

**Waihoru**  
**Spreydon-Cashmere Community Board**  
**AGENDA**

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**Notice of Meeting:**

An ordinary meeting of the Waihoru Spreydon-Cashmere Community Board will be held on:

**Date:** **Wednesday 16 June 2021**  
**Time:** **8am**  
**Venue:** **Boardroom, Beckenham Service Centre,  
66 Colombo Street, Beckenham**

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**Membership**

Chairperson	Karolin Potter
Deputy Chairperson	Lee Sampson
Members	Melanie Coker
	Keir Leslie
	Tim Scandrett
	Callum Ward

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

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

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

### Principles

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

<b>Resilient communities</b> 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)	<b>Liveable city</b> 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	<b>Healthy environment</b> Healthy water bodies High quality drinking water Unique landscapes and indigenous biodiversity are valued and stewardship exercised Sustainable use of resources and minimising waste	<b>Prosperous economy</b> Great place for people, business and investment An inclusive, equitable economy with broad-based prosperity for all A productive, adaptive and resilient economic base Modern and robust city infrastructure and community facilities
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### Strategic Priorities

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

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

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Karakia Whakamutunga

## Karakia Timatanga

### Waiata

#### 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 Waihoru Spreydon-Cashmere Community Board meeting held on [Tuesday, 1 June 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.

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

#### 5. Deputations by Appointment Ngā Huinga Whakaritenga

Deputations may be heard on a matter or matters covered by a report on this agenda and approved by the Chairperson.

##### 5.1 Beckenham, St Martins and Cashmere School Zones Cycle Safety

Marise Richards, resident, will speak about the Correspondence - Beckenham, St Martins and Cashmere School Zones Cycle Safety report in this agenda.

#### 6. Presentation of Petitions Ngā Pākikitanga

There were no petitions received at the time the agenda was prepared.



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## Waihoru Spreydon-Cashmere Community Board OPEN MINUTES

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**Date:** Tuesday 1 June 2021  
**Time:** 5.02pm  
**Venue:** Te Pokai, Cashmere Primary School,  
135 Hackthorne Road, Cashmere

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**Present**

Chairperson	Karolin Potter
Deputy Chairperson	Lee Sampson
Members	Melanie Coker
	Keir Leslie
	Tim Scandrett
	Callum Ward

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**Part A**      **Matters Requiring a Council Decision**

**Part B**      **Reports for Information**

**Part C**      **Decisions Under Delegation**

**Karakia Timatanga:** Keir Leslie

**Waiata:** The Board sang a waiata to open the meeting.

The agenda was dealt with in the following order.

## **1. Apologies Ngā Whakapāha**

**Part C**

**Community Board Resolved SCCB/2021/00047**

That the apologies received for early departure from Lee Sampson, who was absent for part of Item 11 and Items 8, 12 and 13, be accepted.

Tim Scandrett/Melanie Coker

**Carried**

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

**Part B**

There were no declarations of interest recorded.

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

**Part C**

**Community Board Resolved SCCB/2021/00048**

That the minutes of the Waihoru Spreydon-Cashmere Community Board meeting held on Wednesday, 19 May 2021 be confirmed.

Lee Sampson/Tim Scandrett

**Carried**

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

**Part B**

### **4.1 Cashmere Residents Emergency Support Team**

Alison Murphy, Chairperson, David Troughton, member, and Pam Clearwater, member, of Cashmere Residents Emergency Support Team (CREST) spoke about the group's activities. Ms Murphy noted that CREST has developed an emergency response plan, which includes activating a local church as a place of shelter during an emergency. She noted that CREST distributes educational material to local residences about how to prepare for and respond to emergencies. Ms Murphy thanked the Board for a grant towards a generator.

After questions from members, the Chairperson thanked Ms Murphy, Mr Troughton and Ms Clearwater for their presentation.

## 5. Deputations by Appointment Ngā Huinga Whakaritenga

### Part B

#### 5.1 Age Friendly Spreydon-Cashmere Committee

David Troughton, Age Friendly Spreydon-Cashmere Committee, spoke about the Correspondence – Age Friendly Spreydon-Cashmere Committee report in the agenda of this meeting.

After questions from members, the Chairperson thanked Mr Troughton for his deputation.

Item 7 of these minutes refers.

## 7. Correspondence - Age Friendly Spreydon-Cashmere Committee

### Board Comment

1. The Board, in its deliberations, took into account a deputation from the Age Friendly Spreydon-Cashmere Committee (Item 5.1 of these minutes refer).

### Officer Recommendations Ngā Tūtohu

That the Spreydon-Cashmere Community Board:

1. Receive the information in the Correspondence Report regarding the Age Friendly Spreydon-Cashmere Committee's request for additional seating dated 01 June 2021.

### Community Board Resolved SCCB/2021/00049

### Part B

That the Spreydon-Cashmere Community Board:

1. Receive the information in the Correspondence Report regarding the Age Friendly Spreydon-Cashmere Committee's request for additional seating dated 01 June 2021.
2. Request staff advice on whether new seating at a bus stop near South Library (number 23584), a bus stop on Mathers Road near Hoon Hay Park (number 33025) and bus stops on Cashmere Road near Oderings Garden Centre (numbers 33311 and 33416) are feasible and within existing budgets.
3. Request that staff confirm when a previously approved seat in Remuera Reserve will be installed.

Lee Sampson/Tim Scandrett

Carried

## 9. Lookaway Place - Proposed No Stopping Restrictions

**Community Board Resolved SCCB/2021/00050 (Original officer recommendation accepted without change.)**

### Part C

That the Waihoru Spreydon-Cashmere Community Board:

1. Approves, pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the north/northeast side of Lookaway Place, commencing at a point 95 metres east of its intersection with Woodlau Rise, and extending in a southeast direction for a distance of 21 metres, in accordance with that shown on the plan provided as **Attachment A** to the report in the agenda for this meeting ('Option A: Proposed No Stopping Restrictions', Plan TG139123, dated 28/04/2021).
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 1 above.
3. Approve 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).

Tim Scandrett/Melanie Coker

Carried

## 5. Deputations by Appointment Ngā Huinga Whakaritenga

### 5.2 Simon Kingham – Innovating Streets – Beckenham Loop – Slow Traffic Neighbourhood Improvements

Simon Kingham, resident, spoke in support of the Innovating Streets – Beckenham Loop – Slow Traffic Neighbourhood Improvements report. He noted that the report's proposals will support low carbon mobility and sustainable transport.

After questions from members, the Chairperson thanked Mr Kingham for his deputation.

Item 10 of these minutes refers.

#### Attachments

- A Deputation - Simon Kingham - Innovating Streets – Beckenham Loop – Slow Traffic Neighbourhood Improvements

### 5.7 Marise Richards – Innovating Streets – Beckenham Loop – Slow Traffic Neighbourhood Improvements

Marise Richards, resident, spoke about the Innovating Streets – Beckenham Loop – Slow Traffic Neighbourhood Improvements report.

Ms Richards noted that she often cycles or walks with her two young children to take them to school, but she feels very unsafe due to high vehicle speeds. She supported a lower speed limit in the area.

After questions from members, the Chairperson thanked Ms Richards for her deputation.

Item 10 of these minutes refers.

### 5.5 Beckenham Neighbourhood Association – Innovating Streets – Beckenham Loop – Slow Traffic Neighbourhood Improvements

Dave Kelly, Beckenham Neighbourhood Association, spoke about the Innovating Streets – Beckenham Loop – Slow Traffic Neighbourhood Improvements report.

Mr Kelly said the Association supports the proposals, including a reduced speed limit of 40 kilometres per hour and road treatments to improve pedestrian safety. He also noted it would support the speed limit being further reduced in future, when possible.

The Association also requested that traffic calming measures be implemented at the Birdwood / Malcolm Avenues intersection and that the Board cover any funding shortfall, if needed.

After questions from members, the Chairperson thanked Mr Kelly for his deputation.

Item 10 of these minutes refers.

#### **Attachments**

- A Deputation - Beckenham Neighbourhood Association - Innovating Streets - Beckenham Loop - Slow Traffic Neighbourhood Improvements

### **10. Innovating Streets - Beckenham Loop - Slow Traffic Neighbourhood Improvements**

#### **Board Comment**

1. The Board, in its deliberations, took into account deputations from Simon Kingham, Marise Richards and the Beckenham Neighbourhood Association (Items 5.2-5.4 of these minutes refer).
2. The Board thanked the community and staff for their work on this project.

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

##### **Part A**

That the Waihoru/ Spreydon-Cashmere Community Board recommends to the Council that it:

1. Revokes the existing permanent speed limit of 50 kilometres per hour on Beckenham Street (entire length).
2. Revokes the existing permanent speed limit of 50 kilometres per hour on Norwood Street (entire length).
3. Revokes the existing permanent speed limit of 50 kilometres per hour on Eastern Terrace commencing at its intersection with Tennyson Street and extending in a southerly direction to its intersection with Birdwood Avenue.
4. Revokes the existing permanent speed limit of 50 kilometres per hour on Birdwood Avenue (entire length).
5. Revokes the existing permanent speed limit of 50 kilometres per hour on Waimea Terrace (entire length).
6. Revokes the existing permanent speed limit of 50 kilometres per hour on Fisher Avenue (entire length).
7. Revokes the existing permanent speed limit of 50 kilometres per hour on Tuscany Place (entire length).
8. Revokes the existing permanent speed limit of 50 kilometres per hour on Sandwich Road (entire length).

9. Revokes the existing permanent speed limit of 50 kilometres per hour on Martin Avenue (entire length).
10. Revokes the existing permanent speed limit of 50 kilometres per hour on Malcolm Avenue commencing at its intersection with Waimea Terrace and extending in an easterly direction to its intersection with Eastern Terrace.
11. Revokes the existing permanent speed limit of 50 kilometres per hour on Corson Avenue (entire length).
12. Revokes the existing permanent speed limit of 50 kilometres per hour on Riverview Street (entire length). Approves that under Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the permanent speed limit on Beckenham Street (entire length) be set at 40 kilometres per hour, as detailed on drawing TP357901 Issue 1, dated 26/05/2021, and attached to this report as **Attachment A**.
13. Approves that under Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the permanent speed limit on Norwood Street (entire length) be set at 40 kilometres per hour, as detailed on drawing TP357901 Issue 1, dated 26/05/2021, and attached to this report as **Attachment A**.
14. Approves that under Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the permanent speed limit on Eastern Terrace commencing at its intersection with Tennyson Street and extending in a southerly direction to its intersection with Birdwood Avenue be set at 40 kilometres per hour, as detailed on drawing TP357901 Issue 1, dated 26/05/2021, and attached to this report as **Attachment A**.
15. Approves that under Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the permanent speed limit on Birdwood Avenue (entire length) be set at 40 kilometres per hour, as detailed on drawing TP357901 Issue 1, dated 26/05/2021, and attached to this report as **Attachment A**.
16. Approves that under Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the permanent speed limit on Waimea Terrace (entire length) be set at 40 kilometres per hour, as detailed on drawing TP357901 Issue 1, dated 26/05/2021, and attached to this report as **Attachment A**.
17. Approves that under Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the permanent speed limit on Fisher Avenue (entire length) be set at 40 kilometres per hour, as detailed on drawing TP357901 Issue 1, dated 26/05/2021, and attached to this report as **Attachment A**.
18. Approves that under Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the permanent speed limit on Tuscany Place (entire length) be set at 40 kilometres per hour, as detailed on drawing TP357901 Issue 1, dated 26/05/2021, and attached to this report as **Attachment A**.
19. Approves that under Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the permanent speed limit on Sandwich Road (entire length) be set at 40 kilometres per hour, as detailed on drawing TP357901 Issue 1, dated 26/05/2021, and attached to this report as **Attachment A**.
20. Approves that under Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the permanent speed limit on Martin Avenue (entire



length) be set at 40 kilometres per hour, as detailed on drawing TP357901 Issue 1, dated 26/05/2021, and attached to this report as **Attachment A**.

21. Approves that under Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the permanent speed limit on Malcolm Avenue commencing at its intersection with Waimea Terrace and extending in an easterly direction to its intersection with Eastern Terrace be set at 40 kilometres per hour, as detailed on drawing TP357901 Issue 1, dated 26/05/2021, and attached to this report as **Attachment A**.
22. Approves that under Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the permanent speed limit on Corson Avenue (entire length) be set at 40 kilometres per hour, as detailed on drawing TP357901 Issue 1, dated 26/05/2021, and attached to this report as **Attachment A**.
23. Approves that under Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the permanent speed limit on Riverview Street (entire length) be set at 40 kilometres per hour, as detailed on drawing TP357901 Issue 1, dated 26/05/2021, and attached to this report as **Attachment A**.

### Part C

That the Waihoru/ Spreydon-Cashmere Community Board:

#### Beckenham Street

24. Approves the scheme design for Beckenham Street between Fisher Avenue and Tennyson Street as shown on the drawing TP357901 Issue 1, dated 26/05/2021, including all road markings, delineators, signage, kerb alignment and road surface treatments and attached to this report as **Attachment B**.
25. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the east side of Beckenham Street, commencing at a point 113 metres south of its intersection with Tennyson Street and extending in a southerly direction for a distance of 17 metres as detailed in the drawing TP357901 Issue 1, dated 26/05/2021, and attached to this report as **Attachment B**.
26. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the west side of Beckenham Street, commencing at a point 116 metres south of its intersection with Tennyson Street and extending in a southerly direction for a distance of 23 metres as detailed in the drawing TP357901 Issue 1, dated 26/05/2021, and attached to this report as **Attachment B**.
27. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of vehicles be restricted to a maximum period of three minutes on the west side of Beckenham Street, commencing at a point 139 metres south of its intersection with Tennyson Street and extending in a southerly direction for a distance of 17 metres. This restriction is to apply 8:15am to 9:15 am, and 2:30pm to 3:30pm on school days only as detailed on the drawing TP357901 Issue 1, dated 26/05/2021, and attached to this report as **Attachment B**.

#### Colombo Street/ Fisher Avenue Intersection

28. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on

the north side of Fisher Avenue, commencing at its intersection with Colombo Street and extending in an easterly direction for a distance of ten metres as detailed on the drawing TP357901 Issue 1, dated 26/05/2021, and attached to this report as **Attachment C**.

29. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the parking of vehicles be restricted to a maximum period of ten minutes on the north side of Fisher Avenue, commencing at a point ten metres east of its intersection with Colombo Street and extending in an easterly direction for a distance of 26 metres. This restriction is to apply Monday to Friday, 8:00am to 6:00pm as detailed on the drawing TP357901 Issue 1, dated 26/05/2021, and attached to this report as **Attachment C**.

#### **Fisher Avenue/ Norwood Street Intersection**

30. Approves the scheme design for Fisher Avenue and Norwood Street intersection as shown on the drawing TP357901 Issue 1, dated 26/05/2021, including all road markings and signage and attached to this report as **Attachment D**.
31. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the east side of Norwood Street, commencing at its intersection with Fisher Avenue and extending in a northerly direction for a distance of 26 metres as detailed on the drawing TP357901 Issue 1, dated 26/05/2021, and attached to this report as **Attachment D**.
32. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the east side of Norwood Street, commencing at its intersection with Fisher Avenue and extending in a southerly direction for a distance of 17 metres as detailed on the drawing TP357901 Issue 1, dated 26/05/2021, and attached to this report as **Attachment D**.
33. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the west side of Norwood Street, commencing at its intersection with Fisher Avenue and extending in a northerly direction for a distance of 18 metres as detailed on the drawing TP357901 Issue 1, dated 26/05/2021, and attached to this report as **Attachment D**.
34. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the west side of Norwood Street, commencing at its intersection with Fisher Avenue and extending in a southerly direction for a distance of 27 metres as detailed on the drawing TP357901 Issue 1, dated 26/05/2021, and attached to this report as **Attachment D**.
35. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the north side of Fisher Avenue, commencing at its intersection with Norwood Street and extending in an easterly direction for a distance of 17 metres as detailed on the drawing TP357901 Issue 1, dated 26/05/2021, and attached to this report as **Attachment D**.
36. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on

the south side of Fisher Avenue, commencing at its intersection with Norwood Street and extending in an easterly direction for a distance of 17 metres as detailed on the drawing TP357901 Issue 1, dated 26/05/2021, and attached to this report as **Attachment D**.

37. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the north side of Fisher Avenue, commencing at its intersection with Norwood Street and extending in a westerly direction for a distance of 13 metres as detailed on the drawing TP357901 Issue 1, dated 26/05/2021, and attached to this report as **Attachment D**.
38. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the south side of Fisher Avenue, commencing at its intersection with Norwood Street and extending in a westerly direction for a distance of 14 metres as detailed on the drawing TP357901 Issue 1, dated 26/05/2021, and attached to this report as **Attachment D**.
39. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in recommendations 24-38 above.
40. Approves that these resolutions take effect when there is evidence that the restrictions described in the staff report are in place.

#### **Community Board Resolved SCCB/2021/00051**

##### **Part C**

That the Waihoru Spreydon-Cashmere Community Board:

##### **Beckenham Street**

24. Approves the scheme design for Beckenham Street between Fisher Avenue and Tennyson Street as shown on the drawing TP357901 Issue 1, dated 26/05/2021, including all road markings, delineators, signage, kerb alignment and road surface treatments and attached to the report in the agenda of this meeting as **Attachment B**.
25. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the east side of Beckenham Street, commencing at a point 113 metres south of its intersection with Tennyson Street and extending in a southerly direction for a distance of 17 metres as detailed in the drawing TP357901 Issue 1, dated 26/05/2021, and attached to the report in the agenda of this meeting as **Attachment B**.
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27. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of vehicles be restricted to a maximum period of three minutes on the west side of Beckenham Street, commencing at a point 139 metres south of its intersection with Tennyson Street and extending in a southerly direction for a distance of 17 metres. This restriction is to apply 8:15am to 9:15 am, and 2:30pm to 3:30pm on school days only as detailed on the drawing TP357901 Issue 1, dated 26/05/2021, and attached to the report in the agenda of this meeting as **Attachment B**.

**Colombo Street/ Fisher Avenue Intersection**

28. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the north side of Fisher Avenue, commencing at its intersection with Colombo Street and extending in an easterly direction for a distance of ten metres as detailed on the drawing TP357901 Issue 1, dated 26/05/2021, and attached to the report in the agenda of this meeting as **Attachment C**.
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**Fisher Avenue/ Norwood Street Intersection**

30. Approves the scheme design for Fisher Avenue and Norwood Street intersection as shown on the drawing TP357901 Issue 1, dated 26/05/2021, including all road markings and signage and attached to the report in the agenda of this meeting as **Attachment D**.
31. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the east side of Norwood Street, commencing at its intersection with Fisher Avenue and extending in a northerly direction for a distance of 26 metres as detailed on the drawing TP357901 Issue 1, dated 26/05/2021, and attached to the report in the agenda of this meeting as **Attachment D**.
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37. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the north side of Fisher Avenue, commencing at its intersection with Norwood Street and extending in a westerly direction for a distance of 13 metres as detailed on the drawing TP357901 Issue 1, dated 26/05/2021, and attached to the report in the agenda of this meeting as **Attachment D**.
38. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the south side of Fisher Avenue, commencing at its intersection with Norwood Street and extending in a westerly direction for a distance of 14 metres as detailed on the drawing TP357901 Issue 1, dated 26/05/2021, and attached to the report in the agenda of this meeting as **Attachment D**.
39. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in recommendations 24-38 above.
40. Approves that these resolutions take effect when there is evidence that the restrictions described in the staff report in the agenda of this meeting are in place.

Keir Leslie/Tim Scandrett

**Carried**

The Board members voted unanimously in favour of the resolution.

### Community Board Decided SCCB/2021/00052

#### Part A

That the Waihoru Spreydon-Cashmere Community Board recommends to the Council that it:

1. Notes community aspirations for a 30 kilometre per hour neighbourhood that is safe and liveable.

2. Recognises the legal constraints on implementing a 30 kilometre per hour neighbourhood under the Land Transport Rule: Setting of Speed Limits 2017.
3. Urges officers to continue work, in conjunction with other agencies as appropriate, towards community aspirations for a 30 kilometre per hour neighbourhood that is safe and liveable.
4. Revokes the existing permanent speed limit of 50 kilometres per hour on Beckenham Street (entire length).
5. Revokes the existing permanent speed limit of 50 kilometres per hour on Norwood Street (entire length).
6. Revokes the existing permanent speed limit of 50 kilometres per hour on Eastern Terrace commencing at its intersection with Tennyson Street and extending in a southerly direction to its intersection with Birdwood Avenue.
7. Revokes the existing permanent speed limit of 50 kilometres per hour on Birdwood Avenue (entire length).
8. Revokes the existing permanent speed limit of 50 kilometres per hour on Waimea Terrace (entire length).
9. Revokes the existing permanent speed limit of 50 kilometres per hour on Fisher Avenue (entire length).
10. Revokes the existing permanent speed limit of 50 kilometres per hour on Tuscany Place (entire length).
11. Revokes the existing permanent speed limit of 50 kilometres per hour on Sandwich Road (entire length).
12. Revokes the existing permanent speed limit of 50 kilometres per hour on Martin Avenue (entire length).
13. Revokes the existing permanent speed limit of 50 kilometres per hour on Malcolm Avenue commencing at its intersection with Waimea Terrace and extending in an easterly direction to its intersection with Eastern Terrace.
14. Revokes the existing permanent speed limit of 50 kilometres per hour on Corson Avenue (entire length).
15. Revokes the existing permanent speed limit of 50 kilometres per hour on Riverview Street (entire length). Approves that under Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the permanent speed limit on Beckenham Street (entire length) be set at 40 kilometres per hour, as detailed on drawing TP357901 Issue 1, dated 26/05/2021, and attached to the report in the agenda of this meeting as **Attachment A**.
16. Approves that under Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the permanent speed limit on Norwood Street (entire length) be set at 40 kilometres per hour, as detailed on drawing TP357901 Issue 1, dated 26/05/2021, and attached to the report in the agenda of this meeting as **Attachment A**.
17. Approves that under Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the permanent speed limit on Eastern Terrace commencing at its intersection with Tennyson Street and extending in a southerly direction to its intersection with Birdwood Avenue be set at 40



kilometres per hour, as detailed on drawing TP357901 Issue 1, dated 26/05/2021, and attached to the report in the agenda of this meeting as **Attachment A**.

18. Approves that under Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the permanent speed limit on Birdwood Avenue (entire length) be set at 40 kilometres per hour, as detailed on drawing TP357901 Issue 1, dated 26/05/2021, and attached to the report in the agenda of this meeting as **Attachment A**.
19. Approves that under Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the permanent speed limit on Waimea Terrace (entire length) be set at 40 kilometres per hour, as detailed on drawing TP357901 Issue 1, dated 26/05/2021, and attached to the report in the agenda of this meeting as **Attachment A**.
20. Approves that under Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the permanent speed limit on Fisher Avenue (entire length) be set at 40 kilometres per hour, as detailed on drawing TP357901 Issue 1, dated 26/05/2021, and attached to the report in the agenda of this meeting as **Attachment A**.
21. Approves that under Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the permanent speed limit on Tuscany Place (entire length) be set at 40 kilometres per hour, as detailed on drawing TP357901 Issue 1, dated 26/05/2021, and attached to the report in the agenda of this meeting as **Attachment A**.
22. Approves that under Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the permanent speed limit on Sandwich Road (entire length) be set at 40 kilometres per hour, as detailed on drawing TP357901 Issue 1, dated 26/05/2021, and attached to the report in the agenda of this meeting as **Attachment A**.
23. Approves that under Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the permanent speed limit on Martin Avenue (entire length) be set at 40 kilometres per hour, as detailed on drawing TP357901 Issue 1, dated 26/05/2021, and attached to the report in the agenda of this meeting as **Attachment A**.
24. Approves that under Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the permanent speed limit on Malcolm Avenue commencing at its intersection with Waimea Terrace and extending in an easterly direction to its intersection with Eastern Terrace be set at 40 kilometres per hour, as detailed on drawing TP357901 Issue 1, dated 26/05/2021, and attached to the report in the agenda of this meeting as **Attachment A**.
25. Approves that under Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the permanent speed limit on Corson Avenue (entire length) be set at 40 kilometres per hour, as detailed on drawing TP357901 Issue 1, dated 26/05/2021, and attached to the report in the agenda of this meeting as **Attachment A**.
26. Approves that under Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the permanent speed limit on Riverview Street (entire length) be set at 40 kilometres per hour, as detailed on drawing TP357901 Issue

1, dated 26/05/2021, and attached to the report in the agenda of this meeting as  
**Attachment A.**

Keir Leslie/Tim Scandrett

**Carried**

The Board members voted unanimously in favour of the resolution.

The meeting adjourned at 6.18pm and reconvened at 6.25pm.

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

### **5.6 Michael Edmonds – Innovating Streets – Selwyn Street – Safer Routes to School Improvements (Brougham Street to Somerfield Street)**

Michael Edmonds, resident, spoke about the Innovating Streets – Selwyn Street – Safer Routes to School Improvements (Brougham Street to Somerfield Street) report.

Mr Edmonds was concerned with the proposals for the Leitch / Selwyn Streets and the Cooke / Selwyn Streets intersections. He noted that in his view the proposals would increase the risk to pedestrians as they would have a false perception of safety and cross the street with less care for oncoming traffic.

Mr Edmonds noted that the proposals would substantially reduce on-street parking in the area as the two intersections are very close to each other. This would affect residents such as his neighbour, who has minimal off-street parking. Mr Edmonds requested that one of the crossings at either Cooke Street or Leitch Street be removed to retain more on-street parking. He noted that there would continue to be a safe route to school with this change.

Mr Edmonds also noted that he would have liked earlier and wider engagement with residents. For example, he only received information about the Leitch / Selwyn Streets proposal and did not learn of the Cooke / Selwyn Streets proposal until he read the staff report.

After questions from members, the Chairperson thanked Mr Edmonds for his deputation.

Item 11 of these minutes refers.

### **5.4 David Ivory – Innovating Streets – Selwyn Street – Safer Routes to School Improvements (Brougham Street to Somerfield Street)**

David Ivory, resident, spoke about the Innovating Streets – Selwyn Street – Safer Routes to School Improvements (Brougham Street to Somerfield Street) report.

Mr Ivory supported the proposal to reduce the speed limit on part of Selwyn Street to 40 kilometres per hour. But he requested that the speed limit on Coronation Street, Somerset Crescent, Wilard Street and Rosewarne Street be further reduced to 20 or 30 kilometres per hour as vehicles already drive very slowly on these streets.

Mr Ivory also suggested that improvements be made to the area to encourage vehicles to drive more slowly, such as road markings, raised platforms at intersections and narrowing streets.

After questions from members, the Chairperson thanked Mr Ivory for his deputation.

Item 11 of these minutes refers.

## **Attachments**

- A Deputation - David Ivory - Innovating Streets – Selwyn Street – Safer Routes to School Improvements (Brougham Street to Somerfield Street)

**5.3 Graeme Watson – Innovating Streets – Selwyn Street – Safer Routes to School Improvements (Brougham Street to Somerfield Street)**

Graeme Watson, resident, spoke about the Innovating Streets – Selwyn Street – Safer Routes to School Improvements (Brougham Street to Somerfield Street) report.

Mr Watson was concerned that the proposal for the Leitch / Selwyn Streets intersection would make access to his property unsafe. He noted that he reverses into his driveway as it is safer to reverse in rather than reserve out. The proposal to remove some on-street parking and install flexi-posts directly adjacent to his driveway would make it more difficult for him to reverse in. As he would have to make several attempts to do so, he would remain in the roadway for a longer period of time where he would be exposed to oncoming traffic.

Mr Watson noted that the proposed reduction of on-street parking would also impact residents such as his neighbour, who does not have off-street parking for his work vehicle.

He noted that in his view there are too many pedestrian crossings proposed in a small area as the proposed crossings at Leitch / Selwyn Streets and Cooke / Selwyn streets are very close to each other.

Mr Watson requested that the flexi-post adjacent to his driveway be removed and the build-out near Saskia Lane be narrowed.

After questions from members, the Chairperson thanked Mr Watson for his deputation.

Item 11 of these minutes refers.

**Attachments**

- A Deputation - Graeme Watson - Innovating Streets – Selwyn Street – Safer Routes to School Improvements (Brougham Street to Somerfield Street)

**5.8 Julian Gudsell – Innovating Streets – Selwyn Street – Safer Routes to School Improvements (Brougham Street to Somerfield Street)**

Julian Gudsell, resident and representative of Courtyard Montessori Preschool, spoke about the Innovating Streets – Selwyn Street – Safer Routes to School Improvements (Brougham Street to Somerfield Street) report.

Mr Gudsell was concerned with the proposal for the Somerfield / Selwyn Streets intersection. He noted that the proposal to reduce on-street parking will force parents to park on the opposite side of Somerfield Street and walk across the busy street with preschool children. He also explained that the proposed plan could cause traffic congestion as parents queue while trying to obtain the closest parking space.

After questions from members, the Chairperson thanked Mr Gudsell for his deputation.

Item 11 of these minutes refers.

## 11. Innovating Streets - Selwyn Street - Safer Routes to School Improvements (Brougham Street to Somerfield Street)

### Board Comment

1. The Board, in its deliberations, took into account deputations from Michael Edmonds, David Ivory, Graeme Watson and Julian Gudsell (Items 5.5-5.8 of these minutes refer).
  2. The Board considered the staff recommendation that the stopping of vehicles be prohibited at any time on the southwest side of Selwyn Street near Leitch Street and Saskia Lane (staff recommendation 34 refers) and, in light of the deputations made on this matter and in alignment with further staff advice given at the Board meeting, decided that this restriction should not be implemented.
  3. The Board considered the staff recommendation that the speed limit on part of Selwyn and Coronation Streets and the entire length of Rosewarne Street, Wilard Street and Somerset Crescent be lowered to 40 kilometres per hour and, in light of the deputation made on this matter, decided a lower speed limit of 30 kilometres per hour would be more appropriate (Community Board recommendations 7 - 12 refer).
  4. Staff noted that they will confirm the speed limit on part of Selwyn and Coronation Streets and the entire length of Rosewarne Street, Wilard Street and Somerset Crescent being lowered to 30 kilometres per hour is acceptable with appropriate partners and provide this advice to the Council.
  5. Staff noted that the proposal for the Somerfield/Selwyn Streets intersection in the agenda of this meeting was different than the proposal that was released for consultation. In particular, the no stopping lines on Selwyn Street were removed and the no stopping lines on Somerfield Street were amended from 12 metres to 6 metres. These amendments were made to take into account feedback received during consultation.
  6. The Board thanked the community and staff for their work on this project.
- Lee Sampson left the meeting at 7.17pm.

### Officer Recommendations / Ngā Tūtohu

#### Part A

That the Waihoru/ Spreydon-Cashmere Community Board recommends to the Council that it:

1. Revokes the existing permanent speed limit of 50 kilometres per hour on Selwyn Street commencing at its intersection with Brougham Street and extending in a southerly direction to its intersection with Coronation Street.
2. Revokes the existing permanent speed limit of 50 kilometres per hour on Selwyn Street commencing at its intersection with Coronation Street and extending in a southerly direction for a distance of 40 metres.
3. Revokes the existing permanent speed limit of 50 kilometres per hour on Somerset Crescent (entire length).
4. Revokes the existing permanent speed limit of 50 kilometres per hour on Wilard Street (entire length).
5. Revokes the existing permanent speed limit of 50 kilometres per hour on Rosewarne Street (entire length).

6. Revokes the existing permanent speed limit of 50 kilometres per hour on Coronation Street commencing at its intersection with Selwyn Street and extending in a south-westerly direction for a distance of 59 metres.
7. Approves that under Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the permanent speed limit on Selwyn Street commencing at its intersection with Brougham Street and extending in a southerly direction to its intersection with Coronation Street be set at 40 kilometres per hour, as detailed on drawing TP358001 Issue 1, dated 25/05/2021, and attached to this report as **Attachment A**.
8. Approves that under Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the permanent speed limit on Selwyn Street commencing at its intersection with Coronation Street and extending in a southerly direction for a distance of 40 metres be set at 40 kilometres per hour, as detailed on drawing TP358001 Issue 1, dated 25/05/2021, and attached to this report as **Attachment A**.
9. Approves that under Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the permanent speed limit on Somerset Crescent (entire length) be set at 40 kilometres per hour, as detailed on drawing TP358001 Issue 1, dated 25/05/2021, and attached to this report as **Attachment A**.
10. Approves that under Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the permanent speed limit on Wilard Street (entire length) be set at 40 kilometres per hour, as detailed on drawing TP358001 Issue 1, dated 25/05/2021, and attached to this report as **Attachment A**.
11. Approves that under Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the permanent speed limit on Rosewarne Street (entire length) be set at 40 kilometres per hour, as detailed on drawing TP358001 Issue 1, dated 25/05/2021, and attached to this report as **Attachment A**.
12. Approves that under Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the permanent speed limit on Coronation Street commencing at its intersection with Selwyn Street and extending in a south-westerly direction for a distance of 59 metres be set at 40 kilometres per hour, as detailed on drawing TP358001 Issue 1, dated 25/05/2021, and attached to this report as **Attachment A**.
13. Approves that a special vehicle lane, in accordance with clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, for the use of south-eastbound cycles, be established on the northeast side of Selwyn Street, commencing at a point 23 metres northwest of its intersection with Milton Street and extending in a south-easterly direction to its intersection with Milton Street, as detailed on drawing TP358001\_ Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**.
14. Approves that a special vehicle lane, in accordance with clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, for the use of south-eastbound cycles, be established on the northeast side of Selwyn Street, commencing at its intersection with Milton Street and extending in a south-easterly direction for a distance of ten metres, as detailed on drawing TP358001\_5 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**.
15. Approves that a special vehicle lane, in accordance with clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, for the use of north-westbound cycles, be established on the southwest side of Selwyn Street, commencing at a point 22 metres southeast of its intersection with Milton Street and extending in a north-

westerly direction for a distance of 22 metres, as detailed on drawing TP358001\_5 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**.

16. Approves that a special vehicle lane, in accordance with clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, for the use of north-westbound cycles, be established on the southwest side of Selwyn Street, commencing at its intersection with Milton Street and extending in a north-westerly direction for a distance of 22 metres, as detailed on drawing TP358001\_5 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**.

### Part C

That the Waihoru/ Spreydon-Cashmere Community Board:

For the purposes of the following resolutions: (1) An intersection of roadways is defined by the position of kerbs on each intersecting roadway; and (2) If the resolution states "Note 1 applies", any distance specified in the resolution relates to the approved temporary kerb line location on the road resulting from the Council resolutions on the 1 June 2021, at the Community Board meeting of Innovating Street for People - Selwyn Street project.

17. Approves the scheme design for Selwyn Street between Somerset Crescent and Somerfield Street as shown on the drawing TP358001 Issue 1, dated 25/05/2021, including all road markings, delineators, signage, kerb alignment and road surface treatments and attached to this report as **Attachment B**.

#### Selwyn Street at Cheviot Street

18. Approves that a shared pedestrian/cycle path where cycles can travel north-westbound only, in accordance with Clause 21 of the Christchurch City Council Traffic and Parking Bylaw 2017, be established on the southwest side of Selwyn Street commencing at a point ten metres southeast of its intersection with Cheviot Street and extending in a south-easterly direction for a distance of 18 metres, as detailed on drawing TP358001\_3 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**.
19. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the southwest side of Selwyn Street, commencing at its intersection with Cheviot Street and extending in a south-easterly direction for a distance of 35 metres as detailed on the drawing TP358001\_3 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**.

#### Milton Street/ Selwyn Street Intersection

20. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at its intersection with Milton Street and extending in a north-westerly direction for a distance of 54 metres as detailed on the drawing TP358001\_5 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**.
21. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at its intersection with Milton Street and extending in a south-easterly direction for a distance of 15 metres as detailed on the drawing TP358001\_5 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**.



22. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the parking of vehicles be restricted to a maximum period of 30 minutes on the northeast side of Selwyn Street, commencing at a point 15 metres southeast of its intersection with Milton Street and extending in a south-easterly direction for a distance of 29 metres. This restriction is to apply Monday to Sunday, 8:00am to 6:00pm except public holiday as indicated in the drawing TP358001\_5 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**.
23. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at its intersection with Roker Street and extending in a north-westerly direction for a distance of 38 metres as detailed on the drawing TP358001\_5 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**.
24. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the southwest side of Selwyn Street, commencing at its intersection with Milton Street and extending in a south-easterly direction for a distance of 52 metres as detailed on the drawing TP358001\_5 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**.
25. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the southwest side of Selwyn Street, commencing at its intersection with Milton Street and extending in a north-westerly direction for a distance of 33 metres as detailed on the drawing TP358001\_5 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**.

#### **Cooke Street/ Selwyn Street Intersection**

26. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at a point 34 metres northwest of its intersection with Leitch Street and extending in a north-westerly direction for a distance of 41 metres as detailed on the drawing TP358001\_6 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**. *Note 1 Applies.*
27. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the southwest side of Selwyn Street, commencing at its intersection with Cooke Street and extending in a north-westerly direction for a distance of 19 metres as detailed on the drawing TP358001\_6 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**. *Note 1 Applies.*
28. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the southwest side of Selwyn Street, commencing at its intersection with Cooke Street and extending in a south-easterly direction for a distance of 21 metres as detailed on the drawing TP358001\_6 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**. *Note 1 Applies.*
29. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the northwest side of Cooke Street, commencing at its intersection with Selwyn Street and extending in a south-westerly direction for a distance of 17 metres as detailed on the

drawing TP358001\_6 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B. Note 1 Applies.**

30. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the southeast side of Cooke Street, commencing at its intersection with Selwyn Street and extending in a south-westerly direction for a distance of 17 metres as detailed on the drawing TP358001\_6 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B. Note 1 Applies.**
31. Approve that a Give Way control be placed against Cooke Street approach at its intersection with Selwyn Street as detailed on the drawing TP358001\_6 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B.**

#### **Leitch Street/ Selwyn Street Intersection**

32. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at its intersection with Leitch Street and extending in a north-westerly direction for a distance of 15 metres as detailed on the drawing TP358001\_7 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B. Note 1 Applies.**
33. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at its intersection with Leitch Street and extending in a south-easterly direction for a distance of 22 metres as detailed on the drawing TP358001\_7 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B. Note 1 Applies.**
34. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the southwest side of Selwyn Street, commencing at a point 34 metres southeast of its intersection with Cooke Street and extending in a south-easterly direction for a distance of 48 metres as detailed on the drawing TP358001\_7 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B. Note 1 Applies.**
35. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the northwest side of Leitch Street, commencing at its intersection with Selwyn Street and extending in a north-easterly direction for a distance of 17 metres as detailed on the drawing TP358001\_7 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B. Note 1 Applies.**
36. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the southeast side of Leitch Street, commencing at its intersection with Selwyn Street and extending in a north-easterly direction for a distance of 17 metres as detailed on the drawing TP358001\_7 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B. Note 1 Applies.**
37. Approve that a Give Way control be placed against Leitch Street approach at its intersection with Selwyn Street as detailed on the drawing TP358001\_7 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B.**

#### **Selwyn Street/ Stenness Avenue Intersection**

38. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at a point 33 metres southeast of its intersection with Dunn Street and extending in a south-easterly direction for a distance of 39 metres as detailed on the drawing TP358001\_8 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**.
39. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the southwest side of Selwyn Street, commencing at its intersection with Stenness Avenue and extending in a north-westerly direction for a distance of 21 metres as detailed on the drawing TP358001\_8 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B. Note 1 Applies**.
40. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the southwest side of Selwyn Street, commencing at its intersection with Stenness Avenue and extending in a south-easterly direction for a distance of 21 metres as detailed on the drawing TP358001\_8 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B. Note 1 Applies**.
41. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the northwest side of Stenness Avenue, commencing at its intersection with Selwyn Street and extending in a south-westerly direction for a distance of 18 metres as detailed on the drawing TP358001\_8 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B. Note 1 Applies**.
42. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the southeast side of Stenness Avenue, commencing at its intersection with Selwyn Street and extending in a south-westerly direction for a distance of 18 metres as detailed on the drawing TP358001\_8 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B. Note 1 Applies**.
43. Approve that a Give Way control be placed against Stenness Avenue approach at its intersection with Selwyn Street as detailed on the drawing TP358001 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**.

#### **Selwyn Street/ Somerfield Street Intersection**

44. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at its intersection with Somerfield Street and extending in a north-westerly direction for a distance of 20 metres as detailed on the drawing TP358001\_9 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**.
45. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the southwest side of Selwyn Street, commencing at its intersection with Somerfield Street and extending in a north-westerly direction for a distance of 19 metres as detailed on the drawing TP358001\_9 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**.

46. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the northwest side of Somerfield Street, commencing at its intersection with Selwyn Street and extending in a south-easterly direction for a distance of 21 metres as detailed on the drawing TP358001\_9 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**.
47. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in recommendations 17-47 above.
48. Approves that these resolutions take effect when there is evidence that the restrictions described in the staff report are in place.

### **Community Board Resolved SCCB/2021/00053**

#### **Part C**

That the Waihoru Spreydon-Cashmere Community Board:

17. Notes for the purposes of the following resolutions: (1) An intersection of roadways is defined by the position of kerbs on each intersecting roadway; and (2) If the resolution states "Note 17 applies", any distance specified in the resolution relates to the approved temporary kerb line location on the road resulting from the following resolutions.
18. Approves the scheme design for Selwyn Street between Somerset Crescent and Somerfield Street as shown on the drawing TP358001 Issue 1, dated 25/05/2021, including all road markings, delineators, signage, kerb alignment and road surface treatments and attached to this report as **Attachment B**.

#### **Selwyn Street at Cheviot Street**

19. Approves that a shared pedestrian/cycle path where cycles can travel north-westbound only, in accordance with Clause 21 of the Christchurch City Council Traffic and Parking Bylaw 2017, be established on the southwest side of Selwyn Street commencing at a point ten metres southeast of its intersection with Cheviot Street and extending in a south-easterly direction for a distance of 18 metres, as detailed on drawing TP358001\_3 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**.
20. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the southwest side of Selwyn Street, commencing at its intersection with Cheviot Street and extending in a south-easterly direction for a distance of 35 metres as detailed on the drawing TP358001\_3 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**.

#### **Milton Street/ Selwyn Street Intersection**

21. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at its intersection with Milton Street and extending in a north-westerly direction for a distance of 54 metres as detailed on the drawing TP358001\_5 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**.

22. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at its intersection with Milton Street and extending in a south-easterly direction for a distance of 15 metres as detailed on the drawing TP358001\_5 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**.
23. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 that the parking of vehicles be restricted to a maximum period of 30 minutes on the northeast side of Selwyn Street, commencing at a point 15 metres southeast of its intersection with Milton Street and extending in a south-easterly direction for a distance of 29 metres. This restriction is to apply Monday to Sunday, 8:00am to 6:00pm except public holiday as indicated in the drawing TP358001\_5 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**.
24. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at its intersection with Roker Street and extending in a north-westerly direction for a distance of 38 metres as detailed on the drawing TP358001\_5 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**.
25. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the southwest side of Selwyn Street, commencing at its intersection with Milton Street and extending in a south-easterly direction for a distance of 52 metres as detailed on the drawing TP358001\_5 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**.
26. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the southwest side of Selwyn Street, commencing at its intersection with Milton Street and extending in a north-westerly direction for a distance of 33 metres as detailed on the drawing TP358001\_5 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**.

**Cooke Street/ Selwyn Street Intersection**

27. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at a point 34 metres northwest of its intersection with Leitch Street and extending in a north-westerly direction for a distance of 41 metres as detailed on the drawing TP358001\_6 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**. *Note 17 Applies*.
28. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the southwest side of Selwyn Street, commencing at its intersection with Cooke Street and extending in a north-westerly direction for a distance of 19 metres as detailed on the drawing TP358001\_6 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**. *Note 17 Applies*.
29. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the southwest side of Selwyn Street, commencing at its intersection with Cooke Street and extending in a south-easterly direction for a distance of 21 metres as detailed on the

drawing TP358001\_6 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B. Note 17 Applies.**

30. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the northwest side of Cooke Street, commencing at its intersection with Selwyn Street and extending in a south-westerly direction for a distance of 17 metres as detailed on the drawing TP358001\_6 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B. Note 17 Applies.**
31. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the southeast side of Cooke Street, commencing at its intersection with Selwyn Street and extending in a south-westerly direction for a distance of 17 metres as detailed on the drawing TP358001\_6 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B. Note 17 Applies.**
32. Approve that a Give Way control be placed against Cooke Street approach at its intersection with Selwyn Street as detailed on the drawing TP358001\_6 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B.**

#### **Leitch Street/ Selwyn Street Intersection**

33. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at its intersection with Leitch Street and extending in a north-westerly direction for a distance of 15 metres as detailed on the drawing TP358001\_7 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B. Note 17 Applies.**
34. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at its intersection with Leitch Street and extending in a south-easterly direction for a distance of 22 metres as detailed on the drawing TP358001\_7 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B. Note 17 Applies.**
35. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the northwest side of Leitch Street, commencing at its intersection with Selwyn Street and extending in a north-easterly direction for a distance of 17 metres as detailed on the drawing TP358001\_7 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B. Note 17 Applies.**
36. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the southeast side of Leitch Street, commencing at its intersection with Selwyn Street and extending in a north-easterly direction for a distance of 17 metres as detailed on the drawing TP358001\_7 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B. Note 17 Applies.**
37. Approve that a Give Way control be placed against Leitch Street approach at its intersection with Selwyn Street as detailed on the drawing TP358001\_7 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B.**

#### **Selwyn Street/ Stenness Avenue Intersection**



38. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at a point 33 metres southeast of its intersection with Dunn Street and extending in a south-easterly direction for a distance of 39 metres as detailed on the drawing TP358001\_8 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**.
39. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the southwest side of Selwyn Street, commencing at its intersection with Stenness Avenue and extending in a north-westerly direction for a distance of 21 metres as detailed on the drawing TP358001\_8 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**. *Note 17 Applies*.
40. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the southwest side of Selwyn Street, commencing at its intersection with Stenness Avenue and extending in a south-easterly direction for a distance of 21 metres as detailed on the drawing TP358001\_8 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**. *Note 17 Applies*.
41. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the northwest side of Stenness Avenue, commencing at its intersection with Selwyn Street and extending in a south-westerly direction for a distance of 18 metres as detailed on the drawing TP358001\_8 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**. *Note 17 Applies*.
42. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the southeast side of Stenness Avenue, commencing at its intersection with Selwyn Street and extending in a south-westerly direction for a distance of 18 metres as detailed on the drawing TP358001\_8 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**. *Note 17 Applies*.
43. Approve that a Give Way control be placed against Stenness Avenue approach at its intersection with Selwyn Street as detailed on the drawing TP358001 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**.

#### **Selwyn Street/ Somerfield Street Intersection**

44. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the northeast side of Selwyn Street, commencing at its intersection with Somerfield Street and extending in a north-westerly direction for a distance of 20 metres as detailed on the drawing TP358001\_9 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**.
45. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the southwest side of Selwyn Street, commencing at its intersection with Somerfield Street and extending in a north-westerly direction for a distance of 19 metres as detailed on the drawing TP358001\_9 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**.

46. Approves that under Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the northwest side of Somerfield Street, commencing at its intersection with Selwyn Street and extending in a south-easterly direction for a distance of 21 metres as detailed on the drawing TP358001\_9 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**.
47. Revokes any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in 18-47 above.
48. Approves that these resolutions take effect when there is evidence that the restrictions described in the staff report are in place.

Callum Ward/Melanie Coker

Carried

The Board members voted unanimously in favour of the resolution.

**Community Board Decided SCCB/2021/00054**

**Part A**

That the Waihoru Spreydon-Cashmere Community Board recommends to the Council that it:

1. Revokes the existing permanent speed limit of 50 kilometres per hour on Selwyn Street commencing at its intersection with Brougham Street and extending in a southerly direction to its intersection with Coronation Street.
2. Revokes the existing permanent speed limit of 50 kilometres per hour on Selwyn Street commencing at its intersection with Coronation Street and extending in a southerly direction for a distance of 40 metres.
3. Revokes the existing permanent speed limit of 50 kilometres per hour on Somerset Crescent (entire length).
4. Revokes the existing permanent speed limit of 50 kilometres per hour on Wilard Street (entire length).
5. Revokes the existing permanent speed limit of 50 kilometres per hour on Rosewarne Street (entire length).
6. Revokes the existing permanent speed limit of 50 kilometres per hour on Coronation Street commencing at its intersection with Selwyn Street and extending in a south-westerly direction for a distance of 59 metres.
7. Approves that under Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the permanent speed limit on Selwyn Street commencing at its intersection with Brougham Street and extending in a southerly direction to its intersection with Coronation Street be set at 30 kilometres per hour, noting that staff will confirm this is acceptable with appropriate partners. Refer to the area detailed on drawing TP358001 Issue 1, dated 25/05/2021, and attached to this report as **Attachment A**.
8. Approves that under Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the permanent speed limit on Selwyn Street commencing at its intersection with Coronation Street and extending in a southerly direction for a distance of 40 metres be set at 30 kilometres per hour, noting that staff will confirm this is acceptable with appropriate partners. Refer to the area detailed on drawing TP358001 Issue 1, dated 25/05/2021, and attached to this report as **Attachment A**.

9. Approves that under Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the permanent speed limit on Somerset Crescent (entire length) be set at 30 kilometres per hour, noting that staff will confirm this is acceptable with appropriate partners. Refer to the area detailed on drawing TP358001 Issue 1, dated 25/05/2021, and attached to this report as **Attachment A**.
10. Approves that under Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the permanent speed limit on Wilard Street (entire length) be set at 30 kilometres per hour, noting that staff will confirm this is acceptable with appropriate partners. Refer to the area detailed on drawing TP358001 Issue 1, dated 25/05/2021, and attached to this report as **Attachment A**.
11. Approves that under Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the permanent speed limit on Rosewarne Street (entire length) be set at 30 kilometres per hour, noting that staff will confirm this is acceptable with appropriate partners. Refer to the area detailed on drawing TP358001 Issue 1, dated 25/05/2021, and attached to this report as **Attachment A**.
12. Approves that under Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the permanent speed limit on Coronation Street commencing at its intersection with Selwyn Street and extending in a south-westerly direction for a distance of 59 metres be set at 30 kilometres per hour, noting that staff will confirm this is acceptable with appropriate partners. Refer to the area detailed on drawing TP358001 Issue 1, dated 25/05/2021, and attached to this report as **Attachment A**.
13. Approves that a special vehicle lane, in accordance with clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, for the use of south-eastbound cycles, be established on the northeast side of Selwyn Street, commencing at a point 23 metres northwest of its intersection with Milton Street and extending in a south-easterly direction to its intersection with Milton Street, as detailed on drawing TP358001\_ Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**.
14. Approves that a special vehicle lane, in accordance with clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, for the use of south-eastbound cycles, be established on the northeast side of Selwyn Street, commencing at its intersection with Milton Street and extending in a south-easterly direction for a distance of ten metres, as detailed on drawing TP358001\_5 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**.
15. Approves that a special vehicle lane, in accordance with clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, for the use of north-westbound cycles, be established on the southwest side of Selwyn Street, commencing at a point 22 metres southeast of its intersection with Milton Street and extending in a north-westerly direction for a distance of 22 metres, as detailed on drawing TP358001\_5 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**.
16. Approves that a special vehicle lane, in accordance with clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, for the use of north-westbound cycles, be established on the southwest side of Selwyn Street, commencing at its intersection with Milton Street and extending in a north-westerly direction for a distance of 22 metres, as detailed on drawing TP358001\_5 Issue 1, dated 25/05/2021, and attached to this report as **Attachment B**.

Callum Ward/Melanie Coker

**Carried**

The Board members voted unanimously in favour of the resolution.

## 6. Presentation of Petitions Ngā Pākikitanga

### Part B

There was no presentation of petitions.

## 8. Correspondence - Traffic Issues on Cobham Street

### Officer Recommendations / Ngā Tūtohu

That the Spreydon-Cashmere Community Board:

1. Receive the information in the Correspondence Report regarding traffic issues on Cobham Street dated 01 June 2021.

### Community Board Resolved SCCB/2021/00055

### Part B

That the Spreydon-Cashmere Community Board:

1. Receive the information in the Correspondence Report regarding traffic issues on Cobham Street dated 01 June 2021.
2. Refer the traffic issues on Cobham Street raised in the correspondence to staff for advice.

Tim Scandrett/Melanie Coker

Carried

## 12. Waihoru/Spreydon-Cashmere Community Board Discretionary Response Fund 2020/2021 Christchurch South Community Gardens Trust Waste Minimisation Project, Hohepa Community Centre Kitchen Upgrade Project

### Officer Recommendations / Ngā Tūtohu

That the Waihoru/Spreydon-Cashmere Community Board:

1. Approves a grant of \$3,000 from its 2020/2021 Discretionary Response Fund to Christchurch South Community Gardens Trust towards the Waste Minimisation Project.
2. Approves a grant of \$4,100 from its 2020/21 Discretionary Response Fund to Hohepa Services Limited towards the costs of a dishwasher installation at the Artemis Activity Centre in Somerfield as part of the Community Centre Kitchen Upgrade project.

### Community Board Resolved SCCB/2021/00056

### Part C

That the Waihoru/Spreydon-Cashmere Community Board:

1. Approves a grant of \$3,000 from its 2020/2021 Discretionary Response Fund to Christchurch South Community Gardens Trust towards wages for the Waste Minimisation Project Assistant.
2. Approves a grant of \$4,100 from its 2020/21 Discretionary Response Fund to Hohepa Services Limited towards the costs of a dishwasher installation at the Artemis Activity Centre in Somerfield as part of the Community Centre Kitchen Upgrade project.

Tim Scandrett/Callum Ward

**Carried**

### **13. Elected Members' Information Exchange Te Whakawhiti Whakaaro o Te Kāhui Amorangi**

#### **Part B**

#### **Stormwater Basins**

The Waihoru Spreydon-Cashmere Community Board agreed to write a letter of thanks to staff for the new stormwater basins in southwest Christchurch, which mitigated flooding from a recent heavy rainfall event.

**Karakia Whakamutunga:** Karolin Potter

**Meeting concluded at 7.49pm.**

**CONFIRMED THIS 16th DAY OF JUNE 2021**

**KAROLIN POTTER**  
**CHAIRPERSON**



## 7. Correspondence - Beckenham, St Martins and Cashmere School Zones Cycle Safety

Reference Te Tohutoro: 21/775193

Report of Te Pou Matua: Amy Hart, Community Board Advisor, Amy.Hart@ccc.govt.nz

General Manager Mary Richardson, General Manager Citizens & Community,

Pouwhakara: Mary.Richardson@ccc.govt.nz

### 1. Purpose of Report Te Pūtake Pūrongo

Correspondence has been received from:

Name	Subject
Marise Richards, resident	Beckenham, St Martins and Cashmere School Zones Cycle Safety

### 2. Officer Recommendations Ngā Tūtohu

That the Spreydon-Cashmere Community Board:

1. Receive the information in the Correspondence Report regarding cycle safety in Beckenham, St Martins and Cashmere school zones dated 16 June 2021.

### Attachments Ngā Tāpirihanga

No.	Title	Page
A <a href="#">↓</a>	Beckenham, St Martins and Cashmere School Zones Cycle Safety	36

To the Waihoru/Spreydon-Cashmere Community Board,

I am writing to follow up my submission on the LTP and to again add my concerns about the pedestrian and cycling issues around the hill suburbs.

I don't feel enough is being done in regards to looking at school zones and seeing what we need to make sure children and their families choose to walk or bike.

The reality is many families are taking the car because it's so hard to get across roads like Centaurus, Tennyson, St Martins, Wilsons roads with kids.

Ironically the car drop off traffic is then making it more congested and unsafe for those that are still battling on with cars and bikes. Tennyson st is a prime example of this. Its just not that busy during school holidays!

As a Kindy, school parent I would love the opportunity to give information about what the barriers are to cycling and walking in local school zones. We need to use the car less for short trips.

Can we set up a small project in our local area to talk to schools, send out a survey via the school and get some on the ground local improvements to our streets?

I have attached a link to a few videos of Centaurus Road as an example of how badly the cycle lanes, footpath are working for everyone. There are frightening spots like these in the videos all around the neighborhood and I'm struggling to work out how to get CCC to see the impact they have on everyday users like our family.

<https://youtube.com/user/Marise81>

The roads are poorly designed and maintained, because of the hills we can't really take another route when walking and cycling. We need this to be made safer.

Please let me know if you have any questions.

Kind regards,

Marise Richards



## 8. Waihoru Spreydon-Cashmere Community Board Discretionary Response Fund 2020/2021 Hoon Hay Community Hub Improvements Project and Return of Unspent Board Project Funds to 2020/2021 Discretionary Response Fund

Reference / Te Tohutoro: 21/667504

Report of / Te Pou  
Matua: Heather Davies Community Development Advisor,  
heather.davies@ccc.govt.nz

Jay Sepie Community Development Advisor,  
jay.sepie@ccc.govt.nz

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

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

- 1.1 The purpose of this report is for the Waihoru Spreydon-Cashmere Community Board to transfer remaining funds from unspent Board Projects back into the 2020-21 Discretionary Response Fund and to consider an application for funding from its 2020-21 Discretionary Response Fund from the organisation listed below.

Funding Request Number	Organisation	Project Name	Amount Requested	Amount Recommended
63156	Hoon Hay Community Association Incorporated	Hoon Hay Community Hub Improvements	\$4,541	\$4,228

- 1.2 There is currently a balance of \$32,875 remaining in the fund.

### 2. Officer Recommendations / Ngā Tūtohu

That the Waihoru Spreydon-Cashmere Community Board:

- Approve to transfer all remaining funds from the 2020-21 Spreydon-Cashmere Youth Achievement & Development Scheme to the 2020-21 Spreydon-Cashmere Discretionary Response Fund.
- Approve to transfer all remaining funds from the Spreydon-Cashmere Off The Ground Fund to the 2020-21 Spreydon-Cashmere Discretionary Response Fund.
- Approve to transfer all remaining funds from the Spreydon-Cashmere Events Funding Project to the 2020-21 Spreydon-Cashmere Discretionary Response Fund.
- Approve to transfer all remaining funds from the Spreydon-Cashmere Communicating with the Community Project to the 2020-21 Spreydon-Cashmere Discretionary Response Fund.
- Approves a grant of \$4,228 from its 2020/21 Discretionary Response Fund to Hoon Hay Community Association Incorporated towards the Hoon Hay Community Hub Improvement Project for the purchase and installation of a shed and for broadband connection.

### 3. Key Points / Ngā Take Matua

#### Strategic Alignment / Te Rautaki Tīaroaro

- 3.1 The recommendations are strongly aligned to the Strategic Framework and in particular the strategic priority of enabling active and connected communities to own their future. It supports the resilient communities and liveable city community outcomes.

#### Decision Making Authority / Te Mana Whakatau

- 3.2 The Community Board has the delegated authority to determine the allocation of the Discretionary Response Fund for each community
- 3.2.1 Allocations must be consistent with any policies, standards or criteria adopted by the Council
- 3.2.2 The Fund does not cover:
- Legal challenges or Environment Court challenges against the Council, Council Controlled organisations or Community Board decisions
  - Projects or initiatives that change the scope of a Council project or that will lead to ongoing operational costs to the Council (though Community Boards can recommend to the Council that it consider a grant for this purpose).

#### Assessment of Significance and Engagement / Te Aromatawai Whakahirahira

- 3.3 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 3.4 The level of significance was determined by the number of people affected and/or with an interest.
- 3.5 Due to the assessment of low significance, no further community engagement and consultation is required.

#### Discussion / Kōrerorero

- 3.6 At the time of writing, the balance of the 2020/21 Discretionary Response Fund is as below.
- 3.7 There is currently unspent funds from money allocated to four Board Projects. These are:
- Youth Achievement and Development Fund
  - Off The Ground Fund
  - Events Funding
  - Communicating with the Community
- 3.8

Total Budget 2020/21	Granted To Date	Available for allocation	Balance If Staff Recommendation adopted
\$172,609	\$139,734	\$32, 875	\$28,647

- 3.9 Based on the current Discretionary Response Fund criteria, the applications listed above is eligible for funding.
- 3.10 The attached Decision Matrix provides detailed information for the application. This includes organisational details, project details, financial information and staff assessments.

## Attachments / Ngā Tāpirihanga

No.	Title	Page
A <a href="#">↓</a>	DRF Decision Matrix Hoon Hay Community Association June 16 2021	40

## 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>Authors</b>	Heather Davies - Community Development Advisor Jay Sepie - Community Development Advisor
<b>Approved By</b>	Jo Wells - Manager Community Governance, Spreydon-Cashmere

2020/21 DRF SPREYDON-CASHMERE DECISION MATRIX

Priority Rating

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

00063156	<b>Organisation Name</b>  Hoon Hay Community Association Incorporated	<b>Name and Description</b>  <b>Hoon Hay Community Hub Improvements</b>  To improve the facility and encourage greater take up in the number of groups and individuals hiring the facility. Improvements include the installation of a shed for storage space, broadband connection and hire of waste removal bins from council.	<b>Funding History</b>  \$249 - (incorporation costs) OTGF 2017  <b>Other Sources of Funding</b> No other funding	<b>Request Budget</b>  <b>Total Cost</b> \$ 4,541  <b>Requested Amount</b> \$ 4,541 <b>100% percentage requested</b>  <b>Contribution Sought Towards:</b> \$313 - council bins \$1,079 - Broadband \$3,149 - Shed & concrete base	<b>Staff Recommendation</b>  <b>\$ 4,228</b>  That the Waihoru Spreydon-Cashmere Community Board Approves a grant of \$4,288 from its 2020/21 Discretionary Response Fund to Hoon Hay Community Association Incorporated towards the Hoon Hay Community Hub Improvement Project for the purchase and installation of a shed and for broadband connection.	<b>Priority</b>  <b>1</b>
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<b>Organisation Details:</b>  Service Base: 90 Hoon Hay Road Legal Status: Incorporated Society Established: 1/06/2017 Staff – Paid: 0 Volunteers: 6 Annual Volunteer Hours: 1040 Participants: 1,200 Target Groups: Community Development Networks:  <b>Organisation Description/Objectives:</b> To build community connectedness, improve safety and security, provide a community hub, and to develop and improve the local environment of Hoon Hay	<b>Alignment with Council Strategies and Board Objectives</b> <ul style="list-style-type: none"><li>Strengthening Community Strategy</li><li>Spreydon Cashmere Community Board Plan</li><li>Ageing Together Policy</li><li>Youth Policy</li></ul> <b>Alignment with Council Funding Outcomes</b> <ul style="list-style-type: none"><li>Support, develop and promote capacity</li><li>Community participation and awareness</li><li>Increase community engagement</li><li>Enhance community and neighbourhood safety</li><li>Provide community based programmes</li><li>Foster collaborative responses</li></ul> <b>Outcomes that will be achieved through this project</b> Improve the appeal of facility as a venue for hire.  Increase the number of groups and individuals hiring the centre.  <b>How Will Participants Be Better Off?</b>  With the addition of broadband connection the community hub will be more appealing as a venue for hire.  The hub is centrally located and provides a space that can be used for indoor and outdoor community activities.	<b>Staff Assessment</b>  The Hoon Hay Community Centre opened in July 2016 and was run by run by the Hoon Hay Community Centre Steering Committee. In 2019 the management and promotion of centre passed to Hoon Hay Community Association.  The Hoon Hay Community Association was formed in 2017 with the purpose of building community connectedness, improving safety and security in Hoon Hay and providing a community hub. Over the years they have run a range of events and held community meetings at the centre. In the last 12 months there have been family events at Halloween, Christmas and Easter, along with a community picnic and residents meeting. All of which have been well attended.  Prior to its use as community centre it was a toy library. Due to this former use the building is small, it has no kitchen amenities and storage space is limited to narrow shelves affixed to the walls. Feedback to the association from some potential hirers is that these restrictions decrease its appeal as a venue for hire.  The proposed improvement include the purchase of a shed and broadband installation. The shed would be located at the back of the building and provide much needed storage space. Currently equipment is kept off site due to a lack of storage and brought to the facility when the association has an event. The installation of broadband services will offer a better equipped facility and add value to the appeal of the community centre to current, new and potential hirers. The Hoon Hay Community Association hope that the improvements will help to increase the use of the facility.  The establishment of Hoon Hay Community Centre has been identified as a priority in the Waihoru/Spreydon-Cashmere Community Board Plan 2020/22.
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## 9. Waihoru Spreydon-Cashmere Community Board Area Report - June 2021

Reference / Te Tohutoro: 21/301610

Report of / Te Pou  
Matua:

Jo Wells, Community Governance Manager, Jo.Wells@ccc.govt.nz

General Manager /  
Pouwhakarae:

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

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

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

### 2. Officer Recommendations / Ngā Tūtohu

That the Waihoru Spreydon-Cashmere Community Board:

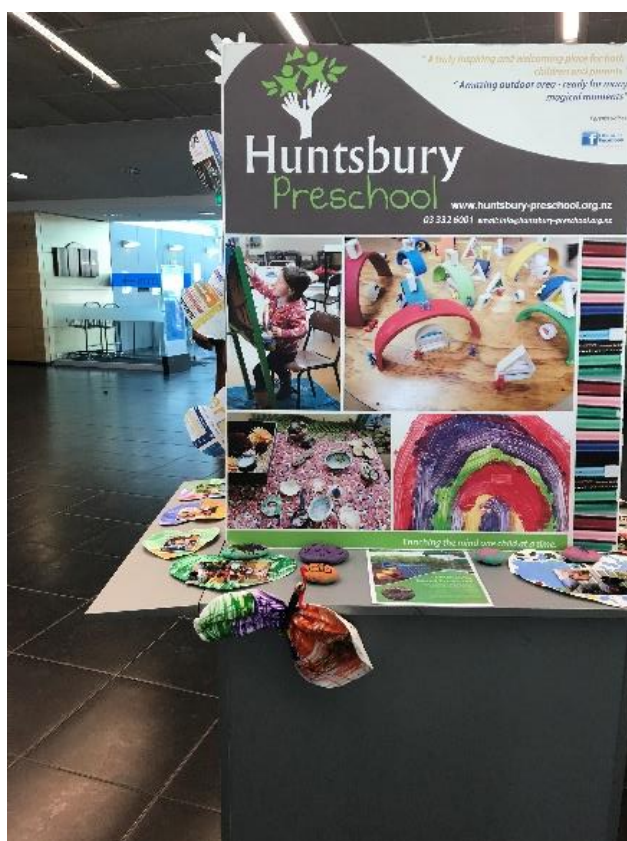
1. Receive the Waihoru Spreydon-Cashmere Community Board Area Report for June 2021.

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

#### 3.1 Community Governance Projects

Activity	Detail	Timeline	Strategic Alignment
<b>Upgrade Toilets, Changing Room Facilities and Sports Storage at Hoon Hay Park</b>	<p>The Christchurch City Council Parks Unit along with the Recreation, Sports and Events Unit (RSU) have assessed changing facilities at parks and determined that the Hoon Hay Park pavilion will be upgraded when the budget is available in the Long Term Plan (2024/25).</p> <p>The Parks Unit and RSU will begin engaging with the relevant clubs and key users on site to determine their needs.</p>	Ongoing	Community Board Plan Priority
<b>Huntsbury Preschool Promotion at South Library</b>	<p>Late last year the Community Board met at the Huntsbury Community Centre and heard from the manager of the Huntsbury Preschool, who was concerned about the growing number of preschools consented in the area. In mid-April, following encouragement from staff, the Huntsbury Preschool promoted its work and venue to potential new family membership by creating a display stand at the South Service Centre and Library. The display was part of the marketing programme of the preschool which is based at the community owned and managed Huntsbury Community Centre.</p>	Completed	Enabling active and connected communities to own their future






**Upgrade of  
Equipment  
at  
Huntsbury**

When the Community Board held its meeting at the Huntsbury Community Centre in December 2020, the Board and staff helped pack up the centre's outdated, worn, and very heavy trestle tables. Thanks to a small Discretionary Response Fund grant

Completed

Community  
Facilities  
Network Plan

<b>Community Centre</b>	from the Community Board in March this year, twelve lightweight and robust trestle tables have been purchased and installed. Treasurer David Drayton reports that community groups hiring the facility have found them much easier to move and to use.		Modern and robust city infrastructure and city facilities
<b>Community Pride Garden Awards 2021</b>	<p>The 31<sup>st</sup> Waihoru Spreydon-Cashmere Community Pride Garden Awards ceremony was held on 12 May 2021 at Addington Events Centre. The annual awards acknowledge local residents who have contributed to Christchurch's garden city image by beautifying their streets and gardens.</p> <p>In total, 133 awards were made for outstanding gardens in the Spreydon-Cashmere Community Board area for 2021, as judged by Christchurch Beautifying Association judges. 62 awards were presented at the ceremony and 71 awards will be posted to recipients who were unable to attend. This year, the Community Board and Beautifying Association also presented special certificates acknowledging those who had won awards annually for 10 years (13 recipients), 20 years (5 recipients), and 30 years (1 recipient).</p> <p>There were also prize draws for 10 great prizes donated by local businesses.</p>  <p><i>George and Merle of Spreydon (pictured above) were presented with their 30 Year certificate by Community Board Deputy Chair, Lee Sampson, to a standing ovation.</i></p>	Completed	Resilient Communities
<b>King George V Anniversary Event</b>	On Saturday March 27 2021, some 80 people gathered to celebrate the King George V Reserve 30 <sup>th</sup> anniversary, and the organisers Flourish Kia Puawai launched a pilot regenerative community project. Speakers from Te Hapū o Ngāti Wheke, and the Ōpāwaho Heathcote River Network were joined by	Completed	<p>Healthy environment</p> <p>Enabling active and connected</p>

	<p>Community Board members and original reserve designer Colin Meurk. The day's activities were supported by the Kahu Collective (including a harakeke workshop), the Cashmere High School Volunteer Army, the St Martins Scouts, and two sponsoring businesses. A group of seven to eight local people signed up to continue their involvement in the reserve. The Community Board supported this event with a small Off The Ground Fund grant.</p>  <p><i>Colin Meurk taking an educative guided tour for event participants.</i></p>		<p>communities to own their future</p>
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### 3.2 Community Funding Summary

- 3.2.1 At its 1 September 2020 meeting, the Board granted \$303,080 to 22 community groups from its 2020/21 Strengthening Communities Fund.
- 3.2.2 The Board's Discretionary Response Fund unallocated balance for 2020/21 is \$32,869 (refer to **Attachment A** for details).
- 3.2.3 The Board's Youth Achievement and Development Fund unallocated balance for 2020/21 is \$5,000 (refer to **Attachment A** for details).
- 3.2.4 The Board's Off the Ground Fund unallocated balance for 2020/21 is \$1,305 (refer to **Attachment A** for details).

### 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 Board adopted its [Community Board Plan](#) at its meeting on 18 August 2020. A monitoring report was included in the Board's 17 March 2021 agenda.
- **Cashmere/Worsleys/Hoon Hay Roads Intersection Upgrade** – One of the priorities in the Community Board Plan is the completion of traffic safety measures at the intersection of Cashmere/Worsleys/Hoon Hay Roads. This project is currently underway and is expected to be complete by August 2021. For more information, please click [here](#).
- **Dyers Pass Road Safety Improvements** – One of the priorities in the Community Board Plan is to improve road safety and travel efficiency on Dyers Pass Road. A



project installing three kilometres of safety barriers on Dyers Pass Road is expected to be complete in August 2021. For more information, please click [here](#).

### 3.3.2 Council Engagement and Consultation

- **Representation Review** – The Board made a submission (**Attachment B**) on the Council's Initial Proposal on the Representation Review.
- **Plan Change 7: Managing Significant Indigenous Vegetation** – The Council is consulting on a proposed plan change so that it better protects and maintains indigenous vegetation that is likely to be ecologically significant across the district generally as well as within areas of existing pasture on coastal farmland. Consultation is open until 19 June 2021. For more information, please click [here](#).
- **Freedom Camping Bylaw** – The Council is proposing changes to the Freedom Camping Bylaw. The Bylaw aims to balance freedom camping opportunities with necessary limitations to ensure areas are protected. Consultation is open until 21 June 2021. For more information, please click [here](#).
- **Cashmere Valley Reserve** – Cashmere Tennis Club's lease on Cashmere Valley Reserve has expired. The Club is seeking a new lease to continue its occupation and use of the reserve. This is open for feedback until 23 June 2021. The Board will then make a decision on the matter at a future meeting. For more information, please click [here](#).

## 4. Advice Provided to the Community Board

- 4.1 **Requests for Service** – A report on open and closed requests for service in the Board area from 19 April to 18 May 2021 is attached as **Attachment C**.
- 4.2 **Update on Capital Delivery Projects** – An update as of April 2021 on the Community Group's capital delivery projects within the Board area is attached as **Attachment D**.
- 4.3 **Halswell Road Improvements** – The Board made a submission (**Attachment E**) on Waka Kotahi's Proposed SH75 Halswell Road Improvements.
- 4.4 **Ferniehurst Bridge** – A resident spoke to the Board at its 7 July 2020 meeting about safety concerns with Ferniehurst Bridge between Ashgrove Terrace and Cashmere Road. The Board asked for staff advice on options for improving pedestrian and cyclist safety. Staff provided the following response:

*The Council is aware of the need to improve connectivity for cyclists and pedestrians in this location, however any improvements in this area are particularly challenging due to the topography, proximity to the river and constraints of the existing infrastructure (such as the narrow bridge).*

*This location has been identified and included in the Council's wider plan for the Local Cycle Network. A local cycleway project extending from the southern end of Ferniehurst Street along Cashmere Road to the east is included in the second half of the Draft Long Term Plan 2021-31. This location is also included in the Christchurch Regeneration Acceleration Facility (CRAF) programme area so improvements can also be considered as part of that programme.*

*The recently constructed Nor'West Arc Major Cycle Route, which extends down Ferniehurst Street, initially included some improvements at the Cashmere Road / Ferniehurst Street intersection, such as textured surfacing, however this was not ultimately able to be implemented due to complex drainage issues and associated costs.*

- 4.5 **Walking and Cycling in Spreydon** – A resident spoke to the Board at its 1 September 2020 meeting about walking and cycling in Spreydon. The Board asked for staff advice on the issues raised in the presentation, and staff provided the **Attachment F** memo.
- 4.6 **Canopy Cover in Hoon Hay** – Kāinga Ora spoke to the Board at its November 2020 meeting about increasing the canopy cover in Hoon Hay, and the Board asked staff to investigate this matter. The Council's City Arborist, along with staff from the Community Governance Team, met with Kāinga Ora staff and unfortunately it is not possible to plant additional street trees on the berms due to their narrow width and the presence of underground services.
- 4.7 **King George V Reserve** – A resident spoke to the Board at its 17 February 2021 meeting about King George V Reserve, including a new name for the reserve. The Board asked for staff advice on options for a new name, and the staff response is below:

*Staff looked into the background of the site, why the name was selected, and whether the name was ever approved by the Council (**Attachment G**).*

*Staff are also looking into the Reserve Naming Policy itself. The current policy was adopted in 1993 and does not take into account the Council's strengthened relationship with Te Rūnanga o Ngāi Tahu. Currently there is work being undertaken to update the Road Naming Policy, and it makes sense to review, update and consult on an omnibus Naming Policy. The Council will pause renaming reserves until the new policy has been consulted on and adopted. The Council is proposing to consult on the new policy in approximately October 2021.*

- 4.8 **Cycle Safety** – A resident spoke to the Board at its 17 February 2021 meeting about a proposal to improve cycle safety. The Board asked staff to work alongside the resident to develop the proposal in more detail. Staff worked with the resident to develop a project plan, provided funding advice and connected her to like-minded organisations.
- 4.9 **Pedestrian Safety Near Cashmere Road/Barrington Street Roundabout** – A resident spoke to the Board at its 2 March 2021 meeting about safety concerns near the Cashmere Road/Barrington Street roundabout, and the Board asked for staff advice on this matter. Staff advised that road markings will be changed at the roundabout (**Attachment H**) and handrails on the two central islands on the Cashmere Road approaches will be installed to improve safety. No handrails are proposed on the Barrington Street approach as both the depth and width of the island are too narrow. Staff are also preparing a detailed design for a pedestrian crossing on Cashmere Road (noting that no budget is confirmed for this project).
- 4.10 **New Developments** – A resident spoke to the Board at its 14 April 2021 meeting about the potential impact of new high-density developments on communities. The Board asked for staff advice on whether the scope of the Christchurch Design Panel could be expanded to include the Board area, or options to establish a new Design Panel focussing on high-density developments. Staff provided the following response:

*The Christchurch Urban Design Panel scope currently includes the Board area. The Terms of Reference for the Panel can be found on the Council's [website](#). These include that developments of greater than eight residential units may be reviewed by the Panel. There are limited resources to run the Panel, and the majority of reviews are focused on medium/high density residential developments within our existing neighbourhoods.*

## Attachments / Ngā Tāpirihanga

No.	Title	Page
A <a href="#">↓</a>	Board Funds Allocations for 2020-21	48
B <a href="#">↓</a>	Submission on Initial Proposal on Representation Review	52
C <a href="#">↓</a>	Report on Open and Closed Requests for Service	55
D <a href="#">↓</a>	Update on Capital Delivery Projects	56
E <a href="#">↓</a>	Submission on Proposed Halswell Road Improvements	57
F <a href="#">↓</a>	Memo - Walking and Cycling in Spreydon	59
G <a href="#">↓</a>	Report on History of King George V Reserve	63
H <a href="#">↓</a>	Road Marking Plan - Pedestrian Safety Near Cashmere Road/Barrington Street Roundabout	103

## Signatories / Ngā Kaiwaitohu

<b>Authors</b>	<p>Karina Sulistio - Support Officer</p> <p>Amy Hart - Community Board Advisor</p> <p>Heather Davies - Community Development Advisor</p> <p>Jay Sepie - Community Development Advisor</p> <p>Jo Wells - Manager Community Governance, Spreydon-Cashmere</p> <p>Wendy Gunther - Community Support Officer</p>
<b>Approved By</b>	<p>Jo Wells - Manager Community Governance, Spreydon-Cashmere</p> <p>Matthew McLintock - Manager Community Governance Team</p> <p>John Filsell - Head of Community Support, Governance and Partnerships</p>

Discretionary Response Fund 2020/21	
<b>Starting Balance</b>	<b>\$172,609.00</b>
<b>Description</b>	
Youth Achievement and Development Scheme	\$7,000
Off the Ground Fund	\$2,500
Communicating with the Community	\$1,500
Community Awards	\$10,000
Events	\$8,500
Summer with your Neighbours	\$4,000
Community Events Fund	\$8,000
Rowley Resource Centre - Computer project	\$5,500
LJ & Friends	\$3,000
Sydenham Junior Cricket	\$2,000
Shape Your Place Toolkit – Community-Led Projects	\$3,500
Landsdowne Terrace Playcentre - Landsdowne Community Centre Mural	\$1,050
Needs Analysis/Feasibility for the Adults Playground project	\$5,000
Communicating with the Community	\$1,100
Community Board Conference in Gore (April 2021)	\$1,066
Huntsbury Trestles Project	\$768
Multiple Sclerosis and Parkinson's Society Canterbury	\$2,000
OTGF Supplement	\$1,500
Pioneer Basketball Club - Pioneer Boomers Project	\$1,500
OHRN towards Matariki event, strategic plan, communication, project management projects	\$4,932
Somerfield Community Centre - the power meter project	\$3,590

Rowley Resource Centre - Centre Promotion & Identity Project	\$11,734
Ngaio Marsh Heritage Trust - Ngaio Marsh Insurance costs	\$5,000
Basketball Half Court	\$45,000
<b>Total Allocated</b>	<b>\$139,740</b>
<b>Remaining Balance</b>	<b>\$32,869</b>

Youth Achievement and Development Scheme 2020/21	
<b>Starting Balance</b>	<b>\$7000</b>
<b>Description</b>	
Ngaire Ferriss	\$250
Sophie Hartshaw	\$250
Lewis Chihiro Stewart	\$200
Blake Mullaly Bamford	\$500
Hamish Allan Sherrat	\$200
Maria Gladys Laurie	\$200
John David Laurie	\$200
Louis Hamilton	\$200
<b>Total Allocated</b>	<b>\$2,000</b>
<b>Remaining Balance</b>	<b>\$5,000</b>

Off the Ground Fund 2020/21	
<b>Starting Balance</b>	<b>\$2,500</b>
<b>Description</b>	
Better Beckenham BBQ	\$300
St Martins Bowls	\$145
Cobham Street Community Garden	\$300
Bayley Place Planting	\$300
Probus Bus Trip	\$200
Healthy Opawaho	\$280
Hoon Hay Theatre Company	\$300
Cashmere View Park	\$270
Landsdowne Community Play Centre	\$300
King George V Reserve 30 year Celebration	\$300
<b>Total Allocated</b>	<b>\$2,695</b>
<b>Remaining Balance</b>	<b>-\$195</b>
OTGF Supplement (30 March 2021)	\$1,500
<b>Remaining Balance</b>	<b>\$1,305</b>

14 May 2021

Tessa Zant  
Senior Engagement Advisor  
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Christchurch City Council  
53 Hereford Street  
Christchurch 8154

Beckenham Service Centre  
03 941 6633  
66 Colombo Street, Beckenham  
PO Box 73027  
Christchurch 8154  
[ccc.govt.nz](http://ccc.govt.nz)

Hello,

## Submission on Representation Review Initial Proposal 2021

The Waihoru / Spreydon-Cashmere Community Board appreciates the opportunity to provide a submission on the Council's Representation Review Initial Proposal 2021.

The Board's statutory role is, "to represent, and act as an advocate for, the interests of its community" (Local Government Act 2002, section 52). The Board provides this submission in its capacity as a representative of the communities in the Spreydon-Cashmere area.

We think that our communities of interest will be fairly represented by the proposed number of elected members, wards and Community Boards.

### Community Board boundaries

The Council proposes to change the Spreydon-Cashmere Community Board boundary to include the Spreydon, Cashmere and Heathcote wards, but we do not think this reflects our communities of interest. We ask that our Community Board boundary is changed to include the Spreydon, Cashmere and Halswell wards.

Spreydon, Cashmere and Halswell are connected by shared topography, including the hills and the Ōpāwaho / Heathcote River, which form part of our identity. Our children go to the same schools and we play in shared sports clubs. We bump into each other at Key Activity Centres such as libraries, Barrington Mall and the Halswell supermarket and shops. And we use the same recreation spaces, including Ngā Puna Wai, Halswell Quarry and, of course, the Port Hills.

We share the same challenges of congestion, with traffic from many new subdivisions in the Halswell ward traveling to and through the Spreydon-Cashmere area. For example, there is a strong connection between Halswell and Addington along Halswell/Lincoln Roads. And the Spreydon-Cashmere and Halswell-Horby-Riccarton Community Boards host ongoing meetings with local Residents Associations about these shared issues. In contrast, we do not share the same issues and challenges with the coastal suburbs.

We see ourselves as the southwest. And we ask that the Council change our boundaries to reflect this with a Spreydon-Cashmere-Halswell Community Board.

### Ward boundaries

While we support many of the proposed ward boundaries, some do not reflect our communities of interest. We propose that the Cashmere ward boundary is changed to include Sydenham and Waltham and that the Spreydon ward boundary is changed to unify Hoon Hay and Hillmorton.



Historically, Sydenham and Waltham have been part of our Community Board area as they are part of the southwest. Many of our residents and groups strongly opposed their exclusion in the last Representation Review in 2016.

Waltham has connections with St Martins and Opawa, which are within our current Board area. For example, residents in these neighborhoods bump into each other at local supermarkets and Waltham Pool. Similarly, Sydenham identifies with Somerfield and Beckenham, which are within our current Board area. Residents bump into each other at the supermarket and shops on Colombo Street.

Historically, the entire Hoon Hay and Hillmorton suburbs have been in the Spreydon ward. We strongly oppose moving part of these neighbourhoods to the Halswell ward as this divides communities of interest that have strong identities and shared issues.

Please see below the specific ward boundary changes we request for the Cashmere ward:

- Include Sydenham (i.e. extend Cashmere ward boundary to Sydenham North and South Statistical Areas, which are bounded by Tennyson Street, Colombo Street, Brougham Street, Waltham Road and Riverlaw Terrace)
- Include Waltham (i.e. extend Cashmere ward boundary to the area bounded by Fifield Terrace, Waltham Road, Brougham Street and Ensors Road)
- Exclude the small part of Kennedy's Bush that has no direct road access to the Cashmere ward (i.e. exclude the residences south of Kennedy's Bush Road), and include it in the Halswell ward.

Please see below the specific ward boundary changes we request for the Spreydon ward:

- Include all of Hoon Hay (i.e. retain existing Spreydon ward boundaries in the area bounded by Sparks Road, Hoon Hay Road, Cashmere Road and Leistrella Road)
- Include all of Hillmorton (i.e. retain existing Spreydon ward boundaries in the area bounded by Templetons Road, Halswell Road, Curletts Road and the southeast edge of the Canterbury Agricultural Park)
- Exclude the small area bounded by Brougham Street, Selwyn Street, Moorhouse Avenue and Colombo Street (i.e. retain existing Central ward boundaries) as this aligns with parliamentary boundaries.

The Local Electoral Act 2001 (LEA) requires that there is effective representation of communities of interest (s19T), which is not possible when our communities are divided. To comply with the LEA, we ask that our Community Board boundary is changed to include Spreydon, Cashmere and Halswell. We ask that the Cashmere ward boundary is changed to include Waltham and Sydenham. And we ask that the Spreydon ward boundary is changed to unify Hoon Hay and Hillmorton.

The Board would like to speak to its submission.

Yours sincerely,



**Karolin Potter**

Chairperson, Waihoru / Spreydon-Cashmere Community Board

# Ticket Report

## Spreydon-Cashmere

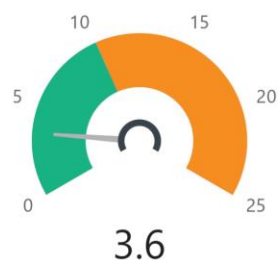
### 19 Apr 2021 - 18 May 2021

Report date: 19/05/2021

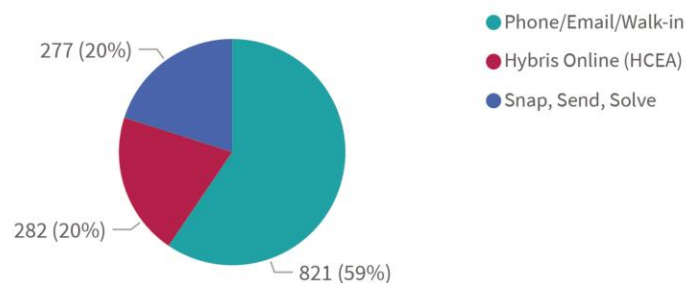
331  
Open Tickets

1337  
Tickets Closed/Resolved

Average days to complete ticket



Channels

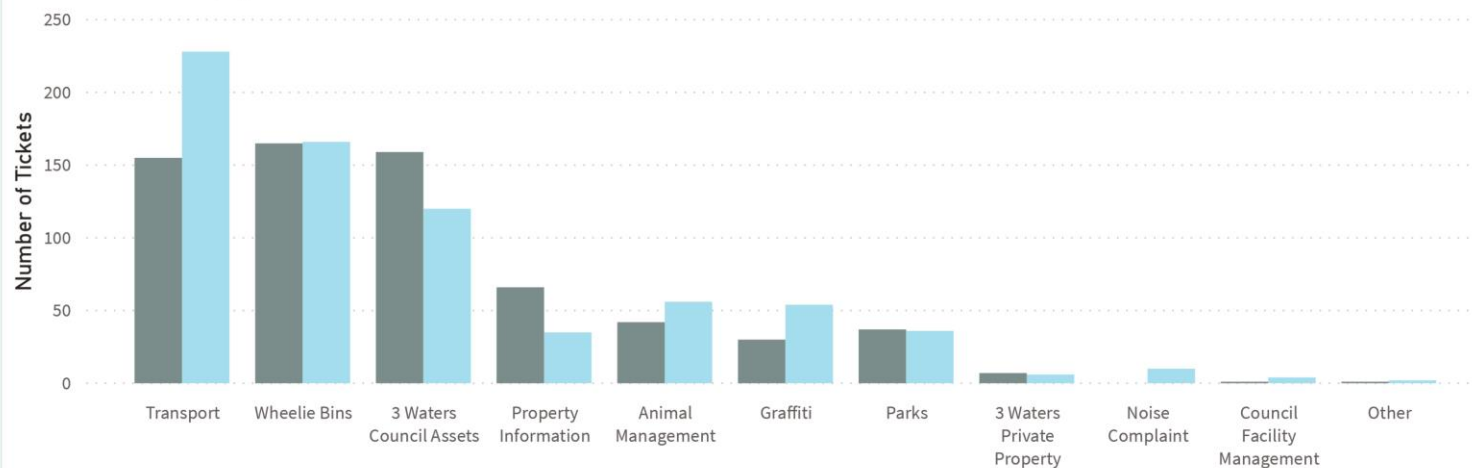


Top 10 Issues

Object Category	# Tickets
Leak (Water Supply)	162
Litter (Road)	152
Damaged Bin	122
Bin Not Collected	113
Residential Property Files	94
Graffiti	57
Road Asset (e.g.footpath,road,furniture)	38
Council Water Supply Issues	34
Found dog	31
Missing Bin	30

Tickets by Incident Category

Ward ● Cashmere ● Spreydon



Waihoru/Spreydon-Cashmere Community Board Community Board

Capital Delivery Community Unit Project in the Board Area

Report date: 20 April 2021

Council current construction projects map

<https://ccc.govt.nz/the-council/future-projects/current-capital-works-programme-map>

Project: **Coronation Hall Repairs**

Project Phase: Execute / Procurement

Repair of the fire damage and bringing the building up to code so the building is in a compliant state for use by Suburbs Rugby Club will now proceed with the design team being engaged.

The Suburbs Rugby Club will then invest their own money to make it fit for purpose.

The building has been placed on the Disposal Register included in the Draft Long Term Plan 2021-2031 to enable potential gifting to the Rugby Club. The outcome will be known in June 2021. This is supported by the Parks Unit.

Project: **Mid Heathcote Masterplan Implementation**

Project Phase: Execute / Detailed Design

Project is to provide restoration and protection of the sections of the Heathcote River and its margins. The project is currently at the Detailed Design and Cost Estimating Stage. Construction is planned to commence June 2024.

Project: **Pioneer Pool Earthquake Renewals and Cycle Shutdown**

Project Phase: Execute / Construction

The upgrade at the popular Pioneer Recreation and Sport Centre is going well, with works currently on track to be finished at the end of May 2021.

The pool area closed in November 2020 and our contractors have been busy removing the roof to replace the pool's filtration system, install new mechanical plant and strengthening the building.

Our team are nearing the end of the construction phase and the coming weeks will focus on the testing of the new equipment to make sure it is working.



4 May 2021

03 941 6633

Freepost Authority 255777  
Waka Kotahi NZ Transport Agency  
PO Box 1479  
Christchurch Mail Centre  
Christchurch 8011  
ATTN: SH75 Halswell Road Improvements  
[halswell.road@nzta.govt.nz](mailto:halswell.road@nzta.govt.nz)

Beckenham Service Centre  
66 Colombo Street, Beckenham

PO Box 73027  
Christchurch 8154

**ccc.govt.nz**

Hello,

## Submission on Proposed SH75 Halswell Road Improvements

The Waihoru / Spreydon-Cashmere Community Board appreciates the opportunity to provide a submission on Waka Kotahi NZ Transport Agency's Proposed SH75 Halswell Road Improvements (the proposal).

The Board's statutory role is, "to represent, and act as an advocate for, the interests of its community" (Local Government Act 2002, section 52). The Board provides this submission in its capacity as a representative of the communities in the Spreydon-Cashmere area.

Safe, efficient and green transport is key for our communities, and the priorities in our Community Board Plan reflect this. As a result we strongly support the proposals for new permanent bus lanes along Halswell Road and a shared pathway from Dunbars Road to Augustine Drive for cyclists and pedestrians.

But we are concerned that the predicted substantial increase in traffic from massive new housing developments (in the south west and adjacent to Hendersons Road) will result in a substantial number of drivers choosing to rat run down Rowley Avenue to the controlled exit onto Halswell Road. Rowley Avenue does have road humps, but they are completely ineffective with a large gap in the middle which drivers simply choose to drive through. Rowley School and the preschool behind it have a larger than normal percentage of children who walk to and from school. We believe the proposal as it stands is unsafe for the residents of Rowley.

We are also concerned about the number of banned right hand turns onto Halswell Road. Some of them, in particular Kinnard Place, do not have an easy option for turning to travel to Halswell. We ask that there is an easy way to travel in either direction along Halswell Road from side roads.

Lastly, we strongly support replanting all, if not more, of the trees proposed to be removed. And we ask that Waka Kotahi replant natives (including nobles) as this aligns with our climate change goals and the Climate Change Commission's recent recommendations.

Yours sincerely,

**Karolin Potter**



Chairperson, Waihoru / Spreydon-Cashmere Community Board

Item 9

Attachment E

Memos



Memorandum

**Date:** 12 April 2021  
**From:** Toni Dakers, Traffic Engineer (Spreydon-Cashmere)  
**To:** Amy Hart, Community Board Advisor  
**Cc:**  
**Subject:** Walking and Cycling in Spreydon  
**Reference:** 21/410881

**1. Purpose of this Memo**

- 1.1 The purpose of this memo is to respond to a request from the Spreydon-Cashmere Community Board for staff to provide advice on the following three points:
  - 1.1.1 Options for improved pedestrian crossings, including across Selwyn Street to access the Kidsfirst kindergarten;
  - 1.1.2 Options for improved transitions between dedicated cycleways and shared roadways, including on Selwyn Street near the intersection with Brougham Street;
  - 1.1.3 Funding options for cycle stands in the Board area, including near schools and kindergartens.
- 1.2 This action was generated from a public forum presentation on 1 September 2020.
- 1.3 The focus of this memo is the specific locations mentioned in 1.1.1 and 1.1.2 above rather than providing general detail about designing transitions between cycleways and roadways which are covered under relevant industry standard and guidelines. Any new pedestrian /cycle infrastructure projects are designed and approved in accordance with current standards and best practice guidelines.

**2. Selwyn Street Pedestrian Refuge Island**

- 2.1 The pedestrian refuge island outside Kidsfirst Kindergarten is located on Selwyn Street, immediately north of the intersection with Ward Street. This has been in place for over 15 years.
- 2.2 A site visit has confirmed that there are no trip hazards or specific safety concerns with the current refuge island or build outs.
- 2.3 There are however some aspects to this crossing that are not consistent with current best practice such as there being no tactile pavers installed on the island or adjacent footpath. The installation of tactile pavers will be added to our list of projects to be considered under our signs and markings budget in the new financial year.
- 2.4 The pedestrian refuge island has been constructed to the minimum recommended depth of 1.8 metres and has a usable width parallel to the vehicle lane of 1.5 metres (actual width is 1.7 metres but this is reduced due to the handrail).
- 2.5 The capacity of this island is only sufficient to provide waiting room for around 2-3 pedestrians. During busy periods, such as when students are being picked up from the nearby kindergarten, this may mean there is a reduced level of service and additional delays for pedestrians trying to cross due to the minimal storage area in the central island. However



Memos



- based on onsite observations, demand for this crossing outside of peak kindergarten pick up / drop off times is generally low.
- 2.6 A search of the NZ Transport Agency's Crash Analysis System did not identify any reported crashes involving pedestrians at this crossing or at the Selwyn Street / Ward Street intersection over the last 10 years.
  - 2.7 On this basis and following assessment of the existing infrastructure, physical changes to this refuge island are not considered a priority for Minor Safety funding at this time compared to other sites in the City.
  - 2.8 An option that could be considered in future to improve capacity and safety is to install a central staggered island as shown indicatively in Figure 1 below. This would provide additional width for parents with prams, young students on cycles etc. to wait within the island when crossing in two stages. This option would however require changes to the buildouts so would effectively be a complete rebuild. It would also require the removal of further on street parking to the north.

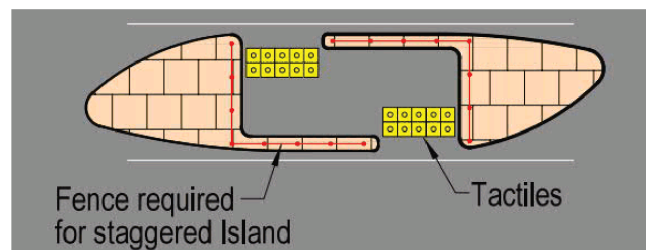


Figure 1: Indicative staggered pedestrian refuge island  
(NZTA Pedestrian Planning and Design Guide Figure 15.5)

- 2.9 Design changes and the feasibility of the option mentioned above have not specifically been developed or investigated in detail. This location also borders the Linwood-Heathcote-Central Board area so any changes would need to be considered between both Community Boards.
- 2.10 Lower cost improvement measures have been identified which will be implemented in the short term. These include painting the island noses to make them more prominent and installing hazard width marker posts on both kerb buildouts. Based on aerial photos, these have not been in place for many years (if at all).

### 3. Brougham Street / Selwyn Street northbound cycle lane

- 3.1 The cycle lane on the exit to this intersection was marked when the intersection was upgraded by the NZ Transport Agency around 2014. The total northbound lane width is 5.7 metres which provides a 4 meter wide vehicle lane and 1.7metre wide section of cycle lane on the immediate exit to the intersection. The cycle lane markings extend around 20 metres north of the intersection merging into unmarked kerbside parking. This kerbside parking is well utilised and generally occupied.
- 3.2 There is insufficient width available for the marked cycle lane to be diverted around the parked vehicles, which is a common treatment in these situations.
- 3.3 An appropriate option for this location is to terminate the cyclelane in advance of the parked vehicles. This will providing more of a transition area for cyclists to merge into the traffic lane in advance of the parking area (if vehicles are parked). The gap between the cycle lane and parking would need to be marked with No Stopping restrictions for this to be beneficial. Two options have been considered which include:



Memos

- 3.3.1 Reducing the length of the existing cycle lane and utilise existing No Stopping restrictions in advance of parking (the No Stopping restrictions and cyclelane currently extend 20 metres from the intersection); or
- 3.3.2 Retain the cyclelane markings as is and extend the No Stopping restrictions by a further 10 metres to the north. The additional No Stopping restrictions will need to be resolved by the Board before they can be implemented. Staff will therefore need to consult with the adjacent property owner and prepare a report for the Board to consider if this option is progressed.
- 3.4 Figures 2 and 3 below show examples of the above treatment on the exit lanes at two Christchurch intersections.

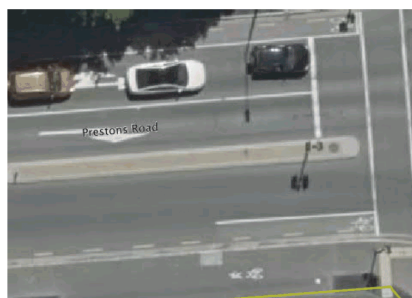


Figure 2: Example cycle lane markings Prestons Road



Figure 3: Example cycle lane markings Breezes Road

#### 4. Cycle stands

- 4.1 There is no budget currently allocated for installing new cycle stands in the city. A small budget was available in 2020 for this purpose, however we are not aware of any specific funding for cycle stands in upcoming budgets. They are however considered in conjunction with wider project works.
- 4.2 The 2020 budget was allocated to five sites throughout the city, prioritised to locations that can be expected to have a relatively consistent demand throughout the day/week such as community hubs/shopping centres. Specific locations included New Brighton Mall, Lincoln Road and Edgeware Village. A number of these sites had been highlighted to staff via requests from the public.
- 4.3 If funding did become available in future, this budget is likely to continue to be prioritised to these types of locations, rather than specifically outside schools and kindergartens which may only cater for a small catchment of people for short periods of the day (and generally have on-site parking available for students/staff). However all requests would be considered and prioritised based on the budget available.

#### 5. Conclusion

- 5.1 Upgrading the refuge island is not currently a priority for Minor Safety funding. However minor upgrades will be implemented at the pedestrian refuge island on Selwyn Street including the installation of hazard markers and painting to increase its prominence to oncoming traffic.
- 5.2 The cycle lane marking on the Selwyn Street northbound exit at the Brougham Street / Selwyn Street intersection will be reduced so that the cycle lane does not extend into the back of the kerbside parking area. If the Board supports initiating the alternative option to extend the No Stopping restrictions (3.3.2) staff will progress consultation with the affected resident.

Memos



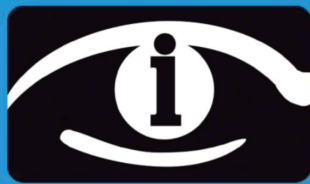
5.3 There is no current funding specifically for installing new cycle stands.

**Attachments / Ngā Tāpirihanga**

There are no attachments to this report.

**Signatories / Ngā Kaiwaitohu**

<b>Author</b>	Toni Dakers - Traffic Engineer
<b>Approved By</b>	Stephen Wright - Team Leader Traffic Operations



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Christchurch City  
**Libraries**  
Ngā Kete Wānanga-o-Ōtautahi

## *Insite report*

### **Insite report: King George V Reserve- history and naming**

**Prepared for: Sarah Blows, Parks Unit, March 2021**

The timeline on the title is:

14 October 1927 – Hillsborough Water and Drainage Co. Ltd. Used for a waterworks reserve  
29 July 1940 King George V Memorial Trust Board  
21 October 1966 transferred to Christchurch City Council.

The King George V Memorial Trust was set up in 1938 by the government of day to establish the national health camps – of which Glenelg was one. King George V died in 1936 and the name was chosen to honour the memory of the King. Glenelg opened in 1945, and was across the road from the reserve, so presumably the Trust wanted the land as part of the camp.

Kind regards,

Rose McDermott  
Insite Librarian

<http://www.local.ccc.govt.nz/Insite/>  
[insite@ccc.govt.nz](mailto:insite@ccc.govt.nz)  
ph. 941 7864

Christchurch  
City Council 

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The brief:

King George V Reserve
Background as to why the name was selected and whether the name was approved by the Council
31/03/2021
Email (If possible)
Environmental (PN816447) - PN816447#03
This reserve is located at 297 Centaurus Road. There is a Gazette notice to vesting the reserve in the Council for recreation purposes pursuant to the Reserves and Domains Act 1953 - 1970p928/929.

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**King George V Reserve Title CB401\_290 2012-6-27**

TRIM record no. [12/494752](#)

PN816447#01: Legal and Confidential (PN816447)



**COMPUTER FREEHOLD REGISTER  
UNDER LAND TRANSFER ACT 1952**

Historical Search Copy



Identifier **CB401/290**  
Land Registration District **Canterbury**  
Date Issued 14 October 1927

**Prior References**

CB301/26

---

<b>Estate</b>	Fee Simple
<b>Area</b>	2448 square metres more or less
<b>Legal Description</b>	Lot 1 Deposited Plan 7561
<b>Original Proprietors</b>	The Christchurch City Council

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NEW ZEALAND.

Vol. 301, Folio 26  
Transfer No. 1739/7  
Application No.  
Order for N/G No.

Register-book,  
Vol. 401, folio 290

Land and Deeds—4.  
(Form B.)

401/290

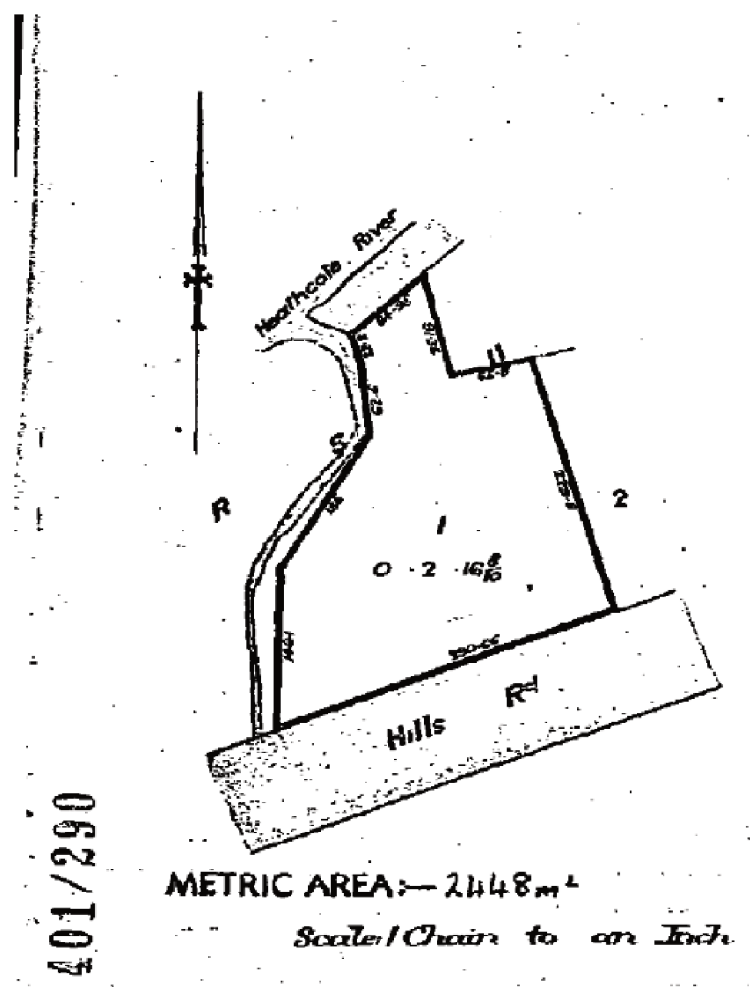
CERTIFICATE OF TITLE UNDER LAND TRANSFER ACT.

This Certificate, dated the fourteenth day of October one thousand nine hundred and Twenty-seven  
under the hand and seal of the District Land Registrar of the Land Registration District of Canterbury Witnesseth that  
WILLERBOROUGH WATER & DRAINAGE COMPANY LIMITED having its Registered Office at Christchurch

is seized of an estate in fee-simple (subject to such reservations, restrictions, encumbrances, liens, and interests as are notified by memorial under written  
or endorsed hereon, subject also to any existing right of the Crown to take and lay off roads under the provisions of any Act of the General Assembly  
of New Zealand) in the land hereinafter described, as the same is delineated by the plan hereon bordered green, be the several admeasurements  
a little more or less, that is to say: All that parcel of land containing TWO RODS SIXTEEN PERCHES AND EIGHT-TEENTHS OF A PERCH  
or thereabouts situated in Block IV of the Christchurch Survey District being Lot 1 on plan deposited in  
the Land Registry Office at Christchurch as No. 7561 part of Rural Section 11

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401/290

Transmission 22700 of 17/2/20 to the  
along road to the King George the Fifth  
Memorial Board. 21 July 1940 at 12.00pm

Transfer 235374 produced 29 July 1940 at 12.00pm  
Hillborough Water & Drainage Company  
limited to the King George the Fifth Memorial  
Fund Board.

Transmission 622778 to King George the  
Fifth Memorial Christchurch Council  
Education & Library Committee 21/8/1966 at 1.15pm

Transfer 637768 to the Mayor, Councillors  
and Citizens of the City of Christchurch  
-21.10.1966 at 2.40 p.m.

THIS REPRODUCTION (ON A REDUCED SCALE)  
CERTIFIED TO BE A TRUE COPY OF THE  
ORIGINAL REGISTER FOR THE PURPOSES OF  
SECTION 215A LAND TRANSFER ACT 1952.

A.L.R.

Notice A257883/1 that part of the road  
adjoining the within land has been  
stopped and given the appellation of  
Section 1 S.O. 19606 - 11.9.1996 at  
10.50am

A.L.R.

Source: TRIM 12/494752



## Revoking the reservation for recreation purposes over a Reserve

New Zealand Gazette. – no. 112, 17 December 1942, pp. 2900-1

*Revoking the Reservation for Recreation Purposes over a Reserve in the City of Christchurch, Canterbury Land District.*

C. L. N. NEWALL, Governor-General.

### ORDER IN COUNCIL.

At the Government House at Wellington, this 16th day of December, 1942.

Present:

HIS EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL.

WHEREAS a notice of intention to issue an Order in Council declaring that the reservation for recreation purposes over the land described in the Schedule hereto shall be revoked was published in the *Gazette* of the twenty-ninth day of October, one thousand nine hundred and forty-two:

And whereas such notice of intention was duly laid before both Houses of Parliament in accordance with the provisions of subsection two of section seven of the Public Reserves, Domains, and National Parks Act, 1928:

And whereas the Legislative Council and the House of Representatives, by resolutions both dated the twenty-second day of October, one thousand nine hundred and forty-two, approved the proposed revocation as aforesaid:

Now, therefore, His Excellency the Governor-General of the Dominion of New Zealand, in pursuance and exercise of the powers and authorities conferred by subsection one (b) of section seven of the Public Reserves, Domains, and National Parks Act, 1928, and acting by and with the advice and consent of the Executive Council of the said Dominion, doth hereby revoke the reservation for recreation purposes over the land described in the Schedule hereto, and doth hereby declare that the said land, being vested in the body corporate called the Mayor, Councillors, and Citizens of the City of Christchurch, may be disposed of by the said body corporate by way of sale by public auction or private contract at such price and on such terms and conditions as the said body corporate shall determine, but so that the proceeds of any such sale shall be used and applied in or towards the purchase of other land for recreation purposes.

### SCHEDULE.

#### CANTERBURY LAND DISTRICT.

ALL that area containing by admeasurement 1 rood, more or less, being Lot 11 on the plan deposited in the Land Registry Office at Christchurch as No. 8127, and being part Rural Section 16, situated

in the City of Christchurch, and bounded as follows: Towards the north-west by **Riverlaw** Terrace, 81.1 links; towards the north-east by Lots 12 and 18, D.P. 8127, 312.5 links; towards the south-east by the said Lot 18, D.P. 8127, 81.1 links; and towards the south-west by Lot 8, D.P. 12003, 312.5 links. As the same is more particularly delineated on the plan marked L. and S. 1/1082A, deposited in the Head Office, Department of Lands and Survey, at Wellington, and thereon bordered red.

C. A. JEFFERY,  
Clerk of the Executive Council.

(L. and S. 1/1082.)

[Source](#)

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## Consenting to closing portions of Riverlaw Terrace in the City of Christchurch

New Zealand Gazette. – no. 63, 11 October 1962, pp. 1672

*Consenting to Closing Portions of **Riverlaw** Terrace in the City of Christchurch*

H. E. BARROWCLOUGH, Administrator of the Government  
ORDER IN COUNCIL

At the Government House at Wellington this 10th day  
of October 1962

Present:

HIS EXCELLENCY THE ADMINISTRATOR OF THE GOVERNMENT  
IN COUNCIL

PURSUANT to section 170 (4) (e) of the Municipal Corporations Act 1954, His Excellency the Administrator of the Government, acting by and with the advice and consent of the Executive Council, hereby consents to the closing of those portions of **Riverlaw** Terrace in the City of Christchurch described in the Schedule hereto.

### SCHEDULE

#### CANTERBURY LAND DISTRICT

ALL those pieces of street situated in the City of Christchurch, Canterbury R.D., described as follows:

A. R. P. Adjoining  
0 0 0.1 } Part Lot 8, D.P. 12003, being part Rural  
0 0 9 } Section 16.

As the same are more particularly delineated on the plan marked M.O.W. 6265 (S.O. 9951) deposited in the office of the Minister of Works at Wellington, and thereon coloured green.

T. J. SHERRARD, Clerk of the Executive Council.

(P.W. 51/3070; D.O. 35/1/2)

[Source](#)

## Vesting Reserves in the Christchurch City Council

New Zealand Gazette. – no. 31, 28 May 1970, pp. 928-9

### *Vesting Reserves in the Christchurch City Council*

PURSUANT to the Reserves and Domains Act 1953, the Minister of Lands hereby vests the reserves described in the Schedule hereto in the Mayor, Councillors, and Citizens of the City of Christchurch, in trust, for recreation purposes.

### SCHEDULE

#### CANTERBURY LAND DISTRICT—CITY OF CHRISTCHURCH

LOT 20, D.P. 15505, being part Rural Section 7632, situated in the City of Christchurch: area, 1 rood 28 perches, more or less. Balance certificate of title, Volume 390, folio 49.

Lot 16, D.P. 12479, being part Rural Section 11, situated in the City of Christchurch: area, 34.6 perches, more or less. Part certificate of title, Volume 477, folio 150.

Dated at Wellington this 25th day of May 1970.

DUNCAN MACINTYRE, Minister of Lands.

(L. and S. H.O. 1/975; D.O. 8/3/224, 8/3/300)

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Please note: relevant area is Lot 16, D.P. 12479

## Christchurch street and place names

*Christchurch Street Names: C*

Current name	Former name	Origin of name	Suburb	Additional information	See	Source	Further information
<b>Centaurus Road</b>	Part of Port Hills Road and St Martins Road.	Named to commemorate the first visit of the Imperial Airways flying-boat Centaurus to the South Island on 3 January 1938.	Cashmere, Hillsborough, Huntsbury, St Martins	Named on 25 February 1938. The Heathcote County Council decided to divide the Port Hills Road from Heathcote to Cashmere into two parts because there was confusion in house numbers. Port Hills Road from Cashmere to Murray Aynsley Hill was re-named Centaurus Road. It was numbered from west to east. From Murray Aynsley Hill to Heathcote Valley retained the name of Port Hills Road and was numbered in the opposite direction.		<a href="#">The Port Hills of Christchurch</a> , p 172 "General news", The Press, 26 February 1938, p 16	"First visit of a flying-boat to the South Island : the Centaurus at Lyttelton", The Press, 4 January 1938, p 14

### Source

*Christchurch Street Names A*

Current name	Former name	Origin of name	Suburb	Additional information	See	Source	Further information
<b>Aynsley Terrace</b>	River Road	Named after Hugh Percy Murray-Aynsley (1828-1917).	Hillsborough	Murray-Aynsley arrived in New Zealand in 1858. He owned Riverlaw 1863-1905, a property at what later became 81 Aynsley Terrace.  River Road "from the Opawa Bridge to the Rapaki Road" was re-named Aynsley Terrace in 1916.  First appears in street directories in 1917.	Murray-Aynsley Hill	<a href="#">The Port Hills of Christchurch</a> , pp 168-170 "County Councils", The Press, 12 January 1916, p 4 "Street names", The Press, 15 October 1932, p 14 "Street names", The Press, 31 January 1933, p 3	"Obituary", The Press, 23 February 1917, p 3 <a href="#">G R Macdonald dictionary of Canterbury biographies</a> : M774

### Source

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Christchurch Street Names: R

Current name	Former name	Origin of name	Suburb	Additional information	See	Source	Further information
<b>Riverlaw Terrace</b>	River Road	Formerly River Road, St Martins. This was the section of road running along the southern side of the River Heathcote, between Wilson's Bridge and the eastern boundary of the city, opposite Hill Grove street, St Martins.  Re-named Riverlaw Terrace. Named after Riverlaw, the wood and sod house built there about 1852 by Colonel Alexander Lean (1824-1893).	St Martins	Re-named in 1917.  Lean was a run-holder, architect, military volunteer and musician and owned the property 1853-1859. He is listed in the 1853 electoral roll as living at Riverlaw.  Hugh Percy Murray-Aynsley (1828-1917) owned the property 1863-1905 and built a replacement Riverlaw after 1885.  Riverlaw Terrace, from Wilsons Road to Beckford Street, first appears in street directories in 1934. No residents are listed.  Riverlaw Terrace, from Wilsons Road south to Beckford Street, was formed in 1941.	Murray Aynsley Hill	" <a href="#">Electoral roll for the district of Christchurch</a> ", The Lyttelton Times, 16 July 1853, p 8  " <a href="#">Alterations to street names</a> ", The Press, 26 June 1917, p 11  " <a href="#">Making a new riverside street in St Martins</a> ", The Press, 29 March 1941, p 14  <a href="#">The Port Hills of Christchurch</a> , pp 166-171	<a href="#">G R Macdonald dictionary of Canterbury biographies</a> : M774  View the biography of <a href="#">Alexander Lean</a> in the <a href="#">Dictionary of New Zealand Biography</a> .  "Obituary", Star, 20 November 1893, p 3  " <a href="#">Street names</a> ", The Press, 13 September 1924, p 13  "The colourful characters of Murray Aynsley Hill", The Press, 22 March 1975, p 11  "Hillside haven", The Press, 19 February 2005, p G1

[Source](#)

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## Maps and images

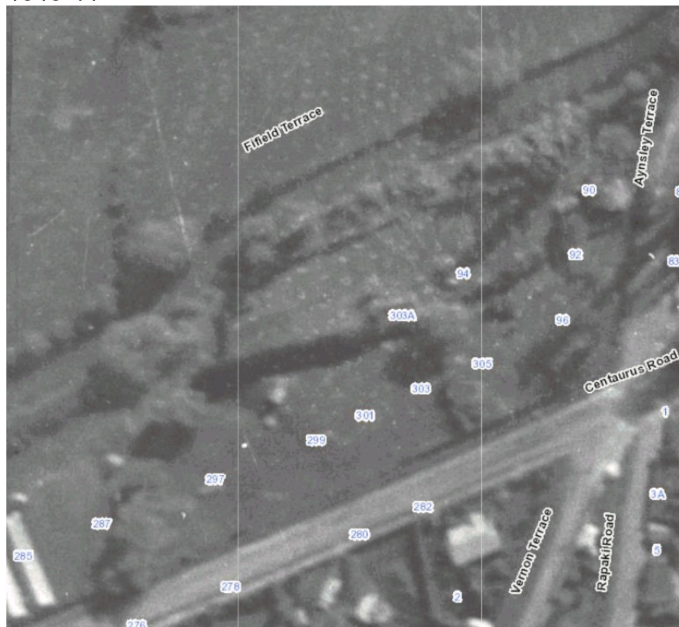
### Historical aerial imagery

[ECAN](#)

1925-29



1940-44



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1945-9



1955-59



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1965-9



1970-74



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1980-84



1990-94



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2004-2010



2010-15



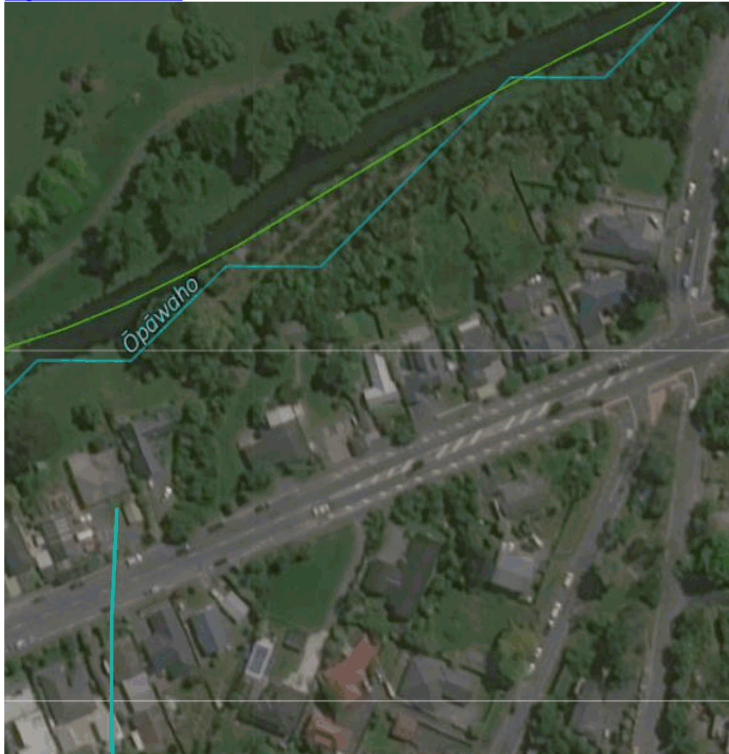
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## Kā Huru Manu

[Ngai Tahu Atlas](#)



### Rāpaki Track

"The original survey of this area by Thomas and Cass shos St Martins Valley to consist mainly of mashy land, toe-toe, fern and flax. The Maoris had a track up the east flank, linking the plains with Rāpaki and the harbour."

#### References:

Ogilvie, G. (1978). The Port Hills of Christchurch. Christchurch, N.Z.: A.H & A. W. Reed Ltd, p.123.

### Ōpāwaho / "Heathcote River"

Ōpāwaho (Heathcote River) is a spring-fed river that meanders its way through Christchurch into Te Ihutai (the Avon-Heathcote Estuary). The modern-day suburb of Opawa takes its name from Ōpāwaho. More specifically, Ōpāwaho was a pā on the river banks between what is now Judge Street and Vincent Place in Christchurch that was also used as a resting place for Ngāi Tahu travelling between Kaiapoi and Horomaka/Te Pātaka-a-Rākaihautū (Banks Peninsula). The river was part of the interconnected network of ara tawhito (traditional travel routes) that crossed the once-widespread wetland system of greater Christchurch. The river, and its immediate area, was an important kāinga mahinga kai (food-gathering place) where native fish such as tuna (eels), inaka (whitebait), mata (juvenile whitebait), kōkopu (native trout), koukoupāra (giant kōkopu), and kanakana (lampreys) were gathered. Ducks such as pārerā (grey duck), pūtakitaki (paradise duck), raipo (New Zealand scaup), tataa (brown duck), and pāteke (brown teal) were also harvested from the river. Taura, pora

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(‘Māori turnip’), tutu, and aruhe (bracken fernroot) were all gathered from the river banks.

References:

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[Nov 1964] Hillsborough



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**[1956] Vernon Terrace**



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Looking NNE along Vernon Tce. on right and Centaurus Rd centre running left to right .  
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**[1962] District planning scheme, section one (zoning)**



Is Part Of: Sheet 12 of 17 ; Multipart Note: Map 20.  
Physical Description: Christchurch (N.Z.). City Council. 16 maps bound in 1 volume;  
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File Reference: CCLMaps 228452-12

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CHRISTCHURCH CITY COUNCIL				
NOTATION FOR DISTRICT PLANNING MAPS				
ZONE		ZONE		
RURAL . . . . .		RESERVES FOR RECREATION & OPEN SPACE EXISTING		
RESIDENTIAL "A" . . . . .		PROPOSED . . . . .		
RESIDENTIAL "B" . . . . .		PRIVATE RECREATION AREAS & OPEN SPACE		
RESIDENTIAL "C" . . . . .		RESERVES FOR NATIONAL CIVIC CULTURAL AND COMMUNITY PURPOSES		
COMMERCIAL "A" . . . . .		OTHER PUBLIC & PRIVATE BUILDINGS & USES		
COMMERCIAL "B" . . . . .		UNDERLYING ZONING OF AREAS AFFECTED BY DESIGNATIONS		
COMMERCIAL "C" . . . . .		SCHOOLS:		
		P - PRIMARY		
		EXISTING		

[Source](#)

File Reference: CCLMaps 228452-17

### Map of Christchurch and environs 1958



Please note: this map has been included to show facilities in the area: includes Glenelg Health Camp, 2 brickworks, Centaurus Park, Hillsborough Domain, and St Anne's church. '12' refers to the bus route.

Physical Description: Lands & Survey Department, 84 x 118 cm

Notes: 2nd ed NZMS 17

File Reference: CCLMaps 212639

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[c193-?] Map of Christchurch and environs



Physical Description: 1 map :col. ; 14 x 18 cm.  
File Reference: CCCMaps CCC-594744

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[4 August 1977] Glenelg Health Camp



Exterior of the buildings at Glenelg Health Camp.

Source: Christchurch Star Archive

Reference ID: CCL-StarP-02735A

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See [Discovery Wall](#) and [Canterbury Stories](#) for more Glenelg Health Camp photos

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### New permanent Health Camp – 'Glenelg'

PRESS, VOLUME LXXXI, ISSUE 24542, 16 APRIL 1945, PAGE 3



NEW PERMANENT HEALTH CAMP.—"Glenelg," which was officially opened on Saturday afternoon as a permanent health camp. The building on Murray-Aynsley Hill has accommodation for about 200 children and is set in spacious grounds. The property was purchased by the King George V Memorial Fund Trustees and will be administered by the Sunlight League Health Camp Committee. The first children are expected to enter the camp this month. The camp will be maintained by local health stamp sales.

[Source](#)

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### Opening of 'Glenelg' [16 April 1945]

PRESS, VOLUME LXXXI, ISSUE 24542, 16 APRIL 1945, PAGE 3



OPENING OF "GLENELG."—The Minister of Health (the Hon. A. H. Nordmeyer) and Miss M. Enright (chairwoman of the Sunlight League Health Camp Committee) with trustees and members of the advisory board of the **King George V Memorial** Fund at the official opening of "Glenelg" on Saturday afternoon. Those in the group are:—Standing in front, left to right: Messrs J. W. Dove, H. J. Savage, E. A. Dobbie, Miss Enright, Mrs W. Marshall Macdonald, Mr Nordmeyer, Messrs J. W. Andrews, W. T. Harbison, Mrs B. J. McKendrick, and Dr. H. E. Gibbs. Standing at back: Messrs J. W. Heenan, David Markham, Dr. H. B. Turbott, the Rev. J. Chisholm, and Mr C. W. Tyler.

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**Governor-General visits health camp [14 July 1945]**

PRESS, VOLUME LXXXI, ISSUE 24618, 14 JULY 1945, PAGE 5



GOVERNOR-GENERAL VISITS HEALTH CAMP.~Accompanied by Lady Newall, the Governor-General (Sir Cyril Newall) paid a visit to the King George V Memorial Health Camp at "Glenelg," Murray Aynsley Hill, yesterday morning. Their Excellencies tyere photographed talking to the children.

[Source](#)

See also: [Viceregal visit](#). - PRESS, VOLUME LXXXI, ISSUE 24618, 14 JULY 1945, PAGE 2

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## Books

### Beckenham : a suburb of Christchurch, New Zealand

Christchurch, N.Z. : Beckenham Neighbourhood Association, 1993.

110 p. : ill., facsim., maps, ports ; 21 cm.

Notes: Includes index.

ISBN: 9780473020767 ; 0473020769

[Source](#)

Extyract p. 7-8

#### NATURAL HISTORY AND MAORI LIFE

Beckenham lies at the foot of the Port Hills, mostly within a loop of the meandering Heathcote River. In common with much of Christchurch, Beckenham was built on marshy land which has from time to time formed part of the Waimakariri riverbed and although efforts to drain the area commenced as early as the 1850s it has only been in recent years that the consequent drainage problems have been largely overcome. A contributing factor in those drainage problems has been run-off from the nearby hills. The hills are rich in non-porous clay-type soils (loess) and have in the past been quarried, the material being used for bricks and pottery. Although the kilns have now been removed, the cliffs formed by the quarrying activity remain and are visible at the foot of Huntsbury Hill. The Heathcote River, which is more flood-prone than the Avon River because of its position at the foot of the Port Hills, is tidal up to Tennyson Street, but not in the Beckenham loop. The low-lying areas along the banks of the Heathcote (in particular the area around the present Beckenham Ponds) consisted of raupo swamp, while in higher areas grew silver tussock. Nowadays the only remaining part of the marsh is the Beckenham Ponds, formed from natural springs in Beckenham Park. The river contained eels, native trout (kokopu), small freshwater crayfish (koura), tidal herrings and whitebait. Moa and weka lived on the slopes of the nearby hills.

It would be difficult and perhaps rather pointless to debate in European terms the question of whether Maori lived in the area, and in what numbers. Unlike North Island Maori, who were farmers, South Island Maori were originally hunters and gatherers following nomadic seasonal trails on a schedule determined by the seasons and the maturation of food resources. Later, with the migration from the North Island of Ngai Tahu, the Kaiapohia Pa was established as a co-ordinating centre for trade between each district in the region. Each of these districts came to specialise in particular materials and skills, a system of trade known as kaihaukai. The small area we now know as Beckenham contained no pa and no settlement which the early Europeans would have recognised as permanent, but was nevertheless occupied and was significant in terms of the southern Maori land usage system; it was "te repo raupo", a food-gathering area. The Maori names for the various parts of Canterbury reflect the Maori social order. In fact, the loop lies at the intersection of three Maori regions; Otautahi, Ihutai and Opawawaho.

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Aquaculture and fishing were more important than land cultivation. Ihutai, an area bounded by the Avon to the north and the Heathcote to the south, was a particularly important area for aquaculture and its inhabitants were skilled in the making of fishing equipment and the management of fisheries. To the west of Ihutai, the inhabitants of Otautahi were skilled in the covering of tracks, as well as the necessary management of the natural resources of their district. In Opawawaho the people were known for their abilities in aquaculture and night fishing. Food species were seeded and cultivated as well as harvested. Maori fishermen carried no lights, but speared eels by listening for them. The Heathcote River, as well as the district, was called Opawawaho (which means "facing the pa"). As well as providing eels, freshwater crayfish and other species the Opawawaho river was part of an important route from the Estuary through to Waihora (Lake Ellesmere). The upper Opawawaho, of which the Beckenham loop is part, was called "O-Mokihi" - the place of the flax staff rafts. The nearest pa was Poho-areare, at the site of the former Opawa railway station. The main settlements in the area were at Rapaki on Banks Peninsula and in Otautahi, on the present site of the Supreme Court. The area near what is now the intersection of Colombo Street, Dyers Pass Road, Centaurus and Cashmere Roads was known to Maori as Iringa o Kahukura, "the setting up of Kahukura" the god of rainbows, and European settlers originally gave the name "Rainbow Valley" to the area we now know as Bowenvale. There was a trail from Riccarton Bush to Rapaki which passed close to the present-day Beckenham area.

### The Port Hills of Christchurch

Gordon Ogilvie  
Christchurch : Phillips & King Publishers, 2009.  
Fully rev. and updated  
343 p. : ill., maps, ports. ; 30 cm.  
ISBN:9780958331562  
Summary:

In the 30 years since The Port Hills of Christchurch was first published it has become a collector's item - a prized resource for all those in Christchurch, and beyond, who cherish the hills that dominate the city's southern skyline. Gordon Ogilvie, himself a child of Horotane Valley, has proved a deeply knowledgeable, approachable and articulate guide to the history, people and topography of this endlessly interesting area, which stretches from Godley Head to Gebbies Pass. Now, after a great deal of new and meticulous research, this award-winning historian has updated and greatly extended The Port Hills of Christchurch, and added many fascinating photographs. This area already had a long and vivid Maori history before Europeans arrived. Since then it has attracted some of the province's most talented and influential citizens, who have played a key role in the development of the Canterbury Settlement. The Port Hills are justly renowned for their social, scenic and scientific importance, and the visionary endeavours of pioneer conservationist, Harry Ell, form an important part of the story. Now also part of a new political electorate, the Port Hills are of greater importance than ever as a residential and recreational locality.

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Extract p. 187

across to the plains. The Rapaki Track across to St Martins is much the easiest route from the harbour to Christchurch. Joseph Price, the second European to settle permanently on the peninsula after Hempelman, used it on flax-bargaining visits to Kaiapoi as early as 1831. Captain William Mein Smith, surveyor-general to the New Zealand Company, climbed to the saddle in 1842 so that he could see the full extent of the Canterbury Plains. From 1843 the Deans brothers used it as their principal link with the harbour. In 1844 Captain Frederick Tuckett and Dr David Monro clambered to the top of the track to see if they could see a suitable location for New Edinburgh. And so on. The Rapaki Track had always been a vital part of the trail system linking Port Levy – the peninsula's chief Maori settlement – with the plains. These early Europeans were merely using the accepted access route.



Ogilvie port hills.pdf

As it exists now, the Rapaki Track (though unsurfaced for most of its length and not recommended for vehicular traffic) is a dedicated road from its Christchurch starting point at the St Martins bus terminus to its junction with the Summit Road. There is nothing left of the harbour side of the trail.

There are no by-laws restricting its use, and it is open to the public as are other roads. Motorbikes, cycles and occasional four-wheel drive vehicles can make it to the top in dry weather, but the track gives its best service to weekend hikers, joggers, pony trekkers and picnickers. Three-quarters of

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## News media

### Opened with £25,000: King George V. Memorial Fund [25 March 1937]

NORTH CANTERBURY GAZETTE, VOLUME 6, ISSUE 62, 25 MARCH 1937, PAGE 7  
Prime Minister's appeal for support

Just before Christmas I announced that the Government, having given very full consideration to the question of a Dominion Memorial to King George the Fifth, had decided to inaugurate a National Fund for the permanent establishment in New Zealand of children's health camps. Such an object would, the Government felt, be more in keeping with the sympathetic concern always felt by his late Majesty for the health and recreation and the welfare generally of his peoples throughout the British Commonwealth of Nations than any other of the numerous projects which had received consideration. The scheme for health camps had the additional merit that, while widely national in its character, its benefits would not be confined to any one spot in New Zealand. The basis of it, as now visualised, will be at least two permanent camps in each Island as centres of the whole movement.

[Full-text continues](#)

### King George V Memorial [10 Sept 1938]

PRESS, VOLUME LXXIV, ISSUE 22503, 10 SEPTEMBER 1938, p.

WELLINGTON, September 9.

The appointment of a board to administer the King George V Memorial Fund is provided for in the King George the Fifth Memorial Fund Bill, which was introduced by Governor-General's Message in the House of Representatives to-day. A preamble to the bill states that the fund established by the Government in 1937 to provide children's health camps in New Zealand as a memorial to King George V, now amounts to £177,635 10s 6d. of which one half was raised by public subscription, and the other 12 half provided by the Government.

[Full-text](#)

sociation. The general function of the board will be to administer the fund to establish, improve, and maintain children's health camps.

The board is also to be authorised to make grants to the National Federation of Health Camps or to any other body engaged in the promotion or administration of children's health camps. An advisory committee is to

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### Convalescent home [8 June 1940]

PRESS, VOLUME LXXVI, ISSUE 23041, 8 JUNE 1940, PAGE 2

The property "Glenelg," formerly the home of the late Mr C. M. Ollivier, was bought some months ago for a permanent health camp for children, as distinct from the summer camps, which have been held by the Sunlight League annually for the last 10 years. The purchase money was drawn from the King George V Memorial Fund, but this fund does not provide for the maintenance of permanent health camps. Money for maintenance has not been forthcoming and "Glenelg," set in spacious well kept grounds, has been vacant for many months. It is a large two-storeyed building, with wide sunny verandas and balconies, commanding a fine view.

[Full-text](#)

### Tender [12 Feb 1944]

PRESS, VOLUME LXXX, ISSUE 24180, 12 FEBRUARY 1944, PAGE 7

#### TENDERS.

WE have been instructed by the King George the Fifth Memorial Fund Board to call for tenders for the purchase of the Board's property known as "Glenelg," containing 7 acres 1 rood 9.5 perches situated on Murray Aynsley's Hill. The property is situated near the terminus of the St. Martin tram, and comprises a substantially built two-storeyed dwellinghouse containing 13 bedrooms, also small four-roomed caretaker's cottage, swimming pool, and other conveniences.

Conditions of Tender may be inspected at and any further particulars obtained from the undersigned.

The highest or any tender will not necessarily be accepted.

Tenders will close at 4 p.m. on Friday, March 3rd, 1944, at the offices of the undersigned.

RAYMOND, STRINGER and CO.,  
Solicitors for the Board,  
80 Hereford street, Christchurch.

2400

[Source](#)

### [Donation] [11 Jan 1945]

PRESS, VOLUME LXXXI, ISSUE 24462, 11 JANUARY 1945, PAGE 2

Members of the Junior Red Cross in Christchurch have sent a donation of £15 9s 6d to the funds of the children's health camp to be opened soon at "Glenelg," Murray Aynsley Hill, by the Sunlight League Health Camp Committee. The money was raised by the children themselves, who arranged bring and buy sales, made toys, and did other useful work to earn the money to help children less fortunate than themselves.

[Source](#)

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### Health camp [30 Jan 1945]

PRESS, VOLUME LXXXI, ISSUE 24478, 30 JANUARY 1945, PAGE 2

The first permanent health camp to be established in Canterbury is to be opened at "Glenelg," Murray Aynsley Hill, at the beginning of April. For many years health camps and holiday camps for children have been held during the summer months in Canterbury, but the new camp will be open all the year round, and relays of small girls and boys, whose health is not satisfactory, will be given a rest and change in ideal conditions and under trained supervision.

[Full-text](#)

The King George V Memorial Trust Board, which bought the "Glenelg" property about six years ago, has had the building altered and renovated to make it suitable for the purpose which it is now to serve. The board will also furnish and equip the camp which, when opened, will be administered by the Sunlight League Health Camp Committee. The building stands in seven acres of ground, including vegetable and flower gardens, lawns and tennis court, which will be ideal for sun-bathing and a swimming pool, which, originally built for adults, has been made shallow and safe for small bathers.

### Situations vacant – Glenelg Children's Health Camp [14 Feb 1945]

PRESS, VOLUME LXXXI, ISSUE 24491, 14 FEBRUARY 1945, PAGE 9

#### "GLENELG" CHILDREN'S HEALTH CAMP. MURRAY AYNSELY HILL, CHRISTCHURCH.

Applications are invited for the following positions, duties to commence shortly after Easter:—

Sub-Matron.

Cook.

Assistant for Kitchen and General work.

4 Aids for supervision of children and domestic duties.

Laundress (part time).

Excellent working conditions. Wages according to experience.

Applications in writing close at 9 a.m. on Monday, 28th February, and should be addressed to the Acting-Secretary, Christchurch Sunlight League Health Camp Committee, 82 Hereford st., Christchurch. 6900

[Source](#)

### "Glenelg" New health camp [5 April 1945]

PRESS, VOLUME LXXXI, ISSUE 24533, 5 APRIL 1945, PAGE 2

The King George V Memorial health camp, the first permanent health camp to be established in Canterbury, will be officially opened by the Minister of Health, the Hon. A. H. Nordmeyer, on Saturday, April 14. The camp, well-known as "Glenelg," will accommodate about 30 children, and it will be administered by the Sunlight League Health Camp Committee. It is situated on Murray-Aynsley Hill, and was formerly the home of the late Mr C. M. Ollivier. For several months past the building has been undergoing repairs and alterations to make it suitable for the accommodation of the children and staff; the grounds, seven acres in extent, have been put in order, and the large swimming pool, constructed for adult use, has been made shallower so that it will be safe for small children.

Members of the King George V Trust Board, which is composed of representatives of all parts of the Dominion, will meet in Christchurch on Friday, April 13, and will attend the opening ceremony on the following day. The public will be invited to be present.

[Source](#)

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### New permanent health camp - "Glenelg" officially opened [16 April 1945]

PRESS, VOLUME LXXXI, ISSUE 24542, 16 APRIL 1945, PAGE 6

"A dream come true" was the way the opening of the camp at "Glenelg" was described by Miss M. Enright, chairwoman of the Sunlight League Health Camp Committee, when she welcomed a large and representative gathering to the opening ceremony. For eight years the committee had been endeavouring to obtain a permanent camp (preferably near Christchurch) where under-privileged and

delicate children in urgent need of a holiday could receive the benefits of good food, rest, and sunshine under expert supervision, she said. Now accommodation and facilities were available for 200 children to be directed to health, happiness and good citizenship. The Sunlight League Health Camp Committee hoped "Glenelg" would be a boon to the community and a source of pride to all.

[Full-text continues](#)

### Sunlight League: Annual report [31 May 1945]

PRESS, VOLUME LXXXI, ISSUE 24580, 31 MAY 1945, PAGE 2

#### Health Camp Committee

"The year just ended has been one of activity and achievement," said the health camp committee's report, for last month the first permanent health camp in Canterbury was opened, and is in charge of the Sunlight League Health Camp Committee. At "Glenelg," the property bought for a health camp some years ago by the King George V Memorial Trust Fund Board, the work of renovating the building was begun last September, and it was hoped to have the camp open before Christmas. But unforeseen difficulties delayed the contractors, and it was not until April 14 that the camp was formally opened by the Minister of Health, the Hon. A. H. Nordmeyer, who was accompanied by the trustees of the King George V Memorial Fund and members of the advisory committee. A few weeks later 20 children, including four

from Ashburton, went into residence at the camp under the care of the matron, Mrs E. Morrison, who was appointed by the Department of Health, and her staff. A teacher, appointed by the Education Department, took up her duties at the beginning of the second term. The report makes appreciative reference to the work of the equipment sub-committee, who in the face of war-time shortages and other difficulties, succeeded in equipping and furnishing "Glenelg" for the comfortable accommodation of the children and staff, and to the tea sub-committee, who, on the day of the official opening, served tea to nearly 400 guests. The committee expresses its indebtedness to the Red Cross Society, who generously made available to the camp highly trained personnel to take temporary charge of the cooking.

[Full-text continues](#)

### {Mr Nordmeyer visits King George V Memorial Health Camp} [3 Sept 1945]

PRESS, VOLUME LXXXI, ISSUE 24661, 3 SEPTEMBER 1945, PAGE 2

Late on Saturday afternoon, the Prime Minister, the Rt. Hon. P. Fraser, and the Minister of Health, the Hon. A. H. Nordmeyer, visited the King George V Memorial Health Camp, "Glenelg," Murray Aynsley Hill. Mr Fraser had once previously visited "Glenelg," after the property had been bought by the King George V Memorial Trust Board and before it was converted into a health camp. On Saturday he expressed great pleasure at the improved appearance of "Glenelg" and congratulated the Sunlight League Health camp committee on the excellent results of its work in having the buildings adapted, equipped, and

opened as a permanent health camp for children. He made a thorough inspection of the building and grounds and chatted with all members of the staff and with the 30 children in residence. He was interested in the fact that some of them had come from towns as far distant as Kumara, Greymouth, and Ashburton, and from country districts such as Swannanoa and West Eyreton. Mr Nordmeyer, who officially opened the camp on April 14 last, complimented the caretaker of the grounds, Mr Newton, on the great improvement he had made in the lawns and gardens during the last four months.

[Source](#)



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See also [Sunlight League](#). - PRESS, VOLUME LXXXI, ISSUE 24580, 31 MAY 1945, PAGE 2

### Health stamps [23 Oct 1946]

ASHBURTON GUARDIAN, VOLUME 67, ISSUE 10, 23 OCTOBER 1946, PAGE 4

three to six weeks' duration. In 1938 there was established the **King George V Memorial** Fund, and from its resources have been built permanent health camps extending and consolidating the beneficent work of the voluntary bodies supervising this kind of public service. These permanent camps, taking children for periods of from six weeks to three months, are in operation at Roxburgh, Christchurch, Nelson, Otaki and Gisborne, and the largest of all will shortly be opened in Auckland.

[Full-text continues](#)

### "GLENELG" New wing to be build [21 Jan 1947]

ASHBURTON GUARDIAN, VOLUME 67, ISSUE 85, 21 JANUARY 1947, PAGE 2

A permit for the building of a new dormitory wing at "Glenelg" Health Camp has been granted, and tenders for the erection of the wing will be called within the next few weeks.

This announcement was made last night at a meeting of the Sunlight League Health Camp Committee by the chairman, Miss M. Enright. The new wing will accommodate 12 children, making the total capacity of the camp 42, and the cost of its erection

is being borne partly by the Junior Chamber of Commerce in Christchurch and partly by the **King George V Memorial** Trust Board.

A sub-committee, comprising the chairman, the secretary (Miss M. McNaughton), Miss B. Nurse, and the matron (Miss E. Morrison), was set up to go into the matter of necessary furnishings and equipment for the new dormitory.

[Source](#)

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ph. 941 7864



## Websites

### King George V Reserve

Ōpāwaho-Heathcote River Network [home page](#)



#### Who we are

This is one of the most established community-planted indigenous riparian reserves along the river, comprising an ecological sequence from lowland wetland trees, shrubs and grasses to dryland species. The original restoration began in 1990 and once established was somewhat left to its own devices. It is now being actively maintained by a community group on a regular basis who would love your help.



#### Location

Named for King George V in 1927 King George V Reserve is bounded by Riverlaw Tce, Centaurus Rd and Aynsley Tce in St Martins/ Hillsborough.

#### Contact

 [King George V Reserve - Christchurch](#)

#### [Source](#)

<http://www.local.ccc.govt.nz/Insite/>  
[insite@ccc.govt.nz](mailto:insite@ccc.govt.nz)  
ph. 941 7864



## Cora Wilding and the Sunlight League

[Te Ara - the Encyclopedia of New Zealand](#)

Extract:

Her most distinctive contribution to the league was as its health camp organiser. From her first camp at Geraldine in September 1931 until her last at Kaikoura in 1936, she carefully selected children (mainly girls) of 'good heredity' from 'self-respecting homes' who were 'capable of becoming good citizens'. The camps emphasised outdoor living, healthy food, daily sunbathing and swimming, appreciation of natural beauty and country life, and service to others. Unlike other camps of the period, drama, music and debating featured, along with elements of Maori culture – considered very advanced at the time. The camps were widely appreciated by participants and parents alike.

Wilding was also instrumental in founding the Youth Hostels Association of New Zealand. Her plans to set up hostels, based on those she had seen in Germany, were initially ridiculed. However, she found an ally in Sir Arthur Dobson, and in February 1932 cajoled several Banks Peninsula farmers into providing suitable accommodation for trampers. Another chain of hostels on the West Coast followed and from 1934 until 1938 Wilding acted as honorary organiser, visiting all hostels annually, preparing handbooks and arranging a youth hostellers' visit to Britain in 1937.

She brought to her new schemes all the passion and determination apparent in her childhood. Her energy and enthusiasm were infectious, but she was also reluctant to compromise, and her resentment of the transition to a nationally organised system of health camps in 1936, coupled with the death of her mother the same year, led her to resign from her Sunlight League and Youth Hostels Association posts in 1938. She resumed work as the league's secretary in 1944–45, and from 1947.

Source:

Patricia A. Sargison. 'Wilding, Cora Hilda Blanche', Dictionary of New Zealand Biography, first published in 1998. Te Ara - the Encyclopedia of New Zealand, <https://teara.govt.nz/en/biographies/4w17/wilding-cora-hilda-blanche> (accessed 16 March 2021)

<http://www.local.ccc.govt.nz/Insite/>  
[insite@ccc.govt.nz](mailto:insite@ccc.govt.nz)  
ph. 941 7864



## St Martin's Scout Group

[Home page](#)



The St Martins Scout Group has been serving the local community since the late 1950s. Originally called St Annes Scout Group, the members met at St Annes Church until in 1962 the group built it's own facility at the current location of 297 Centaurus Road.

Visit our Facebook page at [www.facebook.com/StMartinsScouts](http://www.facebook.com/StMartinsScouts)

St Martins Scouts  
297 Centaurus Rd  
St Martins  
Christchurch



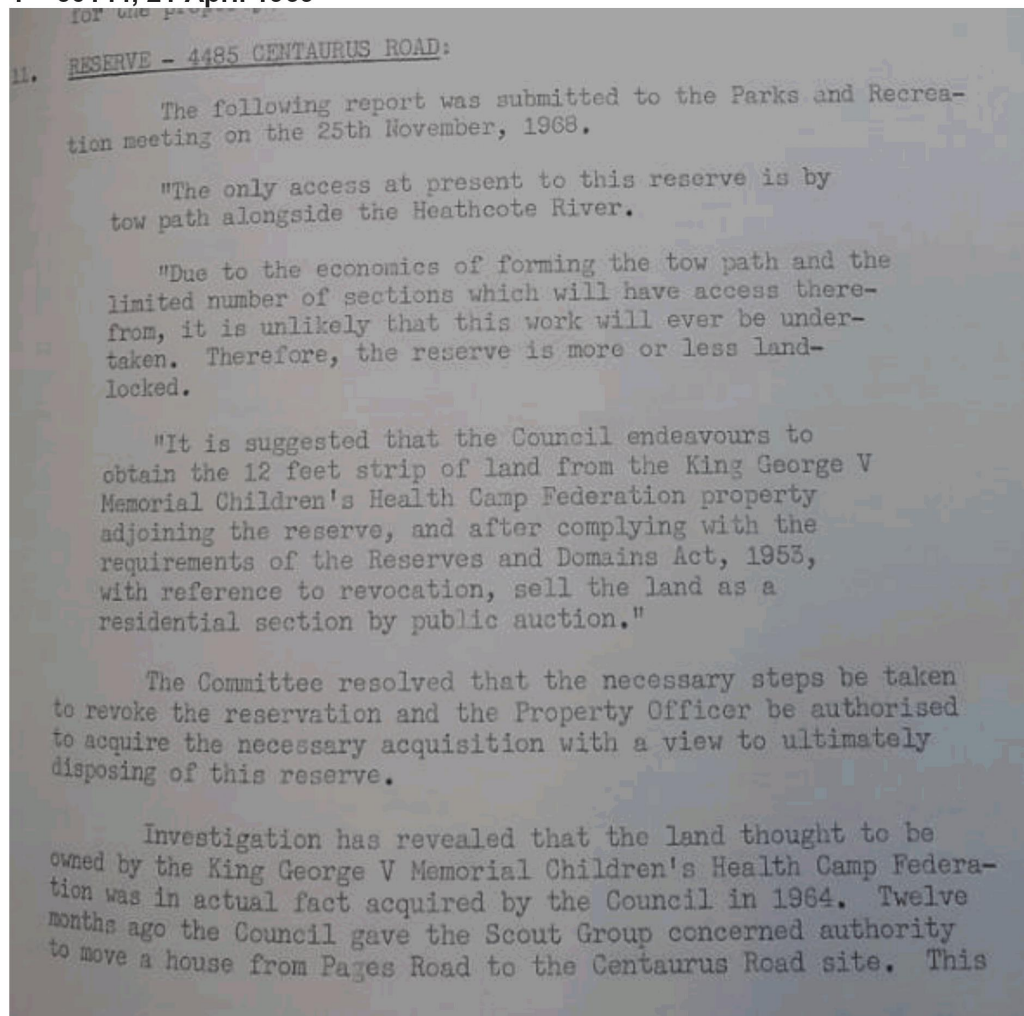
[Source](#)

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ph. 941 7864



## Minute books

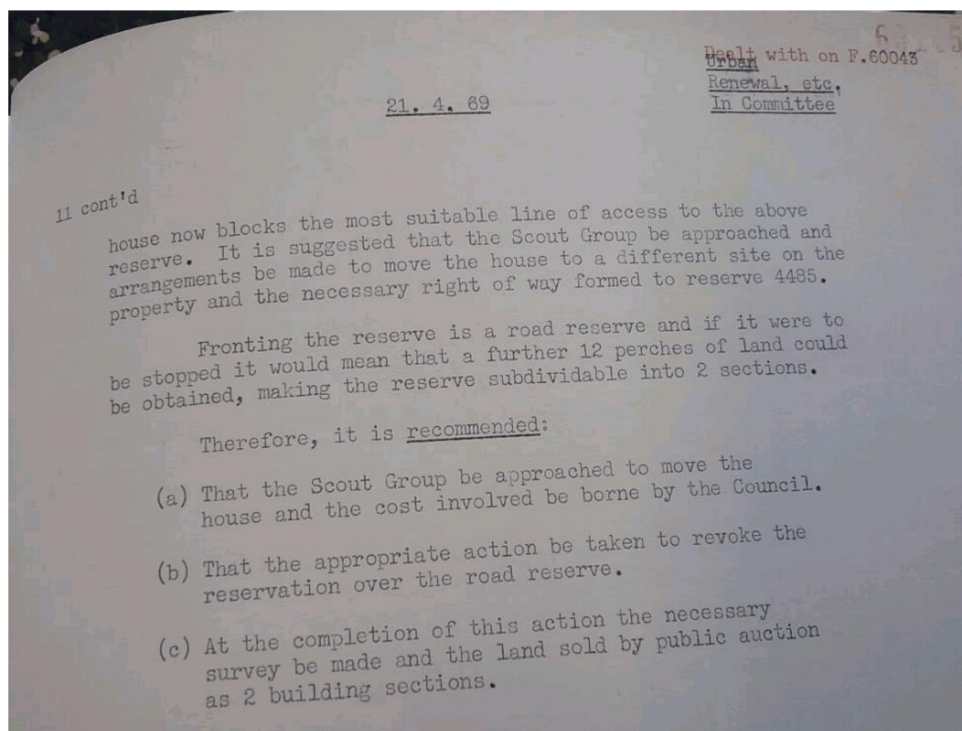
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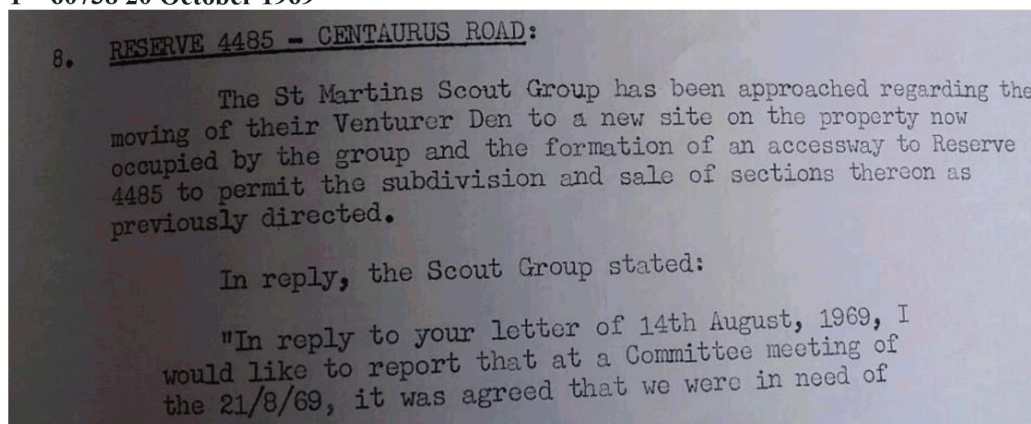
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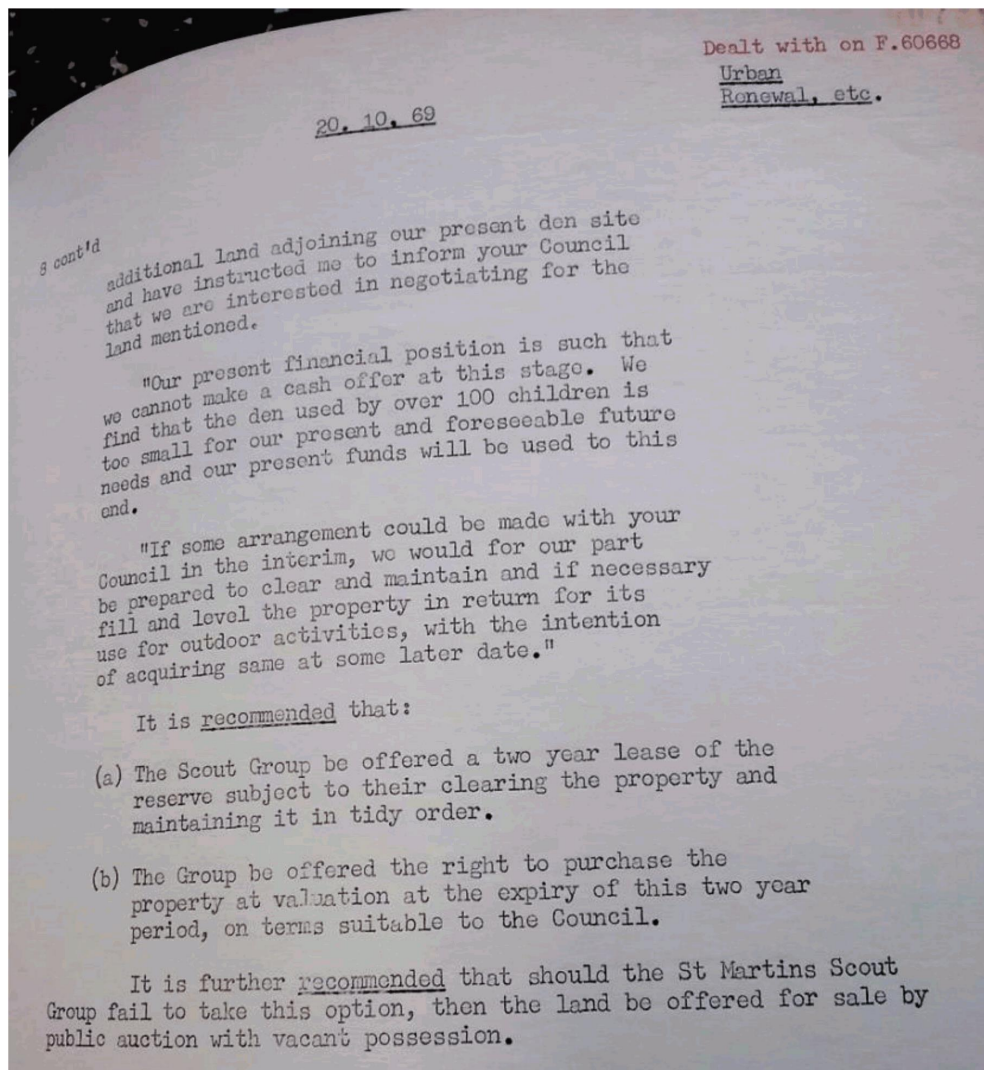


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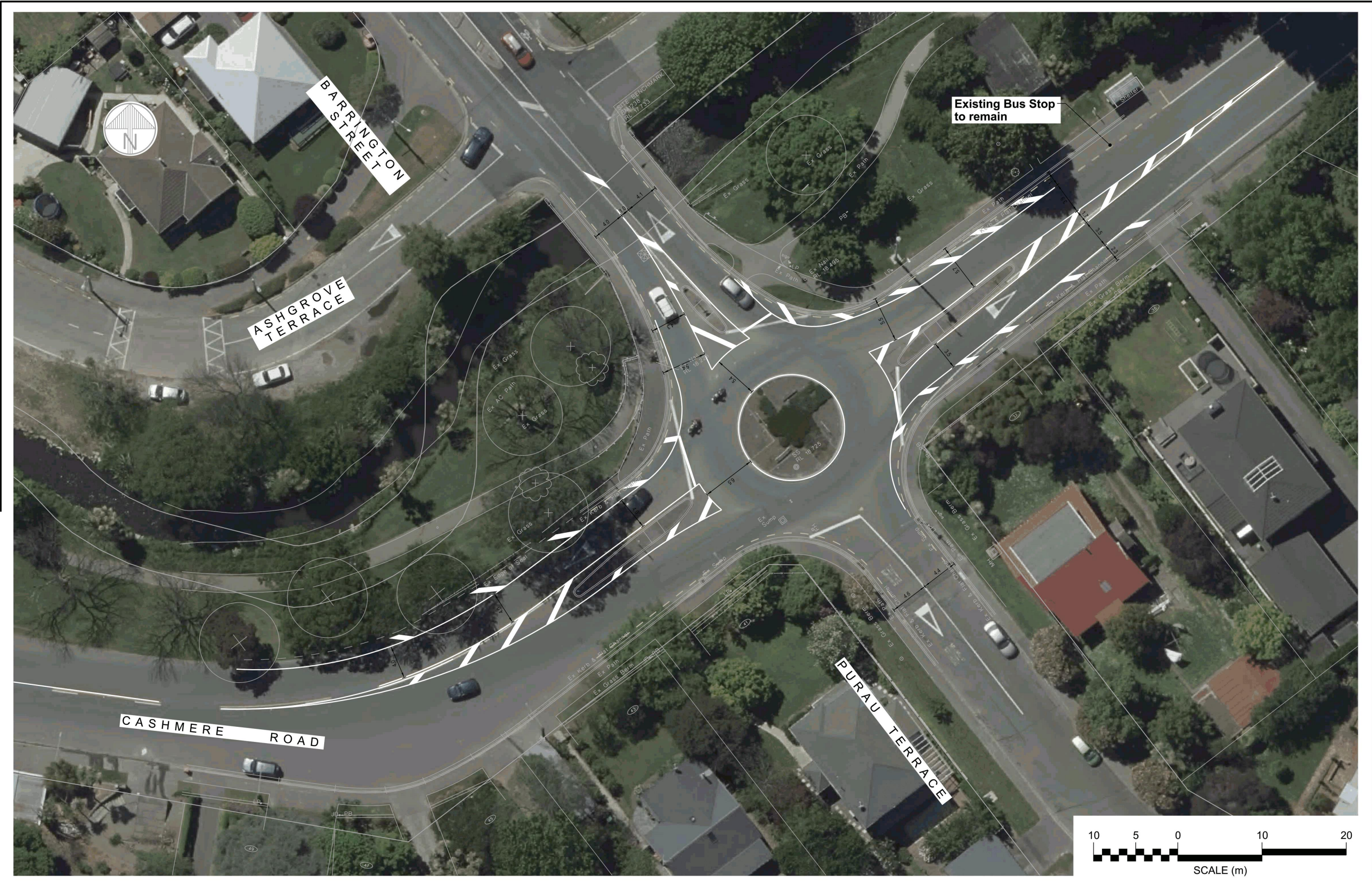


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## 10. Elected Members' Information Exchange Te Whakawhiti Whakaaro o Te Kāhui Amorangi

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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.