

Waimāero
Fendalton-Waimairi-Harewood Community Board
AGENDA

Notice of Meeting:

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

Date: Monday 2 August 2021
Time: 4.30pm
Venue: Boardroom, Fendalton Service Centre,
Corner Jeffreys and Clyde Roads, Fendalton

Membership

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

28 July 2021

Maryanne Lomax
Manager Community Governance, Fendalton-Waimairi-Harewood
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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

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

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

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

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1. Apologies Ngā Whakapāha

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

2. Declarations of Interest Ngā Whakapuaki Aronga

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

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

That the minutes of the Waimāero Fendalton-Waimairi-Harewood Community Board meeting held on [Monday, 12 July 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.

There were no deputations by appointment at the time the agenda was prepared.

6. Presentation of Petitions Ngā Pākikitanga

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

Waimāero Fendalton-Waimairi-Harewood Community Board OPEN MINUTES

Date: Monday 12 July 2021
Time: 4.31pm
Venue: Boardroom, Fendalton Service Centre,
Corner Jeffreys and Clyde Roads, Fendalton

Present

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

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

Part B Reports for Information

Part C Decisions Under Delegation

The agenda was dealt with in the following order.

1. Apologies Ngā Whakapāha

Part C

Community Board Resolved FWHB/2021/00053

That the apologies for absence received from James Gough and Linda Chen be accepted.

David Cartwright/Shirish Paranjape

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 FWHB/2021/00054

That the minutes of the Waimāero Fendalton-Waimairi-Harewood Community Board meeting held on Monday, 28 June 2021 be confirmed.

Aaron Keown/David Cartwright

Carried

4. Public Forum Te Huinga Whānui

Part B

There were no public forum presentations.

5. Deputations by Appointment Ngā Huinga Whakaritenga

Part B

There were no deputations by appointment.

6. Presentation of Petitions Ngā Pākikitanga

Part B

There was no presentation of petitions.

7. 40 Johns Road - Proposed Road Names

Community Board Resolved FWHB/2021/00055

Officer recommendations accepted without change

Part C

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Approves the following new road names for 40 Johns Road (RMA/2008/2490):
 - a. Road 1 - Bellewood Avenue
 - b. Road 2 - Johnswood Avenue
 - c. Road 3 - Meadow View Drive
 - d. Road 4 - Treedale Street
 - e. Road 5 - Woodview Drive
 - f. Road 6 - Applegrove Crescent

Mike Wall/Jason Middlemiss

Carried

8. Extending existing bus stop terminus on Sheffield Crescent (beside 567 Wairakei Road) and P10 parking restriction changes

Board Comment

The Board added a request for a memorandum with a breakdown of the final costs to be provided. Otherwise the officer recommendations were accepted without change.

Community Board Resolved FWHB/2021/00056

Part C

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Pursuant to Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017:

West side of Sheffield Crescent

 - a. Approves that all existing parking and stopping restrictions on the west side of Sheffield Crescent commencing at its western intersection with Wairakei Road (measured from the prolongation of the southern kerb line of Wairakei Road) and extending in a southerly direction for a distance of approximately 117 metres, be revoked.
 - b. Approves that the stopping of vehicles is prohibited at all times on the west side of Sheffield Crescent commencing at its western intersection with Wairakei Road and extending in a southerly direction for a distance of approximately 19.5 metres.
 - c. Approves that parking on the west side of Sheffield Crescent commencing at a point 19.5 metres south of its western intersection with Wairakei Road for a distance of

11 metres be restricted to a maximum period of 10 minutes between the hours of 8am and 6pm on days other than public holidays.

- d. Approves that the stopping of vehicles is prohibited at all times on the west side of Sheffield Crescent commencing at a point 49 metres south of its western intersection with Wairakei Road and extending in a southerly direction for a distance of approximately 5 metres.
- e. Approves that a bus stop be installed on the west side of Sheffield Crescent commencing at a point approximately 54 metres south of its western intersection with Wairakei Road and extending in a southerly direction for a distance of approximately 60 metres.

East side of Sheffield Crescent

- f. Approves that all existing parking and stopping restrictions on the east side of Sheffield Crescent commencing at its western intersection with Wairakei Road (measured from the prolongation of the southern kerb line of Wairakei Road) and extending in a southerly direction for a distance of approximately 56 metres, be revoked.
 - g. Approves that the stopping of vehicles is prohibited at all times on the east side of Sheffield Crescent commencing at its western intersection with Wairakei Road and extending in a southerly direction for a distance of approximately 13.5 metres.
 - h. Approves that parking on the east side of Sheffield Crescent commencing at a point 13.5 metres south of its western intersection with Wairakei Road for a distance of 11 metres be restricted to a maximum period of 10 minutes between the hours of 8am and 6pm on days other than public holidays.
- 2. Approves that any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report are revoked.
 - 3. Approves that the above resolutions take effect when the traffic control devices that evidence the restrictions described in resolution 1. are in place (or removed, in the case of revocations).
 - 4. Requests that following completion of the work to install the traffic control devices, a memorandum be provided to the Board with a breakdown of the final costs.

Sam MacDonald/David Cartwright

Carried

9. Waimāero Fendalton-Waimairi-Harewood Community Board Area Report - July 2021

Board Comment

The Board discussed the memorandum attached to the area report relating to visibility concerns at the intersection of Withells and Maidstone Roads, and decided to request an options report to consider extending the no stopping restriction.

Officer Recommendations Ngā Tūtohu

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Receive the Waimāero Fendalton-Waimairi-Harewood Community Board Area Report for July 2021.

Community Board Resolved FWHB/2021/00057

Part B

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Receives the Waimāero Fendalton-Waimairi-Harewood Community Board Area Report for July 2021.
2. Requests a report with options to allow consideration of extending the no stopping restriction on Withells Road to address visibility concerns at the Maidstone Road intersection.

David Cartwright/Jason Middlemiss

Carried

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

Part B

Board members exchanged information on the following matters of interest:

- Board members have been approached by local residents to discuss the possibility of trialling a local Edible Gardens Award event.
- The Council is making progress with problematic trees on Crosdale Place.
- Board members are likely to receive invitations to visit Orana Park in the near future.
- Board members thanked everyone involved in the successful community safety initiative.

Meeting concluded at 5.08pm.

CONFIRMED THIS 2ND DAY OF AUGUST 2021

BRIDGET WILLIAMS
CHAIRPERSON

7. 162 - 176 Kendal Avenue - Proposed Parking Restrictions

Reference / Te Tohutoro: 21/804094

Report of / Te Pou Edwin Tiong, Area Traffic Engineer

Matua: edwin.tiong@ccc.govt.nz

General Manager / Carolyn Gallagher, Acting General Manager of Infrastructure,
Pouwhakarae: Planning & Regulatory Services, carolyn.gallagher@ccc.govt.nz

1. Secretarial Note

- 1.1 The Waimāero Fendalton-Waimairi-Harewood Community Board previously considered this report at its meeting on 12 April 2021. The Board decided to lay the report on the table pending further advice from staff.
- 1.2 A memorandum from staff with further information was received by the Community Governance Team on 24 May 2021 and was attached to the Fendalton-Waimairi-Harewood Community Board Area Report for the meeting on 12 July 2021.

2. Purpose of the Report / Te Pūtake Pūrongo

- 2.1 The reason this report was presented to the Waimāero Fendalton-Waimairi-Harewood Community Board at their meeting on 12 April 2021 was for the Board to consider installing a mobility park, P15, P60, P120 parking restrictions and areas of No Stopping on 162 to 176 Kendal Avenue. This report was written following requests from a shop owner and a customer to address parking issues along the shop frontage.
- 2.2 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by the low level of impact and low number of people affected by the recommended decision.
- 2.3 The community engagement and consultation outlined in this report reflect the assessment.
- 2.4 The preferred option is to install a mobility park, P15, P60, P120 parking restrictions and areas of No Stopping restrictions in accordance with **Attachment A** of this report.

3. Officer Recommendations / Ngā Tūtohu

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

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

as a 90 degree angle parking place for any vehicles, subject to the following restriction: the maximum time for parking of any vehicle is 60 minutes between the hours of 8am and 6pm on days other than public holidays.

- d. That the part of Kendal Avenue as indicated as 'Four P120 parking spaces' in Plan TG139110 dated 26 January 2021 in Attachment A of the agenda staff report, is reserved as a 90 degree angle parking place for any vehicles, subject to the following restriction: the maximum time for parking of any vehicle is 120 minutes between the hours of 8am and 6pm on days other than public holidays.
 - e. The parking spaces be restricted to 90 degree angle parking on the northwest side of Kendal Avenue commencing at a point 6.0 metres northeast from the southern intersection with Burnside Crescent and extending in a north-easterly direction for a distance of 37.0 metres.
 - f. That the stopping of vehicles is prohibited at all times on the northeast side of Burnside Crescent commencing at 8.0 metres northwest of the southern intersection with Kendal Avenue, and extending in a north-westerly direction for a distance of 5.0 metres.
 - g. That the stopping of vehicles is prohibited at all times on the northwest side of Kendal Avenue commencing at northeast of the southern intersection with Burnside Crescent, and extending in a north-easterly direction for a distance of 6.0 metres.
 - h. That the stopping of vehicles is prohibited at all times on the northwest side of Kendal Avenue commencing at 43.0 metres northeast of the southern intersection with Burnside Crescent, and extending in a north-easterly direction for a distance of 15.0 metres.
2. Revoke any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in resolution 1a to 1h above.
 3. That these resolutions take effect when parking signage and/or road markings that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

4. Reason for Report Recommendations / Ngā Take mō te Whakatau

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

5. Alternative Options Considered / Ētahi atu Kōwhiringa

- 5.1 Maintain the status quo – Do Nothing
- 5.2 The advantages of this option include:
 - 5.2.1 Retains seventeen unrestricted on-street parking spaces.
 - 5.2.2 Does not restrict vehicles to the parking restrictions outside the shops.
- 5.3 The disadvantages of the option include:
 - 5.3.1 Does not provide a mobility parking space for the customers to shops and nearby businesses, which is responding to community requests.
 - 5.3.2 Does not improve parking access for customers to shops and nearby businesses, which is responding to community requests.

6. Detail / Te Whakamahuki

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

7. Community Views and Preferences / Ngā mariu ā-Hāpori

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

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

Strategic Alignment / Te Rautaki Tīaroaro

- 8.1 Council's strategic priorities have been considered in formulating the recommendations in this report, however this area of work is not specifically covered by an identified priority.
- 8.2 The recommendations in this report are also consistent with the anticipated outcomes of the Traffic Safety & Efficiency Service Plan in the [Councils Long Term Plan \(2021 - 2031\)](#)

Policy Consistency / Te Whai Kaupapa here

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

Impact on Mana Whenua / Ngā Whai Take Mana Whenua

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

Climate Change Impact Considerations / Ngā Whai Whakaaro mā te Āhuarangi

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

Accessibility Considerations / Ngā Whai Whakaaro mā te Hunga Hauā

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

9. Resource Implications / Ngā Hīraunga Rauemi

Capex/Opex / Ngā Utu Whakahaere

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

10. Legal Implications / Ngā Hīraunga ā-Ture

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

- 10.1 Part 1, Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking restrictions by resolution.
- 10.2 The Community Boards have delegated authority from the Council to exercise the delegations as set out in the Register of Delegations. The list of delegations for the Community Boards includes the resolution of stopping restrictions and traffic control devices.
- 10.3 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

Other Legal Implications / Ētahi atu Hīraunga-ā-Ture

- 10.4 There is a legal context, issue or implication relevant to this decision.
- 10.5 This specific report has not been reviewed and approved by the Legal Services Unit however the report has been written using a general approach previously approved of by the Legal Services Unit, and the recommendations are consistent with the policy and legislative framework outlined in sections 9.1 to 9.3 above.

11. Risk Management Implications / Ngā Hīraunga Tūraru

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

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	162-176 Kendal Avenue Proposed Parking Restrictions - Drawing tg139110 For Board Approval	16
B ↓	162-176 Kendal Avenue Proposed Parking Restrictions - Consultation Feedback Summary	17

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

Document Name	Location / File Link
None	None

Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

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

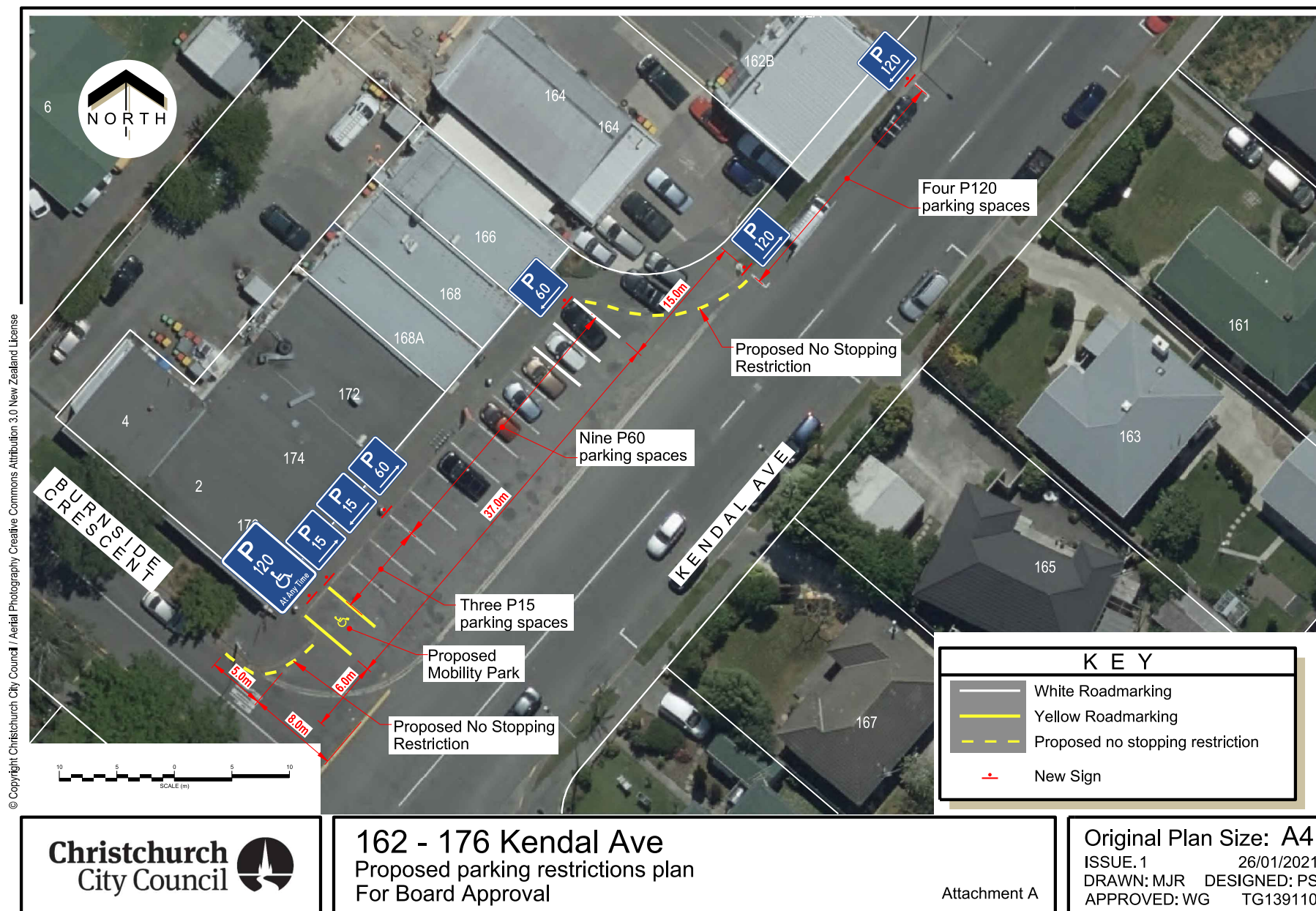
(a) This report contains:

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

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

Signatories / Ngā Kaiwaitohu

Author	Edwin Tiong - Traffic Engineer
Approved By	Wayne Gallot - Senior Transportation Engineer Stephen Wright - Team Leader Traffic Operations Jane Davis - General Manager Infrastructure, Planning & Regulatory Services



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

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

8. Roto Kohatu Reserve - Change of Reserve Classification

Reference Te Tohutoro: 21/990697

Report of Te Pou Matua: Antony Shadbolt – Team Leader Parks Biodiversity
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General Manager Mary Richardson – General Manager Citizens & Community
Pouwhakarae: mary.richardson@ccc.govt.nz

1. Purpose of the Report Te Pūtake Pūrongo

- 1.1 The purpose of this officer-initiated report is to seek a resolution from the Waimāero Fendalton-Waimairi-Harewood Community Board on the change of classification of two parcels of reserve land at Roto Kohatu reserve to Recreation Reserve. This report has been written to seek approval for these changes in classification to enable the preparation of a Draft Reserve management plan for the reserve
- 1.2 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by staff not identifying any realistic impacts on use or functionality of the Roto Kohatu Reserve, and that the change of classification is merely a formality to enable the preparation of, and consultation on, a draft reserve management plan for the reserve.

2. Officer Recommendations Ngā Tūtohu

That the Waimāero Fendalton-Waimairi-Harewood Community Board:

1. Exercise the powers conferred on it by Section 24 (1)(b) of the Reserves Act 1977, under delegated authority from the Christchurch City Council, to resolve to change the classification of that piece of land held by the city and described in Schedule B from 'Public Reserve for Abattoirs, Public Pounds, Sewage, Cattle Yards and Plantations' to 'Recreation Reserve'.
2. Exercise the powers conferred on it by Section 24 (1)(b) of the Reserves Act 1977, under delegated authority from the Christchurch City Council, to resolve to change the classification of that piece of land held by the city and described in Schedule B from 'Local Purpose Reserve (Refuse)' to 'Recreation Reserve'.

3. Reason for Report Recommendations Ngā Take mō te Whakatau

- 3.1 Council staff are preparing a new management plan for Roto Kohatu Reserve. Classification under the Reserves Act 1977 of two parcels of land needs to be completed before preparing the draft management plan.
- 3.2 The reason for the proposed change in classifications is so that the classification is consistent with current recreational use and will allow the land parcels to be managed more appropriately.

4. Alternative Options Considered Ētahi atu Kōwhiringa

- 4.1 Not applicable.

5. Detail Te Whakamahuki

- 5.1 The proposed change of classification of the reserves was publicly notified in May 2021 in accordance with the Section 24 of the Reserves Act 1977.
- 5.2 No submissions were received on the change of reserve classification, and therefore no Hearings Panel was convened.
- 5.3 The decision affects the following wards/Community Board areas:
- 5.3.1 Fendalton-Waimairi-Harewood

6. Policy Framework Implications Ngā Hīraunga ā- Kaupapa here

Strategic Alignment Te Rautaki Tīaroaro

- 6.1 This report supports the [Council's Long Term Plan \(2021 - 2031\)](#):
- 6.1.1 Activity: Parks and Foreshore
- Level of Service: 6.8.10.2 Network Plans and reserve management plans are developed to guide management and investment in parks - At least one new or revised management or network plan approved each year

Policy Consistency Te Whai Kaupapa here

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

Impact on Mana Whenua Ngā Whai Take Mana Whenua

- 6.3 The decision does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture and traditions.
- 6.4 Staff have consulted with Mahaanui Kurataiao Ltd who have not expressed any concerns about the change of reserve classifications.

Climate Change Impact Considerations Ngā Whai Whakaaro mā te Āhuarangi

- 6.5 Not applicable.

Accessibility Considerations Ngā Whai Whakaaro mā te Hunga Hauā

- 6.6 Not applicable.

7. Resource Implications Ngā Hīraunga Rauemi

Capex/Opex Ngā Utu Whakahaere

- 7.1 Cost to Implement - There is a small administrative cost in having the reserve classifications gazetted.
- 7.2 Maintenance/Ongoing costs – Not applicable.
- 7.3 Funding Source - The costs of classification are covered by current operational budgets.

Other He mea anō

- 7.4 Not applicable.

8. Legal Implications Ngā Hīraunga ā-Ture

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

- 8.1 Under the powers conferred on it by Section 14 of the Reserves Act 1977, the Fendalton-Waimairi-Harewood Community Board have delegated authority from the Christchurch City Council to resolve that the reserves have their classifications changed to Recreation Reserve.

Other Legal Implications Ētahi atu Hīraunga-ā-Ture

- 8.2 Reserve classification is a legal requirement under the Reserves Act 1977. The draft reserve management plan cannot proceed until reserve classification is completed.
- 8.3 This report has not been reviewed and approved by the Legal Services Unit

9. Risk Management Implications Ngā Hīraunga Tūraru

- 9.1 Not applicable.

Attachments Ngā Tāpirihanga

No.	Title	Page
A ↓	Appendix 1: Reserve Classification Assessments	22

Additional background information may be noted in the below table:

Document Name	Location / File Link
Not applicable.	Not applicable.

Confirmation of Statutory Compliance Te Whakatūtutanga ā-Ture

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

(a) This report contains:

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


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

Signatories Ngā Kaiwaitohu

Author	Antony Shadbolt - Team Leader Biodiversity
Approved By	Kay Holder - Manager Regional Parks Andrew Rutledge - Head of Parks Mary Richardson - General Manager Citizens & Community

TRIM20/1427740

Appendix 1: Reserve classification assessments

Sec 1-3 550 Sawyers Arms Road		
Legal Description	Sec 1-3 SO 19671	
Certificate of title	CB44A/620	
Address	550 Sawyers Arms Rd	
Area	24.6560 ha	


Status and existing Classification	Fee Simple. Subject to the Reserves Act 1977 as Recreation Reserve
Acquisition	Acquired from Bitumix Limited for Recreation Reserve under Public Works Act 1999
Easements / Encumbrances	Subject to ROW over Sec 2 SO 19671
Background and history	Originally established as Ashby's Gravel Pit, area included other light industrial activities. The two large spring fed lakes (now named Lake Tahi and Lake Rua) were established from the 1960s
Current development and use	High use area with facilities for active and passive recreation including jet sports, water polo, kayaking, fishing

Values	
Utility	No services, easement being investigated
Recreation	High recreation values
Landscape	While modified, moderate landscape values from lake and planting with opportunities for enhancement.
Ecology / biodiversity	High ecology and biodiversity values from birdlife including rare species
Historic / archaeological	Highly modified site with no known values
Community / social	Significant recreational resource for the wider Christchurch community

Primary purpose of reserve	Recreation
Secondary purpose / values	Ecological values (birdlife)
Classification	Retain as recreation reserve (s17 of Reserves Act 1977)
Comment	Reclassification not required

TRIM20/1427740

Lot 1 550 Sawyers Arms Road	
Legal Description	Lot 1 DP 23013
Certificate of title	CB4B/1415
Address	550 Sawyers Arms Rd
Area	22.3841 ha




Status and existing Classification	Fee Simple. Held in trust pursuant to Section 17(5) of the Reserves and Domains Act 1953: 'Public Reserve for abattoirs, public pounds, sewage, cattle yards and plantations'. Reserves held under this act converted to Reserves Act 1977
Acquisition	Transferred from The North Canterbury Catchment Board
Easements / Encumbrances	N/A
Background and history	Site includes the Sawyers Arms Road Landfill, now closed. Conditions of 1997 ECan resource consent CRC972427 require ongoing monitoring of groundwater in the surrounding area
Current development and use	Development and management including carparking and open lawn areas for passive recreational use

Values	
Utility	Site now a closed landfill, however on-going monitoring required
Recreation	Development restrictions on tree planting and structures. Existing open spaces used for passive recreation including dog walking.
Landscape	Highly modified landform with development restrictions.
Ecology / biodiversity	Limited ecology and biodiversity provided by open lawn areas and planting
Historic / archaeological	Highly modified site with no known values
Community / social	Recreational resource for the wider Christchurch community

Primary purpose of reserve	Recreation
Secondary purpose / values	Monitored closed landfill
Proposed classification	Recreation reserve (s17 of Reserves Act 1977)
Comment	Now that landfill is closed, recreation is the more important use of this site, with the importance of monitoring decreasing over time

TRIM20/1427740

Lot 7 550 Sawyers Arms Road		
Legal Description	Lot 7 DP 36870	
Certificate of title	738037	
Address	550 Sawyers Arms Rd	
Area	4161 m ²	

Status and existing classification	Fee Simple. Subject to Reserves Act 1977 Local Purpose Reserve (Refuse)
Acquisition	Transferred from The North Canterbury Catchment Board
Easements / Encumbrances	N/A
Background and history	Previously used as access to Sawyers Arms Road Landfill, no longer required as access
Current development and use	Forms edge of park

Values	
Utility	No utility values
Recreation	Forms edge of park
Landscape	Narrow area of open park, opportunity to plant trees
Ecology / biodiversity	Limited ecology and biodiversity provided by open lawn areas and planting
Historic / archaeological	Modified site with no known values
Community / social	Forms part of recreational resource for the wider Christchurch community

Primary purpose of reserve	Recreational
Secondary purpose / values	N/A
Proposed classification	Recreation reserve (Section 17 of Reserves Act 1977)
Comment	Current classification is no longer relevant since closure of landfill.

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

This item provides an opportunity for Board Members to update each other on recent events and/or issues of relevance and interest to the Board.