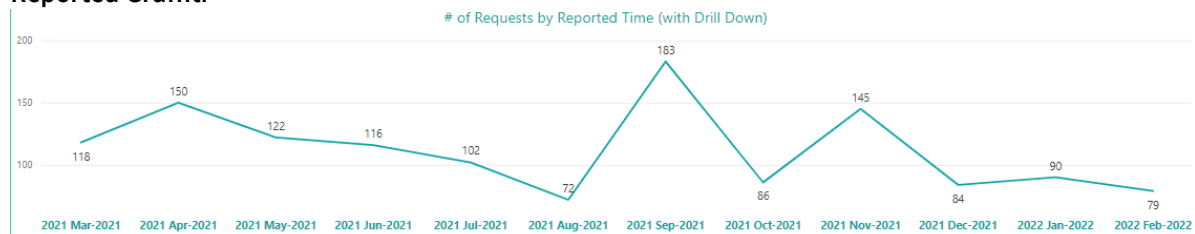
Suburb	Cleaned Graffiti Square Metres
Bishopdale	162
Merivale	
Fendalton	13
Burnside	20
Harewood	18
Ilam	2
Bryndwr	51
Avonhead	2

By Street

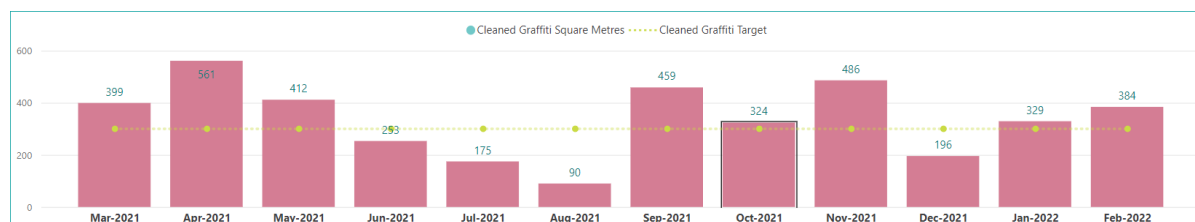
Street	Cleaned Graffiti Square Metres
Main North	114
Jellie Park	97
Bishopdale Park	71
Barnes Reserve	44
Sawyers Arms	34
Fendalton Park	30
Waimairi Cemetery	21
Morley	20

Ward Trends

Reported Graffiti



Removed Graffiti











TAG Images/Locations

<p>graffiti 25/02/2022</p> <p>Non offensive graffiti on the ... Label: (not defined) Ward: Fendalton Suburb: Burnside Length (m):6 Height (m):5 Status: Identified</p>	<p>SSS report ID: 2173592 24/02/2022</p> <p>Graffiti on wall, walk way bet... Label: (not defined) Ward: Harewood Suburb: Styx Length (m):11 Height (m):4 Status: Identified</p>	<p>graffiti 24/02/2022</p> <p>Waimairi Cemetery toilets Label: (not defined) Ward: Waimairi Suburb: Burnside Length (m):5 Height (m):3 Status: Identified</p>	<p>Graffiti - Yaldhurst Domain 24/02/2022</p> <p>Yaldhurst Domain toilet Label: (not defined) Ward: Harewood Suburb: Yaldhurst Length (m):2 Height (m):2 Status: Identified</p>
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Graffiti Insight Fendalton-Waimairi-Harewood

Feb 20 – March 20th 2022

graffiti
PROGRAMME

<p>Graffiti - Blighs, Windermere to Ashmore 24/02/2022</p>  <p>(no description) Label: (not defined) Ward: Fendalton Suburb:Papanui Length (m):7 Height (m):2</p>	<p>Graffiti 245 Sawyers Arms Road 16/02/2022</p>  <p>Graffiti Spotted on: Wall Det... Label: (not defined) Ward: Harewood Suburb:Bishopdale Length (m):1 Height (m):1</p>	<p>Graffiti - 12 Lloyd Street Bryndwr, Christchurch, 8052 16/02/2022</p>  <p>Anti vax graffiti on poles do... Label: (not defined) Ward: Fendalton Suburb:Bryndwr Length (m):5 Height (m):5</p>	<p>Graffiti - Sledmere, Mappleton to Epping 15/02/2022</p>  <p>Tagging down the alleyway, ... Label: (not defined) Ward: Waimairi Suburb:Burnside Length (m):9 Height (m):1</p>
<p>SSS report ID: 2147136 14/02/2022</p>  <p>(no description) Label: tck Ward: Harewood Suburb:Belfast Length (m):1 Height (m):2</p>	<p>SSS report ID: 2123649 05/02/2022</p>  <p>(no description) Label: (not defined) Ward: Harewood Suburb:Bishopdale Length (m):- Height (m):1</p>	<p>SSS report ID: 2122658 04/02/2022</p>  <p>Graffiti in jellie park toilets Label: (not defined) Ward: Fendalton Suburb:Burnside Length (m):1 Height (m):1</p>	<p>SSS report ID: 2122591 04/02/2022</p>  <p>Bishopdale park Label: (not defined) Ward: Harewood Suburb:Bishopdale Length (m):1 Height (m):-</p>

Item 12
Attachment C

Memos



Memo

Date: 28 March 2022
From: Transport Operations
To: Fendalton, Waimari, Harewood Community Board
Cc:
Reference: 22/293820

Rugby Street, Merivale - Residents Parking Concern

1. Purpose of this Memo

- 1.1 Council has recently received correspondence from two residents of Rugby Street in Merivale who have concerns relating to the traffic and parking situation on the street.
- 1.2 One of the concerns raised relates to new, multi-unit developments being built in the street. This is being addressed in a separate memo “Effects of Removing Minimum Parking Requirements”, requested by Fendalton-Waimairi-Harewood Community Board (at the meeting of 14/02/2022). The purpose of the memo is discussion around options to mitigate adverse effects on local amenity as a result of the changes around housing intensification and removal of minimum car parking requirements under the National Policy Statement for Urban Development.

2. Discussion

The resident’s concerns are discussed as follows:

- 2.1 Road Design:
 - 2.1.1 **Residents concern** - road safety issues related to the street width, with the perception being that the street is too narrow.
 - 2.1.2 **Technical response** - Rugby Street is classified as a local road. The design of local roads is that the roadway width (kerb to kerb), is nine metres, as shown in Figure 1 (*Road Classification Street Design Standards, 1 July 2013*).

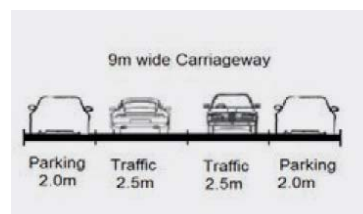


Figure 1 – Local Road Cross-Section

This design is duplicated in numerous local streets throughout the city (there are currently 848 Local Roads that are between 9.0 metres and 9.5 metres wide with Rugby Street being 9.3 metres).

Memos



Referring to the Figure 1 above, vehicles can travel in both directions on Rugby Street between parked vehicles, as is the case on the many numerous local urban roads throughout the city.

- 2.1.3 **Residents concern** - that there have been innumerable crashes on this section of Rugby Street.

Technical response - A search of the Waka Kotahi New Zealand Transport Agency's Crash Analysis System (CAS) did not identify any reported crashes in this location in the last five years.

We would encourage residents to report minor incidents.

2.2 Parking Management

- 2.2.1 **Residents concern** - The two residents of Rugby Street are seeking to have all day/commuter parking removed, with further time limited restrictions and the introduction of a resident's only parking exemption. While this will mitigate the concerns raised in Rugby Street, it will have the effect of migrating the parking demand to neighbouring streets.

- 2.2.2 **Technical response** - The current District Plan area zoning for Merivale does not require new developments to provide on-site parking. This is a directive in the Government's National Policy Statement for Urban Development (NPS-UD) which required Christchurch City Council (and other Tier 1-3 Councils) to remove minimum car parking requirements in the District Plan by 20 February 2022.

Merivale is an area where the demand for on-street parking far exceeds the available supply. In 2008/09, Council produced the Merivale Parking Plan (South and North) which sought to provide equity between long term and short term parking needs in this area, and Rugby Street was part of this parking management strategy.

The current parking management situation along Rugby Street includes unrestricted parking on the south side and restricted P120 (11 am to 3pm) on the north side. These times were applied to give the residents access to these parking spaces for the most part of the day whilst deterring all day parking from commuters and employees from the adjacent Merivale commercial area.

Of the approximate 1,050 residential units within the Merivale Parking Plan area, Council receives only a handful of complaints about kerbside parking. Council needs to consider whether a holistic parking management for the area is adopted, or localised complaints are addressed on a case by case basis which could lead to inconsistencies across the area.

In addition the majority of the properties along Rugby Street have off street parking.

2.3 Safety when Exiting Driveway

- 2.3.1 **Residents concern** - One resident states that exiting their driveway onto the road is a safety issue.

- 2.3.2 **Technical response** - The property of the complainant has an approximate six metre vehicle access to the kerb, compared to the standard 3.5 metre wide single access for most residential properties. A site visit and analysis of available street and aerial views show that vehicles are generally not parked within the legal one metre setback required. However a 6m wide access should be far more than sufficient to mitigate the issues of any vehicle parking within the 1m area,

Memos



The situation with vehicles parked adjacent to vehicle crossings at this resident's property is duplicated numerous times throughout the city adjacent to vehicle crossings. Similar to the issue of time restricted parking above, if Council removes parking at one vehicle entrance and installs broken yellow lines, it removes valuable parking assets in the area and it sets a precedent at all vehicle crossings, which is not practical or reasonable on a city wide basis.

3. Conclusion

- 3.1 Council can consider alternative options for parking management on Rugby Street including residents only and further/paid parking restrictions. Assessing localised solutions only moves the problem to neighbouring streets however and also sets a precedence for applying further restrictions in other locations.
- 3.2 Any changes to parking management on Rugby Street would need to be discussed with all residents of Rugby Street, and adjoining streets. Should residents only parking be considered, all residents will be entitled to apply for the limited number of permits available. The applicant's eligibility will be assessed using the criteria specified in the Christchurch Suburban Parking Policy, with residents with no access to on-site parking having priority.

Attachments Ngā Tāpirihanga

There are no attachments to this memo.

Signatories / Ngā Kaiwaitohu

Author	Sally-Ann Marshall - Traffic Engineer
Approved By	Stephen Wright - Acting Manager Operations (Transport)

Memos



Memo

Date: 25 March 2022
From: John Higgins, Head of Planning & Consents
To: Fendalton-Waimairi-Harewood Community Board
Cc:
Reference: 22/246707

Effects of removing minimum parking requirements

1. Purpose of this Memo

- 1.1 This memo provides options to mitigate adverse effects on local amenity as a result of the changes to the District Plan in respect of housing intensification and the removal of minimum car parking requirements under the National Policy Statement for Urban Development. This information is provided in response to a request from the Fendalton-Waimairi-Harewood Community Board (14 February 2022 meeting) that advice be brought either to the Board or a Combined Community Boards Briefing (with a copy of the advice being circulated to the Board to allow public visibility) within two months.

2. Housing intensification and parking changes

- 2.1 The Government's National Policy Statement for Urban Development (NPS-UD) required the Christchurch City Council (and other Tier 1-3 Councils) to remove minimum car parking requirements in the District Plan by 20 February 2022. These requirements have now been removed, and parking is no longer required to be provided, but developer and landowners can still provide parking if they choose to. The change is aimed at freeing up more land for development, instead of it being used for parking, as well as encouraging alternative forms of transport rather than private vehicles.
- 2.2 The NPS-UD also requires Council to notify a plan change enabling housing intensification by 20 August 2022. The legislation aims to make it easier for new housing to be built in cities around the country, with Christchurch's growing population expected to require an additional 70,000 houses over the next 30 years. Combined Community Boards were briefed on the NPS-UD and the suite of related plan changes in February 2022.

3. Background to parking issues and previous responses

- 3.1 In most suburban areas of Christchurch, free and unrestricted (not time-restricted) on-street parking is available. Occupancy rates are generally low, so there are no real issues for residents, businesses and their visitors to find parking on-street within a short walk. There are, however, some suburban areas where there is an increasing and high demand for parking from residents, businesses and commuters, which makes it difficult to find a park and puts pressure on road space. These areas are generally located within walking distance from popular destinations, such as commercial centres, business parks, the university and the airport.
- 3.2 In 2008, Merivale residents raised concerns about on-street parking demand within their area. Council staff responded by developing the Proposed Merivale Parking Plan (PMPP). This local

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- parking management plan was developed to relieve parking stress by improved management of parking within the area between Carlton Mill Road, Rossall Street, Heaton Street, and Papanui Road.
- 3.3 Staff acknowledge that there are a number of activity generators in the area contributing to a high demand for on-street parking including:
- a) Secondary school parking demands - staff & senior pupils
 - b) Merivale Commercial Centre
 - c) Redevelopment/intensification of residential properties
 - d) St Georges Hospital - continuing expansion
 - e) Papanui Road Bus Priority scheme - required short term time-restricted parking to be provided on Papanui Road side roads, to compensate for loss of peak time parking on Papanui Road from the operation of bus lanes.
- 3.4 As the Merivale area (defined above) is mostly comprised of local streets, the PMPP was divided into two parts – South and North. Following consultation with residents, staff submitted the first report, Merivale South, to the Fendalton/Waimairi Community Board in August 2008. This report recommended and gained approval for the following:
- a) In high demand areas, two hour (P120) time-restrictions on one side of each street block, where agreement with residents was reached. Note these P120 restrictions only operate during the middle of the day. This prevents all-day commuter parking, freeing up the spaces for other uses for residents and visitors.
 - b) Unrestricted parking on the opposite side of the street blocks above. The plan was to evenly split the demand from longer term parking and shorter term parking requirements.

In February 2009, Council staff submitted a report regarding the parking plan for the northern area of Merivale. The Board approved the report's recommendations. The northern area contained two significant activity generators, being Merivale Mall and St Georges Hospital. Council applied specific shorter term parking time restrictions and no-stopping markings on narrow roads in the northern Merivale area. After implementation, most of the streets within a roughly 400m radius of the Merivale Mall had some form of time-restricted parking on one side of the street. Most of the streets in this area have unrestricted parking on the other side of the street. Outside these North and South Merivale areas, parking is unrestricted in the rest of Merivale.

It is too early to know what the impact of the recent removal of parking minimum requirements will be on parking supply in the area. The parking minimums were removed from the Central City in 2012, and there has still been provision of off-street parking. In fact there are now more carparks in the Central City, than there were pre-earthquake when parking minimums were in place. Some of this is a result of the carparks on vacant sites post-earthquake.

4. Current tools to manage parking

- 4.1 Public parking on city streets is valuable and needs to be well used. A target of 85 per cent occupancy (international good practice) provides a balance of good usage with maintaining available parking spaces close to where people want them. By supporting higher turnover, more people can benefit from the spaces, with different people using the space at different times of day, and on different days of the week. This is generally preferable to a single vehicle using a public space all day to the exclusion of everyone else.

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- 4.2 The Christchurch Suburban Parking Policy (2019) details Council policy for managing on-street parking in our suburban areas such as Merivale. It includes guidance on how to prioritise different types of parking (e.g. residents versus commuters), how to use time restrictions to ensure availability, and how to use parking pricing (meters) to ensure availability. The policy also allows for residential exemption permits where local residents could be permitted to park in time-restricted parking spaces for the long term. There is also a Central City Parking Policy, with similar policies.
- 4.3 As the city grows and demand for on-street parking increases, these tools allow public on-street space to be shared by everyone. For example, in areas of high demand close to shopping centres, this could include applying daytime time-restrictions on one side of the street. In this example, spaces are still available for long term use at night for local residents, while some are time-restricted and always available for visitors to local businesses.
- 4.4 The Christchurch Suburban Parking Policy was developed prior to the removal of minimum parking requirements from the District Plan. However, its policies are still relevant for this current situation of having no minimum parking requirements, and there are plans to review its effectiveness in coming years as we start seeing the effects of the NPS-UD. The effects of the removal of the minimum parking requirements will be monitored to see if there is a need to also review the Merivale Parking Plan.

5. Other tools

- 5.1 Spatial planning work is also underway via the Ōtautahi Christchurch Plan which includes identifying intensification areas. Proposed follow on work from that is more detailed planning of neighbourhood areas where significant intensification is occurring. At that time, there will be an opportunity to further consider the environment as a whole including on-street car parking, tree planting, open space, etc.

6. Conclusion

- 6.1 Areas of intensification will put pressure on on-street car parking, particularly now that developers are not required to include parking in new developments. Developers will still provide car parking in many areas, and are still required to provide accessible car parking, but the number of on-site car parks will be driven by demand.
- 6.2 Our existing parking policies provide for a demand-driven approach to parking management: when parking is observed to regularly have high occupancy rates, a mixture of time restrictions and parking meters can be installed. These tools allow public on-street space to be shared by everyone. Existing policies also allow for space to be dedicated to people with restricted mobility, motorcycles, bicycles, micromobility, electric vehicles, and car share.
- 6.3 Initially we will use these existing policies to resolve issues in areas of high growth as they intensify, to ensure car parking is provided fairly and in a way that contributes to people-friendly streets and public spaces, and encourages better travel choices.
- 6.4 It is likely we will need review these policies in the future, in light of the NPS-UD direction and resulting intensification, the impacts of the removal of minimum parking requirements, and the changes in travel demand for all modes.
- 6.5 Spatial planning is also underway which will identify areas where considerable intensification is anticipated. That will provide a further opportunity to consider on street car parking as well as other impacts of increased intensification.

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Attachments Ngā Tāpirihanga

There are no attachments to this memo.

Signatories Ngā Kaiwaitohu

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13. 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.

Karakia Whakamutunga