

**Waimāero/  
Fendalton-Waimairi-Harewood Community Board  
AGENDA**

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**Notice of Meeting:**

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

**Date:** Monday 12 April 2021  
**Time:** 4.30pm  
**Venue:** Boardroom, Fendalton Service Centre,  
Corner Jeffreys and Clyde Roads, Fendalton

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**Membership**

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

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1 April 2021

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

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## Developing Resilience in the 21st Century

Strategic Framework

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

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

## Ōtautahi-Christchurch is a city of opportunity for all

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

### Principles

Being open,  
transparent and  
democratically  
accountable

Promoting  
equity, valuing  
diversity and  
fostering inclusion

Taking an inter-generational approach  
to sustainable development,  
prioritising the social, economic  
and cultural wellbeing of  
people and communities  
and the quality of the  
environment, now  
and into the  
future

Building on the  
relationship with  
Te Rūnanga o Ngāi Tahu  
and the Te Hononga-Council  
Papatipu Rūnanga partnership,  
reflecting mutual understanding  
and respect

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

### Community Outcomes

#### Resilient communities

Strong sense of community  
Active participation in civic life  
Safe and healthy communities  
Celebration of our identity  
through arts, culture, heritage,  
sport and recreation  
Valuing the voices of all cultures  
and ages (including children)

#### Liveable city

Vibrant and thriving city centre  
Sustainable suburban and  
rural centres  
A well connected and accessible  
city promoting active and  
public transport  
Sufficient supply of, and  
access to, a range of housing  
21st century garden city  
we are proud to live in

#### Healthy environment

Healthy water bodies  
High quality drinking water  
Unique landscapes and  
indigenous biodiversity are  
valued and stewardship  
exercised  
Sustainable use of resources  
and minimising waste

#### Prosperous economy

Great place for people, business  
and investment  
An inclusive, equitable economy  
with broad-based prosperity  
for all  
A productive, adaptive and  
resilient economic base  
Modern and robust city  
infrastructure and community  
facilities

### Strategic Priorities

Enabling active  
and connected  
communities  
to own their future

Meeting the challenge  
of climate change  
through every means  
available

Ensuring a high quality  
drinking water supply  
that is safe and  
sustainable

Accelerating the  
momentum  
the city needs

Ensuring rates are  
affordable and  
sustainable

### Ensuring we get core business done while delivering on our Strategic Priorities and achieving our Community Outcomes

Engagement with  
the community and  
partners

Strategies, Plans and  
Partnerships

Long Term Plan  
and Annual Plan

Our service delivery  
approach

Monitoring and  
reporting on our  
progress

Part A	Matters Requiring a Council Decision
Part B	Reports for Information
Part C	Decisions Under Delegation

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## **1. Apologies / Ngā Whakapāha**

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

## **2. Declarations of Interest / Ngā Whakapuaki Aronga**

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

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

That the minutes of the Waimāero/Fendalton-Waimairi-Harewood Community Board meeting held on [Monday, 29 March 2021](#) be confirmed (refer page 5).

## **4. Public Forum / Te Huinga Whānui**

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

### **4.1 Elmwood Park Bowling Club**

Christopher Littlewood and Peter Smith will address the Board on behalf of the Elmwood Park Bowling Club, regarding the proposed new clubrooms on its present Heaton Street site.

## **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.



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## Waimāero Fendalton-Waimairi-Harewood Community Board OPEN MINUTES

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**Date:** Monday 29 March 2021  
**Time:** 4.30pm  
**Venue:** Boardroom, Fendalton Service Centre,  
Corner Jeffreys and Clyde Roads, Fendalton

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**Present**

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

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29 March 2021

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**Part A Matters Requiring a Council Decision**

**Part B Reports for Information**

**Part C Decisions Under Delegation**

The agenda was dealt with in the following order.

**1. Apologies / Ngā Whakapāha**

**Part C**

**Community Board Resolved FWHB/2021/00025**

That the apology received for absence from Linda Chen, be accepted.

David Cartwright/Shirish Paranjape

Carried

**2. Declarations of Interest / Ngā Whakapuaki Aronga**

**Part B**

Shirish Paranjape declared an interest in Item 9 – Christchurch North Community Patrol.

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

**Part C**

**Community Board Resolved FWHB/2021/00026**

That the minutes of the Waimāero/Fendalton-Waimairi-Harewood Community Board meeting held on Monday 15 March 2021, be confirmed.

Mike Wall/David Cartwright

Carried

**4. Public Forum / Te Huinga Whānui**

**Part B**

**4.1 Just Dirt Gardening Trust**

Selwyn Eagle, on behalf of Just Dirt Gardening Trust, was unable to attend the meeting.

**5. Deputations by Appointment / Ngā Huinga Whakaritenga**

**Part B**

**5.1 Kay Taylor - 30 Merrin Street, Avonhead**

Kay Taylor and Joanna Bond, addressed the Board in support of the proposed new road name for 30 Merrin Street, Avonhead.

Ms Taylor and Ms Bond provided a detailed history of the site that had been in their family's ownership for 72 years and spoke of their preference for either 'Graeme Cooper Lane' or 'Cooper Rosanowski Lane' as the name for the new road.

Following questions from Board members, the Chairperson thanked Kay Taylor and Joanna Bond for their deputation.

Item 8. of these minutes details the Board's decision on this matter.

#### **Attachments**

A 30 Merrin Street Presentation

### **8. 30 Merrin Street – Proposed Road Names**

#### **Board Consideration**

In its deliberations, the Board considered the information provided in the deputation from Kay Taylor and Joanna Bond (item 5.1 of these minutes refers).

#### **Community Board Resolved FWHB/2021/00027**

##### **Part C**

That the Waimāero/Fendalton-Waimairi-Harewood Community Board resolved to:

1. Approve the following new road name for 30 Merrin Street (RMA/2020/2820):
  - a. Graeme Cooper Lane.

James Gough/David Cartwright

**Carried**

### **6. Presentation of Petitions / Ngā Pākikitanga**

#### **Part B**

There was no presentation of petitions.

### **7. Correspondence**

#### **Officer Recommendations / Ngā Tūtohu**

That the Fendalton-Waimairi-Harewood Community Board:

1. Receive the information in the correspondence report dated 29 March 2021.

#### **Community Board Resolved FWHB/2021/00028**

##### **Part B**

That the Fendalton-Waimairi-Harewood Community Board decided to:

1. Receive the correspondence from the Belfast Netball Club regarding the Sheldon Park netball courts and public toilet facilities.
2. Support the Belfast Netball Club's submission to the Christchurch City Council's Long Term Plan 2021-31 requesting that the funding for the repairs of the Sheldon Park netball courts be brought forward.

David Cartwright/Mike Wall

**Carried**

## 9. Fendalton-Waimairi-Harewood 2020-2021 Discretionary Response Fund Applications, Bishopdale Regeneration, Christchurch North Community Patrol, St Christopher's Anglican Church

Community Board Resolved FWHB/2021/00029 (Original Officer Recommendations accepted without change)

### Part C

That the Waimāero/Fendalton-Waimairi-Harewood Community Board resolved to:

1. Approve a grant of \$10,000 from its 2020-2021 Discretionary Response Fund towards Bishopdale Regeneration Projects.
2. Approve a grant of \$10,000 from its 2020-2021 Discretionary Response Fund to the Christchurch North Community Patrol towards the purchase of a second patrol vehicle.
3. Approve a grant of \$2,000 from its 2020-2021 Discretionary Response Fund to St Christopher's Anglican Church towards their Term two and Term three Holiday Programmes.

Sam MacDonald/James Gough

Carried

Shirish Paranjape declared an interest in 2. Christchurch North Community Patrol and took no part in the discussion or voting on this item.

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

### Part B

Board members exchanged information on the following:

- 10.1 Community Watch – Vehicle

Meeting concluded at 4.47pm.

CONFIRMED THIS 12TH DAY OF APRIL 2021.

BRIDGET WILLIAMS  
CHAIRPERSON

## 7. 162 - 176 Kendal Avenue - Proposed Parking Restrictions

Reference / Te Tohutoro: 20/1293407

Report of / Te Pou Edwin Tiong, Area Traffic Engineer

Matua: edwin.tiong@ccc.govt.nz

General Manager / Carolyn Gallagher, Acting General Manager of Infrastructure,  
Pouwhakarae: Planning & Regulatory Services, carolyn.gallagher@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 installing a mobility park, P15, P60, P120 parking restrictions and areas of No Stopping on 162 to 176 Kendal Avenue. This report has been written following requests from a shop owner and a customer to address parking issues along the shop frontage.
- 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 preferred option is to install a mobility park, P15, P60, P120 parking restrictions and areas of No Stopping restrictions in accordance with **Attachment A** of this report.

### 2. Officer Recommendations / Ngā Tūtohu

That the Waimāero/Fendalton-Waimairi-Harewood Community Board approve:

1. That under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:
  - a. That the part of Kendal Avenue as indicated as 'Proposed Mobility Park' in Plan TG139110 dated 26 January 2021 in Attachment A of the agenda staff report, is reserved as a 90 degree angle parking place for holders of approved disabled persons' parking permits, subject to the following restriction: the maximum time for parking of any vehicle is 120 minutes at any time.
  - b. That the part of Kendal Avenue as indicated as 'Three P15 parking spaces' in Plan TG139110 dated 26 January 2021 in Attachment A of the agenda staff report, is reserved as a 90 degree angle parking place for any vehicles, subject to the following restriction: the maximum time for parking of any vehicle is 15 minutes between the hours of 8am and 6pm on days other than public holidays.
  - c. That the part of Kendal Avenue as indicated as 'Nine P60 parking spaces' in Plan TG139110 dated 26 January 2021 in Attachment A of the agenda staff report, is reserved as a 90 degree angle parking place for any vehicles, subject to the following restriction: the maximum time for parking of any vehicle is 60 minutes between the hours of 8am and 6pm on days other than public holidays.
  - d. That the part of Kendal Avenue as indicated as 'Four P120 parking spaces' in Plan TG139110 dated 26 January 2021 in Attachment A of the agenda staff report, is reserved as a 90 degree angle parking place for any vehicles, subject to the following restriction: the maximum time for parking of any vehicle is 120 minutes between the hours of 8am and 6pm on days other than public holidays.

- e. The parking spaces be restricted to 90 degree angle parking on the northwest side of Kendal Avenue commencing at a point 6.0 metres northeast from the southern intersection with Burnside Crescent and extending in a north-easterly direction for a distance of 37.0 metres.
  - f. That the stopping of vehicles is prohibited at all times on the northeast side of Burnside Crescent commencing at 8.0 metres northwest of the southern intersection with Kendal Avenue, and extending in a north-westerly direction for a distance of 5.0 metres.
  - g. That the stopping of vehicles is prohibited at all times on the northwest side of Kendal Avenue commencing at northeast of the southern intersection with Burnside Crescent, and extending in a north-easterly direction for a distance of 6.0 metres.
  - h. That the stopping of vehicles is prohibited at all times on the northwest side of Kendal Avenue commencing at 43.0 metres northeast of the southern intersection with Burnside Crescent, and extending in a north-easterly direction for a distance of 15.0 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 resolution 1a to 1h above.
  - 3. That these resolutions 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 Whakataui

- 3.1 Further to the consultation letter dated 29 October 2020 on the proposal for a mobility park beside 176 Kendal Avenue, the Council received a further request for time restricted parking for the shops. A plan showing the proposed parking restrictions is attached (refer **Attachment A**).
- 3.2 The parking accessibility issue is related to demands for on-street parking, and are reflected in the recommendations of this report.
- 3.3 Implementing the noted recommendations will lead to a higher turnover of the parking spaces provided, and improve parking access for visitors to the nearby shops and businesses.
- 3.4 The preferred option is to install a mobility park, P15, P60, P120 parking and No Stopping restrictions in accordance with the attached plan (refer **Attachment A**).

### 4. Alternative Options Considered / Ētahi atu Kōwhiringa

- 4.1 Maintain the status quo – Do Nothing
- 4.2 The advantages of this option include:
  - 4.2.1 Retains seventeen unrestricted on-street parking spaces.
  - 4.2.2 Does not restrict vehicles to the parking restrictions outside the shops.
- 4.3 The disadvantages of the option include:
  - 4.3.1 Does not provide a mobility parking space for the customers to shops and nearby businesses, which is responding to community requests.
  - 4.3.2 Does not improve parking access for customers to shops and nearby businesses, which is responding to community requests.



## 5. Detail / Te Whakamahuki

- 5.1 Due to unrestricted and high demand parking in front of the shops 162 to 176 Kendal Avenue, a customer had requested installation of a mobility park for easy access to the shops.
- 5.2 Further to an earlier consultation letter dated 29 October 2020 on a proposal for a mobility park beside 176 Kendal Avenue, the Council received a request from business owners seeking time restricted on-street parking in front of the shops. This led to the development of the current option.
- 5.3 It is now sought that one mobility parking space, three P15, nine P60 and four P120 parking spaces be established as shown in **Attachment A**.
- 5.4 There is a high demand for customer parking in the area throughout the week.

## 6. Community Views and Preferences / Ngā mariu ā-Hāpori

- 6.1 Consultation was undertaken with those directly affected businesses, and feedback has been summarised in **Attachment B** of this report. The Council has sent out two consultations, one for the original mobility park proposal and the second consultation included additional time restricted on-street parking on the shops frontage.
- 6.2 Seven formal responses were received, two in support and five that do not support the proposal. One respondent had two submissions on the mobility park as well as the time restricted proposal.
- 6.3 One response that was not in support requested that the P60 parking restrictions be extended to P90. Given the nature and activities of the shops, it was determined that a P60 parking restriction was to be the most appropriate on balance.
- 6.4 Two responses do not support the mobility park as well as the time restricted parking.
- 6.5 One response who was in support, would also like to have a designated parent and child parking space for their customers outside their premises. Although common in private carparks, specifically designating parents-only parking is not a recognised traffic control device and cannot be installed for on-street parking.
- 6.6 A revised consultation plan to include 120 minutes parking restrictions for the mobility parking was distributed to those directly affected businesses. Some of the businesses owners are anticipated to be present at the Board meeting.
- 6.7 The Team Leader Parking Compliance supports the preferred option.

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

### Strategic Alignment / Te Rautaki Tīaroaro

- 7.1 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.
- 7.2 The recommendations in this report are also consistent with the anticipated outcomes of the Traffic Safety & Efficiency Service Plan in the [Councils Long Term Plan \(2018 - 2028\)](#)

### Policy Consistency / Te Whai Kaupapa here

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

### Impact on Mana Whenua / Ngā Whai Take Mana Whenua

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

### **Climate Change Impact Considerations / Ngā Whai Whakaaro mā te Āhuarangi**

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

### **Accessibility Considerations / Ngā Whai Whakaaro mā te Hunga Hauā**

- 7.6 This proposal aims to improve parking access to visitors of the shops nearby businesses.

## **8. Resource Implications / Ngā Hīraunga Rauemi**

### **Capex/Opex / Ngā Utu Whakahaere**

- 8.1 Cost to Implement – approximately \$800 for signage and markings + approximately \$2000 for investigations, consultation and report writing.
- 8.2 Maintenance/Ongoing costs – Less than \$200 per annum.
- 8.3 Funding Source – Traffic Operations Signs & Markings for the initial installation, and existing Maintenance Budgets for the maintenance and ongoing costs.

## **9. Legal Implications / Ngā Hīraunga ā-Ture**

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

- 9.1 Part 1, Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking restrictions by resolution.
- 9.2 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.
- 9.3 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**

- 9.4 There is a legal context, issue or implication relevant to this decision.
- 9.5 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 9.1 to 9.3 above.

## **10. Risk Management Implications / Ngā Hīraunga Tūraru**

- 10.1 The decisions in this report are not expected to incur a significant risk.

## Attachments / Ngā Tāpirihanga

No.	Title	Page
A <a href="#">↓</a>	162-176 Kendal Avenue Proposed Parking Restriction drawing tg139110 FOR BOARD APPROVAL	14
B <a href="#">↓</a>	162-176 Kendal Avenue Proposed Parking Restrictions - Consultation Feedback Summary	15

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

Document Name	Location / File Link
None	None

## Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

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

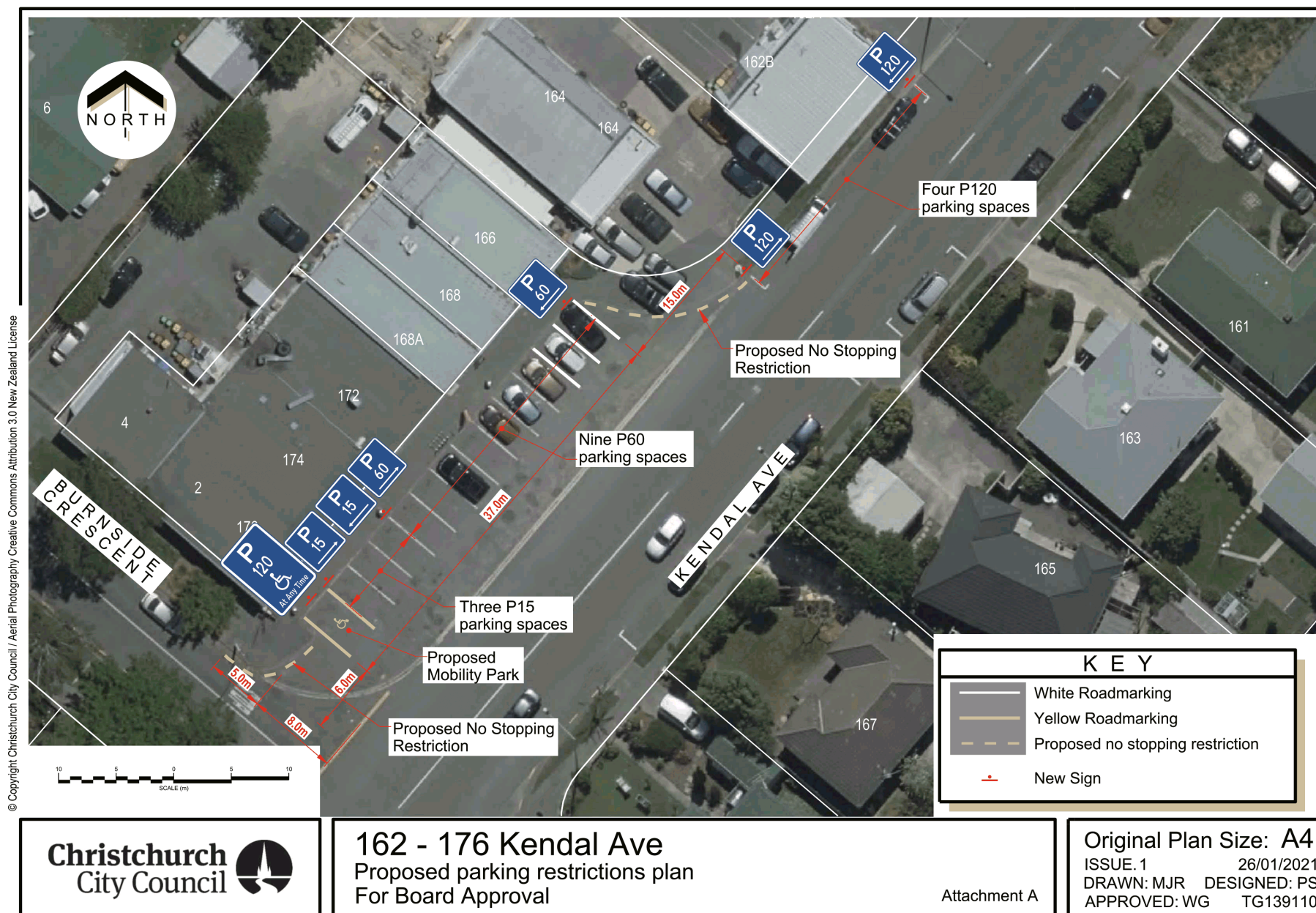
(a) This report contains:

- (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

<b>Author</b>	Edwin Tiong - Traffic Engineer
<b>Approved By</b>	Stephen Wright - Team Leader Traffic Operations Steffan Thomas - Manager Operations (Transport) Richard Osborne - Head of Transport





## 162-176 Kendal Avenue - Proposed Parking Restrictions - CONSULTATION FEEDBACK SUMMARY

Submitter ID#	Submitters Name/ Address	Support	Do Not Support	Neutral	Submitters Comments	Designer Comments
1	Cassandra English	1			First of all your amazing for actioning this. This has been such a problem for a long time – so thank you. We love the new proposed restrictions, we are still however worried about having a space free near the front of our studio for our parents. We mostly photograph mum who have just had babies 7-10 days prior to their appointment with us. They often have toddlers and cross the busy road, and it has been getting really dangerous. We also often get mums who have to park 4-5 minutes down the road and carry baby capsules and lots of bags. We had an incident just two days ago where the mum was crossing the road to the car and the toddler ran out ahead and a car swerved around it. We would love a parent park right at the front of the row. It would take so much stress off us, and our clients! It would be incredible. Otherwise if not possible we would love a 10-15 minute loading spot so the parents can unload the kids and babies safely and then park the car elsewhere out of the way. Thank you so much for your time. I am so happy something is happening. I hope the parent park can be an option as I don't think the 120 park will solve our issues where we are, as clients from the car place are still going to probably park there.	Parents park is usually available in the shopping mall carpark and are not available for the on-street parking as it is difficult to monitor/enforce.
2	Concrete Solutions 2003 Ltd		1		Being one of the offices at the rear of 162 Kendal Avenue we are already restricted with our onsite parking. We have two car parks and a mobility park for seven staff. It is not unusual for all parks on both sides of the road to be taken in Kendal Avenue between both intersections with Burnside Crescent. We felt that as this is a busy office block along with the adjacent mechanics workshop, limiting the parking outside to 120 minutes is unreasonable and will just add to stress and congestion.	The restricted parking will be good to service the customers. Any staff or long term parking are able to park further away.
3	Goodfai Ltd		1		Is it possible to change P60 (nine spaces) into P90 or P120? Because our customer cannot finish eating by 60 minutes.	P60 would be ideal as the timing would not be too close to P120. Owners would prefer to have changover of customer quickly rather than staying longer in the shop / restaurant. P60 also only applies between 8am to 6pm, therefore customers dining at night would not be affected.
	David Soh		1		I do not agree that to put a mobility parking because. I have been in business 5 year on Kendal Avenue and I hardly see people with disabilities. And also I think people will still park there to go to the dairy shop to buy thing. And also it will make us one less carpark for the customer.	We are catering for the less abled people and they are usually the minority. Some disabilities are not visible/obvious. Mobility parks are also for people who are mobility impaired. These group of people are the ones who need to be able to park close to where they need to go due to their mobility/medical issues.
4	Paula Page	1			I have been promoting customer parking since Oct last year and naturally we have a lot of resistance from the garage that takes up at least 8 parks all day long. Also have a couple of cars they are storing for people on council land - Kendal Ave on opposite site to proposed parking restriction. We are hoping to have individual parking lines outside salon so we can get right amount of cars rather than someones terrible parking taking two parks. Consider mobility parking relocated as indicated so to allow one more park provided. I am hoping next step will be to restrict parking on opposite side of road. I would like to attend the community board meeting and happy to speak to proposed parking.	There is a raised kerb and cannot locate the mobility park at the suggested location.
5	Sam Doig (on behalf of mother Susan Doig) - For Submission Mobility Park Proposal		1		Generally oppose the submission as this will reduce parking available to the shops at 176 Kendal Avenue. Suggest an extra space be created to the left of the proposed space (this would require some changes to the kerb line) which would provide a mobility space without reducing the already limited amount of parking available to our shops. Also, the existing parking on Burnside Crescent in front of the shops could be changed to angle parking to create some additional spaces. Parking has become a lot busier in this area over the last 13 years as a result of the development of the former service station into an intensive two storey mixed commercial development, and the remnant of the service stations repair shop also more than doubling in size. Neither of these developments provided the necessary number of carparks under the district plan however they had Resource Consents granted to allow the overflow parking onto the road.  This additional road parking has had great impact on us. When the shops at 176 Kendal (Lots 1 – 3) were created the developers were required by the Waimairi District Scheme to provide and form the road widening strip at the front of the shop for customer parking and the service lane at the rear of the shop for staff parking, deliveries rubbish collections etc (this land was about 54% of the underlying titles that created lots 1-3). As a result, we have no land available outside the shop footprint for adding parking and to date have been unable to get the current amalgamated Council to acknowledge that these areas were created and vested in order to provide customer parking and staff parking for lots 1-3 or provide any protection for them outside of unsuitable no parking lines or time limits.	We are not removing any parking spaces available but to provide some time limit parking restrictions for the convenient of the business customers. The on-street parking on the frontage of the shops are not dedicated to any shops as such but for the sole use of all customers.
5	Sam Doig (on behalf of mother Susan Doig) - For Submission Mobility Park & Proposed Parking Restrictions Proposal		1		In addition to the points regarding the mobility park in my previous email: The Dairy has recently changed hands and the new business owner is opposed to the creation of the mobility park as it will reduce the available car parking. We are opposed to the introduction of timed carparks for the following reasons. As mentioned in my previous email while the customer parking for Lots 1-3 is on public road this was land that was vested as part of the development of those shops. We are concerned that the marking of these parks will create an impression it is ok to park here for the time period displayed rather than the fact these parks should be used only by the customers of the shops at lots 1-3. This coupled with the pressure on the car parking from 162 Kendal Ave (neighbouring garage) and 164 Kendal Ave (two storey development), neither of which are supplying the required number of parks would mean we could end up subsidising parks for their businesses. Neither 162 nor 164 Kendal Ave were required to vest their customer parking as road which means that their customers can park on our parks while our customers cannot park on theirs. I have spoken with our Restaurant tenants who have said that their diners often stay for longer than an hour at night-time so I would oppose the time limit on this basis also. Of further concern is the practicality of the timed parks for possible future changes of businesses within the block where these limits might not be suitable. In this case what would the procedure be to change the timed limits, who would have a say in this? I understand that the mobility park and the timed carpark proposals were triggered by a parking complaint about a neighbouring business, would they be able to have a say while their own parks (on private land) can be used as they like? If Council insists on the installation of short-term carparks (15 min for example) we suggest that the Council allows the owner of Lots 1-3 to label a certain number of carparks at their discretion - this would prevent the parking times being locked in and being unable to change them if they proved impractical or if the businesses within the block changed.	We are not removing any parking spaces available but to provide some time limit parking restrictions for the convenient of the business customers, even the mobility park. We are not aware of the land being vested that's in the council road. The on-street parking on the frontage of the shops are not dedicated to any shops as such but for the sole use of all customers.





## 8. Fendalton-Waimairi-Harewood Youth Development Fund Application Process

Reference / Te Tohutoro: 21/343062

Report of / Te Pou Maryanne Lomax, Community Governance Manager,  
Matua: maryanne.lomax@ccc.govt.nz

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

### 1. Purpose of the Report / Te Pūtake Pūrongo

- 1.1 The purpose of this report is to provide recommendations for improvements to the Youth Development Fund application process.
- 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 size of the Youth Development Fund.

### 2. Officer Recommendations / Ngā Tūtohu

That the Waimāero/Fendalton-Waimairi-Harewood Community Board:

1. Agree to give delegation to the Manager Community Governance Fendalton-Waimairi-Harewood to approve grants up to \$350 from the Fendalton-Waimairi-Harewood Youth Development Fund.
2. Approve the changes to the criteria as shown in section 5 of the report.

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

- 3.1 To improve the experience for the applicants by having an easy-to-follow online process with criteria that are consistent across the city.
- 3.2 The current process involves staff assessing each application and preparing a report which is presented at a Community Board meeting for approval. If the recommended staff delegation is approved, a list of successful applicants will be provided to the Board on a quarterly basis as part of the Board's Area Report. Applications where the recommended amount is greater than \$350 will continue to be brought to the Board via a staff report for a decision.
- 3.3 Based on the Fendalton-Waimairi-Harewood 2019-20 Youth Development Fund application numbers, the recommended staff delegation would have been used for 20 applications (42%) and achieved estimated staff time savings to the value of \$6,000 (\$300 per application).
- 3.4 The recommended staff delegation to approve grants up to \$350 would reduce the time between the application being received and grant payment (if successful), by up to three weeks.

### 4. Alternative Options Considered / Ētahi atu Kōwhiringa

- 4.1 Implement a staff delegation for Youth Development Fund grants of up to \$300.
  - 4.1.1 Based on the 2019-20 year application numbers, this would have been used for 19 applications (40%) and achieved estimated staff time savings to a value of \$5,700.

- 4.2 Implement a staff delegation for Youth Development Fund grants of up to \$250.
- 4.2.1 Based on the 2019-20 year application numbers, this would have been used for 15 applications (31%) and achieved estimated staff time savings to a value of \$4,500.

## 5. Detail / Te Whakamahuki

- 5.1 At a briefing on 1 March 2021, the Board received information from staff regarding the Youth Development Fund and options to improve the process for customers and find savings in staff time.
- 5.2 Currently all seven Community Boards across the city have a Youth Development Fund, however all have slight differences in criteria. This has resulted in seven separate application forms and different eligibility for the fund across the city.
- 5.3 In order to make the process easier and clearer for the customer, staff are recommending the changes below to standardise the criteria.

Criteria Group	Criteria	Fendalton-Waimairi-Harewood	Recommended
Age	Age Range	12-22 years	<b>12-20 years (Year 7 included)</b>
Personal Development and Growth	- Leadership training	Y	<b>Y</b>
	- Career development	Y	<b>Y</b>
	- Outward Bound	Y	<b>Y</b>
	- Spirit of Adventure	Y	<b>Y</b>
	- Extracurricular educational opportunities	Y	<b>Y</b>
	- Social enterprise / innovation projects		<b>Y</b>
	- Cultural development		<b>Y</b>
	- Sport or recreational development		<b>Y</b>
Representation at Events (sporting, cultural and community events)	- Individual	Y	<b>Y</b>
	- Team/Group One application for the whole group (applicant specifies each group member)	Y	<b>One application for the whole group</b>
Fund Limit	Fund limit per application	N	<b>No limit to be specified</b> (Historical amount shown on the website as reference)

*Yellow background indicates the items recommended to be changed.*

- 5.4 The decision primarily affects the Waimāero/Fendalton-Waimairi-Harewood Community Board but indirectly affects all Christchurch City Council community boards.

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

### Strategic Alignment / Te Rautaki Tīaroaro

- 6.1 The decision supports the community outcome of ‘resilient communities’ and the strategic priority of ‘enabling active and connected communities to own their future’, within the Council Strategic Framework. This report supports the [Council's Long Term Plan \(2018 - 2028\)](#):

6.1.1 : Activity: Community Development and Facilities

Level of Service: 2.3.1.1 Effectively administer the grants schemes for Council - 95% of reports demonstrate benefits that align to Council outcomes and priorities.

### Policy Consistency / Te Whai Kaupapa here

- 6.2 The decision is consistent with Council's Plans and Policies as per 6.1 and 6.1.1 above.

### Impact on Mana Whenua / Ngā Whai Take Mana Whenua

- 6.3 The decision does involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does specifically impact Mana Whenua, their culture and traditions.

### Climate Change Impact Considerations / Ngā Whai Whakaaro mā te Āhuarangi

- 6.4 The decision does not involve a significant decision in relation to climate change.

### Accessibility Considerations / Ngā Whai Whakaaro mā te Hunga Hauā

- 6.5 The decision does not involve accessibility considerations.

## 7. Resource Implications / Ngā Hīraunga Rauemi

### Capex/Opex / Ngā Utu Whakahaere

- 7.1 Cost to implement can be met within current staffing levels.
- 7.2 Maintenance/Ongoing costs - recommendations in this report reduce overall ongoing costs to process Youth development Fund applications.
- 7.3 Funding Source – recommendations relate to grants funded from each community board's Youth Development Fund which is derived from the individual board's Discretionary Response Fund at the beginning of each financial year.

### Other / He mea anō

- 7.4 There is no other factor affecting this decision.

## 8. Legal Implications / Ngā Hīraunga ā-Ture

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

- 8.1 The statutory power to undertake the proposal derives from the Council's Status and Powers in S12 (2) of the LGA 2002.

### Other Legal Implications / Ētahi atu Hīraunga-ā-Ture

- 8.2 There is no legal context, issue or implication relevant to this decision.

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

## 9. Risk Management Implications / Ngā Hiraunga Tūraru

9.1 The recommendations in this report pose no identified risks.

## Attachments / Ngā Tāpirihanga

There are no attachments for this report.

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

Document Name	Location / File Link
Youth Development Fund Application Form	<a href="https://ccc.tfaforms.net/28">https://ccc.tfaforms.net/28</a>

## 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	Maryanne Lomax - Manager Community Governance, Fendalton-Waimairi-Harewood
Approved By	Matthew McLintock - Manager Community Governance Team

## 9. Waimāero/Fendalton-Waimairi-Harewood Community Board Area Report - April 2021

Reference / Te Tohutoro: 21/233313

Report of / Te Pou Maryanne Lomax, Community Governance Manager,  
Matua: maryanne.lomax@ccc.govt.nz

General Manager / Mary Richardson, General Manager Community and Governance,  
Pouwhakarae: 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 2021.
2. Receive and note for record purposes, the minutes of the Waimāero/Fendalton-Waimairi-Harewood Community Board's Submissions Committee meeting held on 15 March 2021 to complete Board submissions on City Mall and Oxford Terrace Access Changes, the Draft Central City Parking Policy, Managing noise from the Canterbury Multi-Use Arena and the Wheels to Wings – Papanui ki Waiwhetū Major Cycleway.

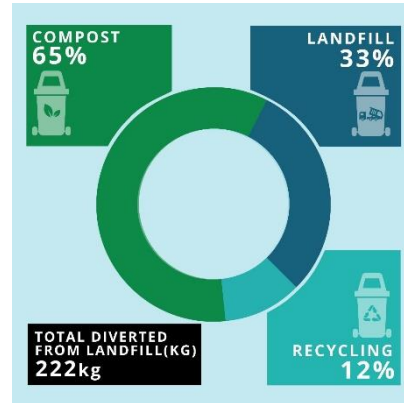
### 3. Community Support, Governance and Partnership Activity

#### 3.1 Community Governance Projects

Activity	Detail	Timeline	Strategic Alignment
Community Pride Garden Awards	The presentation ceremony for this year's Community Garden Awards will be held on 14 April 2021 at Omarino Wine Park, Harewood Road.	14 April 2021	Strengthening Communities Strategy
Community Liaison Meeting	The next Community Liaison meeting will be held on Tuesday 13 April in the Boardroom at the Fendalton Service Centre.	13 April 2021	Strengthening Communities Strategy
Big Belly Bins	The bins have arrived and been unloaded. There is currently a contractor pouring the foundations for all of the sites and are looking to start the installation within the first two weeks of April.	Ongoing	2020-22 Fendalton-Waimairi-Harewood Community Board Plan

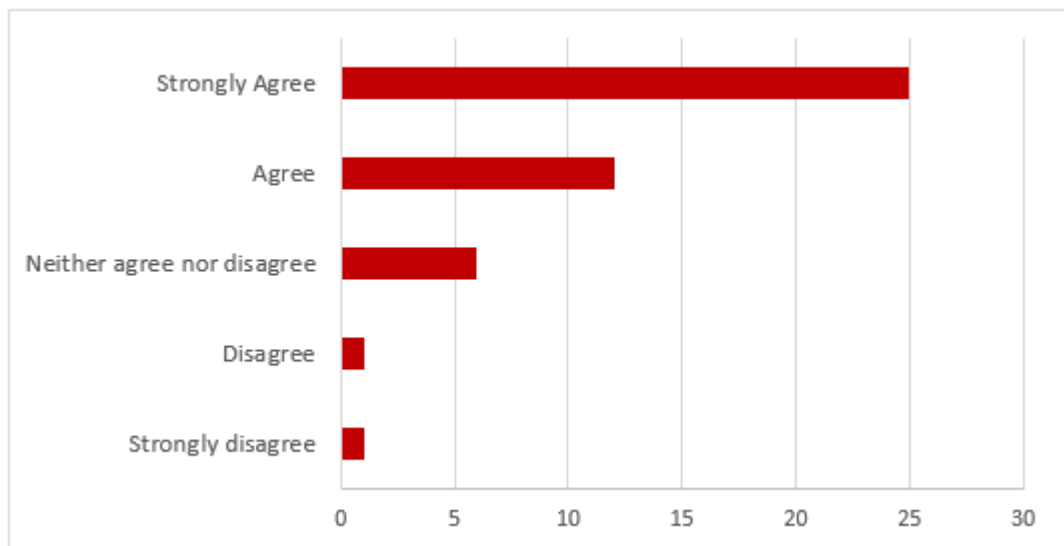
### 3.1.1 Culture Galore - Waste Diversion

In addition to the food and performances, Culture Galore again participated in the Council-led Compostable Food Packaging at Events Initiative, achieving a brilliant 77 per cent diversion from landfill. This is a fantastic achievement from the participating community groups and food vendors and the sustainability partner Total Waste.



Feedback from the food vendors on the use of Compostable Food Packaging at Events Initiative was overwhelmingly positive as shown below:

**Q18: How much do you agree or disagree that the Compostable Food Packaging at Events initiative was easy for your organisation to adopt?**



Strongly Agree	55.56%	25
Agree	26.67%	12
Neither agree nor disagree	13.33%	6
Disagree	2.22%	1
Strongly disagree	2.22%	1



### 3.1.2 Styx Living Laboratory Site Visit

On Monday 22 March 2021 the Board undertook a very interesting site visit to Styx Reserve, hosted by the Styx Living Laboratory Trust. The Board heard about the work the Trust is undertaking in terms of water quality monitoring, restoring and protecting natural habitats and ecosystems, predator control, and the reintroduction of native species.



*Trust Chair, Julia Rambacher, talking to the Board about water quality monitoring.*

### 3.1.2 Community Ward Profiles

The Community Governance Teams across the city have recently completed ward-based Community Profiles. These profiles are a continuation of the work that was done following the 2011 earthquake when the Community Support Unit was asked by central government to profile the worst effected suburbs across the city. The project was then extended to include all suburbs across the city being profiled on an annual basis, with the last ones being completed in 2014.

Following feedback from both internal and external stakeholders on how useful the profiles were, and to assist with planning and prioritising of local issues, the Community Support, Governance and Partnerships Unit has refreshed the profiles and created one for each ward.

The profiles are a 'snapshot' of the community at a particular point in time and include information on key demographics, community infrastructure, community capacity and key issues. They will be updated yearly.

Profiles for the Fendalton, Waimairi and Harewood wards are attached (refer **Attachment A**).

### 3.1.3 Meeting with School Principals

On Friday 12 March 2021 the Board hosted a meeting with local school principals. Traffic and parking issues was a common concern.

### 3.2 Community Funding Summary

3.2.1 A status update on the Board's Funding is attached (refer **Attachment B**).

### 3.3 Participation in and Contribution to Decision Making

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

- The next status update on the Waimāero/Fendalton-Waimairi-Harewood Community Board's Community Board Plan will be presented to the Board in June 2021.

#### 3.3.2 Council Engagement and Consultation

- **City Mall and Oxford Terrace Access Changes, Draft Central City Parking Policy, Managing noise from the Canterbury Multi-Use Arena and Wheels to Wings – Papanui ki Waiwhetū Major Cycleway**

Presented for record purposes are the minutes of the Board's Submissions Committee meeting held on 15 February 2021 held to complete Board feedback and submission to the Christchurch City Council on City Mall and Oxford Terrace Access Changes, the Draft Central City Parking Policy, Managing noise from the Canterbury Multi-Use Arena and the Wheels to Wings – Papanui ki Waiwhetū Major Cycleway (refer **Attachment C**).

- **Christchurch City Council – Draft Long Term Plan 2021-31**

Consultation on the Christchurch City Council's Te Mahere Rautaki Kaurera - Our Draft Long Term Plan 2021-31 opened on 12 March 2021 and will close on 18 April 2021.

Board hosted drop-in sessions will be held on:

- Wednesday 24 March 2021 between 12 noon and 1pm outside the Bishopdale New World
- Wednesday 24 March 2021 between 5pm and 6pm in the Boardroom, Fendalton Service Centre
- Wednesday 31 March 2021 between 12 noon and 1.30pm in the foyer, Northwood New World
- Wednesday 7 April 2021 between 12 noon and 1.30pm in the foyer Avonhead Mall



Further information can be found on the Have Your Say section of the Council's website on:

<https://ccc.govt.nz/the-council/consultations-and-submissions/haveyoursay/show/386>

- **Christchurch City Council - Draft Ōtautahi Christchurch Climate Change Strategy 2021**

The Draft Ōtautahi Christchurch Climate Change Strategy 2021 opened for feedback on 12 March 2021 and closes on 25 April 2021.

Further information can be found on the Have Your Say section of the Council's website on: <https://ccc.govt.nz/the-council/consultations-and-submissions/haveyoursay/show/395>

- **Christchurch City Council - Draft Development Contributions Policy 2021**

The Council's Draft Development Contributions Policy 2021 opened for feedback on 12 March 2021 and will close on 18 April 2021.

Further information can be found on the Have Your Say section of the Council's website on:

<https://ccc.govt.nz/the-council/consultations-and-submissions/haveyoursay/show/398>

- **Christchurch City Council – Representation Review Initial Proposal 2021**

The Council is currently reviewing its representation arrangements, such as ward boundaries and the make-up and naming of our community Board to provide fair and effective representation for our communities.

The initial proposal opened for feedback on 20 March 2021 and closes on 16 May 2021.

Further information can be found on the Have Your Say section of the Council's website on:

<https://ccc.govt.nz/the-council/consultations-and-submissions/haveyoursay/show/396>

## Attachments / Ngā Tāpirihanga

No.	Title	Page
A <a href="#">↓</a>	2021 Fendalton-Waimairi-Harewood Community Profiles	27
B <a href="#">↓</a>	Fendalton-Waimairi-Harewood Funding Status Report March 2021	65
C <a href="#">↓</a>	Fendalton-Waimairi-Harewood Community Board Submissions Committee 15 February 2021 Open Minutes	66

## Signatories / Ngā Kaiwaitohu

<b>Authors</b>	Bronwyn Frost - Support Officer Margaret Henderson - Community Board Advisor Natalie Dally - Community Development Advisor Amanda Black - Support Officer Lisa Gregory - Community Recreation Advisor Maryanne Lomax - Manager Community Governance, Fendalton-Waimairi-Harewood
<b>Approved By</b>	Maryanne Lomax - Manager Community Governance, Fendalton-Waimairi-Harewood Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support, Governance and Partnerships



## FENDALTON WARD PROFILE

February 2021



The Fendalton Ward includes the suburbs of Fendalton, Merivale, Strowan, Bryndwr and parts of Ilam and a good portion of St Albans.

Fendalton is one of the older residential areas of Christchurch and features a number of large, historic homes alongside modern, architecturally designed properties. Close to Hagley Park and within walking or cycling distance of the central business district (CBD), Fendalton is a sought-after location with property values to match.

The Merivale/Strowan area is a popular area of Christchurch, due to its close proximity to the city centre (approximately two kilometres) and all it has to offer in terms of shopping, entertainment, homes and schools.

The Bryndwr/Jellie Park area is a diverse community with a high percentage of people of Asian ethnicity at 22 percent compared with Christchurch city at 15 percent. Developed during the 1950s and 1960s, Bryndwr has a high concentration of social housing and a low socio-economic ranking, contrasting with the neighbouring suburbs that are among the city's more affluent.

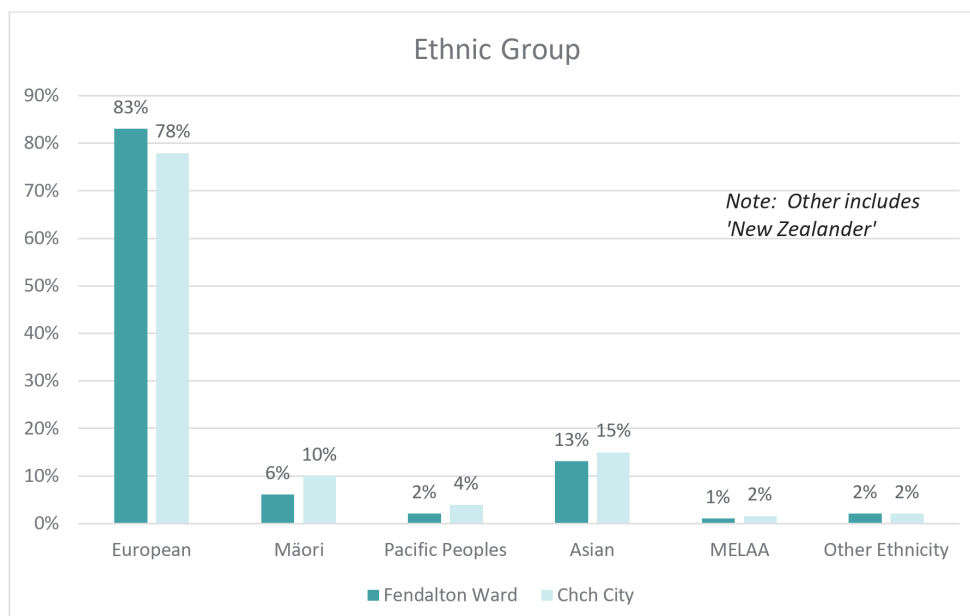
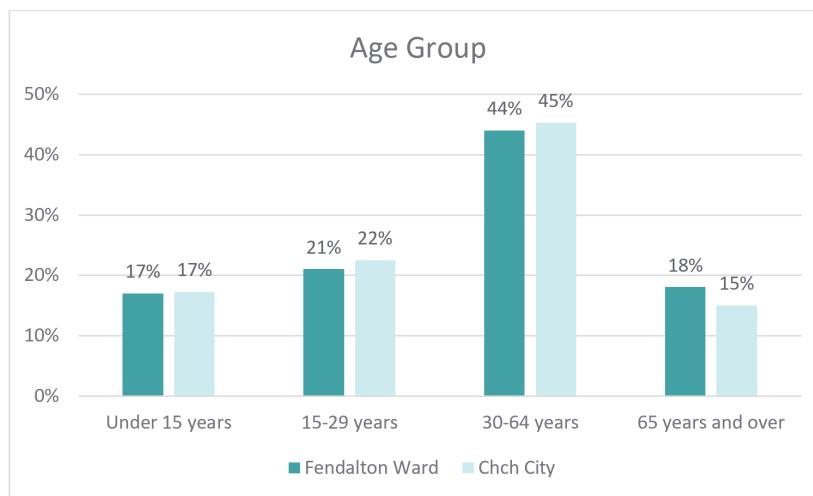
*Profiles compiled by the Community Support, Governance and Partnerships Unit*

## Facts and figures

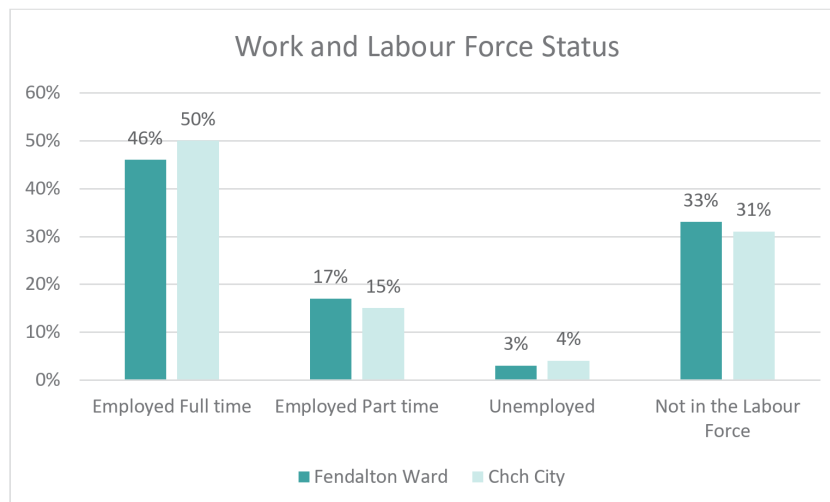
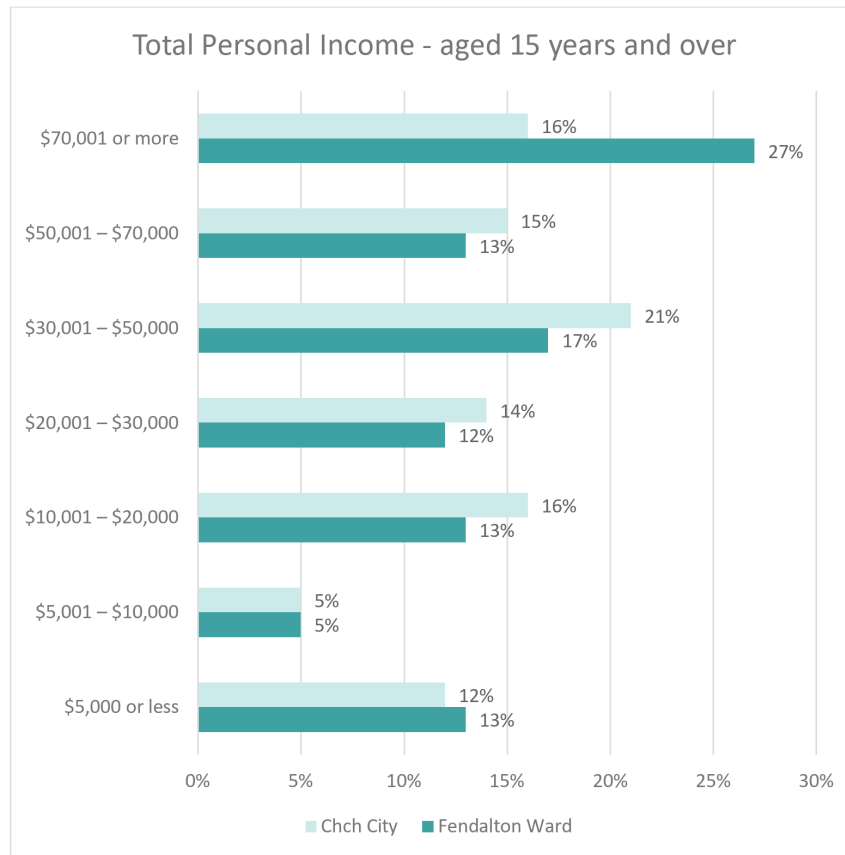
### Demographic Summary (2018 Census Data)

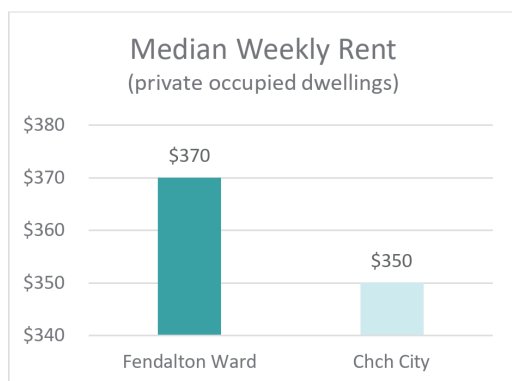
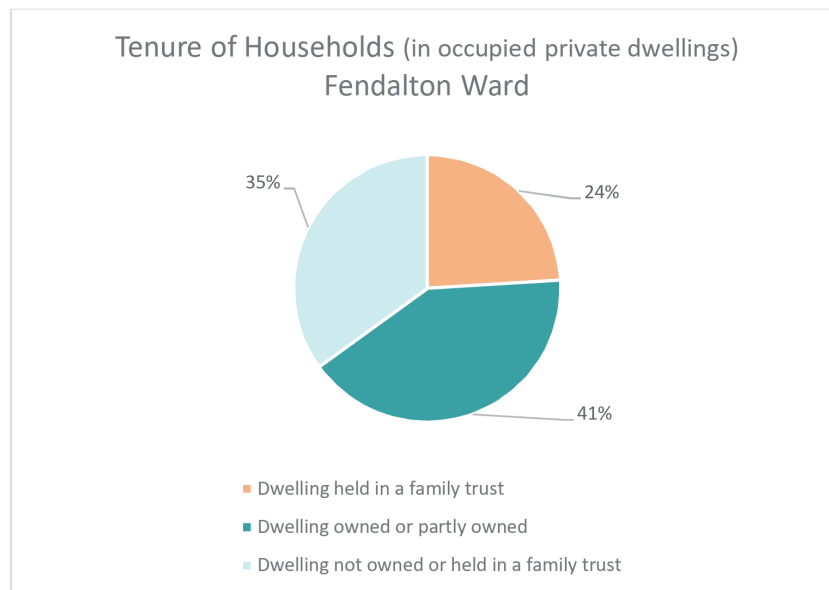
#### Population

The population within the Fendalton Ward boundary is: **22,785**









Number of Occupied Private Dwellings: 8,649

### Facilities and Amenities

- 1 Council library: Fendalton
- 1 Council service centre: Fendalton
- 5 Council owned social housing complexes with 112 units
- 4 shopping centres: Fendalton Mall, Fendalton Village (Ilam/Clyde), Merivale Mall, Wairakei/Greers
- 15 schools: 9 primary/intermediate, 2 secondary, 2 composite Year 1-13, 2 special
- 1 private hospital: St George's
- Approximately 3,700 businesses employing 9,400 people (Feb 2019)
- Major sport and recreation amenities: Jellie Park Rec and Sport Centre

## NZ Deprivation Index

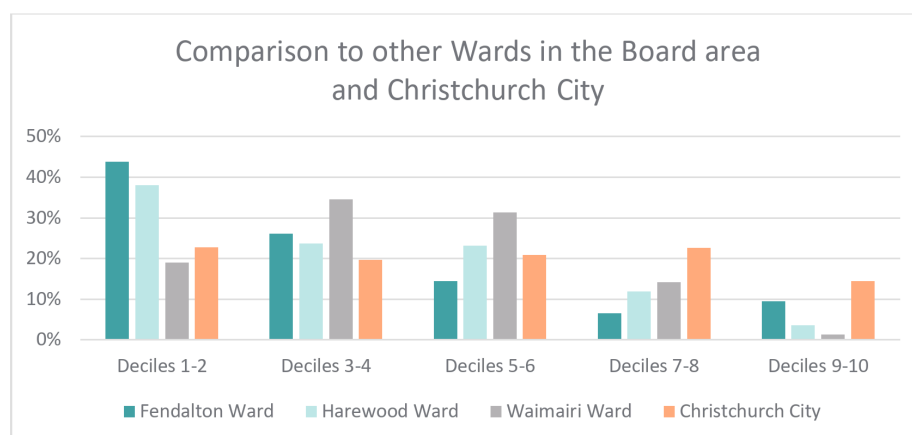
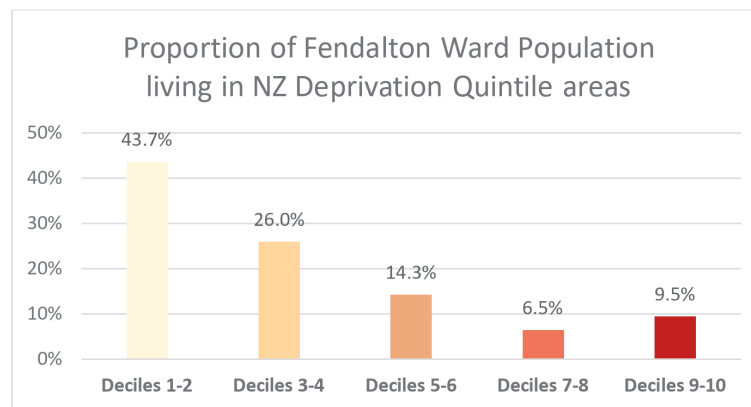
The aim of the NZ deprivation index research programme is to develop indexes of socioeconomic deprivation for New Zealand, to support and inform:

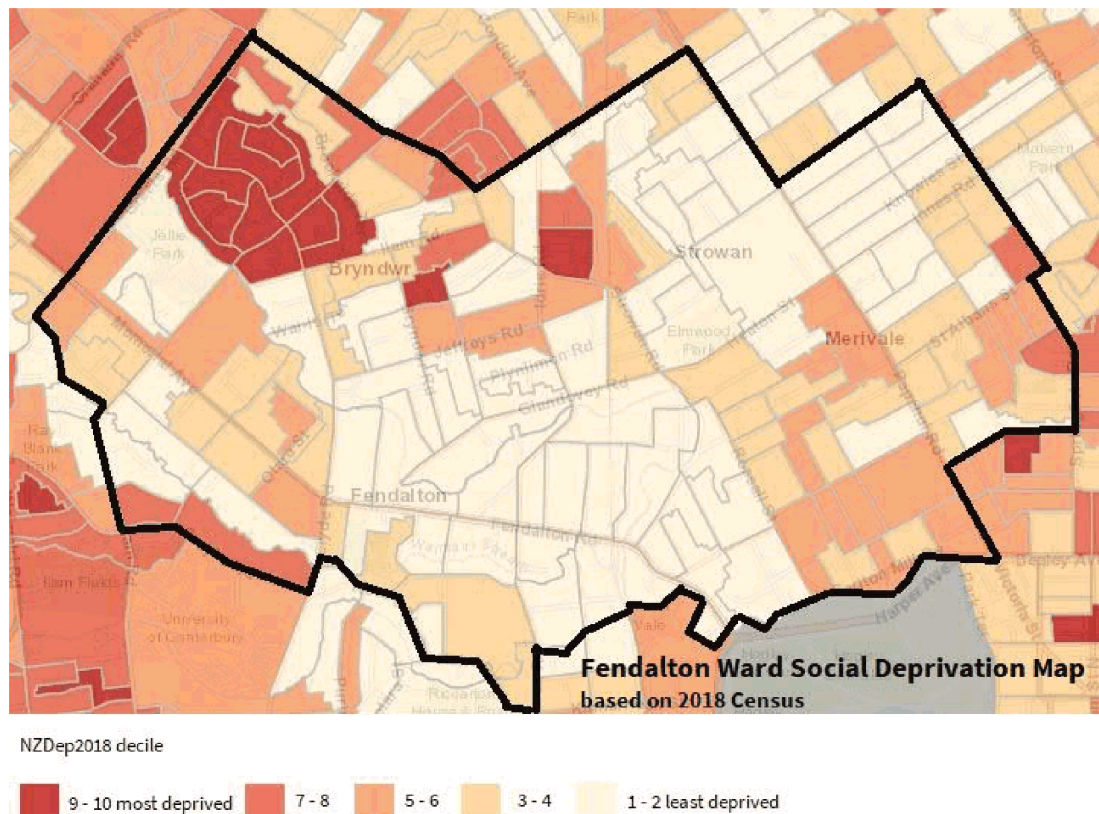
- Application in funding formulas
- Research in especially health and other social services. For example, in the health sector, many researchers use the indexes to describe the relationship between socioeconomic deprivation and health outcomes
- Community groups and community-based service providers to describe the populations they serve, and to advocate for extra resources for community-based services.

The nine variables included in the 2018 deprivation index are as follows:

- People aged 18-64 receiving a means tested benefit
- People living in households with equivalised income below an income threshold
- People with no access to the Internet at home
- People aged 18-64 without any qualifications
- People aged <65 living in a single parent family
- People not living in own home
- People living in household with equivalised bedroom occupancy threshold
- People aged 18-64 unemployed
- People living in dwellings that are always damp and/or always have mould greater than A4 size.

**The scale of deprivation ranges from 1 to 10:** 1 represents the areas with the **least** deprived scores. 10 represents the areas with the **most** deprived scores.





The Fendalton Ward area is considered one of the more affluent areas in the city with a large percentage of the area being rated as 1 - 2 on the deprivation index. In the suburbs of Fendalton, Strowan, Holmwood and Merivale, approximately 20 percent have an annual income of over \$100,000 compared to just under 7 percent across the whole of the city. In terms of occupations, nearly 40 percent are in the Manager or Professional category.

The median house price across those four suburbs is approximately \$1 million.

At the other end of the spectrum, the Census area of Bryndwr North has a deprivation rating of 9 - 10, being considered the 'most deprived'. This area consists of a large number of social housing properties, some Council owned but the majority are Kainga Ora (previously Housing NZ) properties. The other two high deprivation areas shown on the map above are also social housing complexes.

A new Kainga Ora social housing development is currently planned in Bryndwr. The proposal is to build 34 new warm and dry homes on a section of land in Bevin Place, off Ilam Road. It will be a mix of one to five bedroom units, mostly two-storey.

The new houses are designed to help address the growing demand for state housing in Christchurch, including Bryndwr. This planned development is also an opportunity to replace and replenish some of the older, original Housing New Zealand stock in the Bryndwr area. Demolition and construction should get underway early to mid-2021, with completion in 2022.

In terms of income, approximately 73 percent of people in this area earn under \$50,000, with only 6 percent falling into the Manager or Professional category.

## Community Infrastructure



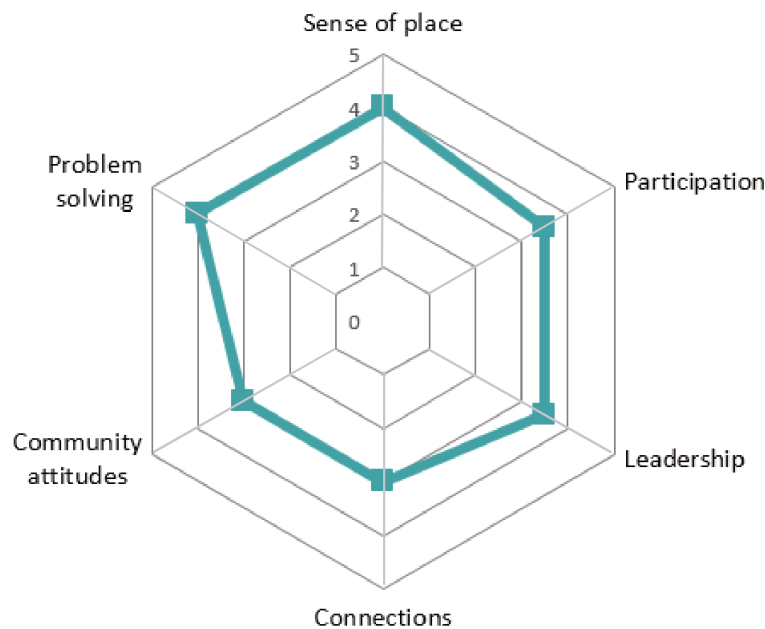
Although the number of Community development/support organisations is low, there is significant community support services being provided by the faith-based organisations in the area. St Barnabas Church in Fendalton provides a range of activities and support for vulnerable and isolated older adults as well as providing a variety of programmes for young people. The Village Church and Community Centre also provides a range of activities for people in the Bryndwr community.

There is a large number and variety of sport, recreation and leisure groups which range from large sports clubs through to smaller recreation and leisure activities such as Tai Chi and walking groups. The Fendalton Ward is home to The Elmwood Club, which incorporates nine different sports clubs including cricket, bowls, croquet, hockey, netball and volleyball.

There are two Council-owned community facilities - the Fendalton Community Centre and Abberley Park hall. Both of these facilities are well used by a variety of groups. There is also good access to a number of other community facilities owned by local churches and sports clubs.

The Fendalton Library is located in this ward and is very popular with local residents.

## Community Capacity Map



Scale: 1 = Low 5 = High

### Measures and Indicators

**Sense of place** - Residents are familiar with their town's (local) history and have an affinity with the place. (4)

**Participation** - Residents support local groups with their money or time. (3.5)

**Leadership** - Leadership is strong and participatory; leaders are accessible. (3.5)

**Connections** - Residents are trusting and inclusive of others. (3)

**Community attitudes** - Residents have a positive attitude towards their community and its future. (3)

**Problem assessment** - Residents communicate to identify problems and take action. (4)

### Note:

The above ratings have been allocated based on a number of factors including:

- Residents' responses to the above indicators in the Christchurch City Council's annual Life in Christchurch Survey.
- Feedback from key local community organisations and stakeholders (including local elected members).
- The Council's Community Development Adviser's and Community Recreation Adviser's knowledge and experience of working in the local area.



## Community Outcomes

The Community Outcomes have been developed as part of the Council's Strategic Framework, which provides a big picture view of what the Council is trying to achieve for the community.

The Community Outcomes describe what we aim to achieve for Christchurch. They are:

- Resilient communities
- Liveable city
- Healthy environment
- Prosperous economy

You can view the Council's Strategic Framework and read more about the Community Outcomes here: <https://ccc.govt.nz/the-council/how-the-council-works/20182028-vision/strategic-framework>

The narrative below provides an overview of the area in relation to each of the outcomes.

### Resilient Communities

The Fendalton Ward area has a wide range of community programmes and activities available to local residents. These include a variety of recreational and leisure groups and local support groups which offer practical help to residents. There is a number of local organisations who make their facilities available for the community use to undertake their activities.

Previous research undertaken in the Fendalton area showed that social isolation was an issue, particularly for some of our older adults. St Barnabas Church is working hard to address this issue and provides a range of activities, including a visiting service, for residents.

More recent research was undertaken in the Bryndwr area around the needs of young people. This research highlighted a lack of opportunities for leadership development and sadly, a lack of strong role models for our young people. St Aidan's Church established the Rangatahi Bryndwr Trust and now provides a range of programmes for young people in partnership with local schools.

The Fendalton Ward is ethnically diverse and the Christchurch Chinese Church, based in Bryndwr, provides a wide range of programmes and services to support our migrant community.

The Waimāero/Fendalton-Waimairi-Harewood Community Board provides funding to a range of projects across the Fendalton Ward area to support activities of local organisations. The Board also has a Youth Development Fund, which provides a small amount of funding to individual young people who are undertaking recreational or personal development activities.

The Fendalton Ward is home to a number of popular schools who collaborate well together.

Following the 2011 earthquake, the organisations in this area quickly mobilized to provide much needed support to vulnerable people, in not just their local community, but across the city.

The Fendalton-Waimairi-Harewood Community Governance Team hosts a bi-monthly networking meeting for representatives of local community organisations, which provides an opportunities for groups to share ideas and hear about current community issues and activities. There are some great examples of collaboration between community organisations in the area.

A number of local residents in the ward take the opportunity to come and speak to the Community Board about issues that affect their lives. However, it is also noted there is plenty of room for improvement in

terms of making people aware of how they can participate in local decision-making and be provided with the encouragement and support to do so.

We are lucky to have a fantastic local community constable who has developed good relationships with local organisations and is quick to address safety issues as they arise. The ward is also very well serviced by the Christchurch North Community Patrol, who keep a close eye on the area and assist in increasing safety in the area.

The ward is home to the wonderful Fendalton Library, which is very well utilised and provides a range of activities for local residents.

The Fendalton Community Centre on Clyde Road is one of the most utilised community facilities owned by Council and is used by a wide range of groups. It is also home to the Fendalton Playcentre and the Fendalton Afterschool Programme.

### Liveable City

The Fendalton Ward is situated half way between the central city and the airport. Its location means there is easy access to most services and regular public transport options.

The ward is well serviced by a range of businesses including Merivale Mall, Fendalton Mall and the Fendalton Village. There is also a good number of medical centres and St George's Hospital. The area also has a number of small, boutique businesses, which provides plenty of options for local customers.

In terms of housing, the ward has a range of different housing types to meet residents' needs. The suburb of Fendalton was well known for its large character homes. Unfortunately, the 2011 earthquakes resulted in a number of these homes being demolished. These homes are being replaced by modern and well-designed houses which, although having a different look, add new character to the area.

The Fendalton Ward is home to thousands of trees. The Bryndwr area in particular has beautiful tree-lined streets. However, it is unfortunate that although they are beautiful and enhance the environment, trees are the number one issue that residents come to the Community Board about. As they mature and get very large, there are issues for residents with shading, footpath damage and impacts on health, e.g. allergies. Regular feedback from residents indicates high levels of frustration in terms of dealing with tree issues when the trees are strongly protected in the District Plan. It is often a difficult area for our elected members to navigate on behalf of residents.

The suburb of Merivale has seen some radical changes in terms of housing, with a number of new multi-dwellings being constructed. The Merivale Mall is also planning a large extension. Both of these impact on the area, with residents coming to the Community Board with issues around car parking and traffic congestions.

The Bryndwr area has a large number of social housing dating back to the 1950s. Kainga Ora (formerly Housing NZ) are currently undertaking a new housing development in Bryndwr, which will replace older houses with new accessible and energy efficient homes.

The Fendalton Ward is lucky to have a good number of large parks and smaller reserves. In particular, Elmwood Park and Abberley Park are both highly utilised and valued by the local community. It is clear from the communication the Community Board receives from the public relating to parks, that greenspaces are highly valued and appreciated by residents.

The Waimāero/Fendalton-Waimairi-Harewood Community Board holds the annual Community Garden Pride Awards each year, and the large number of award recipients (over 200) shows that people in Fendalton take pride in their gardens and enjoy contributing to the beautification of the city.



## Healthy Environment

The Fendalton Ward has four key waterways, which run through the area; the Waimairi Stream, Wairarapa Stream, Wai-iti Stream and the Avon River/ Ōtākaro.

The Avon River/ Ōtākaro and its tributaries, including the Wairarapa and Wai-iti streams, are all groundwater fed streams, whose source waters originate in the north-western part of the city. The Wairarapa Stream has significant cultural importance, flowing through the historic property of Mona Vale, a popular garden park in Fendalton. Both streams also have a strong connection to the adjacent residential properties, with many using the streams as landscape features or for kayaking/boating.

Following the 2011 earthquake, various assessments and studies have been carried out on the streams. A landscape, cultural, recreational and heritage values assessment was undertaken by Graham Densem Landscape Architects in February 2013. A team of two people walked the full length of the Wairarapa Stream from Grahams Road to Mona Vale, and Wai-iti Stream from Aorangi Road to its confluence with the Wairarapa Stream. Obvious earthquake effects were seen, but appear to have been mostly at a site-specific scale and have had little effect on the wider landscape, cultural, recreational and heritage values of the Wairarapa and Wai-iti streams.

However, residents have raised concerns over the past few years in regards to water flow and, in particular, the Waimairi Stream often being dry. There have also been reports from residents along the stream boundaries who have experienced flooding issues due to weed problems in the streams. Both the Council and Environment Canterbury are aware of these issues and arrange weed removal as required.

In terms of water supply for the area, the earthquake-damaged suction water tank in Jeffreys Reserve is due to be replaced during 2021. The suction tank is not currently in use, and only two wells are directly connected to the water supply. This means that when there is high demand in the area, water is supplied from other wells in the network. When all the four wells are connected, Jeffreys Pump Station will increase or exceed pre-earthquake supply capacity.

The 200 cubic metre damaged suction tank will be replaced by a 500 cubic metre suction tank. The larger tank complies with the new design requirements to balance peak demand, and will ensure water quality including the ability to treat the water, if needed in an emergency.

As previously mentioned, the Fendalton Ward is home to a number of well-utilised parks and greenspaces. As a result of the high usages, over-flowing rubbish from bins in our parks is a constant issue. The Community Board are currently working with Council staff to install Big Belly bins at a number of parks in the Board area, with Abberley Park in the Fendalton Ward being one of the top priorities. The solar-powered Big Belly bins have a built-in compactor that crushes the rubbish, giving them a capacity six times greater than a standard waste bin.

## Prosperous Economy

As at February 2019, the Fendalton Ward had approximately 3,700 businesses employing 9,400 people.

Out of those 3,700 businesses, the top six industry types (in order) are as follows:

1. Rental, hiring and Real Estate Services
2. Professional, Scientific and Technical Services
3. Financial and Insurance Services
4. Health Care and Social Assistance
5. Construction
6. Retail Trade

There are a variety of shopping precincts including Fendalton Mall, Fendalton Village and Ilam/Clyde Road shopping area, Merivale and Carlton Mill Corner.

According to 2018 Census data, 46 percent of people aged over 15 years are in full-time employment, 17 percent in part-time employment, 3 percent are unemployed and 33 percent are not in the labour force. Twenty percent are in receipt of NZ Superannuation, which is slightly higher than the citywide figure of 17 percent.

Nineteen percent of people in the Fendalton Ward are self-employed or work in a business that they own. This is higher than the citywide figure of 12 percent.

Thirty one percent of people in the Fendalton Ward receive income from interest, dividends, rent or other investments, which is significantly higher than the citywide figure of 18 percent.

Twenty seven percent of people in the Fendalton Ward have an annual income over \$70,000, which again is much higher than the citywide figure of 16 percent.

## Current Community Issues

Issue	Progress to date / outcomes
A need for more opportunities for leadership development for young people, particularly in the Bryndwr community.	<u>February 2021</u> The Board currently provides grant funding to the Rangatahi Bryndwr Trust to provide a range of youth programmes and leadership development. Te Ora Hou Otautahi are also working in the Bryndwr community to identify gaps and work alongside vulnerable young people and their families.
Social isolation, particularly older adults in the Fendalton area.	<u>February 2021</u> With funding support from the Board, St Barnabas in Fendalton provide a variety of activities for older adults including a visiting service.
Increased housing density affecting the character of neighbourhoods, particularly in the Merivale area.	<u>February 2021</u> This issue is currently impacting a number of neighbourhoods across the city. The Government has implemented a directive that aims to increase housing density in multiple cities, including Christchurch. A number of City Councillors have indicated their desire to continue discussions with central government regarding the impacts on local communities.

<p>The impact of COVID19 on sporting clubs ability to raise funds through traditional methods, sausage sizzle, pub charities, bar takings, membership subscriptions has meant many have taken a reduction in income.</p>	<p><u>February 2021</u></p> <p>The Community Board through grant funding have been able to offer support to sports clubs by contributing towards projects they may normally have been able to fund themselves.</p> <p>Clubs have considered amalgamation and explored other ways of operating in the COVID environment.</p>
<p>Increased demand on social services due to COVID19 impacts with job losses and people not used to using support services.</p> <p>Increased demand for retraining due to job losses.</p>	<p><u>February 2021</u></p> <p>Community groups have adapted and increased support services to those in need, or newly in need, responding as best they can. The Community Board continue to support these organisations with grant funding to enable them to provide these services and meet the increased need.</p> <p>In addition to local community support Central Government has provided opportunities for financial support and retraining.</p>

## WAIMAIRI WARD PROFILE

February 2021



The Waimairi Ward includes the suburbs of Russley, Avonhead, Burnside and a significant portion of Ilam.

Being on the outskirts of the city, it is surrounded by main routes in and around Christchurch, with access to the main roads south and north, and also to the West Coast. It also has quick access to the Christchurch airport. The area is home to a number of large sport and recreational parks including Avonhead Park, Crosbie Park, Burnside Park and the Russley Golf Club.

Christchurch city has 15 percent of the population identifying as being of Asian descent, in the Waimairi Ward 26 percent of the residents identify in this category.

The area has six schools including Burnside High School which is one of the largest secondary schools in New Zealand. It has the Avonhead shopping mall and is also handy to two of Christchurch's larger malls, Westfield Riccarton and the Hornby Hub.

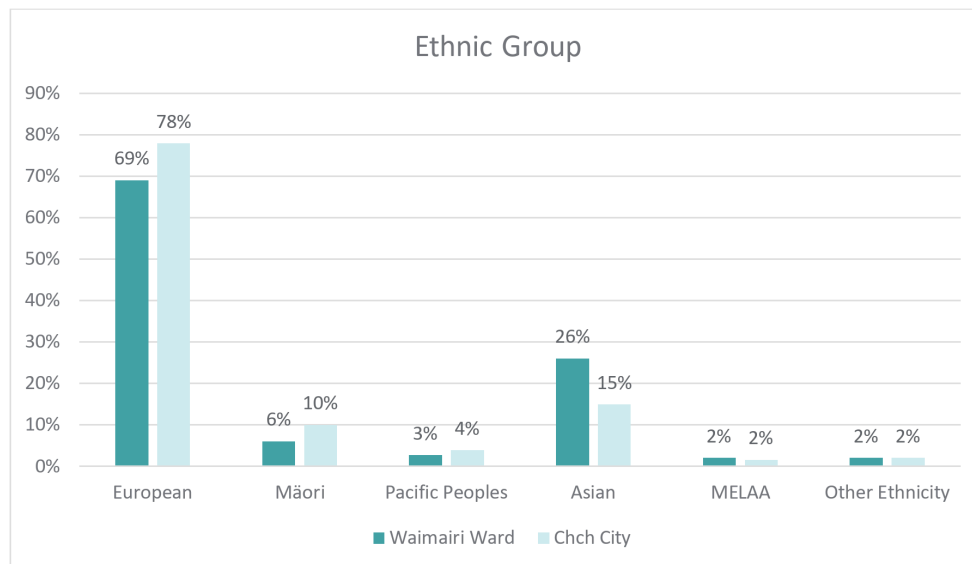
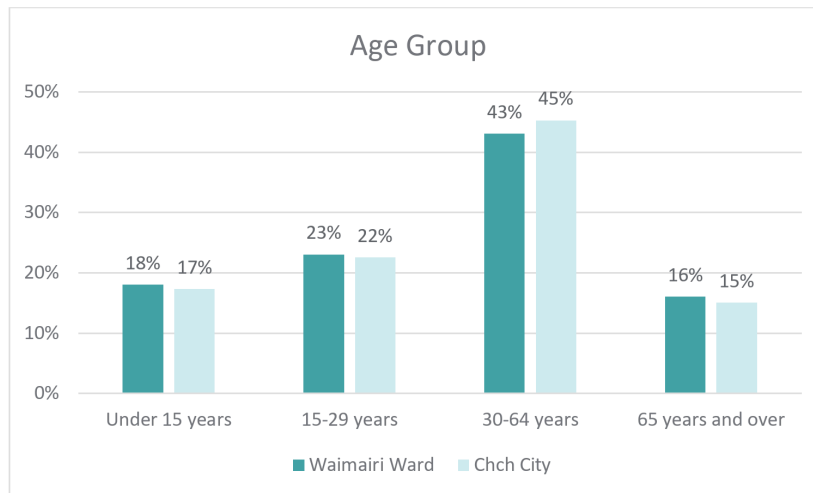
*Community Profiles compiled by the Community Support, Governance and Partnerships Unit*

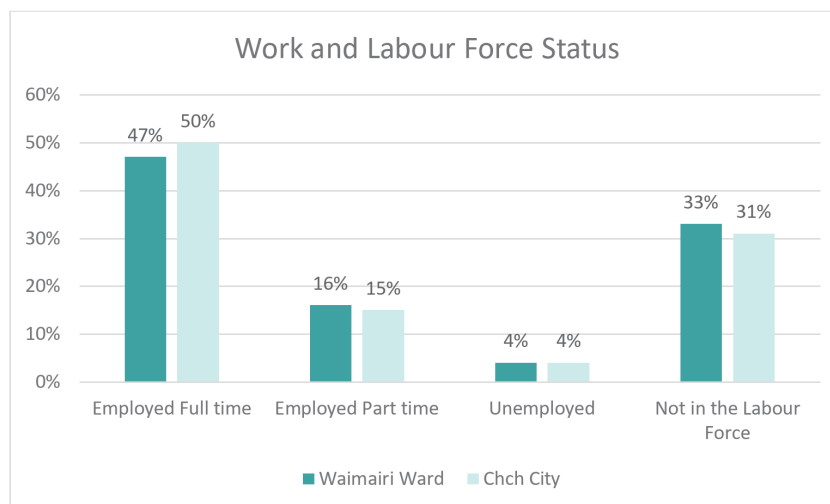
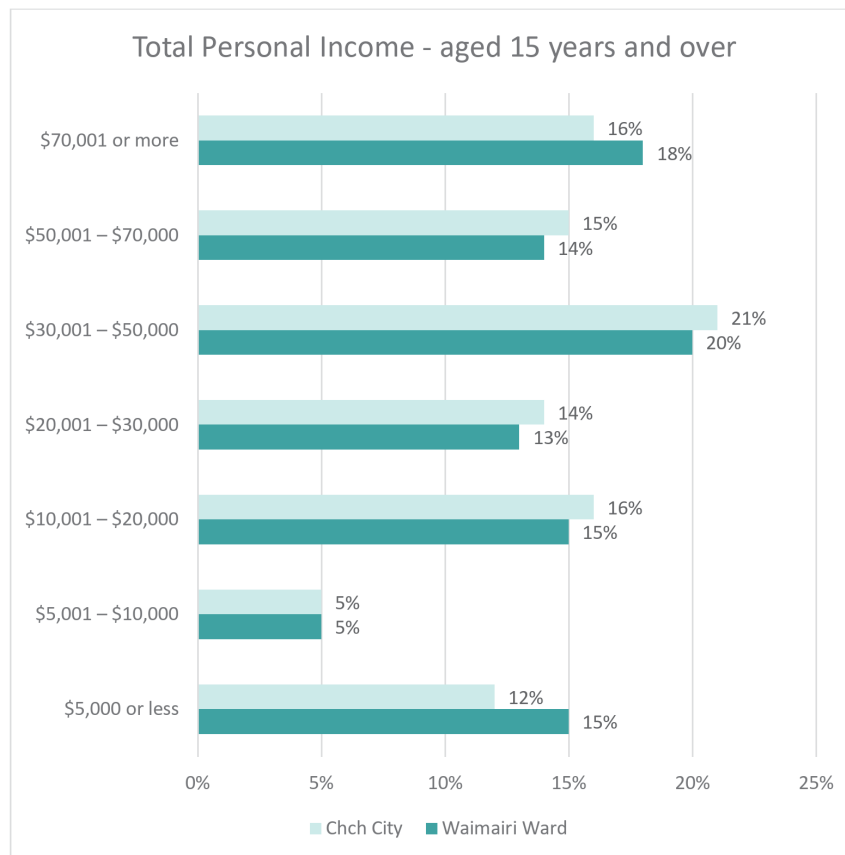
## Facts and figures

### Demographic Summary (2018 Census Data)

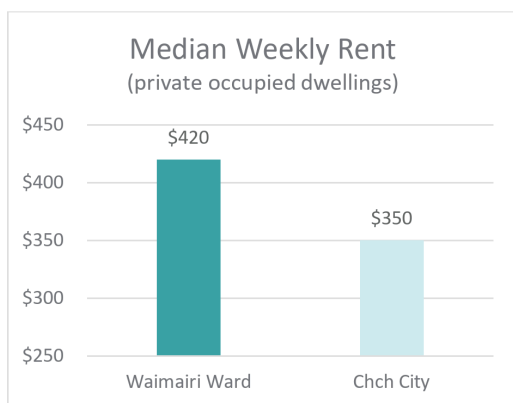
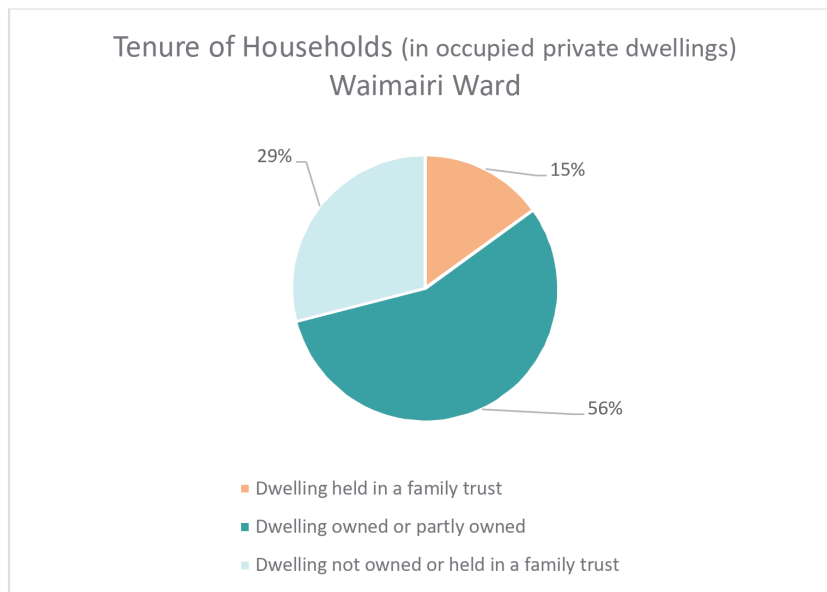
#### Population

The population within the Waimairi Ward boundary is: **22,554**









Number of Occupied Private Dwellings: 8,901

### Facilities and Amenities

- 1 Council owned social housing complex with 19 units
- 1 Council owned community facility: Avic Hill Arts and Craft Centre
- 1 shopping centre: Avonhead Mall
- 6 schools: 5 primary and 1 secondary
- 2 Council-owned cemeteries: Avonhead Park and Waimairi
- Approximately 2,600 businesses employing 9,300 people (Feb 2019)

## NZ Deprivation Index

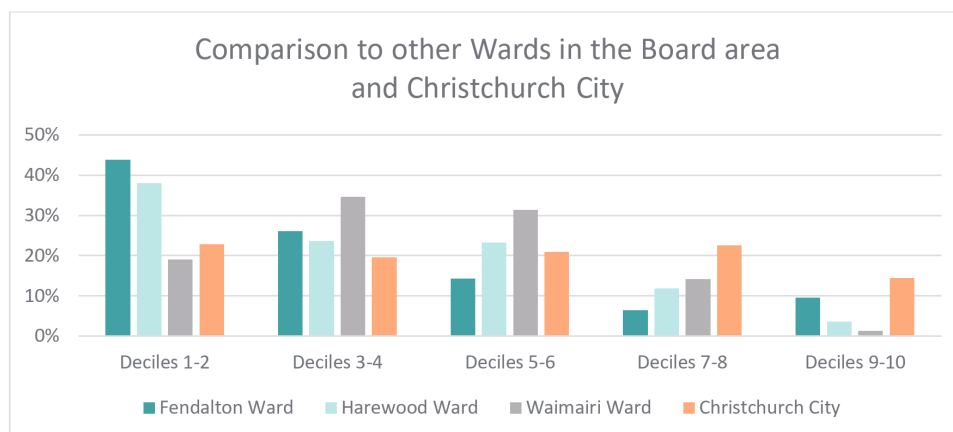
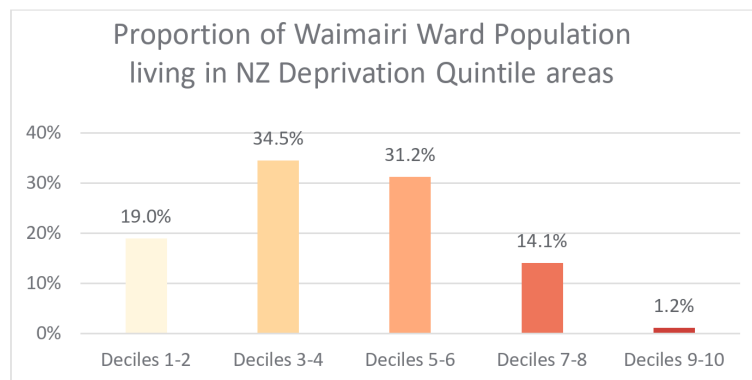
The aim of the NZ deprivation index research programme is to develop indexes of socioeconomic deprivation for New Zealand, to support and inform:

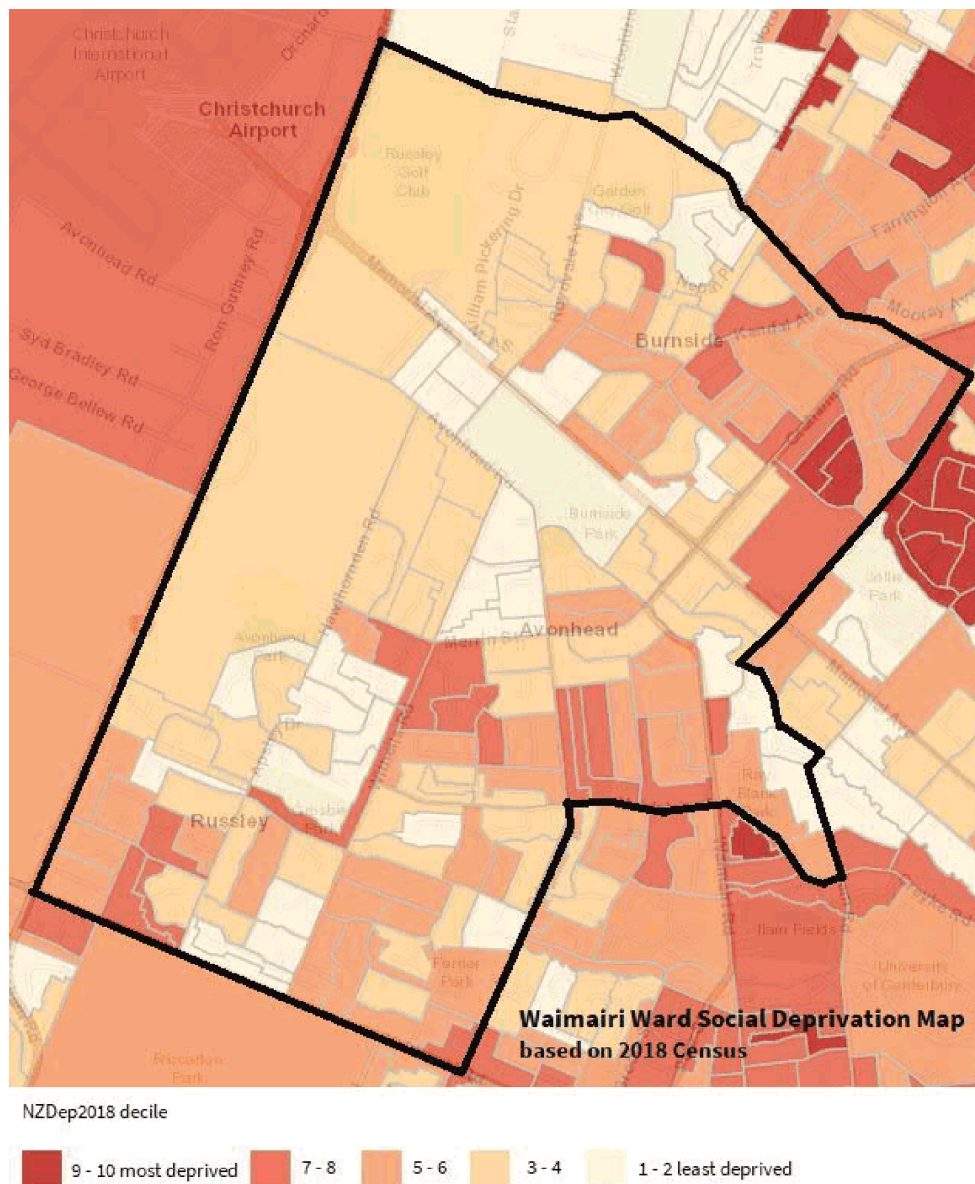
- Application in funding formulas
- Research in especially health and other social services. For example, in the health sector, many researchers use the indexes to describe the relationship between socioeconomic deprivation and health outcomes
- Community groups and community-based service providers to describe the populations they serve, and to advocate for extra resources for community-based services.

The nine variables included in the 2018 deprivation index are as follows:

- People aged 18-64 receiving a means tested benefit
- People living in households with equivalised income below an income threshold
- People with no access to the Internet at home
- People aged 18-64 without any qualifications
- People aged <65 living in a single parent family
- People not living in own home
- People living in household with equivalised bedroom occupancy threshold
- People aged 18-64 unemployed
- People living in dwellings that are always damp and/or always have mould greater than A4 size.

**The scale of deprivation ranges from 1 to 10:** 1 represents the areas with the **least** deprived scores. 10 represents the areas with the **most** deprived scores.





The Waimairi Ward in terms of the deprivation index has 65 percent of the community living between deprivation levels 3-6, which means most people in the ward would appear to be comfortable, neither deprived nor affluent. While the city has around 14 percent in the high deprivation area, Waimairi sits at only 1.2 percent of the community in high deprivation. This area of deprivation is concentrated in just a few streets in the suburb of Burnside.

The average income of someone living in the Waimairi Ward is around \$33,000. Across the income levels, the area is fairly evenly spread and consistent with the city statistics, with a few more in the highest income level and the lowest income levels again evening this out.

## Community Infrastructure

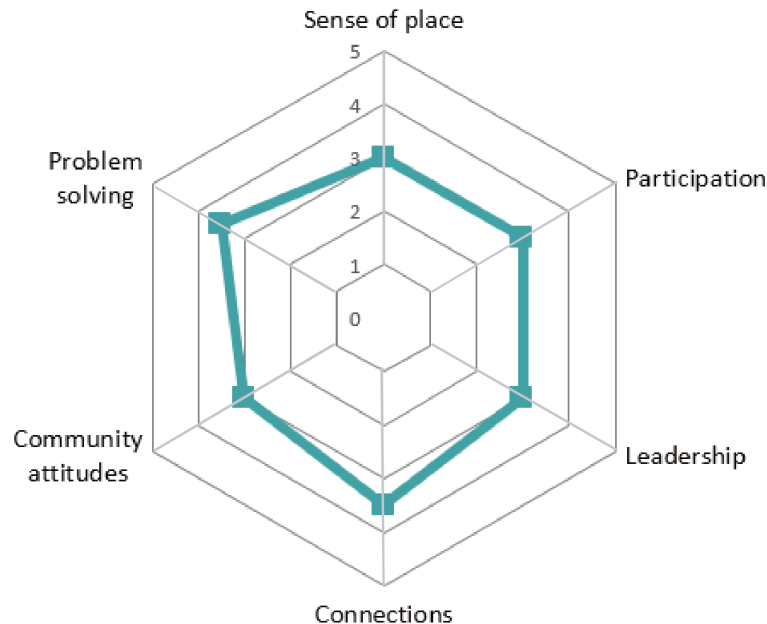


While there is no Council library and only one small Council facility in the ward, there is a strong social infrastructure in the area that stems mainly from the faith based organisations. They work well together with collaborative and complimentary programmes.

There are many smaller interest groups and many of the sports groups are in the Avonhead and Burnside areas which have the two large parks. In total there are around 70 community connection places with churches, sports clubs and community facilities in the area. The six schools and large parks with sports clubs on site mean there are numerous facilities available for community use, some of which are quite large including the Burnside High School Aurora Centre which is a purpose built performing arts centre.

The one small, Council-owned community facility is at Avice Hill Reserve on Memorial Avenue. This provides a lovely setting for the Avice Hill Arts and Craft Centre. This building was gifted to the Council for community use with a focus, as the name suggests, on supporting or providing a space for arts and craft groups. The craft room has a lino floor, a sink and workbench for any "messier" crafts.

## Community Capacity Map



Scale: 1 = Low 5 = High

### Measures and Indicators

**Sense of place** - Residents are familiar with their town's (local) history and have an affinity with the place. (3)

**Participation** - Residents support local groups with their money or time. (3)

**Leadership** - Leadership is strong and participatory; leaders are accessible. (3)

**Connections** - Residents are trusting and inclusive of others. (3.5)

**Community attitudes** - Residents have a positive attitude towards their community and its future. (3)

**Problem assessment** - Residents communicate to identify problems and take action. (3.5)

### Note:

The above ratings have been allocated based on a number of factors including:

- Residents' responses to the above indicators in the Christchurch City Council's annual Life in Christchurch Survey.
- Feedback from key local community organisations and stakeholders (including local elected members).
- The Council's Community Development Adviser's and Community Recreation Adviser's knowledge and experience of working in the local area.



## Community Outcomes

The Community Outcomes have been developed as part of the Council's Strategic Framework, which provides a big picture view of what the Council is trying to achieve for the community.

The Community Outcomes describe what we aim to achieve for Christchurch. They are:

- Resilient communities
- Liveable city
- Healthy environment
- Prosperous economy

You can view the Council's Strategic Framework and read more about the Community Outcomes here: <https://ccc.govt.nz/the-council/how-the-council-works/20182028-vision/strategic-framework>

The narrative below provides an overview of the area in relation to each of the outcomes.

### Resilient Communities

There are around 22,554 people in the Waimairi Ward. The average age of someone living in the ward is 40 years old. The majority of people living in the area are of European descent (69 percent) a little lower than the city which has 78 percent. The next highest ethnicity in the community are those of Asian descent (26 percent) which is 11 percent higher than across the city sitting on 15 percent.

The Waimairi Ward is a popular place to live as it is close to good schools, with plenty of green spaces and recreational opportunities, ease of access to the central city and travel routes in and out of the city.

There are a good number of community organisations and sport and recreation groups providing activities in the area. The social services connect well and show a desire to collaborate to support the local community with needed services. Many churches in the area are very active in delivering social services and programmes in response to community demand. A large number of the programmes run have a children and youth focus and some of these have developed to cater for the areas ethnic diversity.

An example of this is in 2020 three churches, St Christopher's Anglican, Avonhead Baptist and St Marks Presbyterian churches joined together to launch the Olive Branch Community Food Pantry. This was in direct response to those impacted by COVID19 to provide support to families struggling due to loss of work or a decrease in income.

The Waimairi Ward is home to Burnside High School which is one of the largest secondary schools in New Zealand, with about 2,600 students and 200 staff. The school also has a large purpose-built performing arts centre, the Aurora Centre. The Aurora Centre is a state of the art, multi-purpose venue designed for the presentation of a wide range of activities. The venue complex is air-conditioned and contains a large auditorium, a meeting and functions room, dressing rooms and foyer areas. The auditorium accommodates 700 people in ergonomically designed, tiered seating. This gives the school professional performance events of all scales. After school hours, the centre is run as a professional venue, hosting many touring acts and community events. After the earthquakes of 2010 and 2011 the venue became a key venue for the arts sector when the future of other performance venues was unclear. Burnside High School is also the official site for a civil defence welfare centre if required in a disaster.

The other five schools in the area are Primary schools. As a result of the Government's Education Review Burnside Primary School and Kendal Primary School were marked for closure. Burnside Primary received a reprieve but Kendal Primary School closed in 2013. While the future of the buildings or the land is still ultimately unknown community activities continue to run from the school. Included in this community



activity is the well-attended Bishopdale Menzshed (established in 2014) who are based in the Scout Den out the back of the school. The Menzshed frequently support community projects and have gone from strength to strength both in numbers and in terms of their support of the community and projects.

There are a large number of Neighbourhood Support groups in the area and in a survey of the Avonhead area in 2019 it was reported that feeling safe was one of the key aspects for people living in the area. Recently some people in that area say they believe there is an increase in criminal activity. The Community Board in their Community Board Plan 2020-2022 have included a priority of developing community safety initiatives across the board area, "particularly in the Avonhead/Russley and Bishopdale areas."

## Liveable City

As of February 2019 there were approximately 2,600 businesses employing 9,300 people in the Waimairi Ward. Among these businesses is the Avonhead Mall on Withells Road. This contains 18 shops, including a Countdown supermarket, ANZ bank, Kiwibank/NZ PostShop, a restaurant and bar.

The Council has 19 Social Housing Units in the Waimairi Ward in Withells Road, Avonhead.

There are approximately 8,901 privately occupied dwellings in the area. Of these 56 percent are privately owned in whole or part, 15 percent are held in a family trust and 29 percent are neither of these. The average rent in the area from the 2018 Census stats was higher than the city average of \$350, at \$420 per week. The highest rental area being Ilam North at \$450 per week. Rentals in Burnside averaged \$400 from the census in 2018 and as of February 2021 according to Tenancy Services website the average market rent in Burnside is now \$460 per week.

There is good access to green spaces including Crosbie Park, Avonhead Park and Burnside Park. Burnside Park is a 29 hectare sports park providing a range of recreational opportunities from walking and picnicking to organised sports. It has excellent sporting facilities for rugby, soccer, squash, tennis and cricket. There is also a unique wooded area in the park that includes some notable trees and historic plantings. The Russley Golf Course is also located in this area and there are two Council-owned cemeteries in the Waimairi Ward, Avonhead Park Cemetery and Waimairi. Avonhead Park has been identified by residents and subsequently supported by the Community Board to receive "Big Belly Bins" to help reduce the cost of maintenance at the Park and support community use.

Dakota Park is Christchurch Airport's 80-hectare freight and logistics precinct with direct air and land connections to wherever you need to be. With direct access to State Highway 1 and the city just 20 minutes away, Dakota Park offers both location and quality for Airport businesses and calls itself the airport campus. It is located in the Avonhead area of the Waimairi Ward.

There is also the Airport Business Park on 2.78 hectares at 92 Russley Road. It is a low rise office development in a gated community. With transport links giving easy quick access North, South and West, while still in close proximity to the city centre and shopping malls the business park is fully tenanted.

The development of the Business Park saw major traffic and parking issues for nearby residents. Parking restrictions were approved by the Community Board in 2013 to help remedy some of the problems residents have been experiencing. There is constant monitoring of the area and contact with residents as the lack of car parking for residents and increased traffic on the roads still create issues.

## Healthy Environment

Noise and air pollution from the airport are of concern to residents but there is a committee that meets to address this and the Community Board have a representative that sits on this to sort any issues that may arise.

The Waimairi and Ilam streams run through the Waimairi Ward. Residents have been concerned that the inner-city Christchurch streams are vanishing and drying up. Low water levels have been common in the last few years and this has affected many of Canterbury's waterways in recent months. The regional council attributes this to dry weather. Many are concerned it may signal the beginning of the end for Christchurch's waterways.

The neighbours of the Ilam stream (NOTIS), with board support, held a planting day in conjunction with the local girl guides in 2019. They are looking to do more projects around the area and have ideas to support the Council to support the return of the free flowing stream.

Due to the high use of Avonhead Park the Community Board in conjunction with Council staff will be resourcing the placement of "Big Belly Bins" in Avonhead Park. The bins have a built-in compactor that crushes the rubbish and gives them a capacity six times greater than a standard waste bin. This reduces the maintenance required of the bins and emptying them and means they can be used more by park users.

### Prosperous Economy

As at February 2019, the Waimairi Ward had approximately 2,600 businesses employing 9,300 people.

Out of those 2,600 businesses, the top six industry types (in order) are as follows:

1. Rental, Hiring and Real Estate Services
2. Professional, Scientific and Technical Services
3. Construction
4. Financial and Insurance Services
5. Accommodation and Food Services
6. Administration and Support Services

The Waimairi Ward has large areas of business/industries, including the Airport Business Park and the Roydvale Ave/Sir William Pickering Drive business area. A number of these businesses relocated to the area following the 2011 earthquake.

There are a variety of smaller shopping precincts including the Avonhead Mall, Kendall Avenue shops, Wairakei/Greens Road shops and the Staveley Street shops.

According to 2018 Census data, 47 percent of people aged over 15 years are in full-time employment, 16 percent in part-time employment, 4 percent are unemployed and 33 percent are not in the labour force. Eighteen percent are in receipt of NZ Superannuation, which is only slightly higher than the city wide figure of 17 percent.

Thirteen percent of people in the Waimairi Ward are self-employed or work in a business that they own. This is only slightly higher than the city wide figure of 12 percent.

Twenty four percent of people in the Waimairi Ward receive income from interest, dividends, rent or other investments which is higher than the city wide figure of 18 percent.

Eighteen percent of people in the Waimairi Ward have an annual income over \$70,000 which again is only slightly higher than the city wide figure of 16 percent.

## Current Community Issues

Issue	Progress to date / outcomes
Community perceived increasing crime in the Avonhead and Russley areas.	<p><u>February 2021</u></p> <p>The Community Board have a priority of developing community safety initiatives across the board area, "particularly in the Avonhead/Russley and Bishopdale areas." Council Governance Staff have met with Neighbourhood Support, The North Patrol and NZ Police to look into the reported statistics and consider a pilot Community Safety Partnership project.</p>
Traffic congestion and parking issues around the airport Business Park.	<p><u>February 2021</u></p> <p>Parking restrictions were approved by the Community Board in 2013. These restrictions continue to be monitored by Christchurch City Council transport staff who are in regular contact with the residents' group.</p>
Feedback from a community survey in 2019 suggests there are older adults, particularly in the Avonhead area, who are socially isolated and need community support.	<p><u>February 2021</u></p> <p>St Marks runs a foot clinic and provides a connecting newsletter. The Avonhead Community Trust in 2020 developed their community connections project for elderly people to get to know one another and their organisation. Both of these project receive Community Board funding to operate.</p>

## HAREWOOD WARD PROFILE

February 2021



The Harewood Ward includes the suburbs of Bishopdale, Harewood, Northwood, the west-side of Belfast and small portions of both Casebrook and Yaldhurst.

It is a large geographical area and a major transport hub for Christchurch and the South Island. State Highway One runs through the middle of the ward and the Christchurch International Airport is located in it. Because of the close proximity to the airport and State Highway One the Harewood Ward is also home to many freight and other industrial businesses and tourist attractions such as Orana Park, Willowbank Wildlife Reserve and the International Antarctic Centre.

It also has many natural features with Wetlands and native vegetation, including the Waimakariri River Regional Park, The Groynes, Styx Mill Conservation Reserve and Lake Roto Kohatu. Lake Roto Kohatu is the only freshwater lake area in Christchurch and is well utilised by businesses and community alike. McLeans Island is another key place in the ward providing a large number of recreational spaces and activities.

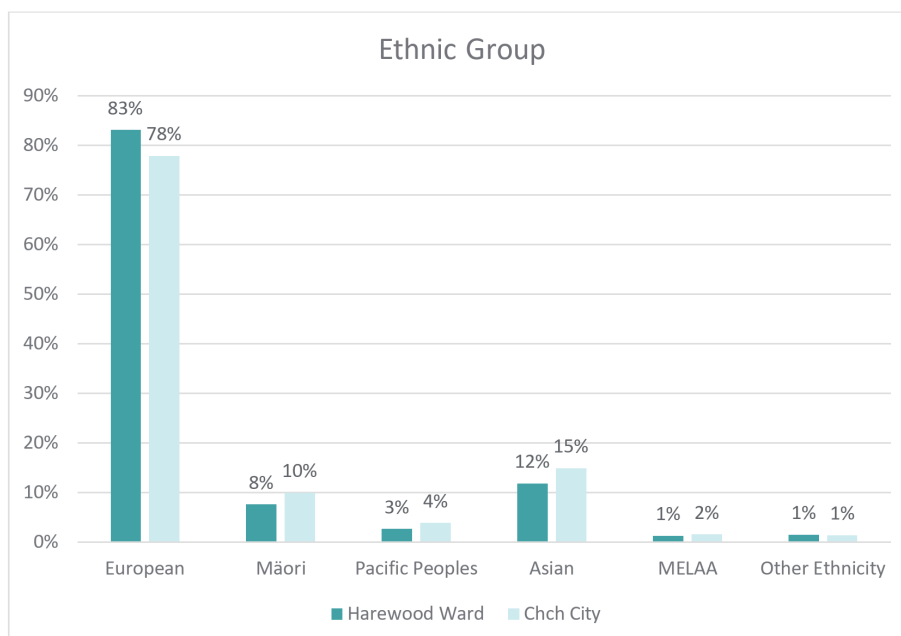
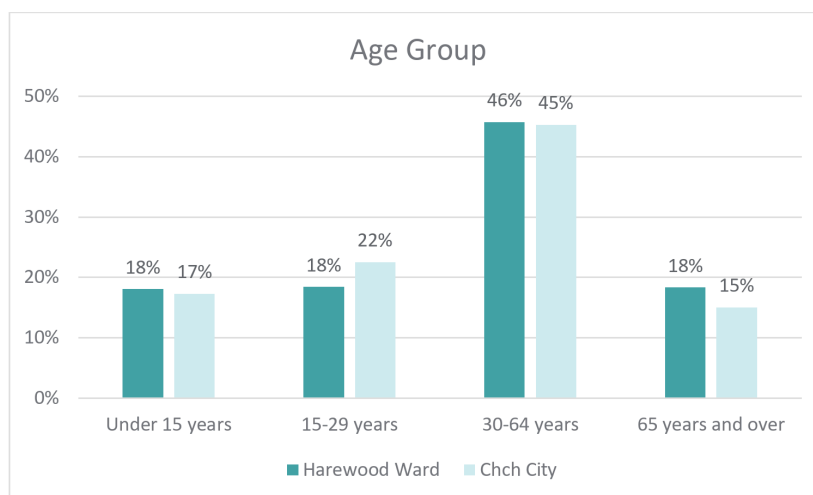
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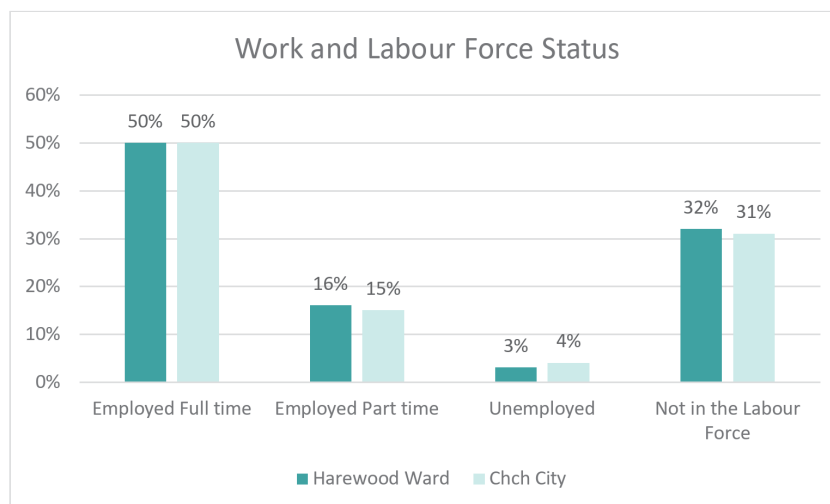
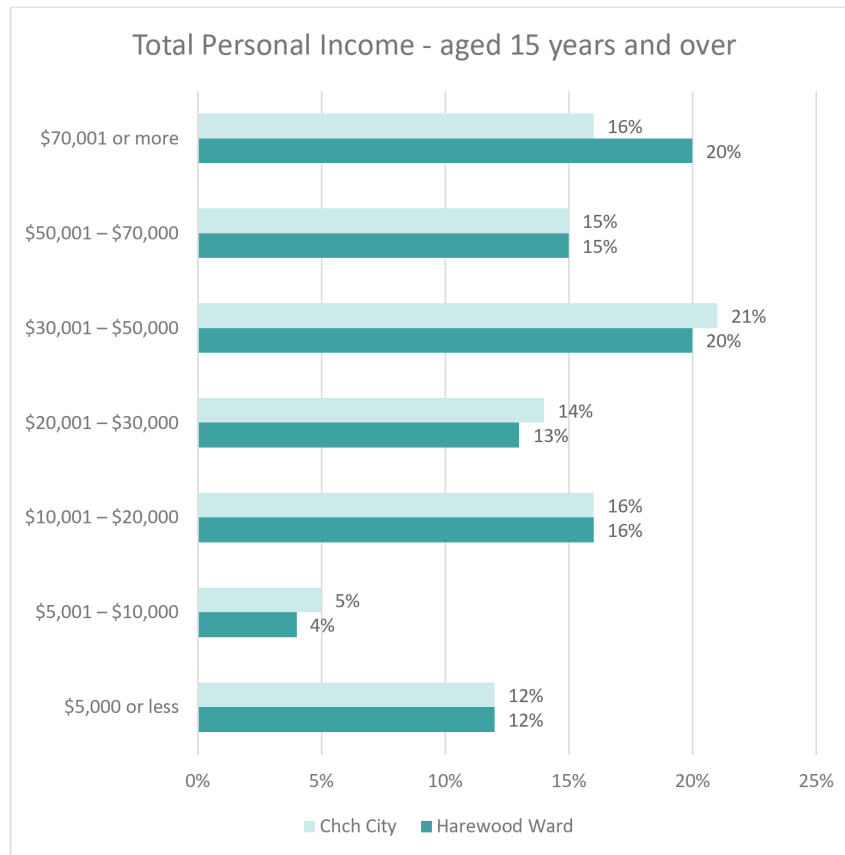
## Facts and figures

### Demographic Summary (2018 Census Data)

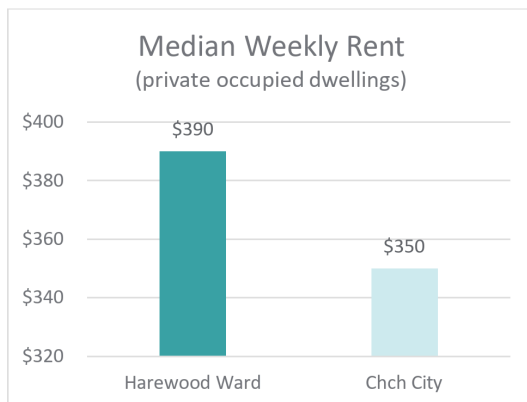
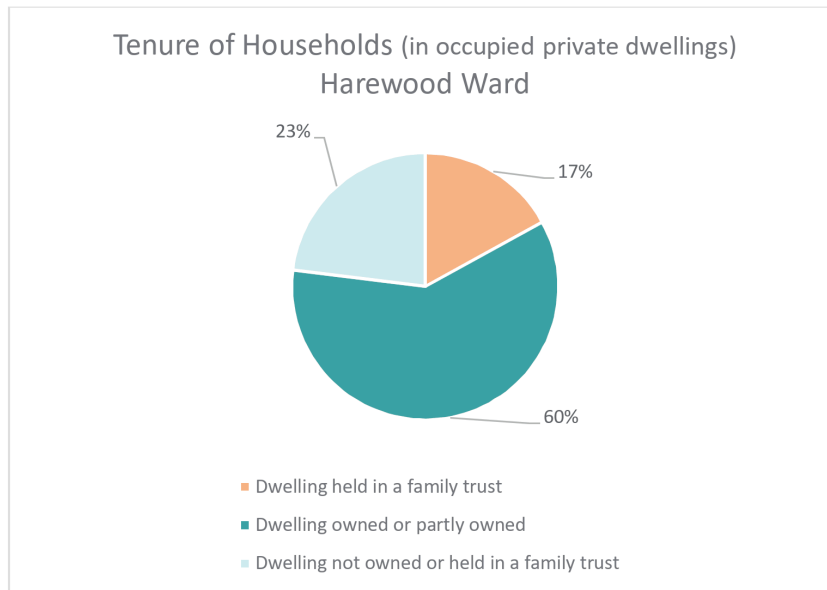
#### Population

The population within the Harewood Ward boundary is: **21,552**









Number of Occupied Private Dwellings: 8,073

### Facilities and Amenities

- 1 Council library: Ōrauhata Bishopdale Library and Community Centre
- 4 Council owned social housing complexes with a total of 36 units
- 2 shopping centres: Bishopdale Mall, Spitfire Square (airport)
- 7 schools: 5 primary, 1 intermediate, 1 primary & middle school (Year 1-10)
- 1 charity hospital: Canterbury Charity Hospital
- Approximately 2,500 businesses employing 15,900 people (2019)
- Major sport and recreation amenities include: McLeans Island, Christchurch Football Academy, The Groyne, Lake Roto Kohatu, Nunweek Park

## NZ Deprivation Index

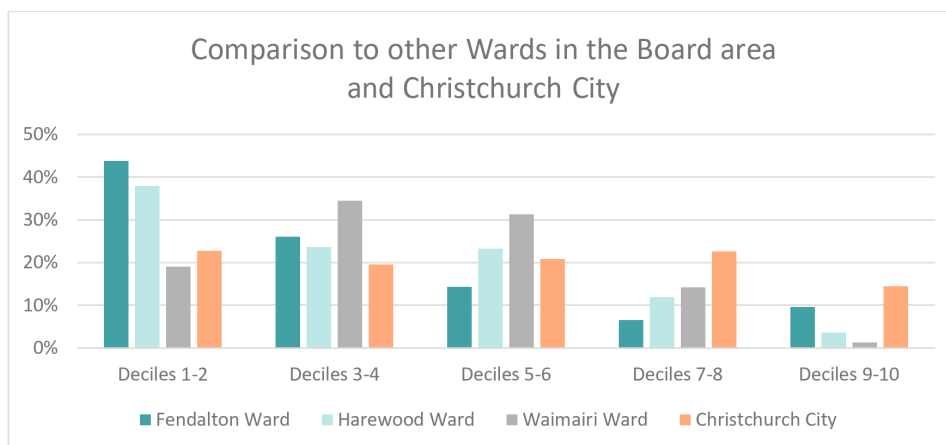
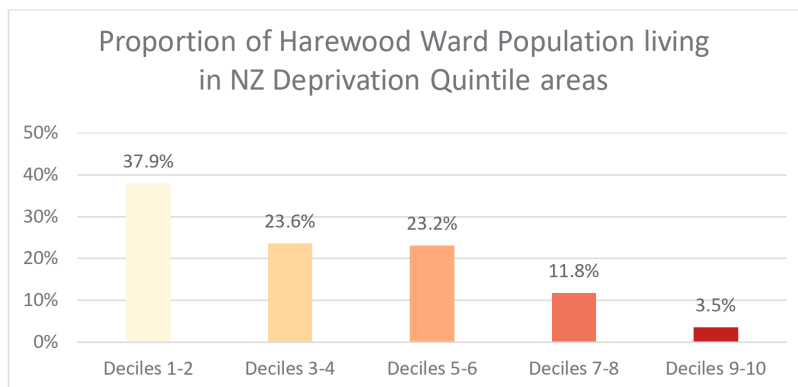
The aim of the NZ deprivation index research programme is to develop indexes of socioeconomic deprivation for New Zealand, to support and inform:

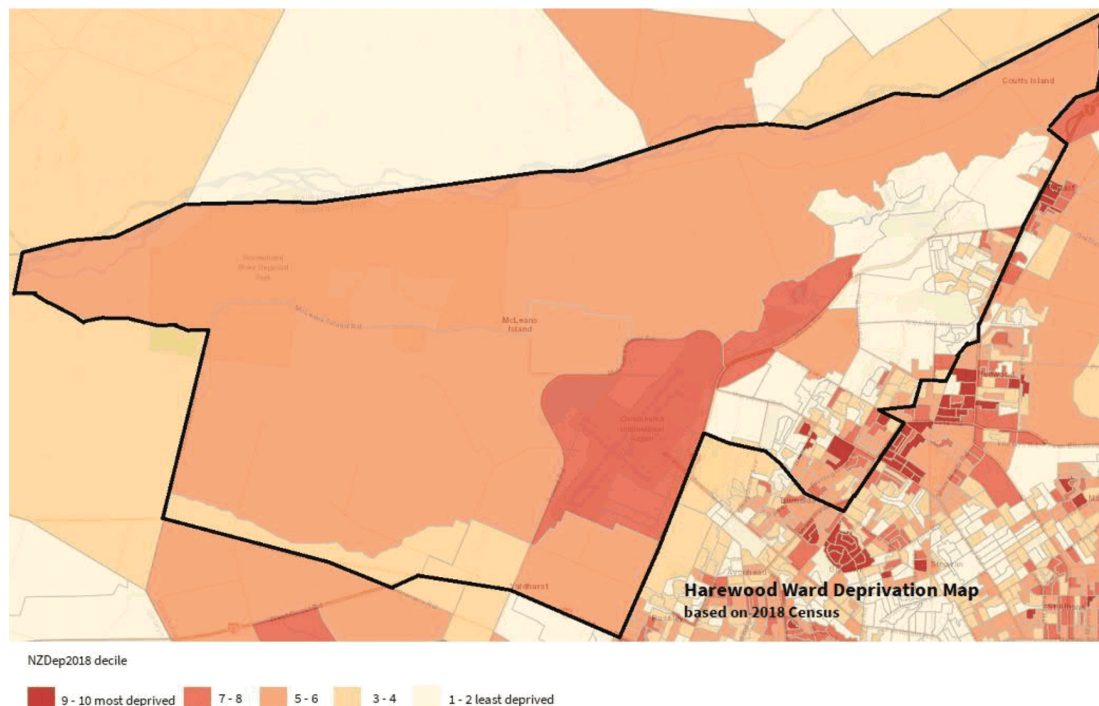
- Application in funding formulas
- Research in especially health and other social services. For example, in the health sector, many researchers use the indexes to describe the relationship between socioeconomic deprivation and health outcomes
- Community groups and community-based service providers to describe the populations they serve, and to advocate for extra resources for community-based services.

The nine variables included in the 2018 deprivation index are as follows:

- People aged 18-64 receiving a means tested benefit
- People living in households with equivalised income below an income threshold
- People with no access to the Internet at home
- People aged 18-64 without any qualifications
- People aged <65 living in a single parent family
- People not living in own home
- People living in household with equivalised bedroom occupancy threshold
- People aged 18-64 unemployed
- People living in dwellings that are always damp and/or always have mould greater than A4 size.

**The scale of deprivation ranges from 1 to 10:** 1 represents the areas with the **least** deprived scores. 10 represents the areas with the **most** deprived scores.





The Harewood Ward area is relatively well off compared to the city as a whole with nearly 40 percent of the area being rated as 1 - 2 (least deprived) and only 3.5 percent of the area falling into the most deprived category (9-10) according to the deprivation index. This high deprivation area in the Harewood Ward is concentrated in the suburb of Bishopdale.

The Council has 78 social housing units in Harewood and they are all in the suburb of Bishopdale. The Bishopdale community have been connecting and looking to regenerate Bishopdale with a particular focus on the Bishopdale Mall area which has an active Business Centre Association.

Income earner levels across the ward pretty much match those of the city levels with the exception being those who earn over \$70,000. Harewood has 20 percent of people earning over \$70,000 compared with 16 percent citywide. The average income in the ward is \$36,379. But the average income for those in the suburb of Clearwater is \$50,000 they also have an average age in the suburb of Clearwater of 50 years so slightly older than elsewhere in the ward.

Fifty seven percent of homes have some form of ownership in part or are fully owned privately and 19 percent of homes are held in a family trust. Around a quarter of residents are renting and the average rent in 2018 was around \$390 per week, with the highest average for a suburb being \$500 per week in Regents Park. Since the Census in 2018 and due to COVID, house prices and rental prices have increased. As of February 2021, according to the Tenancy Services Website the average market price of a rental property in the suburb of Harewood is \$568 and in the high deprivation area of Bishopdale is \$435.

## Community Infrastructure

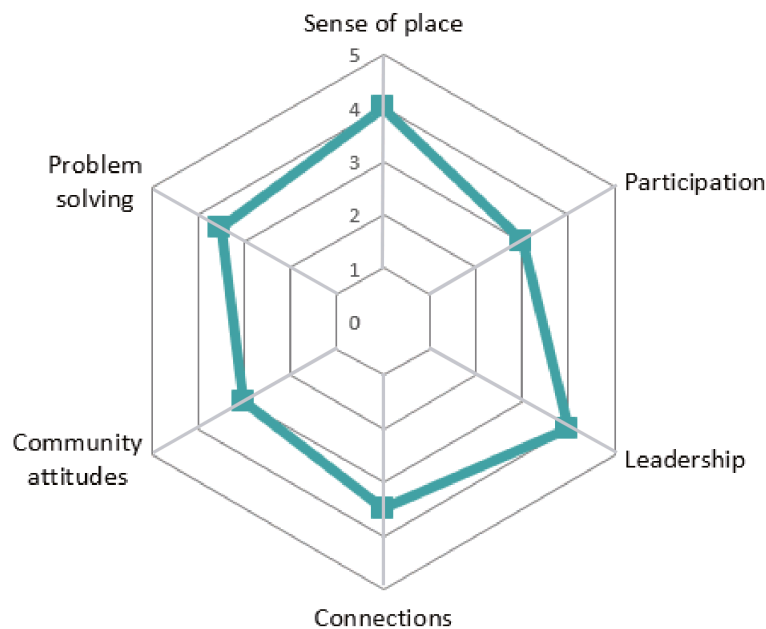


While there is only one focused Community development/support organisation in the area, the Bishopdale Community Trust, which is a strong organisation providing a range of services with a particular focus on elderly needs. As the name would indicate, the Trust is located in the high deprivation area of Bishopdale.

The Council owned Bishopdale Library and Community Centre were closed following the earthquakes in 2010 and 2011 but have been replaced with new buildings and are well utilised by the community as central gathering places to meet and interact with other people.

There are a vast number of sport and recreation groups, schools and faith based organisations (nearly 80) that are spread across the area. Along with the many community owned facilities associated with them providing places to gather, social connections and healthy activities.

## Community Capacity Map



Scale: 1 = Low 5 = High

### Measures and Indicators

**Sense of place** - Residents are familiar with their town's (local) history and have an affinity with the place. (4)

**Participation** - Residents support local groups with their money or time. (3)

**Leadership** - Leadership is strong and participatory; leaders are accessible. (4)

**Connections** - Residents are trusting and inclusive of others. (3.5)

**Community attitudes** - Residents have a positive attitude towards their community and its future. (3)

**Problem assessment** - Residents communicate to identify problems and take action. (3.5)

### Note:

The above ratings have been allocated based on a number of factors including:

- Residents' responses to the above indicators in the Christchurch City Council's annual Life in Christchurch Survey.
- Feedback from key local community organisations and stakeholders (including local elected members).
- The Council's Community Development Adviser's and Community Recreation Adviser's knowledge and experience of working in the local area.

## Community Outcomes

The Community Outcomes have been developed as part of the Council's Strategic Framework, which provides a big picture view of what the Council is trying to achieve for the community.

The Community Outcomes describe what we aim to achieve for Christchurch. They are:

- Resilient communities
- Liveable city
- Healthy environment
- Prosperous economy

You can view the Council's Strategic Framework and read more about the Community Outcomes here: <https://ccc.govt.nz/the-council/how-the-council-works/20182028-vision/strategic-framework>

The narrative below provides an overview of the area in relation to each of the outcomes.

### Resilient Communities

There are around 18,500 people in the Harewood ward. The average age of someone living in the Harewood Ward is 44 years old. The main ethnicities in the area are 84 percent European and 11 percent Asian.

The ward itself covers a large area geographically but the population of the ward are concentrated in the eastern side. This concentration of people in one main area gives community connection due to proximity. When combined with the places and spaces in the community this means there are many options, opportunities and activities in the Harewood Ward enabling people to gather, to meet and share interests and to engage in healthy activities and recreation within the community.

The community will rally and respond to Council decisions that are important to them to get their voices heard, taking opportunities to be involved in the process. The most recent example of this being *Wheels to Wings*. *Wheels to Wings* – Papanui ki Waiwhetū is a proposed major cycleway facility looking to connect local cycling in the suburbs of Harewood and Bishopdale (in the Harewood Ward) to destinations including schools, shops, businesses and recreational facilities and connecting to other cycling facilities further afield. Many people have made submissions, offering their feedback on the concept plans.

The suburb of Bishopdale which is an area of high deprivation has seen the development of a community project group, supported by Council staff and the Waimāero/Fendalton-Waimairi-Harewood Community Board, looking at ways to regenerate the area. Initially they have been focusing on the Bishopdale Mall and associated spaces. With the support of volunteers and great local sponsorship the group to date have created a village green area by the mall with seating and activities. It has a community mural painted by a local artist and additional panel artwork contributed by local schools. The mural came second in an Australasian Community Mural Competition run by Rezene Paint and the area has people using it every day and has given it a great lift. The project group which has members from the Business Centre Association, The Bishopdale Community Trust and Enliven Bishopdale Group, are looking at new projects in the area to build on the success they have already had.

The Bishopdale Community Trust is a community organisation that operates a community House, Sundbye House. It operates as a drop in place offering activities such as Coffee and friendship, Card making, games, walking groups, Craft group, Social housie, Community lunch, yoga and a Book and jigsaw library. They also maintain the Bishopdale directory which provides local information on activities and groups in the area and produce the Bishopdale bulletin quarterly which is a community newsletter.



The YMCA Bishopdale Recreation Centre at the Bishopdale mall is well utilised providing recreational opportunities for all ages including afterschool activities for youth and an early learning centre.

Celebrate Bishopdale is an annual community event that was established by the Fendalton/Waimairi Community Board in 2013 after local residents wanted to see a fun, family event in the area. The aim of the event is to celebrate living in Bishopdale and to come together as a community. The event is held at Bishopdale Park on Harewood Road and has large attendance numbers each year.

## Liveable City

The Harewood Ward being such a vast area with the airport and State Highway One running through it means it is a unique combination of three parts; an industrial area, a residential area and lots of natural space and parks throughout.

There are two shopping malls in the area. Spitfire Square which is Christchurch Airport's very own retail precinct. It is located just a few minutes from the terminal and has a wide range of shops, services and eateries on offer. The other is the Bishopdale Mall. Additionally there are smaller shopping centres are dotted around the ward.

The Harewood area is home to many unique tourist places of interest and business including Orana Park, Willowbank, and The Antarctic Centre. Orana Wildlife Park is set on 80 hectares and is New Zealand's only open range zoo. Animal encounters are a specialty and there are scheduled animal presentations daily. They have Rhino, gorillas, lions, tigers, painted dogs, cheetah, monkeys and meerkats, and much more. It also has an extensive New Zealand fauna section including native birds in walk-through aviaries and a wide variety of native reptiles. There is also an interactive farmyard with where you can pet friendly domestic animals and a cafe and gift shop on site. Orana is involved in recovery programmes for native species including South Island blue duck (whio), brown teal (pateke), kiwi and orange-fronted kakariki (a Nationally Critical species numbering less than 300 in the wild and restricted to Canterbury). Youngsters bred at the zoo are released to the wild.

Willowbank Wildlife Reserve is a wildlife park and nature reserve that has public displays of various animal species rare and domestic including the bush parrot kaka and farmyard animals. There are close encounters with some animals like the cheeky kea, you can feed the eels and feed the birdlife and farm animal. Willowbank also carries out conservation of native species including tuatara, kiwi, brown teal, and duvaucel's gecko. Willowbank also holds the only pair of takahe on display in the South Island of New Zealand outside a Department of Conservation facility.

There are three parks in the residential area being Bishopdale, Nunweek and Grant Armstrong. Bishopdale Park is also known colloquially as the elephant park for the iconic children's slide that has been there for many years. It has a flying fox, climbing spaces and a junior to intermediate grade Skate Park next door. The park is well used by the community, so much so that the Community Board has made it a priority to install compacting "Belly Bins" to support the maintenance and use of the Park.

Also in the area is McLeans Island which is a natural recreation and leisure destination which includes: golf, shooting, horse riding, vintage cars, steam and machinery clubs, paintball, tank rides and Orana Wildlife Park. Many of the recreation and interest groups based at McLean's Island bring people from across the city in to the area.

Nunweek Park is a large (20 Hectares) sports park with hockey, rugby, soccer and cricket fields. It is the home of Canterbury Hockey, has a playground, toilet and off street parking. Grant Armstrong Park is a local sports park with junior rugby fields.

There are a good range of housing options across the area from social housing to private and investment properties. There are 178 Kaianga Ora (formerly Housing New Zealand Corporation) owned properties in this area. The Council has 78 housing units all in the suburb of Bishopdale in four locations, Mooray Avenue, Palliser Place, the corner of Raleigh and Newmark Streets and Veronica Place.

## Healthy Environment

The Harewood Ward has many natural features with Wetlands and native vegetation, including:

- Part of the Waimakariri River Regional Park. The park covers 15,000 hectares of river and river's edge land and is broken in to several park areas that cater for activities ranging from mountain biking, picnicking, horse riding, walking, gamebird hunting, fishing and more. The McLeans Forest is the parks area in the Harewood Ward and the McLeans Island recreation destination is part of this.
- The Groynes, The Groynes has become a great place for a family day out. There are lots of walking tracks, fishing spots, picnic areas and a large dog exercise park. Schools use the area for educating children on what to do if you falling a river and how to cross on etc. The Groynes gets its name from the large concrete filled wool sack blocks called Groynes that were placed in the Otukaikino Creek during the 1930s. The groynes were used to separate the creek from the main branch of the Waimakariri River for flood protection. Being prone to flooding in the area, native vegetation was reducing then farming and urban development caused indigenous flora to all but disappear from the area. Subsequently the water quality decreased significantly as well. Since the early 2000s there have been efforts made to restore the Otukaikino River that runs through the Groynes, remove the pest plants from the lakes and increase native plantings.
- Styx Mill Conservation Reserve is a large reserve following a natural river corridor. It has a dog walking area, people walks and picnic spaces and is conveniently located in an urban area. The wetland walk has light gravel accessible paths and takes you around a lake with picnic tables for stopping to take in the view.
- Roto Kohatu Reserve is made up of two freshwater lakes Tahi and Rua. The reserve is a popular place for a range of outdoor activities including walking, swimming and kayaking. It is one of the region's top fresh water sites. It's safe, sheltered and getting more popular with water sports user groups and the public. So much so that the Council are currently seeking public input into a plan to manage all the activities happening in the space while protecting the reserve.

## Prosperous Economy

As at February 2019, the Harewood Ward had approximately 2,500 businesses employing 15,900 people. Out of those 2,500 businesses, the top six industry types (in order) are as follows:

1. Rental, Hiring and Real Estate Services
2. Construction
3. Professional, Scientific and Technical Services
4. Financial and Insurance Services
5. Transport, Postal and Warehousing
6. Retail Trade & Accommodation and Food Services (6th equal)

The Harewood Ward is home to the Bishopdale Mall and also has easy access to the Northwood Supa Centa, which is just across the ward's boundary line on Main North Road.

According to 2018 Census data, 50 percent of people aged over 15 years are in full-time employment, 16 percent in part-time employment, 3 percent are unemployed and 32 percent are not in the labour force. Approximately 20 percent are in receipt of NZ Superannuation, which is higher than the city wide figure of 17 percent.

Thirteen percent of people in the Harewood Ward are self-employed or work in a business that they own. This is only slighter higher than the city wide figure of 12 percent.

Twenty two percent of people in the Harewood Ward receive income from interest, dividends, rent or other investments which is higher than the city wide figure of 18 percent. Twenty percent of people in the Harewood Ward have an annual income over \$70,000 which again is higher than the city wide figure of 16 percent.

## Current Community Issues

Issue	Progress to date / outcomes
The impact of COVID19 on sporting clubs ability to raise funds through traditional methods, sausage sizzle, pub charities, bar takings, membership subscriptions has meant many have taken a reduction in income.	<p><u>February 2021</u></p> <p>The Community Board through grant funding have been able to offer support to sports clubs by contributing towards projects they may normally have been able to fund themselves.</p> <p>Clubs have considered amalgamation and explored other ways of operating in the COVID environment.</p>
<p>Increased demand on social services due to COVID19 impacts with job losses and people not used to using support services.</p> <p>Increased demand for retraining due to job losses.</p>	<p><u>February 2021</u></p> <p>Community groups have adapted and increased support services to those in need or newly in need responding as best they can. The Community Board continue to support these organisations with grant funding to enable them to provide these services and meet the increased need.</p> <p>In addition to local community support Central Government has provided opportunities for financial support and retraining.</p>
Social Isolation, particularly of the elderly	<p><u>February 2021</u></p> <p>With funding support from the Community Board, The Bishopdale Community Trust provide a variety of activities for older adults and others isolated in the Bishopdale area.</p>
<p>Struggling small businesses</p> <p>Lack of tourists to support tourist and hospitality industry</p>	<p><u>February 2021</u></p> <p>Financial support is available through Central Government for individuals and families, businesses and communities and clubs.</p>
Mental Health Issues increasing	<p><u>February 2021</u></p> <p>Community groups are providing support services where they can. More courses on wellbeing, suicide prevention/support. The Community Board continue to support these organisations with grant funding to enable them to provide these services and meet the increased need.</p>

Bishopdale mall and surrounding area regeneration	<p><u>February 2021</u></p> <p>The Bishopdale Mall Village Green area has been the first visible step in the regeneration of the area and has been undertaken in a partnership approach between the Business Association, Community Groups, Community Board and Council staff. More will be considered and planned due to the success of this "first step."</p>
Waterbodies and unique landscapes and indigenous biodiversity of reduced quality.	<p><u>February 2021</u></p> <p>The Council and Community Board support the Community Outcome of increasing water quality and valuing landscapes and indigenous biodiversity responsibly and sustainably. As part of this the Community Board support community groups in replanting projects and waterways projects with funding and staff connections.</p>
Wheels to Wings – Papanui ki Waiwhetū Major Cycleway	<p><u>February 2021</u></p> <p>This proposed major cycleway is looking to connect local cycling in the suburbs of Harewood and Bishopdale (in the Harewood Ward) to destinations including schools, shops, businesses and recreational facilities and connecting to other cycling facilities across the city. Many people have made submissions, offering their feedback on the concept plans.</p>

# Attachment B

# Attachment B





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**Waimāero/  
Fendalton-Waimairi-Harewood Community Board  
Submissions Committee  
OPEN MINUTES**

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**Date:** Monday 15 February 2021  
**Time:** 5.30pm  
**Venue:** Boardroom, Fendalton Service Centre,  
Corner Jeffreys and Clyde Roads, Fendalton

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**Present**  
Chairperson                      Bridget Williams  
Deputy Chairperson          Linda Chen  
Members                          David Cartwright  
   Jason Middlemiss  
   Mike Wall

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15 February 2021

Maryanne Lomax  
Manager Community Governance, Fendalton-Waimairi-Harewood  
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[www.ccc.govt.nz](http://www.ccc.govt.nz)

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Waimāero/Fendalton-Waimairi-Harewood Community Board  
Submissions Committee 15 February 2021



- Part A**     **Matters Requiring a Council Decision**  
**Part B**     **Reports for Information**  
**Part C**     **Decisions Under Delegation**

**1. Apologies / Ngā Whakapāha**

**Committee Resolved FBSC/2021/00001**

That the apology for absence received from Shirish Paranjape for both 15 February and 2 March 2021, be accepted.

That the apology for absence on 2 March 2021 from Jason Middlemiss, be accepted.

That the apology for lateness on 2 March 2021 from Linda Chen, be accepted.

Linda Chen/Bridget Williams

**Carried**

**2. Declarations of Interest / Ngā Whakapuaki Aronga**

There were no declarations of interest recorded.

**3. Suspension of Standing Orders**

**Committee Resolved FBSC/2021/00002**

That pursuant to Standing Orders 3.5 (Temporarily Suspension of Standing Orders), the following Standing Orders be suspended to enable informal discussion regarding Agenda Items 4, 5, 6 and 7:

17.4 Members may speak only once

18.1 General procedure for speaking and moving motions.

Mike Wall/Linda Chen

**Carried**

**4. City Mall and Oxford Terrace Access Changes - Board Submission**

In accordance with the delegated authority granted to it by the Board, the Committee considered the information provided in the agenda report to assist in the preparation of a Board submission on the Christchurch City Council's Draft Christchurch Central City Parking Policy.

**Staff Recommendations**

That the Waimāero/Fendalton-Waimairi-Harewood Community Board Submissions Committee:

Waimāero/Fendalton-Waimairi-Harewood Community Board  
Submissions Committee 15 February 2021



1. Consider, and if appropriate, complete the preparation of Board submission to the Council on City Mall and Oxford Terrace access changes.
2. Note that given the consultation timetable, the Submissions Committee will exercise its delegated authority to complete and lodge a submission on behalf of the Board.

**Committee Resolved FBSC/2021/00003**

**Resumption of Standing Orders**

That the standing orders set aside in 3. above, be resumed.

Linda Chen/Mike Wall

Carried

**Committee Resolved FBSC/2021/00004**

That the Waimāero/Fendalton-Waimairi-Harewood Community Board Submissions Committee resolved:

1. That the Board submission to the Christchurch City Council on City Mall and Oxford Terrace access changes, be adopted.
2. Note that given the consultation timetable, the Submissions Committee will exercise its delegated authority to complete and lodge a submission on behalf of the Board.

Bridget Williams/David Cartwright

Carried

**Attachments**

A City Mall and Oxford Terrace Access Changes [⇒](#)

**6. Christchurch City Council's Draft Christchurch Central City Parking Policy - Board Submission**

**Comment**

In accordance with the delegated authority granted to it by the Board, the Committee considered the information provided in the agenda report to assist in the preparation of Board feedback on the Christchurch City Council's Draft Christchurch Central City Parking Policy.

**Staff Recommendations**

That the Waimāero/Fendalton-Waimairi-Harewood Community Board Submissions Committee:

1. Consider, and if appropriate, complete the preparation of a Board feedback to the Council on the Draft Christchurch Central City Parking Policy.
2. Note that given the consultation timetable, the Submissions Committee will exercise its delegated authority to complete and lodge a submission on behalf of the Board.

**Committee Resolved FBSC/2021/00005**

**Resumption of Standing Orders**

That the standing orders set aside in 3. above, be resumed.

Bridget Williams/Linda Chen

Carried

Waimāero/Fendalton-Waimairi-Harewood Community Board  
Submissions Committee 15 February 2021



**Committee Resolved FBSC/2021/00006**

That the Waimāero/Fendalton-Waimairi-Harewood Community Board Submissions Committee:

1. That the Board feedback to the Christchurch City Council on the Draft Christchurch Central City Parking Policy, be adopted.
2. Note that given the consultation timetable, the Submissions Committee will exercise its delegated authority to complete and lodge a submission on behalf of the Board.

David Cartwright/Mike Wall

**Carried**

**Attachments**

A Draft Christchurch Central City Parking Policy [⇒](#)

**7. Managing noise from the Canterbury Multi-Use Arena - Board Feedback**

**Comment**

In accordance with the delegated authority granted to it by the Board, the Committee considered the information provided in the agenda report to assist in the preparation of Board feedback on Managing noise from the Canterbury Multi-Use Arena.

**Staff Recommendations**

That the Waimāero/Fendalton-Waimairi-Harewood Community Board Submissions Committee:

1. Consider, and if appropriate, complete the preparation of Board feedback to the Council on Managing Noise from the Canterbury Multi-Use Arena.
2. Note that given the consultation timetable, the Submissions Committee will exercise its delegated authority to complete and lodge a submission on behalf of the Board.

**Committee Resolved FBSC/2021/00007**

**Resumption of Standing Orders**

That the standing orders set aside in 3. above, be resumed.

Bridget Williams/Mike Wall

**Carried**

**Committee Resolved FBSC/2021/00008**

That the Waimāero/Fendalton-Waimairi-Harewood Community Board Submissions Committee resolved:

1. That the Board feedback to the Christchurch City Council on Managing Noise from the Canterbury Multi-Use Arena, be adopted.
2. Note that given the consultation timetable, the Submissions Committee will exercise its delegated authority to complete and lodge a submission on behalf of the Board.

David Cartwright/Bridget Williams

**Carried**

**Attachments**

A Managing Noise from Multi-Use Arena [⇒](#)

Linda Chen left the meeting at 6.07pm on 15 February 2021.

Waimāero/Fendalton-Waimairi-Harewood Community Board  
Submissions Committee 15 February 2021



The meeting adjourned at 6.10pm and reconvened at 5pm on Tuesday 2 March 2021.

**5. Christchurch City Council Wheels to Wings - Papanui Ki Waiwhetū Major Cycleway - Board Submission**

**Comment**

**Staff Recommendations**

That the Waimāero/Fendalton-Waimairi-Harewood Community Board Submissions Committee:

1. Consider, and if appropriate, complete the preparation of a Board submission to the Council on the Wheels to Wings – Papanui ki Waiwhetū Major Cycleway.
2. Note that given the consultation timetable, the Submissions Committee will exercise its delegated authority to complete and lodge a submission on behalf of the Board.

**Committee Resolved FBSC/2021/00009**

**Resumption of Standing Orders**

That the standing orders set aside in 3. above, be resumed.

David Cartwright/Mike Wall

**Carried**

**Committee Resolved FBSC/2021/00010**

That the Waimāero/Fendalton-Waimairi-Harewood Community Board Submissions Committee:

1. That the Board submission to the Christchurch City Council on the Wheels to Wings – Papanui ki Waiwhetū Major Cycleway, be adopted.
2. Note that given the consultation timetable, the Submissions Committee will exercise its delegated authority to complete and lodge a submission on behalf of the Board.

Bridget Williams/Mike Wall

**Carried**

Note: Jason Middlemiss took not part in the discussion and voting on this item.

**Attachments**

A Wheels to Wings -Papanui ki Waiwhetu Major Cycleway ➡

Linda Chen arrived at 5.10pm

Linda Chen left the meeting at 6.32pm.

Waimāero/Fendalton-Waimairi-Harewood Community Board  
Submissions Committee 15 February 2021

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Meeting concluded at 7.13pm.

CONFIRMED THIS 8TH DAY OF MARCH 2021.



BRIDGET WILLIAMS  
CHAIRPERSON



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**Waimāero**  
**Fendalton-Waimairi-Harewood Community Board**  
**Submissions Committee**  
**MINUTES ATTACHMENTS**

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**Date:** Monday 15 February 2021  
**Time:** 5.30pm  
**Venue:** Boardroom, Fendalton Service Centre,  
Corner Jeffreys and Clyde Roads, Fendalton

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Waimāero/Fendalton-Waimairi-Harewood Community Board  
Submissions Committee  
15 February 2021

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**Christchurch**  
City Council 

Waimāero/Fendalton-Waimairi-Harewood Community Board  
Submissions Committee  
15 February 2021



City Mall and Oxford Street Access Changes

Date: 15 February 2021  
To: Christchurch City Council  
From: Waimāero/Fendalton-Waimairi-Harewood Community Board  
Contact: David Cartwright  
Chairperson  
C/- PO Box 73020  
Christchurch 8154  
Phone: 027 496 5977  
Email: david.cartwright@ccc.govt.nz

Introduction

1. The Waimāero/Fendalton-Waimairi-Harewood Community Board ('the Board') appreciates the opportunity to submit on the Council's proposed City Mall and Oxford Street Access Changes.
2. The Board **does not** wish to be heard in support of its submission.

Comments

3. The Board commends the Council for looking to improve safety for pedestrians in the City Mall and Oxford Terrace areas and would like to make the following recommendations:

- While the Board fully encourages the use of alternative means of transport such as cycling, using electric scooters or skateboarding it would prefer to see the City Mall retained as a pedestrian only zone (with the exception of mobility scooters). The Board sees this as a key area for people to walk freely and enjoy the relaxed pace. Even with the proposed reduction in speed limit through the City Mall, there is a risk that if cycles and scooter are ridden through the area, their speeds will still be sufficient to cause safety concerns. This, coupled with the increased use of quiet electric-scooters and electric bikes, makes it very difficult particularly for our older adults and those who are hearing or visually impaired, to feel and be safe in shared space environments such as the City Mall area.

To support and encourage cyclists and scooter users coming to City Mall and Oxford Street, the Board would recommend that a number of bike/scooter stands be installed at each of the City Mall and Oxford Street entrance points.

- In supporting the proposed 10 kilometre speed limit through City Mall and Oxford Street the Board recommends that consideration be given to restricting the level visual pollution such as speed signage, where possible.
- The Board fully supports the proposed restriction to the access times for those goods delivery vehicles and Council-authorised vehicles, but would ask for clarification on what a Council-authorised vehicle is, e.g. does this mean any vehicle that has a permit?

Attachment A Item 3

Attachment C Item 9

Waimāero/Fendalton-Waimairi-Harewood Community Board  
Submissions Committee  
15 February 2021

Christchurch  
City Council 



David Cartwright  
Chairperson  
Waimāero/Fendalton-Waimairi-Harewood Community Board

Attachment A Item 3

Attachment C Item 9

Waimāero/Fendalton-Waimairi-Harewood Community Board  
Submissions Committee  
15 February 2021



Draft Christchurch Central City Parking Policy

Date: 15 February 2021  
To: Christchurch City Council  
From: Waimāero/Fendalton-Waimairi-Harewood Community Board  
Contact: David Cartwright  
Chairperson  
C/- PO Box 73020  
Christchurch 8154  
Phone: 027 496 5977  
Email: david.cartwright@ccc.govt.nz

Introduction

1. The Waimāero/Fendalton-Waimairi-Harewood Community Board ('the Board') appreciates the opportunity to submit on the Council's Draft Christchurch Central City Parking Policy.
2. The Board **does not** wish to be heard in support of its submission.

Comments

3. The Board fully supports the goals proposed in the Council's Draft Christchurch Central City Parking Policy, in particular the proposal not to create new 'resident only' Parking Permit areas and the proposal to increase the parking spaces for sustainable alternatives to petrol or diesel vehicles.
4. The Board would also recommend that 'drop off/pick up zones only' be allocated to hotels and other hospitality/visitor experience locations around the city eg outside the Canterbury Museum and the Arts Centre, and that buses be required to leave and park in a separate designated area.



David Cartwright  
Chairperson  
Waimāero/Fendalton-Waimairi-Harewood Community Board

Attachment A Item 5

Attachment C Item 9

Waimāero/Fendalton-Waimairi-Harewood Community Board  
Submissions Committee  
15 February 2021



Managing Noise from the Multi-Use Arena

Date: 15 February 2021  
To: Christchurch City Council  
From: Waimāero/Fendalton-Waimairi-Harewood Community Board  
Contact: David Cartwright  
Chairperson  
C/- PO Box 73020  
Christchurch 8154  
Phone: 027 496 5977  
Email: david.cartwright@ccc.govt.nz

Introduction

1. The Waimāero/Fendalton-Waimairi-Harewood Community Board ('the Board') appreciates the opportunity to submit on Managing Noise from the Multi-Use Arena.
2. The Board **does not** wish to be heard in support of its submission.

Comments

3. The Board supports the Council giving consideration to managing noise from the Multi-Use Arena and the requirement for a noise management plan setting out how the noise related activities will be addressed.
4. The Board does not support the proposed standard finishing time of 11pm, except for New Year's Eve when concerns could continue to 12.30 am. The Board would recommend that the proposed finishing times be extended to 12am, and on New Year's Eve 1am. This will ensure a broad range of concerts can be brought to the City and it will also allow time for patrons to depart the arena.
5. The Board fully supports the requirement for new developments within the vicinity of the Multi-Use Arena to have strengthened noise insulation requirement and recommends double-glazing as a minimum. It also recommends that the Arena itself has minimum hard surfaces around the industrial waste areas to lessen noise and for materials that absorb the noise of bottles being disposed of and bins being emptied to be installed in receptacles around the Arena complex.

In conclusion the Board further recommends that there be an opportunity to review the noise management conditions 12 months after the Multi-Use Arena has commenced operation.



David Cartwright  
Chairperson  
Waimāero/Fendalton-Waimairi-Harewood Community Board

Attachment A Item 6

Attachment C Item 9

Waimāero/Fendalton-Waimairi-Harewood Community Board  
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15 February 2021

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**Christchurch**  
City Council 

**Attachment A    Item 6**

**Attachment C    Item 9**



Waimāero/Fendalton-Waimairi-Harewood Community Board  
Submissions Committee  
15 February 2021



Wheels to Wings – Papanui ki Waiwhetū Major Cycleway

Date: 15 February 2021  
To: Christchurch City Council  
From: Waimāero/Fendalton-Waimairi-Harewood Community Board  
Contact: David Cartwright  
Chairperson  
C/- PO Box 73020  
Christchurch 8154  
Phone: 027 496 5977  
Email: david.cartwright@ccc.govt.nz

Introduction

1. The Waimāero/Fendalton-Waimairi-Harewood Community Board ('the Board') appreciates the opportunity to submit on the Wheels to Wings – Papanui ki Waiwhetū Major Cycleway.
2. The Board **does** wish to be heard in support of its submission.

Comments

3. The Board and the previous Fendalton/Waimairi Community Board have long been supporters of cycling in and around Christchurch and the Wheels to Wings Cycleway project was included as a priority in the Fendalton/Waimairi Community Board's 2015-2016 Board Plan before the prioritisation of traffic signals at the Breens Road/Harewood Road intersection was requested by the local community.
4. Before making its comments on the cycleway design, the Board would like to express its concern that key local stakeholders were not engaged with nor their input sought, prior to the consultation design being created. The Board considers it essential that design impacts be discussed with local stakeholders early.
5. In supporting cycleways the Board considers that there is a fine balance between cyclists, parking and accesses and, taking this into consideration, the Board makes the following comments on the proposed Wheels to Wings – Papanui ki Waiwhetū Major Cycleway design:

Parking

- a) The Board does not support the loss of on-street vehicle parking proposed for this predominantly residential road. The Board considers it important that sufficient parking remains available to allow for residential visitor parking, for service vehicle accesses, home support worker vehicles and most importantly for emergency vehicles.
- b) The Board is especially concerned at the removal of on-street parking outside businesses located along Harewood Road and the impact the proposal could have on their viability. Two examples are the Copenhagen Bakery and the Trafford Street Dairy. Both of these businesses are very popular locally and but also receive a significant amount of business from passing traffic. The Board would strongly recommend that sufficient on-street parking is retained outside their premises.
- c) In relation to the proposed P5 on-street parking spaces allocated to the Copenhagen Bakery the Board would recommend that the timeline be extended to P15 to allow

Attachment A Item 4

Attachment C Item 9

sufficient time for customers to safely cross the cycle lane and execute their takeaway transactions.

- d) In addition to a) and b) above, the Board also expresses its concern at the reduction in both on-street parking and accesses to the Charity Hospital, Bupa Bethsuda Rest Home and Hospital and Palmer Funeral Services. It strongly recommends that sizable access-ways for services vehicles and emergency vehicles as well as substantial wheel-chair friendly on-street parking for visiting/attending family and friends, be retained.
- e) The Board would also recommend that the business accesses along Whitchurch Place be retained.
- f) Nunweek Park is a very popular destination located at the intersection of Wooldridge Road and Harewood Road. Many sporting groups use the park, and cycling to a sporting event is not always a practical option. The Board is very concerned that the removal of any parking spaces around the park will have a negative impact on Nunweek Boulevard and the surrounding streets. Access to the playground will also be reduced if there is limited parking.
- g) The Board does note however, that the shared pathway on the southern side of Harewood Road by Nunweek Park works well and it would like to see this option considered in other sections of the cycleway including outside the Copenhagen Bakery.
- h) Bishopdale Park is another very well utilised amenity along Harewood Road, with not only the sports ground but the extremely popular Elephant Playground, and the Board is concerned that the removal of any carparks outside the park will force cars to park further into the residential Leacroft Street and Raleigh Street. It recommends that parking be retained outside the park.

#### Trees

- i) For many years the Board has advocated for the retention of trees in the Fendalton, Waimairi and Harewood areas and it is concerned at the number of proposed tree removals on Harewood Road and the Bishopdale roundabout, many of which are of a significant size and amenity value. The Board would ask that there be hard evidence that the removal of the trees on the roundabout is required for safety reasons.
- j) The Board does not support the removal of the large trees outside Kilmuir Lane and would recommend that other means be explored to mitigate sight line issues.
- k) While fully supportive of tree removals for health and safety issues the Board requests that when a tree is removed, a replacement tree(s) of equal size and grandeur be planted in nearby areas. The Board also expresses its concern that in removing a number of Council-owned trees for the cycleway there could be a perception that the Council can remove trees whenever it desires while residents require a costly Resource Consent as well as landowner permission.

#### Bus Stops

- l) The Board has noted that many bus stops along Harewood Road require relocation and it urges that access for these be easy, smooth, and do not require crossing a cycle lane. This is particularly important for the safety of patrons that are physically impaired.

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**Traffic**

- m) The Board applauds the inclusion of signalised traffic lights at the Breens Road/Harewood Road intersection to improve residents' safety concerns. For many years the need for traffic lights at this intersection has been raised by the community, Fendalton-Waimairi-Harewood Community Board and the previous Fendalton/Waimairi Community Board.
- n) The Board is aware that a significant number of residents are opposed to the reduction in traffic lanes on Harewood Road from two lanes to one, and in support recommends that alternative cycleway options be explored including shared pathways and the installation of a cycleway down the median strip. These could be the solution that provide a safe cycling option but also address the parking and access concerns.
- o) With the number of proposed traffic signals around the Bishopdale Roundabout the Board has concerns about congestion and asks whether robust congestion modelling has been carried out.
- p) The Board is also disappointed that no modelling information has been provided on the possible flow-on effects that turning of Harewood Road into a single lane will have on Sawyers Arms Road and the smaller residential streets, nor on how they will be managed.

**In conclusion**

As mentioned at the beginning of this submission, the Board is fully supportive of cycling as a means of transport around Christchurch and of the need to provide city-wide safe cycling options. The Board does however, question whether the spending of \$19 million on a cycleway at a time when the Council has limited funds and is proposing increased rates, sends the right message to residents. The Board would prefer to see less expensive options explored that include a more pragmatic approach to parking and accesses, such as a widened shared pathway down both sides of Harewood Road and a cycleway down the centre of Harewood Road, from Bishopdale roundabout to Waimakariri Road. It would also recommend that, to prevent the blow-out of an already expensive project, that there be a contracts cost assigned so that any over-runs are not the responsibility of the ratepayer.

To finish, the Board would strongly recommend that any subsequent designs or significant modifications to the current design is made available for the community and the two Community Boards for feedback.



**David Cartwright**  
Chairperson  
Waimāero/Fendalton-Waimairi-Harewood Community Board

**Note:**

Although not part of the Board's official submission, we have attached Appendix A which is the notes from a recent public meeting on the proposed project. The Board believes this provides a good overview of the feelings of the local community.

## APPENDIX A

### NOTES FROM WHEELS TO WINGS CYCLEWAY PUBLIC MEETING - 11 MARCH 2021

Meeting hosted by Councillors Aaron Keown and Sam MacDonald.

Elected members present: Mike Wall (Fendalton-Waimairi-Harewood), Emma Norrish (Papanui-Innes), Debbie Mora (Halswell-Hornby-Riccarton) and Councillor Phil Mauger (Coastal-Burwood).

Approx 100 members of the public in attendance.

#### Issues raised by attendees: (as part of the group discussion)

- Bus users - getting on and off, having to cross the cycleway.
- What is the exact number of current cyclists using Harewood Road - seem to be varied answers and some have been told the last count was done many years ago. People are being told that the cycleway will increase the number of cyclists by 20%...but 20% of what?
- Traffic lights - green turning arrows essential but often not working.
- Impact on emergency services if number of lanes are reduced. One attendee said she had spoken to St John's who were unhappy with the design and concerned about the possible increase in time to get to an emergency - could cost someone their life!
- Please fix pipes/infrastructure first - don't waste money fixing a road that ain't broke!
- Why isn't Sawyers Arms Road considered a better option?
- Has Wairakei Road been considered - given the large increase in businesses and number of employees (e.g. Taits and Sir William Pickering Drive business park)?
- Very few people appear to use the cycle underpass at the Johns Road end of Harewood Road.
- How did the \$20m cost come about when other cycleways in the city have costs much more?
- General agreement from the group that a shared cycle/pedestrian path would suffice (like many places overseas).
- What about a two-lane cycleway on the north-side of Harewood Road and leave the south-side as is.
- Support the idea of cycleways and making it safer for cyclists, but given the Council's current financial situation, is this the right time to be spending such a large amount of money on a 'nice to have'. Even if NZTA stump up half the money, \$10m is still a huge amount that would be better spent on infrastructure repairs.
- Many were concerned about tree removals involved in the design (particularly the Farrington Ave round-about and Nunweek Park).
- Why not run a trial where they block off a lane on each side for a period of time and just see how the traffic moves?
- Loss of parking at Nunweek Park of a major concern as the area is already experiencing major congestion issues when sports are on.
- Feedback from bus-drivers that they are concerned about holding up traffic as people get on and off.
- One attendee stated they were told by staff at a drop-in session that if there is no cycleway then there will not be lights put at Breens/Harewood. People felt they were being blackmailed.
- A number of retirement homes along Harewood Road - concern for staff doing nightshifts around carparking.
- People understood the need to have an initial design for the public to start thinking about, but feel this design has gone too far without community input.

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- People appeared to like the idea of the cycleway going down the centre, however someone noted that tree roots would cause problems for this idea.
- Concern re cost over-runs.
- Safety issues for people coming out of Bishopdale Mall onto Harewood Road.
- Concerns regarding access to places like Mitre 10 Mega as the traffic has significantly increased in that area.
- Has the future requirements of replacing underground infrastructure along the route been considered? Would hate to see the cycleway going in and then being ripped up again not long after to replace pipes etc.

**Comments from attendees:** (verbatim - directly from sticky sheets)

- Safety issues - Emergency services unable to get to medical events, Fire Service to fires, use of jaws of life (trucks too large to get to those affected).
- Wheelchairs and those using walkers attempting to get on/off buses using ramps.
- Parking - Bishopdale Park and Nunweek Park for sports/community events.
- Lights at Breens/Harewood!
- DO NOT TOUCH OUR TREES!
- Shared pathway.
- If the design alone has cost \$5m then God help us!
- SCRAP THE WHOLE PLAN AND START AGAIN WITH "COMMUNITY" CONSULTATION.
- Foodstuffs twice a day, 7 days a week, deliveries to New World, also other HUGE trucks (Coca Cola, liquor, bread, milk) trying to turn into Bishopdale Mall from one lane over a cycleway.
- Non-compliance to the Local Governance Act Section 14 - in particular the 6 items which must be adhered to.
- DO LIGHTS AT HAREWOOD/GARINDERS!
- Lights and 4 lanes.
- Save the trees.
- Plant natives.
- Don't spend \$\$ we haven't got.
- We want the Harewood/Breens traffic lights.
- Whole process should go to the Ombudsman.
- Leave Harewood Road as it is and make footpaths and berms foot and cycle traffic. Its Council land anyway so less maintenance for owners at less cost for all.
- We want/need lights at Harewood and Breens and have done for years. Harewood Road was built 2 lanes in foresight, removing this is going backwards.
- This has been ongoing for over 12 years - time to end this nonsense. Nothing of our rates gets spent on this side of town, we seem to fund development everywhere except our own patch.
- Light - yes, cycleway - no. Do not single lane Harewood.
- We want lights only!
- Do not try and fix something this is not broken.
- Share the current footpath with cyclists and pedestrians.
- Leave the four lanes alone!
- Fix water pipes and infrastructure before wasting ratepayers money.
- Safety is the most important thing. Traffic lights need to be put in.
- Safety!!! Human driving behaviour and future development of the wider area need to be considered.
- Emergency services!
- Water pipes



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- Getting out our driveway.
- Really a waste of time and money. Lights at Breens would be better.
- Lights Only at Gardiners Road. Shared pathway. Trees remain round roundabout. We do not want single traffic lanes on Harewood Road.
- Agree with the lights at Breens/Harewood
- How on earth are emergency service going to emergencies going to get through the traffic jams which are going to happen. I'm not going to die just because there MAYBE a few cyclists on the roads.
- Just do the lights!! Dual footpath/cycleways. Leave the rest.
- Cycleway 2-way one side North and lights at intersections. Hear hear! Need lights. Stop wasting all money.
- The traffic lights are needed before anything (ditto)
- Take out grass berms and create dual path/cycleway (ditto)
- Lack of consultation appalling!
- Use the grass berms for cycle and pathways.
- Money excessive!!
- Parking needed on both sides of road.
- How will the rubbish trucks get on?
- Backing out of driveway will be extremely dangerous.
- What about ambulances and fire engines being held up. Safety first!
- Safety – related parking for Saturday community sports @ each park.
- Put lights at Harewood and Breens and lights at Wooldridge and Harewood and please sit back and you will see that's all that's required. Leave Harewood Road as it is.
- Harewood Road should still be classed as a main arterial roadway!!

Attachment A Item 4

Attachment C Item 9



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

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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.