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## Te Pātaka o Rākaihautū Banks Peninsula Community Board Information Session/Workshop AGENDA

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### Notice of Briefing:

Te Pātaka o Rākaihautū Banks Peninsula Community Board Information Session/Workshop will be held on:

**Date:** Monday 24 June 2024  
**Time:** 10.00 am  
**Venue:** Wairewa Little River Boardroom, 4238 Christchurch  
Akaroa Road,  
Wairewa Little River

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### Membership

Chairperson	Lyn Leslie
Deputy Chairperson	Nigel Harrison
Members	Tyrone Fields
	Jillian Frater
	Asif Hussain
	Cathy Lum-Webb
	Howard Needham
	Luana Swindells

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19 June 2024

### Principal Advisor

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Manager Community Governance,  
Banks Peninsula  
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Community Board Advisor  
941 6601

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**Note:** This forum has no decision-making powers and is purely for information sharing.

**To watch the meeting live, or a recording after the meeting date, go to:**

<https://www.youtube.com/channel/UC66K8mOIfQT3l4rOLwGbeug>

**To view copies of Agendas and Notes, go to:**

<https://www.ccc.govt.nz/the-council/meetings-agendas-and-minutes/>



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### WORKSHOP ITEMS

<b>6. Te Pātaka o Rākaihautū Banks Peninsula 2024 Facilities Audit and Better off Funding .....</b>	<b>33</b>
The time allocated for this briefing is 90 minutes.	

**Karakia Whakamutunga**

## **Karakia Tīmatanga**

Whakataka te hau ki te uru	<i>English translation</i>
Whakataka te hau ki te tonga	Cease the winds from the west
Kia mākinakina ki uta	Cease the winds from the south
Kia mātaratara ki tai	Let the breeze blow over the land
E hī ake ana te atakura	Let the breeze blow over the ocean
He tio, he huka, he hau hū	Let the red-tipped dawn come with a sharpened air.
Tihei mauri ora!	A touch of frost, a promise of a glorious day.

### **1. Apologies Ngā Whakapāha**

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

### **2. Open Forum**

There were no open forum requests at the time the agenda was prepared.





### 3. Te Pātaka o Rākaihautū Banks Peninsula Specific Roding/Traffic matters Update

Reference Te Tohutoro: 24/894074

Presenter(s) Te Kaipāhō: Edwin Tiong, Traffic Engineer, edwin.tiong@ccc.govt.nz

#### 1. Detail Te Whakamahuki

<b>Timing</b>	This information session is expected to last for 20 minutes.
<b>Purpose / Origin of the Information Session</b>	To update the Board around Te Pātaka o Rākaihautū Banks Peninsula specific areas of concern that the Board has raised.
<b>Confidentiality</b>	The workshop and any shared information are not confidential.
<b>Background</b>	Related issues are mentioned below.
<b>Key Issues</b>	<p><b>Corsair Bay</b></p> <ol style="list-style-type: none"> <li><i>Park Terrace – Corsair Bay – Cars parked on both sides of the road especially in summer may block emergency vehicles passing. Could the road marking be reviewed.</i></li> </ol> <p>Staff have developed a draft scheme plan, see <b>Attachment G</b>. Extent of consultation will need to be discussed.</p> <p><b>Lyttelton to Cass Bay Footpaths</b></p> <ol style="list-style-type: none"> <li><i>The footpaths from Lyttelton to Cass Bay and within Cass Bay from the carpark are narrow and do not always run alongside the road. They would like clarification on where the road boundary sits and where the footpaths are on road reserve or within parks land and which team in Council is responsible for their maintenance.</i></li> </ol> <p>This section of footpath along the bays near the beach is part of the Head-To-Head Walkway that is currently funded and maintained by the Parks Unit. Footpaths by the road are maintained by Roding Unit. Any other path that links the Head-To-Head Walkway and the footpath by the road is to be maintained by Parks. Staff would require more details of specific problems and locations for any missing footpath or maintenance issue so staff can work with potentially Roding, Parks or Network Planning to respond to.</p> <p><b>Cass Bay Crossing</b></p> <ol style="list-style-type: none"> <li><i>Can a crossing point on Governors Bay Road to access to Steadfast Reserve be installed?</i></li> </ol> <p>Permanent Warning pedestrian signage was upgraded recently, and vegetation cleared to improve sightlines either side of the road by the entrance to the Steadfast Reserve. There is insufficient road width for a refuge island to be installed. In addition, adequate pedestrian sight distance cannot be achieved near the bend of the road. Staff propose installing a yellow finger board to highlight the reserve entrance.</p>

#### Governors Bay

4. *Establish a treatment plan at the intersection of Main Road, Governors Bay Road, and Dyers Pass Road to make it difficult for anti-social behaviours to perform burnouts at that intersection.*

Three options have been considered by staff. The proposed treatment at the Dyers Pass Road / Governors Bay Road / Main Road intersection also includes a pedestrian crossing improvement at the Main Road/Zephyr Terrace intersection. Staff will present the options for review by the Community Board (**see Attachments A-D**).

#### Charteris Bay

5. *Along Marine Drive – whether 200 metres of missing footpath in Charteris Bay can be established.*

Staff have considered two options, noting that there are numerous sections of Marine Drive in a similar situation with no footpath.

These options have been set out in the Charteris Bay Traffic Safety Memo to the Board dated May 2024.

#### Akaroa

6. *Akaroa Boat Parking area – Campervans/freedom campers taking up a lot of boat parking spaces in the Akaroa Boat Parking area during summer, including daytime, which is causing problems for vehicles with towing boat trailer trying to access the area. Can the problem be resolved.*








Conflict over parking space between vehicles with boat trailers and daytime parking of vehicles of various type has been raised on occasions over a number of years in Akaroa. It is an issue that occurs on relatively few days of the year, where arguably there would be more demand for boat trailer (and their towing vehicles) parking than could be provided. Other times, it is an ideal space for larger vehicles to park including buses, construction vehicles and day tripping campervans. These parking spaces are not exclusively for boats and trailers. It would appear the demand exceeds supply on few occasions, especially during summer periods. If they were to be restricted, then this would make these spaces redundant at other times. Boat and trailers can park at the nearby Akaroa Freedom Camping Area (across the bridge) and other nearby locations if the parking spaces are full at the time.

The nearby Akaroa Freedom Camping Area (across the bridge) is for freedom camping vehicles to park in overnight for the purpose of freedom camping. During the day, they can park anywhere, just like any other vehicle. Technically, anyone can park in the freedom camping area, there have been issues with vehicle with boat trailer taking up the freedom camping parking spaces at times, as the area is not exclusively for freedom campers.

Signage around the boat park / slipway parking was installed few years ago to encourage campervans and buses to park around the outside of the space. It is only advisory parking signage, and not enforceable or regulatory signage. For the spaces to be reserved for boat trailers and their towing vehicles it would require a resolution under the Traffic and Parking Bylaw and to be signposted. Poles and signs are not suitable within the space in the middle due to it being flush and

	<p>having lots of turning movements by towing vehicles. There is a high risk of the poles and signs being struck and being a hinderance to vehicles parking and turning. Another issue with restricting parking spaces for boat trailers is that parking enforcement would be constrained due to location. Therefore, staff recommended that the status quo be maintained in consideration to the above.</p> <p>7. <i>Beach Road – Aylmers Valley to Hempleman Drive pedestrian safety improvements. The Board has requested that staff review the condition of the seaward grass verge along Beach Road from the Boat Club to the Yacht Club, which is a popular walking route frequently used by locals and tourists. The road is narrow and the grass often long and difficult to walk through, causing safety concerns when pedestrians walk along the road. Is there a possibility to provide a safe walking space for pedestrians.</i></p> <p>A memo is currently being drafted to be presented to the Board. This section of road has been reduced to 30km/h a few years ago to support pedestrians and informally operates as a shared zone. Staff previously engaged with a consultant back in 2016 who provided a scheme plan (see Attachment E) however the cost estimate is quite high and there is no funding available for this unless this is to be programmed into LTP funding (if no other footpath funding exists). Staff have produced an alternative scheme (see Attachment F). The cost estimate is still to be provided.</p>
<b>Next Steps</b>	<ul style="list-style-type: none"> <li>Not applicable</li> </ul>
<b>Useful Links</b>	N/A.

### Attachments Ngā Tāpirihanga

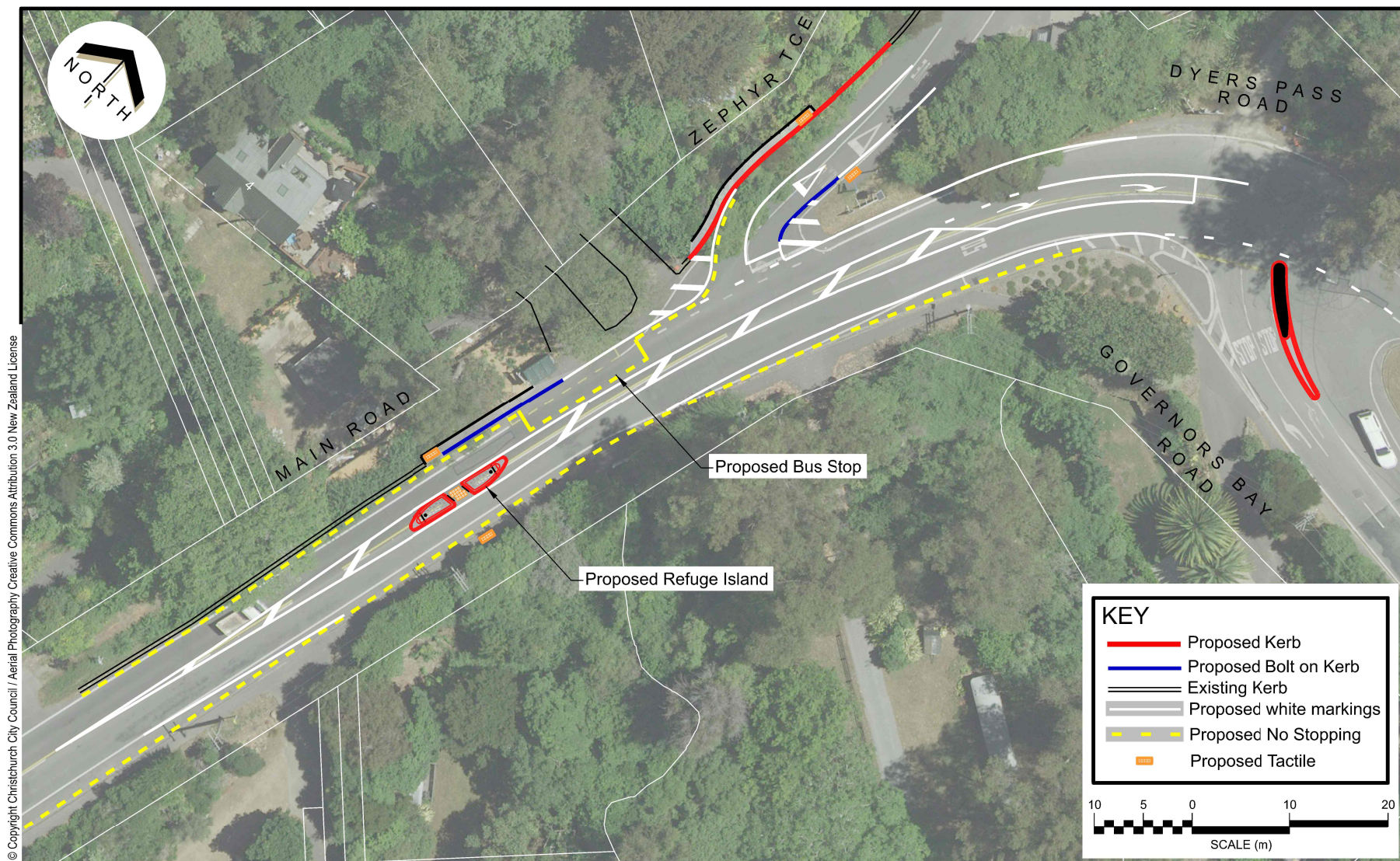
No.	Title	Reference	Page
A 	Attachment to report 24/238609 (Title: Governors Bay Road Dyers Pass Road & Main Road Safety Improvement TG146878-option 1)	24/448193	9
B 	Attachment to report 24/238609 (Title: Governors Bay Road Dyers Pass Road & Main Road Safety Improvement TG146878-option 1 with tracking)	24/448201	10
C 	Attachment to report 24/238609 (Title: Governors Bay Road Dyers Pass Road & Main Road Safety Improvement TG146878-option 2)	24/448207	11
D 	Attachment to report 24/238609 (Title: Governors Bay Road Dyers Pass Road & Main Road Safety Improvement TG146878-option 3)	24/448212	12
E 	Attachment to report 24/238609 (Title: Beach Road Akaroa - scheme development memo - 2016-12-12)	16/1447764	13
F 	Beach Road Pedestrian Safety Improvement drawing RD3585S4 Cost Effective Scheme	24/791310	22
G 	Inner Harbour Road Improvement Scheme Plan drawing RD369201	24/789777	23

Signatories Ngā Kaiwaitohu

Author	Edwin Tiong - Traffic Engineer
Approved By	Katie Smith - Team Leader Traffic Operations Stephen Wright - Manager Operations (Transport)

Item 3





Christchurch  
City Council

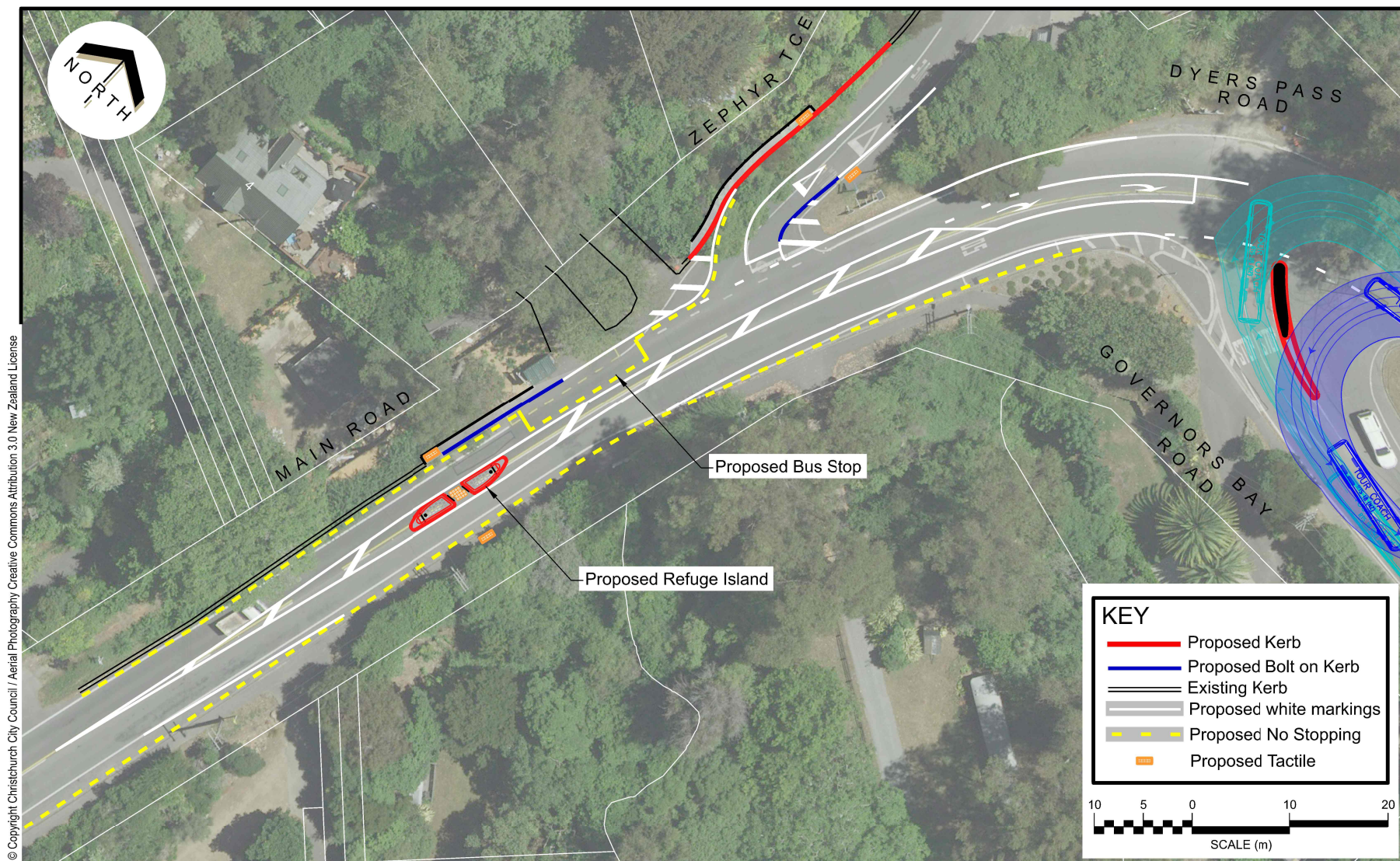
Governors Bay Rd-Main Rd-Dyers Pass Rd  
Proposed Refuge Island and Right Turn Bay  
Consultation Plan

Option 1

Original Plan Size: A4

Drawn: VMI Issue 1 20/02/2024  
Designed: ET Drawing: TG146878  
Approved: LB Project:





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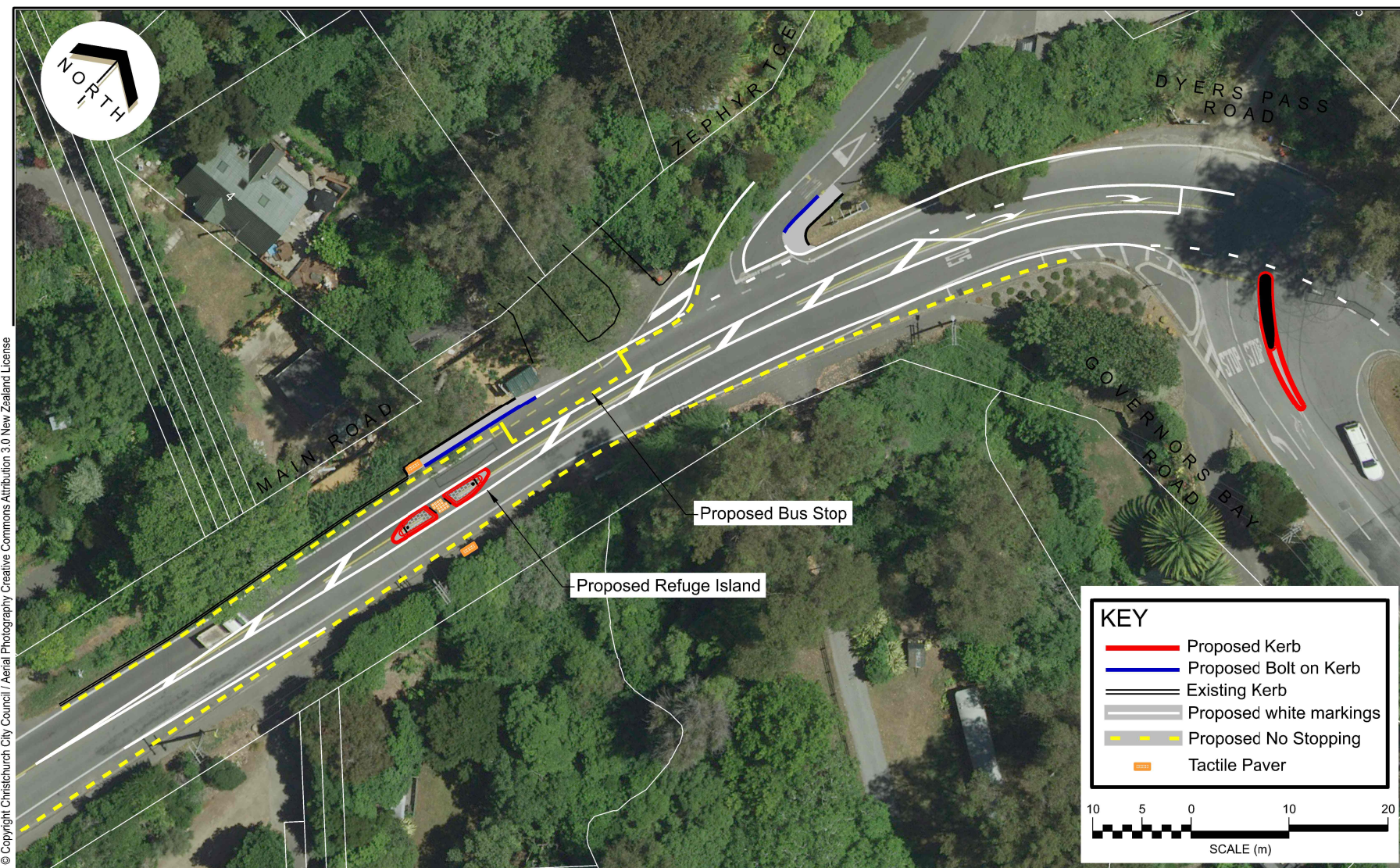
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Option 1

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Drawn: VMI Issue 1 20/02/2024  
Designed: ET Drawing: TG146878  
Approved: LB Project:





Christchurch  
City Council

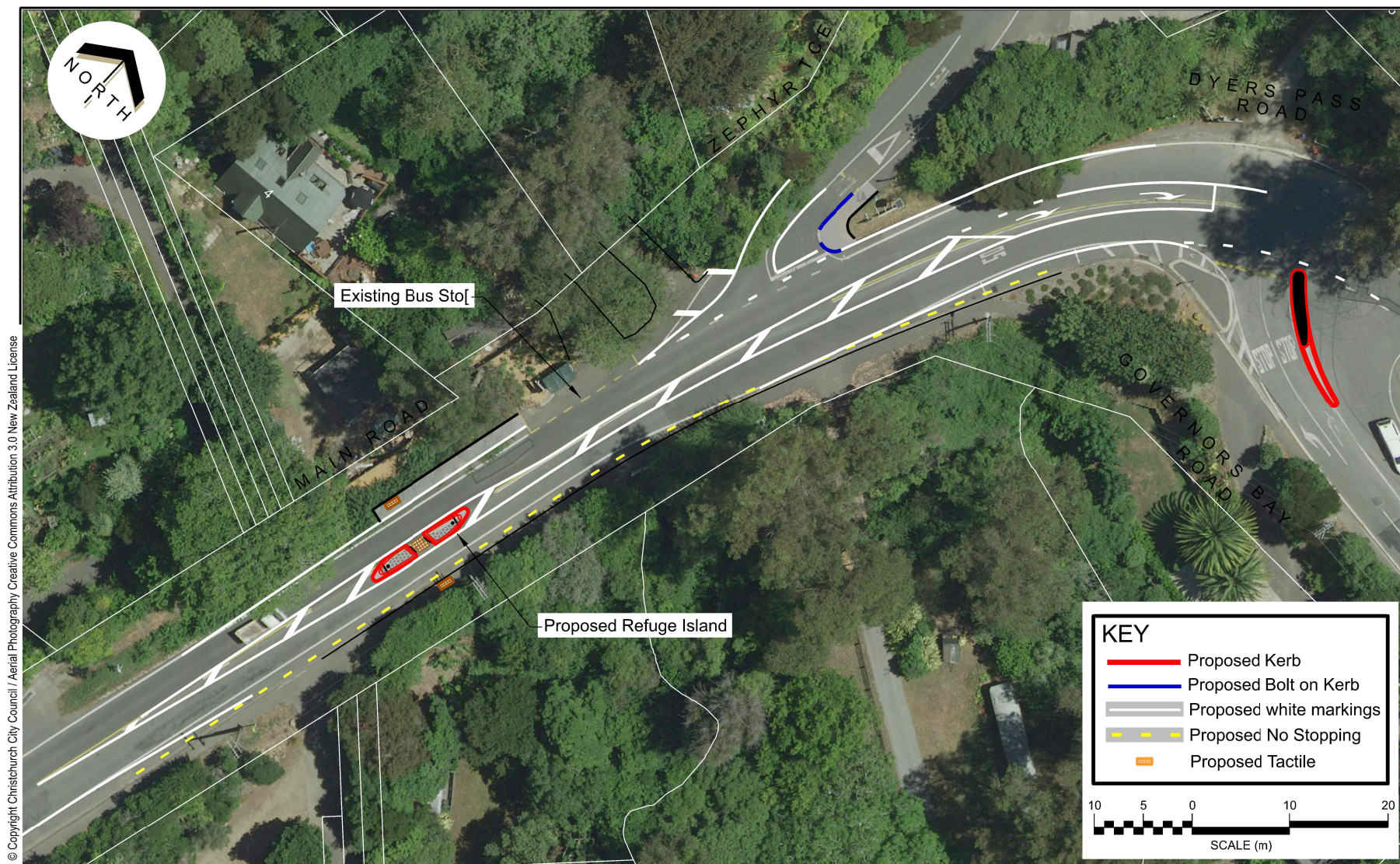
Governors Bay Rd-Main Rd-Dyers Pass Rd  
Proposed Refuge Island and Right Turn Bay  
Consultation Plan

Option 2

Original Plan Size: A4

Drawn: VMI Issue 1 20/02/2024  
Designed: ET Drawing: TG146878  
Approved: LB Project:





Christchurch  
City Council

Governors Bay Rd-Main Rd-Dyers Pass Rd  
Proposed Refuge Island and Right Turn Bay  
Consultation Plan

Option 3

Original Plan Size: A4

Drawn: VMI Issue 1 20/02/2024  
Designed: ET Drawing: TG146878  
Approved: LB Project:



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T: 03 366 7605 E: info@viastrada.co.nz



**To:** Christchurch City Council  
**Attn:** Andrew Hensley  
**Date:** 12 December 2016  
**Re:** Project memorandum

Quality Assurance Statement	
<i>This document has been prepared for the benefit of Christchurch City Council. No liability is accepted by ViaStrada Ltd, or any of its employees or sub-consultants with respect to its use by any other person.</i>	Prepared by: Axel Wilke
	Reviewed by:
	Project Number: 1077-11-27 (ViaStrada) (CCC project initiation brief)
	Project Name: Beach Road, Akaroa

## 1. Brief

The needs definition from the brief is as follows:

*Currently there is a variable level of service for pedestrians on this popular walking route, often undertaken by tourists. It is desirable to improve the level of service, to better link the attractions, and improve safety for pedestrians.*

## 2. Background

- The Beach Road project in Akaroa extends from the bridge at Aylmers Stream to the historic lighthouse – some 530 m in length
- Beach Road is unclassified
- Traffic count data are not available, but the client has indicated that he will commission a count over the Christmas period when the road will be busiest.
- The carriageway is narrow and between edges of seal, there is sometimes less than 6.0 m
- In places, the edge of seal is very close to a sea wall (sometimes less than 0.5 m – see Figure 1); on the other side, there are often cliffs (see Figure 2)



**Figure 1: Edge of seal close to the sea wall**

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**Figure 2: Carriageway constrained between sea wall and cliffs**

- Road markings are minimal; there is no centre line, broken yellow lines are marked in places, and there is sometimes an edgeline on the seaward side of the road (see Figure 3)
- The speed limit on Beach Road 50 km/h but the observed operating speed is lower; this will be measured with the upcoming survey.
- Beach Road services a few dozen houses; many of them used as holiday homes. The alternative access into the area is via Onuku Road (a collector road that is very windy in places) and Hempelman Drive (which is narrow and sometimes very steep). Beach Road is thus better suited to service many of the homes than Onuku Road. Beach Road also gives tourists access to the historic lighthouse. At the end of Beach Road is Akaroa's sewage treatment plant.



**Figure 3: Beach Road from the bridge over Aylmers Stream**

- There is a short length of footpath, kerb and channel on the seaward side of the road; this is on an inside bend near the lighthouse. This footpath is very narrow (see Figure 4).





Figure 4: Narrow footpath

### 3. Investigation

A site visit was carried out by the client (Andrew Hensley) and the consultant team (Merv Rhind, and Bruce Conaghan) earlier in 2016.

#### 3.1. Crash history

Since 2011, the following crashes have been recorded in CAS (Figure 5):

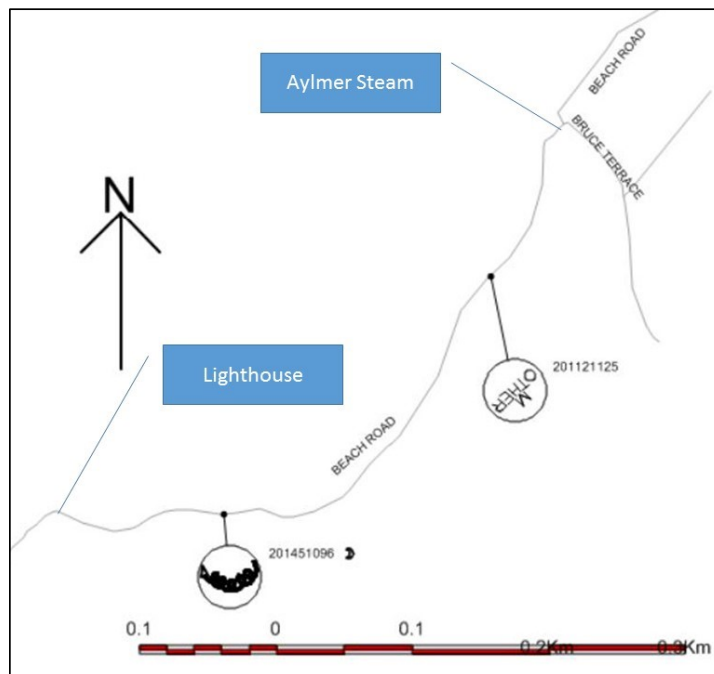


Figure 5: CAS data for the project area (2011–2015)

The TCRs have been viewed and the following summarises the reported crashes:





- 201121125: Driver overreacted and lost control, impaired ability due to old age
- 201451096: Driver lost control on right hand bend, hit cliff bank

The first of these crashes resulted in serious injury. The other crash did not cause injury.

### 3.2. Impressions from site visit

There is no easy way to formalise the provision for pedestrians along Beach Road, due to the physical constraints of the site. Traffic is light and travelling below the speed limit.

## 4. Scheme design

A scheme has been developed based on the following principles:

- Where the footpath exists, widen the facility and extend it to the lighthouse and the entrance of the Akaroa Yacht Club building (see Figure 6).
- Provide a formal pedestrian crossing outside the Akaroa Yacht Club building (see Figure 6).

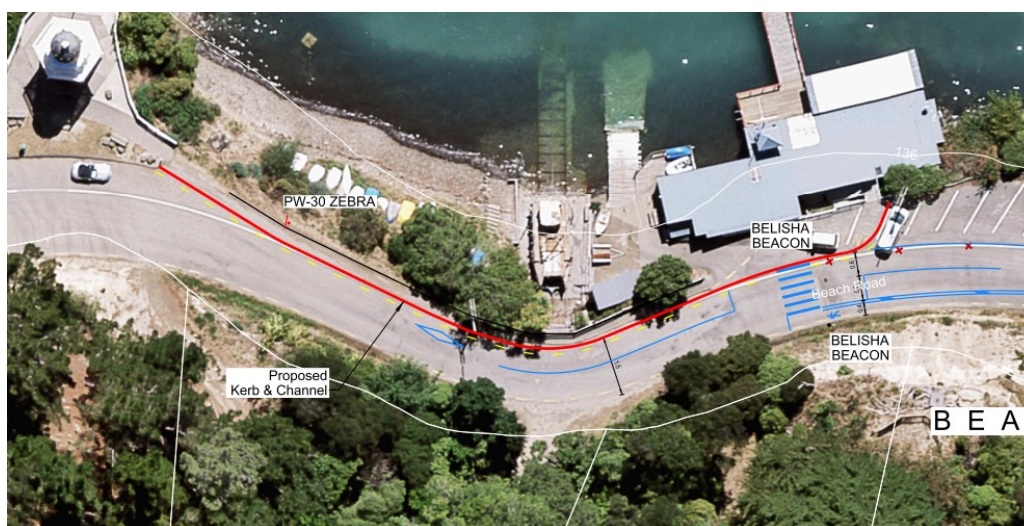


Figure 6: Proposed footpath and formal pedestrian crossing

- From the formal pedestrian crossing to the Aylmer Stream bridge, have a footpath delineated by paint markings on the cliff side of the road (see Figure 7).
- The cliff side of the road has been chosen to overcome the need for a fence along the sea wall.
- Through road markings, define either one-lane or two lane sections.
- Provide broken yellow lines where vehicles should not park.
- Otherwise, have minimal use of traffic control devices.



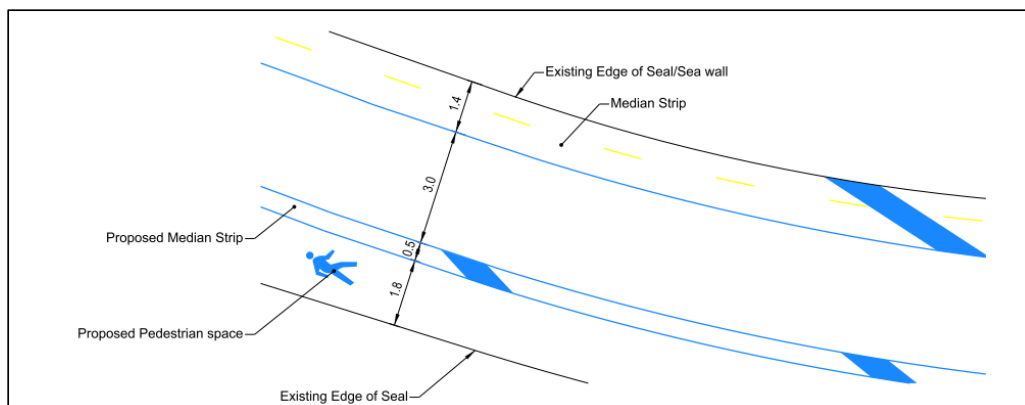


Figure 7: Typical cross section at one-lane section

- Provide transitions from one-lane to two-lane sections suddenly to avoid ambiguity; drivers should not be caught out by passing opportunities to slowly taper to a single lane section (see Figure 8).



Figure 8: Passing opportunity with sudden transitions to one-lane sections

- Start the treatment for drivers outside 93 Beach Road (see Figure 9).
- Provide a PW-43-1 (road narrowing), but avoid a formal give way sign facing drivers travelling towards the lighthouse, as Akaroa-bound drivers should not perceive that they 'own' the road. Consider whether or not to provide the hold line shown in Figure 9. MOTSAM Part 2 suggests in section 3.06 (Limit Lines) that such a line should not be marked.





Figure 9: Start of treatment for drivers

- Connect the painted pedestrian space with the footpath over the Aylmer Stream bridge (see Figure 10).



Figure 10: Painted pedestrian facility connected to the Aylmer Stream bridge

The scheme can be found in TRIM 16/1370831, and in Appendix 2.

## 5. Cost estimate

The cost estimate for the scheme as developed is \$114,000. Details can be found in Appendix 1.



Regards,



Axel Wilke, ME (Civil), BE (Civil)  
Director and Senior Engineer, ViaStrada Ltd  
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E: [axel@viastrada.nz](mailto:axel@viastrada.nz)

Item 3

Attachment E





Appendix 1: Cost estimate

PROJECT NAME *Beach Rd Pedestrian provision*  
Charge Code *TBA*  
PROJECT No. *Trim: TBA*  
Date *13/12/16*

SE Prepared by *Jon Ashford, ViaStrada*  
SE Checked by *Axel Wilke*

Construction Costs Associated with the Project

Item	Amount
Kerb & Channel	\$16,698.08
Drainage	\$0.00
Water-way enhancement	\$0.00
Footpaths	\$9,286.59
Lawns and Landscaping	\$0.00
Traffic Restraints/Islands	\$0.00
Shoulder Construction	\$15,883.50
Carriageway Construction	\$0.00
Adjustment of Surface Boxes	\$0.00
Road Markings	\$21,037.50
Traffic Signs	\$5,700.00
Street & Pedestrian Furniture, Fencing	\$0.00
Structures	\$0.00
Traffic Control Etc	\$13,750.00
<u>Contingency</u>	25.00%
<u>Construction Costs</u>	<u>Total</u>
	\$82,350.00

Ancillary Works Associated With the Project

Item	
Telecom alterations (lower cables)	
Telstraclear communication alteration	
Orion alteration	
Power/light pole relocations	
Streetlighting (construction & fees)	\$3,000.00
Water supply alteration	
Traffic signal alteration	
Tree consent - Not required	
Landscape plants ex nursery	
Landscape trees ex nursery	
<u>Total</u>	<u>\$3,000.00</u>

Fees Costs Associated With the Project

Item	
General project management	\$4,400.00
Base plot	\$3,300.00
Draft scheme development	\$5,500.00
Safety audit	\$3,125.00
Design	\$5,764.90
Documentation	\$3,294.23
Contract administration & supervision	\$3,294.23
<u>Total</u>	<u>\$28,670.00</u>

TOTAL PROJECT ESTIMATE \$114,030.00

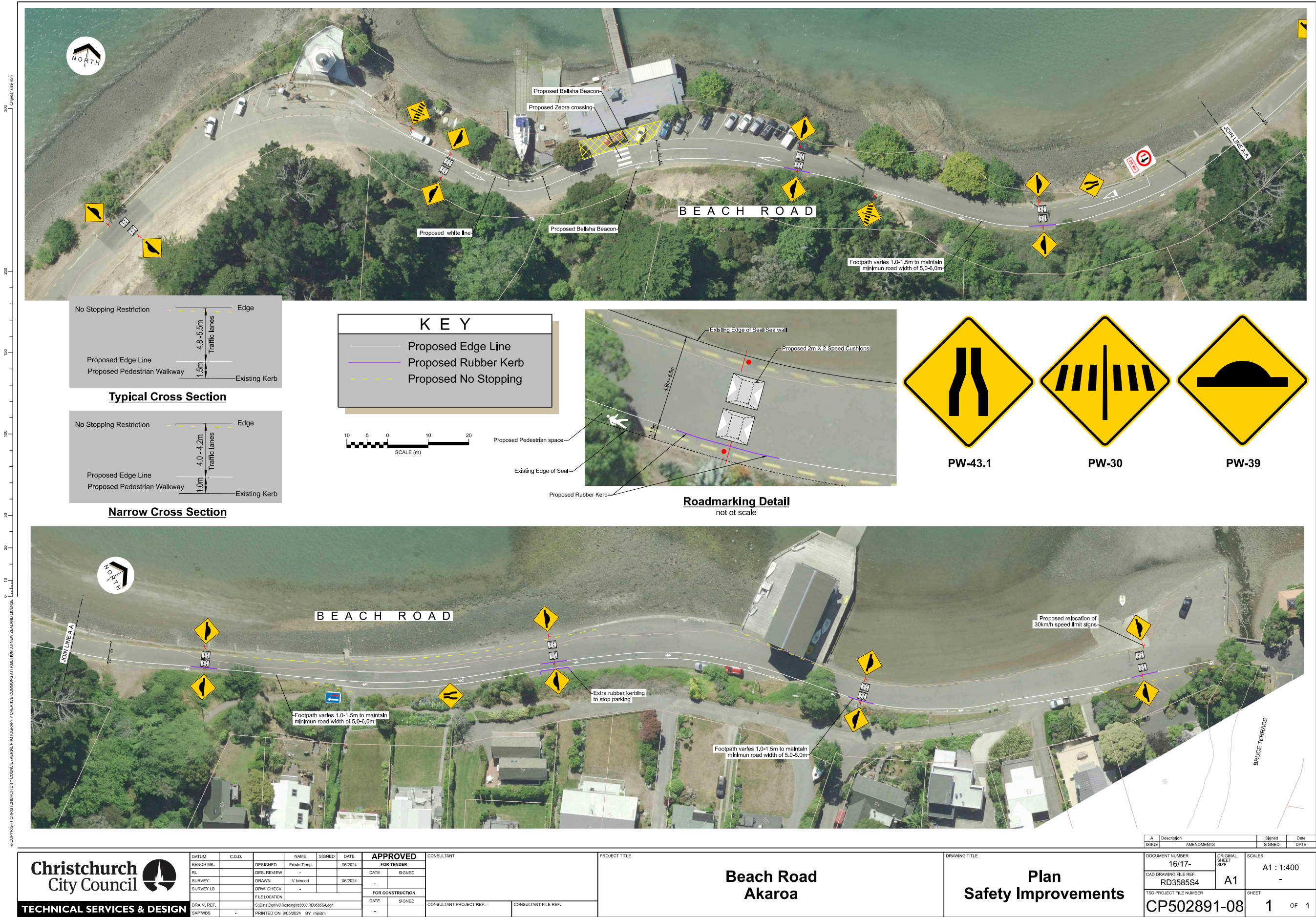




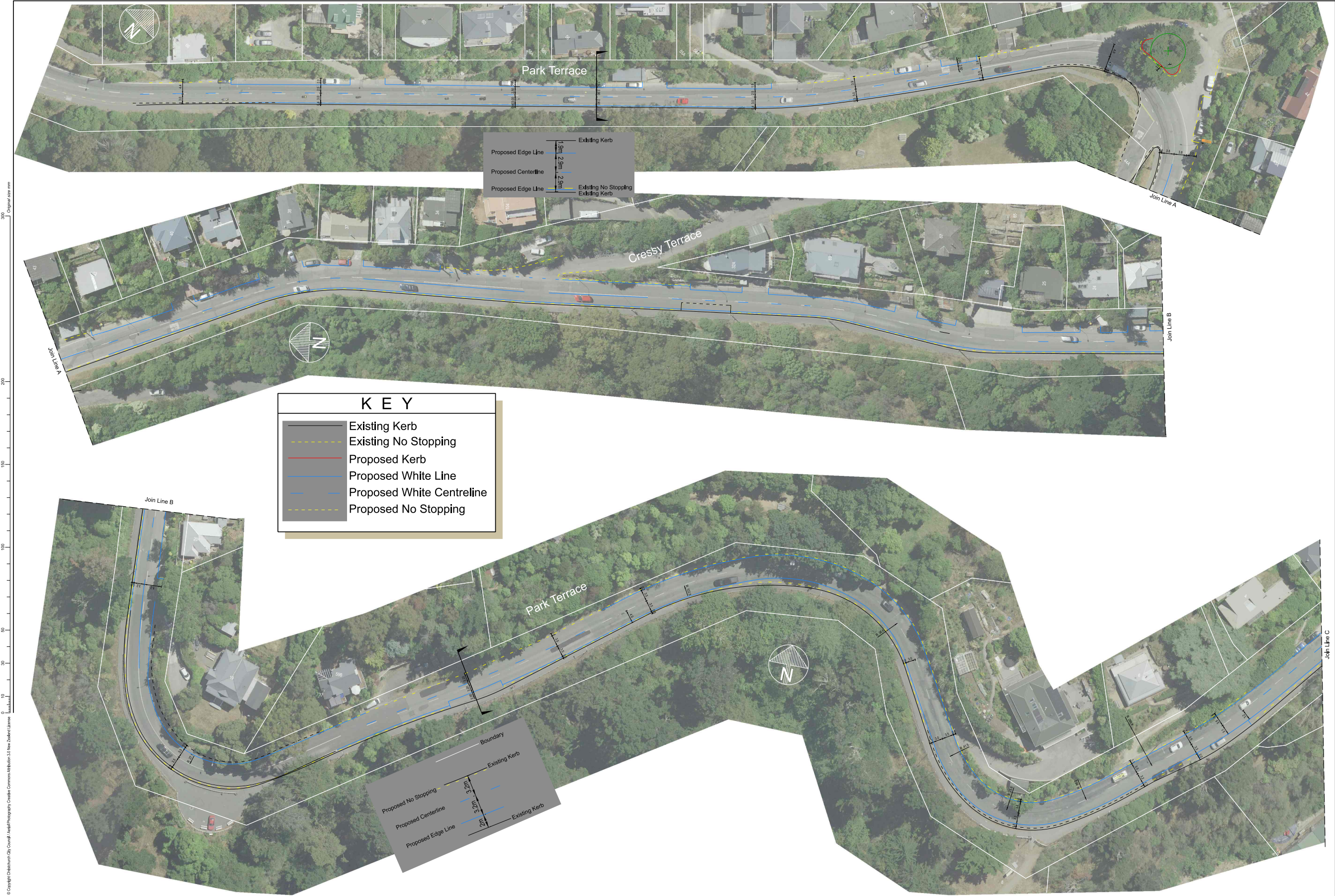
Appendix 2: Preferred scheme



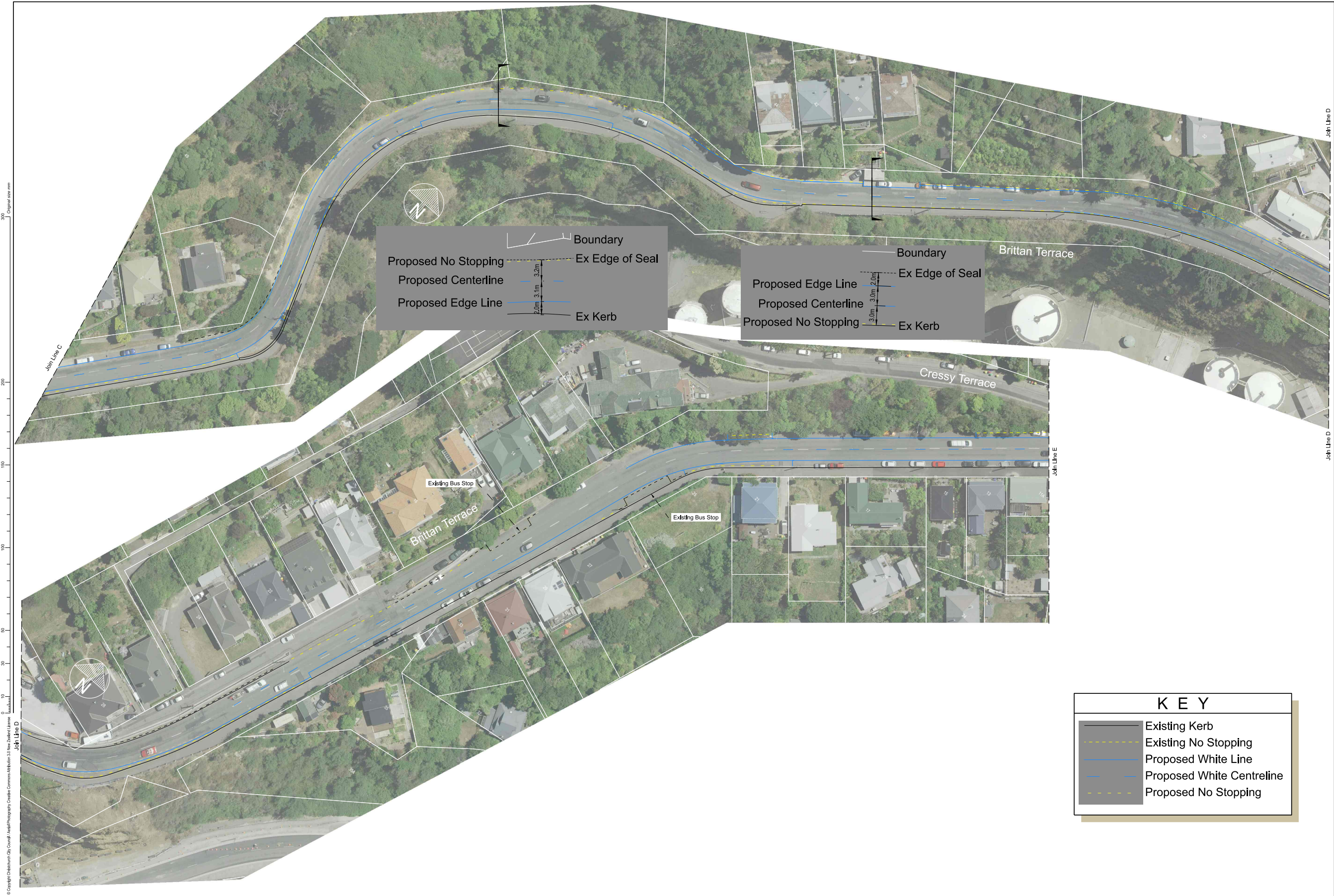












K E Y	
	Existing Kerb
	Existing No Stopping
	Proposed White Line
	Proposed White Centreline
	Proposed No Stopping



0 10 30 50 100 150 200 300  
Original size mm



K E Y	
	Existing Kerb
	Existing No Stopping
	Proposed White Line
	Proposed White Centreline
	Proposed No Stopping



## 4. Tree Removal and Urban Forest Tree Planting Program

Reference Te Tohutoro: 24/824398

Presenter(s) Te Kaipāhō: Toby Chapman (Urban Forest Manager)

### 1. Detail Te Whakamahuki

<b>Timing</b>	This information session is expected to last for 45 minutes.
<b>Purpose / Origin of the Information Session</b>	To discuss the process for tree removals and go through the Urban Forest Planting Program.
<b>Confidentiality</b>	The workshop and any shared information are not confidential.
<b>Background</b>	<p>The Council adopted a Tree Policy which outlines the process for when Council will consider the removal of trees.</p> <p>As well as the Tree Policy, the Council has a delegations register to determine who has the authority to make the final decision on tree removal.</p> <p>Finally, the Council has been undertaking a tree planting program across its parks as part of the Urban Forest Tree Planting Program. Staff would like to discuss this program with the Board to ensure it is appropriate for Te Pātaka o Rākaihautū Banks Peninsula Banks Peninsula area.</p>
<b>Key Issues</b>	<ul style="list-style-type: none"><li>• Tree Policy requirements for tree removal.</li><li>• Delegation for tree removal decisions.</li><li>• Implementation of the Urban Forest Planting Program in Te Pātaka o Rākaihautū Banks Peninsula region.</li></ul>
<b>Next Steps</b>	<ul style="list-style-type: none"><li>• Not applicable.</li></ul>
<b>Useful Links</b>	<ul style="list-style-type: none"><li>• <a href="https://ccc.govt.nz/assets/Documents/The-Council/Plans-Strategies-Policies-Bylaws/Policies/Trees/Tree-Policy.pdf">https://ccc.govt.nz/assets/Documents/The-Council/Plans-Strategies-Policies-Bylaws/Policies/Trees/Tree-Policy.pdf</a></li></ul>

### Attachments Ngā Tāpirihanga

There are no attachments to this coversheet.

### Signatories Ngā Kaiwaitohu

<b>Author</b>	Toby Chapman - Manager Urban Forest
<b>Approved By</b>	Rupert Bool - Acting Head of Parks





## 5. 67 Rue Lavaud (BP Meats Site) - Future Use Engagement Approach

Reference Te Tohutoro: 24/947181



Presenter(s) Te Kaipāhō: Angus Smith, Property Consultancy Manager & Sam Smith, Engagement Advisor

### 1. Detail Te Whakamahuki

<b>Timing</b>	This information session is expected to last for 20 minutes.
<b>Purpose / Origin of the Information Session</b>	<p>Te Pātaka o Rākaihautū Banks Peninsula Community Board approved a process to determine the future use/s for the Council owned site at 67 Rue Lavaud, Akaroa at their 11 March 2024 Community Board meeting (see resolution BKCB/2024/00013). The site is otherwise referred to as ‘the BP Meats site’.</p> <p>The purpose of this briefing is to update elected members on project progress and to seek feedback on the engagement approach so that any potential issues and risks can be identified. A brief outline of the engagement process is outlined in <b>Attachment A</b>.</p>
<b>Confidentiality</b>	The workshop and any shared information are not confidential.
<b>Background</b>	<p>The BP Meats site has been in Council ownership since the year 2000 with the Council anticipating that the site be developed in a way that supports economic growth and community development in the Akaroa township.</p> <p>Over the years the Council has received various proposals for the site. In 2010-2011 the Council did some investigative work and engagement to identify development options for the site. Due to disruptions from the Canterbury Earthquakes, this work never progressed.</p> <p>On the 11 March 2024, following renewed interest in the site and several unsolicited proposals, Te Pātaka o Rākaihautū Banks Peninsula Community Board approved a process to identify the best land use options for the site.</p>
<b>Key Issues</b>	<ul style="list-style-type: none"> <li>• <b>Perception that the site will remain in Council ownership indefinitely to meet community needs:</b> It will be important to communicate during the first phase of engagement that some site use options for the site will require a partnership approach whereby Council may not retain full ownership of the site (i.e. seasonal worker accommodation).</li> <li>• <b>Notion that Council have no preconceived ideas regarding land use options for the site:</b> It will be important to manage communications during early engagement to confirm that Council are not yet proposing land use options but rather seeking community feedback on a very wide range of possible uses i.e. the end use of the site as not been predetermined. To address this, early engagement will detail the project process, ensuring that the community recognise the value of their insights in shaping the project outputs.</li> <li>• <b>Engaging with a diverse community:</b> Akaroa is made up of a wide range of different people and interest groups. It is noted that Akaroa has a high proportion of elderly/retired residents (44% of population is over 60 years of age). Given this, it</li> </ul>

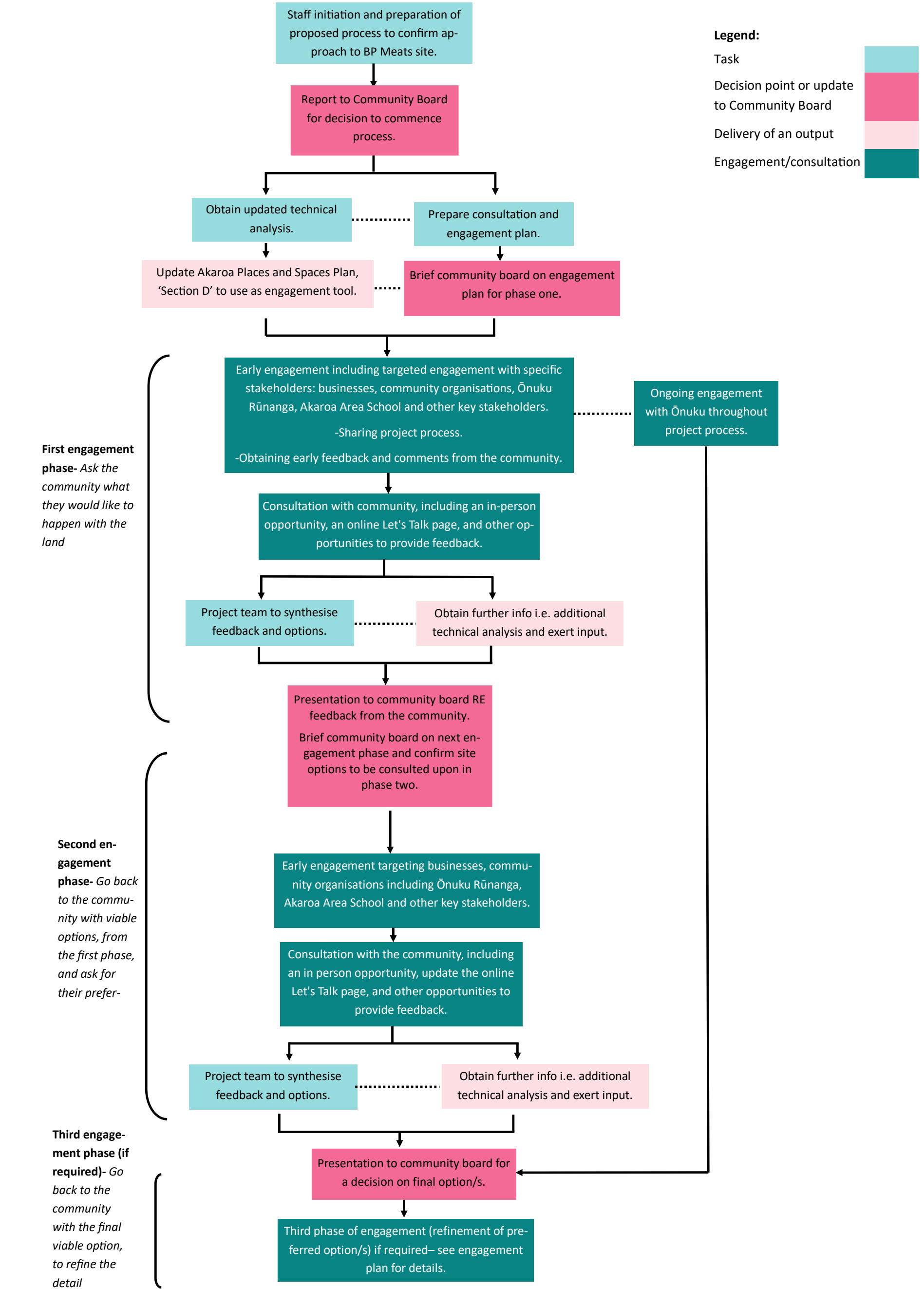
	<p>will be important to utilise a wide range of engagement tools to ensure that all members of the community can provide feedback and insights.</p> <ul style="list-style-type: none"> <li>• <b>Cultural importance:</b> Ōnuku Rūnanga have identified the site as a ‘priority project’ in relation to the Council’s Long-Term Plan, there are several District Plan cultural layers relevant to the site and the Council has also previously received a proposal for the site from Ōnuku. The engagement approach will need to recognise the cultural importance of the site and involve ongoing engagement throughout the project process. The project team are currently engaging with the Council Treaty Relationships Team regarding how best to achieve this.</li> </ul>
<b>Next Steps</b>	<ul style="list-style-type: none"> <li>• Following feedback from the Community Board, Council staff will commence phase one early engagement. Phase one engagement will firstly focus on <b>targeted early engagement with key stakeholders</b> to share the project process, gather local intel and obtain early feedback on potential land use options for the site.</li> <li>• Following targeted stakeholder engagement, <b>wider early engagement with the community</b> will commence.</li> </ul>
<b>Useful Links</b>	Not applicable

### Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Future Use BP Meats Site- Project & Engagement Process	24/987125	31

### Signatories Ngā Kaiwaitohu

<b>Authors</b>	<p>Danielle Yeoman - Planner Urban Regeneration Angus Smith - Manager Property Consultancy Raymond Qu - Property Consultant</p>
<b>Approved By</b>	<p>Angus Smith - Manager Property Consultancy Bruce Rendall - Head of City Growth &amp; Property</p>





6. Te Pātaka o Rākaikautu Banks Peninsula 2024 Facilities Audit and Better off Funding

Reference Te Tohutoro: 24/1008037  
Presenter(s) Te Kaipāhō: Dane Moir – Community Development Advisor

1. Detail Te Whakamahuki

Timing	This workshop is expected to last for 90 minutes.
Purpose / Origin of the Workshop	To present the 2024 Banks Peninsula community-managed facilities audit report and understand how this will inform staff recommendations for subsequent Better off Funding on community facilities.
Confidentiality	The workshop and any shared information are not confidential.
Background	At its meeting on 6 November 2023, the Te Pātaka o Rākaihautū Banks Peninsula Community Board approved a grant from its Better-Off Fund to the Banks Peninsula Community Governance Team for an audit of Banks Peninsula community-managed facilities. The purpose of this was to provide the Community Board with an understanding of the state of facilities across the Peninsula. The Board also indicated they wanted to allocate Better off Funding to address the communities underlying concerns with these facilities.
Key Issues	<ul style="list-style-type: none"><li>There is uncertainty about the future of several facilities due to climate change, and costly earthquake repairs on a limited facilities budget.</li><li>Several facilities need extensive and costly repairs. It is not possible to meet all the needs of facilities utilising Better off Funding.</li><li>Facilities with the highest need are often also those with uncertain futures</li></ul>
Workshop	<ul style="list-style-type: none"><li>Staff introduction and notes</li><li>Community Board discussion and questions for staff</li><li>Community Board prioritisation for staff to follow up on</li></ul>
Next Steps	<ul style="list-style-type: none"><li>Staff make recommendations based on Community Board feedback to be presented at the 8 July Community Board meeting.</li></ul>

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A	Te Pātaka o Rākaihautū Banks Peninsula Community-Managed Facilities Report - June 2024 (Under Separate Cover)		

Signatories Ngā Kaiwaitohu

Author	Dane Moir - Community Development Advisor
Approved By	Penelope Goldstone - Manager Community Governance, Banks Peninsula

## **Karakia Whakamutunga**

### **Closing Prayer**

Unuhia, unuhia Unuhia ki te uru tapu nui Kia wātea, kia māmā, te ngākau, Te tinana te wairua i te ara takatā Koia rā e Rongo, whakairia ake ki runga Kia tina! TINA! Hui e! TĀIKI E!	Draw on, draw on, Draw on the supreme sacredness To clear, to free the heart, the body and the spirit of mankind Rongo, suspended high above us (i.e. in 'heaven') Draw together! Affirm!
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