WAIMAKARIRI
DISTRICT COUNCIL

Agenda

Woodend-Ashley Community Board

Members:

Karen Eastwood (Chair)
Duncan Lundy (Deputy Chair)
Kirstyn Barnett
Rick Cable
James Ensor
Peter Farrant
Keith Nelson
Chris Prickett

Monday 8 August 2016

7.00pm

Council Chambers,
Rangiora Service Centre,
215 High Street, Rangiora

The Chairperson and Members
WOODEND-ASHLEY COMMUNITY BOARD

AGENDA FOR THE MEETING OF **THE WOODEND-ASHLEY COMMUNITY BOARD** TO BE HELD AT THE **COUNCIL CHAMBERS, RANGIORA SERVICE CENTRE, 215 HIGH STREET** ON **MONDAY 8 AUGUST 2016** AT **7.00PM.**

Karyn Ward
Community Board Advocate

RECOMMENDATIONS IN REPORTS ARE NOT TO BE CONSTRUED AS COUNCIL POLICY UNTIL ADOPTED BY THE COUNCIL

BUSINESS

Pages

1 APOLOGIES

2 CONFLICTS OF INTEREST

Conflicts of interest (if any) to be reported for minuting.

3 CONFIRMATION OF MINUTES

3.1 **Minutes of the Woodend-Ashley Community Board Meeting – 11 July 2016**

7-16

RECOMMENDATION

THAT the Woodend-Ashley Community Board:

(a) **Confirms** the minutes of the Woodend-Ashley Community Board meeting held on 11 July 2016, having been circulated as a true and correct record.

4 MATTERS ARISING FROM THE MINUTES

5 DEPUTATIONS AND PRESENTATIONS

6 ADJOURNED BUSINESS

7 REPORTS

7.1 **Pegasus to Waikuku Beach Link – Kaiapoi Pa Road Upgrade – Bill Rice (Senior Transport Engineer)**

17-94

RECOMMENDATION

THAT the Woodend-Ashley Community Board:

(a) **Receives** report No. 160721071015.

(b) **Approves** that the project to upgrade Kaiapoi Pa Road and link it to Tiritiri Moana Drive proceed no further due to the high cultural significance of the area and the likely impact of the proposed work.

(c) **Supports** the proposal to investigate options to improve pedestrian and cycle connectivity between Pegasus and Waikuku Beach.

(d) **Notes** that staff will report back to the Board on options and costs for improved pedestrian and cycle connectivity between Pegasus and Waikuku Beach.

(e) **Supports** engagement with New Zealand Transport Authority (NZTA) on their Ashley to Belfast safety improvements project.

(f) **Supports** working with Environment Canterbury (ECan) to identify options to improve Public Transport provision for both Pegasus and Waikuku Beach.

7.2 **Temporary Use of Owen Stalker Park for a Construction Yard – Chris Brown (Community Green Space Manager)**

95-99

RECOMMENDATION

THAT the Woodend-Ashley Community Board:

(a) **Receives** report No.160728073646.

(b) **Approves** a License to Occupy for the Ministry of Education for an area of approximately 1200m^2 as shown on the attached plan (160729073777) with the following conditions:

i. Term of License; 11 months commencing on 1 October 2016 and ending on 30 September 2017.

ii. Cost of the License to be $1, if requested.

iii. License area to be fenced with appropriate 1.8m high security fencing at all times.

iv. The Ministry of Education will be responsible for obtaining all relevant resource and building consents as required.

v. The Ministry of Education will be responsible for ensuring that there is no damage to underground services.

vi. The Ministry of Education will be responsible for all costs associated with installation and maintenance of site access/haulage road, culvert and fencing.

vii. The Ministry of Education will be the responsible for remediating the area back to its original state, and to the satisfaction of, the Community Green Space Manager at the end of the License term.

viii. A tree protection zone of 5 metres from the trunk of all trees must be provided. No trees will be permitted to be removed or damaged.

ix. The Ministry of Education must erect signs on the fence surrounding the compound letting the public know the nature of the work and the time frame the compound will be in place.

(c) **Notes** that while the compound area will reduce access and flow between Owen Stalker Park and the Woodend Recreation Ground all assets in the parks will still be operational including the tennis courts, BMX track and playground.

(d) **Circulates** this report to the Community and Recreation Committee.

7.3 **Road Naming – Two Roads Subdivision, Woodend – Scott Morrow (Land Information Officer)**

100-107

RECOMMENDATION

THAT the Woodend-Ashley Community Board:

(a) **Receives** report no. 160727072956.

(b) **Approves** from the following, new road names for roads marked as 1-6 on the attached plan.

1. Catchpole Place
2. Hamlett Drive
3. Benjes Place
4. Fearne Drive
5. Keeper Close
6. Ranby Place

7.4 **Application for Woodend-Ashley Community Board Discretionary Grant** – Karyn Ward (Community Board Advocate)

108-147

RECOMMENDATION

THAT the Woodend-Ashley Community Board:

(a) **Receives** report No. 160727072996.

(b) **Approves** a grant of $..... to the Pegasus Resident's Group Inc. towards costs for a Christmas event.

OR

(c) **Declines** the application from the Pegasus Resident's Group Inc.

(d) **Approves** a grant of $..... to Reflections Community Trust towards the costs of hiring Pedalmania to be part of the Waimakariri Light Party 2016 event.

OR

(e) **Declines** the application from Reflections Community Trust.

8 MATTERS REFERRED FOR INFORMATION

8.1 **Rangiora Community Board Minutes – 13 July 2016**
(Trim No 160711066317)

8.2 **Summary of Discretionary Grant accountability to 30 June 2016 – K Ward (Community Board Advocate)** - Report to Rangiora Community Board – 13 July 2016 (Trim No. 160623060221)

8.3 **Oxford-Eyre Ward Advisory Board Minutes – 20 July 2016**
(Trim No. 160713067177)

8.4 **Summary of Discretionary Grant accountability to 30 June 2016 – K Ward (Community Board Advocate)** - Report to Oxford-Eyre Ward Advisory Board – 20 July 2016 (Trim No. 160707065224)

8.5 **Report of the Greater Christchurch Public Transport Joint Committee, 6 July 2016** - Report Council, 2 August 2016 (Trim No. 160720069987)

8.6 **Ratification of the Resilient Greater Christchurch Plan** - Report Council, 2 August 2016 (Trim No. 160825071886)

8.7 **Presentation of 2015 Community Survey** - Report Council, 2 August 2016 (Trim No. 160707065091)

Reports 8.1-8.7 distributed to Board members 3 August 2016.

RECOMMENDATION

THAT the information in 8.1-8.7 be received.

9 CORRESPONDENCE

10 CHAIRPERSON'S REPORT

10.1 **Chairperson's Report for July/August 2016**

148

RECOMMENDATION

THAT the Woodend-Ashley Community Board:

(a) **Receives** report No. 160802075028.

11 MEMBERS' INFORMATION EXCHANGE

The purpose of this exchange is to provide a short brief to other members on activities that have been attended or to provide information in general that is beneficial to all members and is Board related.

12 CONSULTATION PROJECTS

12.1 **Solid Waste and Waste Handling Licensing Bylaw review 2016**
Submissions on the bylaw review are open until Monday 8 August.
http://www.waimakariri.govt.nz/have-a-say/lets-talk/solid-waste-bylaw-review

12.2 **Nominations for Local Body Elections**
Nominations close at noon, Friday 12 August.
http://www.waimakariri.govt.nz/your-council/media-and-news/2016/local-government-elections-2016-nominations-are-open

12.3 **Woodend and Pegasus water supplies**
Feedback on the proposed joining of the Woodend (including Tuahiwi) and Pegasus water supplied is open until Friday 26 August 2016.
http://www.waimakariri.govt.nz/have-a-say/lets-talk/woodend-and-pegasus-water-supplies

13 BOARD FUNDING

13.1 **Board Discretionary Grant** Balance as at 8 August 2016 $2,910.
At its July meeting the Board approved $335.80 to the Woodend Bowling Club Incorporated toward the upgrading of covered kitchen lighting.

13.2 **General Landscaping Budget** Balance as at 8 August 2016 $11,650.
The Board's allocation for the 2016/2017 financial year has been received.

14 MEDIA WORTHY ITEMS

15 MEMBERS' QUESTIONS UNDER STANDING ORDERS

16 URGENT GENERAL BUSINESS UNDER STANDING ORDERS

17 NEXT MEETING

The next meeting of the Woodend-Ashley Community Board has been scheduled for 7:00pm, Monday 19 September 2016 in the Council Chambers, Rangiora Service Centre, 215 High Street, Rangiora.

MINUTES OF A MEETING OF THE WOODEND-ASHLEY COMMUNITY BOARD HELD IN THE COUNCIL CHAMBERS, RANGIORA SERVICE CENTRE, 215 HIGH STREET, RANGIORA ON MONDAY 11 JULY 2016 AT 7.02PM.

PRESENT

D Lundy (acting Chairperson), R Cable, J Ensor, P Farrant (arrived 7.16pm during item 7.1), K Nelson and C Prickett.

IN ATTENDANCE

S Markham (Manager Policy and Customer Service), G Cleary (Manager Utilities and Roading), K Simpson (3 Waters Manager), K Stevenson (Roading Manager), A Klos (Project Engineer), B Rice (Senior Transport Engineer), C Bacon (Network Planning Team Leader), S de Roo (Utilities Engineering Officer), K Ward (Community Board Advocate) and L Courtney (Governance Secretary).

1 APOLOGIES

Moved K Nelson seconded C Prickett

Apologies were received and sustained from K Eastwood and K Barnett for absence and P Farrant for lateness.

CARRIED

2 CONFLICTS OF INTEREST

There were no conflicts of interest.

3 CONFIRMATION OF MINUTES

3.1 Minutes of the Woodend-Ashley Community Board Meeting – 11 April 2016

Moved K Nelson seconded C Prickett

THAT the Woodend-Ashley Community Board:

(a) **Confirms** the minutes of the Woodend-Ashley Community Board meeting held on 11 April 2016, having been circulated as a true and correct record.

CARRIED

4 MATTERS ARISING FROM THE MINUTES

There were no matters arising.

5 DEPUTATIONS AND PRESENTATIONS

5.1 Paul Markholm, local resident, spoke to the Board regarding the condition of the roads in the southern part of the Woodend-Ashley ward, in particular Revells Road, Boys Road and Northbrook Road.

Revells Road started off as a small track for gathering mahinga kai by local iwi and has gradually been widened over time. P Markholm expressed concern at the state of the road.

unconfirmed

Boys Road will continue to deteriorate as large trucks travel along the road. The road needs a complete re-surface rather than cosmetic patching.

P Markholm commented that the approaches to the Cones Road Bridge require attention and has been advised by staff that the contractors will return to repair any damage to the road.

The intersection of Woodend-Rangiora Road with Boys Road, Tuahiwi Road, and Harris Road (locally known as Five Cross Roads) is an intersection that requires immediate review due to safety concerns and a number of near misses.

P Markholm believes (based on his observations of the state of the ward's roads) that roads are not a priority for the Council, something he would like the Council to reconsider.

R Cable asked if more traffic was travelling along Revells Road since the new on-ramp was installed. P Markholm replied that traffic has increased considerably along Revells Road based on his observations as a resident of Tuahiwi for over 30 years. He added the upgrade to Smith Street and Lineside Road resulted in shingle trucks travelling along Revells Road which caused major damage to the road. The road was never properly fixed and continues to deteriorate with continued heavy traffic use. P Markholm believes the Council is not taking enough action to follow up on heavy vehicles damaging residential roads.

R Cable queried whether service requests had been lodged regarding the damage to the roads. P Markholm was not aware of the Council's service request process but had been in contact with the Roading Manager regarding his concerns. In his view, no action has been taken.

6 ADJOURNED BUSINESS

The previously scheduled meetings of the Woodend-Ashley Community Board for 9 May 2016 and 13 June 2016 were not held due to a lack of business.

7 REPORTS

7.1 Combining of Woodend and Pegasus Water Supplies - Review and Endorsement of Consultation Programme – A Klos (Project Engineer, Project Delivery Unit), K Simpson (3 Waters Manager), and G Boot (Project Delivery Manager)

K Simpson spoke to the report, noting that the report has already been to the Utilities and Roading Committee. He apologised that the report had not come to the Board first but consultation dates have been adjusted to allow for any comments received from the Board. Consultation will involve outlining the reasons chlorine will be discontinued as treatment for the water schemes, as well as advising of the increased potential for manganese issues in the Pegasus scheme. He sought members' comments on the brochure that will be circulated as part of the consultation process.

C Prickett queried what would happen to the Woodend site on Chinnerys Road. K Simpson replied the Chinnerys Road headworks would be retained for reservoir capacity. Water will be drawn through the trunk main and stored at the Chinnerys Road reservoir then pumped through the network.

unconfirmed

C Prickett then queried whether there was scope to sell off the land at the Woodend site to offset capital costs. K Simpson replied there was still a need for the land for future reservoirs, as well as providing greater resilience for the network.

J Ensor queried the use of PVC pipes as opposed to the stronger PE pipes. K Simpson replied, with reference to Figure 2 in the report, the blue lines indicate existing pipes which are PVC. Any upgrades/replacements will be with the stronger PE pipes.

Regarding Bramleys/Ravenswood investigations: C Prickett sought clarity regarding current water use in Woodend/Pegasus compared with what will be required in Ravenswood. A Klos replied that recent investigations carried out as part of the Ravenswood development found that peak daily flow in Woodend was 36 litres per second. Ravenswood is planned to be approximately the same size but would have new infrastructure in place, however the planned 15 litres per second is likely be insufficient. C Prickett sought clarification that this then meant draw down from the Pegasus wells would be required to service Ravenswood. A Klos confirmed it would. K Simpson added the Ravenswood development is currently looking at alternative sources of water, including the Bramleys Road site. This site may become a bore in the vicinity of the Gladstone and Pegasus bores or a bore closer to the Chinnerys Road headworks.

C Prickett queried whether there was capacity for the Chinnerys Road bore to service Ravenswood as well, or whether Ravenswood would have a separate facility funded by the developer. K Simpson replied treatment would be dependent on the quality of the water and headworks, like surface pumps. Need for pumping into the reticulation network or treatment at the Chinnerys Road headworks would affect what is required at Ravenswood. It would be developer driven and funded.

Regarding the consultation material: C Prickett noted it comments on the risk of removing chlorine from the water but does not address the fact chlorine is not required to comply with the Drinking-water Standards for New Zealand 2005. This could be confusing to those who do not understand that chlorine is added to water for aesthetic value and not health reasons. K Simpson commented that it was topical amongst consultation respondents when chlorine was removed from the Oxford and Woodend water schemes and recommended reusing material used for consultation with those communities.

The Chair asked if the Board was happy with the consultation process presented by staff. The Board were in general agreement of the process.

C Pickett commented that Woodend residents benefit from the schemes' amalgamation, and queried why those residents were not contributing financially through their rates to balance the increase in rate for Pegasus residents. K Simpson referred members to Figure 1 of the report. Currently Woodend residents' rates are higher as it takes into account capital upgrades but will eventually drop due to projected increased population. Pegasus does not have a need for capital upgrades. They benefit from having a system that is not reliant on chlorine and from existing population growth. There was discussion regarding the various possible scenarios and effect on rates.

J Ensor sought clarification on whether the water rate referred to in Figure 1 was for on demand water or restricted water. K Simpson replied it was the on demand rate only. J Ensor queried whether there would be any changes, noting issues for some on the restricted water rate. K Simpson replied that

unconfirmed

those on the restricted water rate were likely to be rural residents and therefore were only qualified to be on a restricted service.

K Simpson corrected Table 1. The consultation with the Rūnanga has been changed to a presentation to the Rūnanga's monthly executive meeting. This is scheduled for Sunday 7 August 2016.

Moved C Prickett seconded J Ensor

THAT the Woodend-Ashley Community Board:

(a) **Receives** report No. 160602052229.

(b) **Endorses** the proposed community consultation strategy for combining the Woodend and Pegasus water supplies.

(c) **Notes** that the Utilities and Roading Committee has approved the community consultation strategy, subject to support from the Woodend-Ashley Community Board.

(d) **Notes** that the biological treatment pilot trial has shown that the Pegasus Equestrian Park wells 1 and 3 water can be treated using a biological treatment process, without the addition of chlorine.

(e) **Notes** this pilot trial is ongoing, with the focus being on optimising the performance of the biological filter and this is expected to be concluded by the end of August 2016.

(f) **Notes** that the risks and benefits of removing chlorine from the Pegasus water supply is a matter for the community to consider and provide feedback on through the consultation process.

(g) **Notes** that the schemes can only be joined if Pegasus discontinues chlorination.

(h) **Notes** that the Pegasus and Woodend, including Tuahiwi, community consultation strategy will begin in August 2016.

(i) **Notes** that Cr. Peter Farrant has offered to chair the Woodend community consultation meeting and also attend the Pegasus community consultation meeting.

(j) **Notes** that Cr. Kirstyn Barnett will be approached to attend and chair the Pegasus community consultation meeting.

CARRIED

The meeting was adjourned at 7.37pm, for the Board to receive a workshop and briefing from staff, resuming again at 8.35pm.

7.2 **Application for Woodend-Ashley Community Board Discretionary Grant - K Ward (Community Board Advocate)**

K Ward took the report as read.

Moved J Ensor seconded C Prickett

THAT the Woodend-Ashley Community Board:

unconfirmed

(a) **Receives** report No.160601051730.

(b) **Approves** a grant of $335.80 to the Woodend Bowling Club Inc. towards the upgrading of covered kitchen lighting.

CARRIED

7.3 **Woodend-Ashley Community Board / Woodend-Sefton Community Board Discretionary Grant for 2016/2017 – K Ward (Community Board Advocate)**

K Ward spoke to the report, outlining the background to the allocation for the 2016/2017 financial year.

Moved R Cable seconded K Nelson

THAT the Woodend-Ashley Community Board:

(a) **Receives** report No.160622059648.

(b) **Approves** the Board's 2016/2017 Discretionary Grant Application Criteria and Application Form (pre-election version).

(c) **Approves** the Board's 2016/2017 Discretionary Grant Application Criteria and Application Form (post-election version).

(d) **Approves** the Board's 2016/2017 Discretionary Grant Accountability Form (pre-election version).

(e) **Approves** the Board's 2016/2017 Discretionary Grant Accountability Form (post-election version).

(f) **Notes** the 2016/2017 financial year grant funding available is $2,910.

(g) **Notes** staff recommend the Woodend-Ashley Community Board view itself as a "caretaker" for the Discretionary Grant for the remaining three months of the triennial term.

(h) **Notes** that staff also recommend that the Wooden-Ashley Community Board could grant up to a maximum of $727.50 during the remaining term and still leave a fair balance within the fund for the subsequent Woodend-Sefton Community Board to inherit.

(i) **Approves** that grant applications will be considered by the Board every meeting/month from the start of the 2016/2017 financial year.

CARRIED

7.4 **Summary of Discretionary Grant accountability to 30 June 2016 -** K Ward (Community Board Advocate)

K Ward took the report as read.

Moved K Nelson seconded R Cable

THAT the Woodend-Ashley Community Board:

(a) **Receives** report No. 160701062955.

unconfirmed

(b) **Circulates** a copy of this report to all of the Community/Ward Advisory Boards.

CARRIED

8 MATTERS REFERRED FOR INFORMATION

8.1 **Rangiora Community Board Minutes – 13 April 2016**
(Trim No 160413033118)

8.2 **Rangiora Road and Reserves Naming Committee Minutes – 13 April 2016** (Trim No 160414033217)

8.3 **Kaiapoi Community Board Minutes – 18 April 2016**
(Trim No. 160418034073)

8.4 **Update on Kaiapoi River, Kaiapoi Wastewater Treatment Plant and Ocean Outfall** – G Cleary (Manager Utilities and Roading), O Davies (Drainage Asset Manager) and R Barber (Wastewater Asset Manager) Report to Kaiapoi Community Board – 21 March 2016
(Trim No. 160302017635)

8.5 **Aquatic Facilities Update Report** – S Milne (Aquatics Facilities Manager) Report to Community and Recreation Committee – 19 April 2016
(Trim No. 160407030534)

8.6 **Library Update** – P Ashbey (Libraries Manager) Report to Community and Recreation Committee – 19 April 2016 (Trim No. 160408031028)

8.7 **Approval for changes to the new footpaths programme and to accept a contract for the work** – K Stevenson (Roading Manager) Report to Council – 3 May 2016 (Trim No. 60419034736)

8.8 **Establishment of a Public Transport Joint Committee for Greater Christchurch** – K Stevenson (Roading Manager) Report to Council – 3 May 2016 (Trim No. 160420035624)

8.9 **Submission on Christchurch City Council's 2016/17 Draft Annual Plan and amended Long Term Plan 2015-2025** – M Edgar (Corporate Planner) and K Stevenson (Roading Manager) Report to Council – 3 May 2016 (Trim No. 160415033547)

8.10 **Rangiora Community Board Minutes – 11 May 2016**
(Trim No. 160511043249)

8.11 **Kaiapoi Community Board Minutes – 16 May 2016**
(Trim No. 160512043797)

8.12 **Kaiapoi River Herbicide Testing and Ocean Outfall Sea Foam Analysis** – J Fraser (Utilities Planner), O Davies (Drainage Asset Manager) and R Barber (Wastewater Asset Manager) Report to Kaiapoi Community Board – 16 May 2016 (Trim No. 160405029549)

Capital Projects Report for the Period Ended 31 March 2016 – P Christensen (Finance Manager) Report to the Audit Committee – 17 May 2016 (Trim No. 160502039029)

8.13 **Business and Centres Update** – S Hart (Business and Centres Manager) Report to the Audit Committee – 17 May 2016 (Trim No. 160502039029)

Unconfirmed

8.14 **Visit to China and Enshi Sister City Relationship** – J Palmer (Chief Executive) Report to the Council – 7 June 2016 (Trim No. 160531050767)

8.15 **Oxford-Eyre Ward Advisory Board Minutes – 18 May 2016**
(Trim No. 160418034105)

8.16 **Rangiora Community Board Minutes – 8 June 2016**
(Trim No. 160607053536)

8.17 **Oxford-Eyre Ward Advisory Board Minutes – 15 June 2016**
(Trim No. 160614055538)

8.18 **Kaiapoi Community Board Minutes – 20 June 2016**
(Trim No. 160620057958)

8.19 **Aquatic Facilities Update Report** – S Milne (Aquatics Facilities Manager) Report to Community and Recreation Committee – 21 June 2016
(Trim No. 160608053949)

8.20 **Library Update** – P Ashbey (Libraries Manager) Report to Community and Recreation Committee – 21 June 2016 (Trim No. 160614055456)

8.21 **Update on Flooding Mitigation Works** – K Stevenson (Roading Manager) Report to Utilities and Roading Committee – 21 June 2016
(Trim No. 160602052509)

8.22 **NZTA Business Case Approach, One Network Road Classification and Stakeholder Engagement Proposal** – Y Warnaar (Asset Planning Engineer, Roading), and K Stevenson (Roading Manager) Report to Utilities and Roading Committee – 21 June 2016 (Trim No. 160531051133)

8.23 **Approval of the Allocation of the 2016/17 Roading Capital Works Programme** – K Stevenson (Roading Manager) Report to Utilities and Roading Committee – 21 June 2016 (Trim No. 160601051324)

8.24 **Request for budget for Ocean Outfall and Beach Testing** – R Barber (Wastewater Asset Manager) Report to Utilities and Roading Committee – 21 June 2016 (Trim No. 160608053630)

8.25 **Ocean Outfall – 10 Year Compliance Review** – R Barber (Wastewater Asset Manager) Report to Utilities and Roading Committee – 21 June 2016 (Trim No. 160607053188)

8.26 **Earthquake Infrastructure Recovery Programme – June 2016 Update** – G Boot (Project Delivery Manager) Report to Utilities and Roading Committee – 21 June 2016 (Trim No. 160623060000)

8.27 **Elected Member Remuneration July-October 2016 –** S Nichols (Governance Manager) Report to Council – 5 July 2016
(Trim No. 150623060329)

Reports 8.1–8.9 distributed to Board members 5 May 2016.
Reports 8.10-8.15 distributed to Board members 8 June 2016.
Reports 8.16-8.28 Distributed to Board members 6 July 2016.

Moved R Cable seconded K Nelson

THAT the information in 8.1–8.28 be received.

CARRIED

Unconfirmed

9 CORRESPONDENCE

There was no correspondence.

10 CHAIRPERSON'S REPORT

10.1 Chairperson's Report for April-July 2016

Moved D Lundy seconded J Ensor

THAT the Woodend-Ashley Community Board:

(a) **Receives** report No. 160630062428.

CARRIED

11 MEMBERS' INFORMATION EXCHANGE

11.1 C Prickett

- Ashley Rural Water scheme governance structure has changed. C Prickett updated the Board on the progress of projects and developments.
- An issue raised by a resident regarding a Code of Compliance failure relating to connecting to a water scheme. C Prickett sought the Board's advice on the situation. It was confirmed the Council's policy stipulates a minimum of one unit of water for new connections to a scheme.
- Attended resident meeting regarding the proposed development of the paper road section of Cones Road into a walking and cycling track. He commended staff for their work on the meeting.
- Regarding the Woodend town centre to Woodend Beach walk/cycleway: the group have asked for a letter of support from the Board for further funding applications. Following discussion it was agreed the Chair would write an appropriate supportive letter.

11.2 R Cable

- Woodend School Master Plan development. The site the new block is to be constructed upon is 'landlocked' and will require contractors to use Owen Stalker Park (commonly knowns to residents as Stalkers Reserve) to access the site. A report will be prepared for the Board to consider at a future meeting.
- Natural Hazards plan change: attended Kaiapoi and Woodend drop in sessions, noting low attendance. S Markham commented there were 8,000 views on the interactive map and on the scale of awareness through greater online promotion through the Council's website and social media.
- Participated in the Quiz Night fundraiser for the Woodend town centre to Woodend Beach walk/cycleway.
- Attended the Woodend Community Association (WCA) monthly meeting. There was discussion regarding the Community Board and a perceived role in leading community fundraising events, as well as the development of community assets and projects.

11.3 P Farrant

- Utilities and Roading Committee meeting:
  - Funds have been approved for further testing around the ocean outfall as a result of concerns raised by the community through the Kaiapoi Community Board. There have been no issues with compliance to date.

unconfirmed

- Boys Road, Tuahiwi Road and Rangiora-Woodend Road intersection (locally known as Five Cross Road): staff outlined possible options for making the intersection safer. A more comprehensive report will be required.
- Flooding mitigation works: nearing completion and within budget to date, in particular addressing issues that arose from the June 2014 floods.

- Commented on the Council's participation in a nationwide council excellence programme.

11.4 **K Nelson**

- Attended Cones Road resident meeting.
- Participated in the Quiz Night fundraiser for the Woodend town centre to Woodend Beach walk/cycleway.
- Attended All Boards meeting.
- Attended Public Transport meeting, noting low turnout. He added strong promotion for carpooling seems to be making a noticeable effect.

11.5 **J Ensor**

- Natural Hazards plan change: feels as though the Council is listening to the community, including now addressing floor levels of new residential buildings.
- Rangiora Health Hub going well. Noted closure of the birthing facilities at Burwood Hospital which could lead to increased bookings at the Rangiora Health Hub.
- Waimakariri Water Zone Committee: issues regarding the use of glysophate were raised.
- Attended Waimakariri Health Advisory Group meetings. There are still a number of mental health issues in the district.
- Issues with sea foam raised by members of the community.
- Commented on a report to Council regarding toxicity in water, in particular the Ashley River; noting toxicity is not affected by temperature.

11.6 **D Lundy**

- Participated in ANZAC Day services at Tuahiwi.
- Attended Drainage meetings.
- Presented the Board's submission to the Council's Annual Plan hearing.
- Attended residents meeting regarding proposed Cones Road track. Noted high turnout.
- Noted Loburn Reserve memorial update planned for the Board's August meeting.

12 CONSULTATION PROJECTS

12.1 Nominations for Local Body Elections open Friday 15 July 2016 and close at noon, Friday 12 August.

The Board noted the consultation project.

13 BOARD FUNDING

13.1 **Board Discretionary Grant** Balance as at 6 July 2016 $2,910.

13.2 **General Landscaping Budget** Balance as at 6 July 2016 $11,650.

unconfirmed

The Board noted the balances.

14 MEDIA WORTHY ITEMS

There were no media worthy items.

15 MEMBERS' QUESTIONS UNDER STANDING ORDERS

There were no members' questions under Standing Orders.

16 URGENT GENERAL BUSINESS UNDER STANDING ORDERS

There was no urgent general business under Standing Orders.

17 NEXT MEETING

The next meeting of the Woodend-Ashley Community Board has been scheduled for 7:00pm, Monday 8 August 2016 in the Council Chambers, Rangiora Service Centre, 215 High Street, Rangiora.

THERE BEING NO FURTHER BUSINESS, THE MEETING WAS CLOSED AT 9.32PM

CONFIRMED

_____
Chairperson

_____
Date

unconfirmed

Workshop – 7.37–8.14pm

1. *Pegasus to Gladstone Road link.* K Stevenson (Roading Manager)
   Staff provided an update regarding the road link.

   9.33pm–9.38pm
2. *End of term matters.* K Ward (Community Board Advocate)

Briefing (Public Excluded) – 8.14pm–8.35pm.

3. *Kaiapoi Pa Road Cultural Impact Assessment*. B Rice (Senior Transport Engineer)
   Staff provided an update to the Board on the Kaiapoi Pa Road development.

WAIMAKARIRI DISTRICT COUNCIL

REPORT

FILE NO and TRIM NO:	RDG-32-54 / 160721071015
REPORT TO:	Woodend Ashley Community Board
DATE OF MEETING:	8th August 2016
FROM:	Bill Rice – Senior Transport Engineer
SUBJECT:	Pegasus to Waikuku Beach Link – Kaiapoi Pa Road Upgrade

SIGNED BY: **(for Reports to Council or Committees)**	Department Manager	Chief Executive

1. SUMMARY

1.1. The purpose of this report is to:

- Update the Board on upgrading Kaiapoi Pa Road to provide a link between Pegasus and Waikuku Beach, including a summary of the public consultation and the Cultural Impact Assessment.
- Seek the Board's support to:
    - Not proceed with upgrading Kaiapoi Pa Road to provide a link between Pegasus and Waikuku Beach.
    - Investigate options to improve pedestrian and cycle connectivity between Pegasus and Waikuku Beach.
    - Engage with NZTA to develop a strategy of safety improvements for the SH1 corridor from the Ashley River to Belfast.
    - Work with ECan to develop options to provide improved public transport services to both Pegasus and Waikuku Beach

1.2. An upgrade of Kaiapoi Pa Road to provide a local road connection between Pegasus and Waikuku Beach has been included in the Council's Long Term Plans since Pegasus was first developed in 2006.

1.3. The connection would potentially address a number of issues for those travelling between Pegasus and Waikuku Beach, such as road safety at the Waikuku Beach Road intersection with SH1 and providing a shorter route between Pegasus and Waikuku Beach for local trips and for public transport.

1.4. Community consultation has indicated a very strong level of support within the Waikuku Beach and Pegasus communities for an improved link between the two communities. However, a Cultural Impact Assessment (CIA) prepared on behalf of Te Ngāi Tūāhuriri Rūnanga strongly indicated that "*... Ngāi Tūāhuriri does not support the proposed upgrade of Kaiapoi Pā Road as an entry point to Pegasus via Tiritiri Moana Drive."*

1.5. Because of the high cultural significance of this area it is recommended that the upgrade of Kaiapoi Pa Road does not go ahead. However other options can be investigated to improve the pedestrian/cycle connectivity, the road safety and the public transport provision.

Attachments:

i. Business Case Point of Entry Memo (Doc 160119003342)
ii. Consultation Report (Doc 160726072488)
iii. Cultural Impact Assessment (Doc 160728073712)

2. RECOMMENDATION

THAT the Woodend Ashley Community Board recommends to Council that it:

(a) **Receives** report No. 160721071015.

(b) **Approves** that the project to upgrade Kaiapoi Pa Road and link it to Tiritiri Moana Drive proceed no further due to the high cultural significance of the area and the likely impact of the proposed work.

(c) **Supports** the proposal to investigate options to improve pedestrian and cycle connectivity between Pegasus and Waikuku Beach.

(d) **Notes** that staff will report back to the Board on options and costs for improved pedestrian and cycle connectivity between Pegasus and Waikuku Beach.

(e) **Supports** engagement with NZTA on their Ashley to Belfast safety improvements project.

(f) **Supports** working with ECan to identify options to improve Public Transport provision for both Pegasus and Waikuku Beach.

3. ISSUES AND OPTIONS

3.1. The 2015-25 Long Term Plan included $700,000 in the 2015/16 year for the Kaiapoi Pa Road upgrade. The 2016/17 Annual Plan reprogrammed this funding to the 2017/18 year. The purpose of this project was to provide a local road connection between Pegasus and Waikuku Beach via Kaiapoi Pa Road.

3.2. A Business Case Point of Entry memo was prepared for NZTA National Land Transport Programme funding for this project in January 2016. It is attached to this report (Attachment i). The following issues and options were identified in the memo.

Road Safety issues

3.3. Currently the State Highway 1 (SH1) corridor in the vicinity of Pegasus and Waikuku Beach is a high risk corridor based on KiwiRAP modelling of predicted Deaths and Serious injuries (DSis). Furthermore, the corridor has a 1 star safety rating in the vicinity of the /Waikuku Beach Road intersection. It has a 2 star rating near the SH1/Preeces Road and SH1 intersection. These ratings are significantly below the minimum star rating of 4 specified in the One Network Road Classification (ONRC) for a National Strategic Route such as SH1 in this location.

3.4. The “Ashley to Belfast Safety Improvements Project” is included in NZTA’s 2015-18 National Land Transport Programme (NLTP). It is expected that this project will include safety improvements at intersections along this corridor. NZTA have engaged consultants to recommend improvements for the corridor. It is expected that engagement with stakeholders along the corridor, including Council, will start in August or September 2016.

Access between Pegasus and Waikuku Beach

3.5. Pegasus provides services that are accessed regularly by Waikuku Beach residents, including the local primary school, medical centre, general store, cafes, and recreational facilities.

3.6. The primary school was relocated to Pegasus from Waikuku Beach in 2014. A school bus operates between Waikuku Beach and the school. A small number of pupils from Waikuku Beach walk or cycle to school on the existing Pegasus Bay Walkway.

3.7. There is provision for further retail development on Pegasus Main Street. The likely timing of this development is unknown.

3.8. Pegasus residents also access recreational facilities at Waikuku Beach.

3.9. The travel distance on the road network between Waikuku Beach and Pegasus would be reduced by approximately 2.6km if a connection to Tiritiri Moana Drive was constructed from Kaiapoi Pa Road.

Public Transport

3.10. Public Transport services are provided to both the Pegasus and Waikuku Beach communities. The distance between Pegasus and Waikuku Beach, and the requirement to back track along Pegasus Boulevard to SH1 affects the efficiency of these services.

3.11. The Management Team has reviewed this report and supports the recommendations.

4. COMMUNITY VIEWS

4.1. A Consultation report was prepared in March 2016. It is attached as Attachment ii. Key points from the report are summarised in the following sections. The consultation involved three key phases, namely informal discussions with affected property owners and other stakeholders, wider community consultation, and consultation with Te Ngai Tuahuriri Runanga, including the preparation of a Cultural Impact Assessment.

Affected Property Owner and other Stakeholders

4.2. The first phase of consultation was carried out in November 2015. It involved informal, face to face or telephone discussions with property owners and residents on the route and on Preeces Road, and with other stakeholders including the Pegasus Bay School principal, Mahaanui Kurataiao Ltd and elders of Te Ngai Tuahuriri Runanga, and the Pegasus Bay Residents Association.

Wider Community Consultation

4.3. The second and more formal consultation phase started on 22 January 2016, using a leaflet to communicate the key aspects of the proposal. It was delivered to residents of Pegasus Town, Waikuku and Waikuku Beach. The leaflet was also available from the Rangiora Library, shops and cafes in Pegasus Town, and at the school. A copy of the leaflet was posted online on the Waimakariri District Council website

4.4. A meeting was held with members of the Pegasus Town Residents Association committee, and another with the Pegasus Bay School Board of Trustees. A Drop In session was held at the school from 2.30pm to 6.30pm on 10 February 2016, and was attended by 11 people.

4.5. A total of 86 responses were received. Of these, 39 were from addresses in Waikuku Beach, and 19 from Pegasus. The remainder were primarily from from other locations in the Waimakariri District, plus 4 from Christchurch, and 1 from Hong Kong.

4.6. 74 of the responses indicated that they were in favour of the proposal to open a link between Pegasus and Waikuku Beach using Kaiapoi Pa Road. 66 respondents indicated

a preference for the link to include a shared pedestrian/cycle path or a separated cycle path.

4.7. 6 indicated that they were not in favour of the proposal, and 4 asked questions, and didn't indicate a preference.

4.8. Pegasus Bay School indicated that they "*will only support this proposal if:*

- *There is a separate cycle track;*
- *The speed limit is defined and measures put in place to ensure it is adhered to (e.g. speed bumps);*
- *The local iwi are also in support of it - following their consultation and the cultural impact report."*

Te Ngāi Tūāhuriri Rūnanga Consultation

4.9. The project has been discussed at monthly liaison meetings between the Rūnanga and Council. A Cultural Impact Assessment (CIA) of the project has been prepared. The CIA was endorsed by General Meeting of Te Ngāi Tūāhuriri Rūnanga on 1st May 2016, and confirmed and approved by the Te Ngāi Tūāhuriri Environment Committee on the 16th June 2016.

4.10. A copy of the CIA is attached as Attachment iii. It identified that the Kaiapoi Pa site and its surrounds has particular significance to Te Ngāi Tūāhuriri. There are numerous archaeological sites in the vicinity, indicating ongoing occupation of the area. The Rūnanga therefore considers it a Wāhi Taonga site.

4.11. The CIA also indicates that there was a burial ground, or urupā within the pa walls, and that there are likely to be human remains from the massacre on the site. The site is therefore considered a wāhi tapu site. It goes on to say that "*Of all the wāhi tapu in the Ngāi Tūāhuriri takiwa, the Kaiapoi Pā site is easily the most significant. The Kaiapoi Pā was the scene of a massacre the scale of which was not likely seen before or after in the Ngāi Tūāhuriri takiwa.*"

4.12. The CIA identifies the following *"...values of particular cultural significance, for consideration and appropriate provision within the design and development…"*

- Whakapapa
- Rangatiratanga
- Taonga
- Kaitiakitanga
- Mauri
- Wāhi Tapu/Wāhi Taonga and Urupā

The CIA seeks the following outcomes for each of the identified values:

a.) Give effect to the relevant policies of the Waimakariri District Plan that relate to Ngāi Tūāhuriri and the Kaiapoi Pā, specifically;

Policy 2.1.3.6

b.) To avoid, remedy or mitigate adverse effects of the subdivision of Pegasus on the cultural values and wāhi taonga, wāhi tapu and urupā of Ngāi Tūāhuriri and Ngāi Tahu, and

c.) To ensure that the subdivision and development of Pegasus does not adversely affect the setting and significance of Kaiapoi Pā.

4.13. The recommendations of the CIA are copied in full below (emphasis added):

The division of the Kaiapoi Pā precinct by Preeces Road has long been a sore point with members of Ngāi Tūāhuriri. Moreover the neighbouring Pegasus subdivision has also significantly eroded the values of the wider cultural landscape.

The remaining Kaiapoi Pā precinct faces ongoing pressure from vandals and inappropriate activities inconsistent with the wāhi tapu status of the site.

In the early stages of planning of Pegasus, Ngāi Tūāhuriri understood that Kaiapoi Pā Road was never going to be used as a northern access route to Pegasus for any reason. ***Consequently Ngāi Tūāhuriri does not support the proposed upgrade of Kaiapoi Pā Road as an entry point to Pegasus via Tiritiri Moana Drive.***

Ngāi Tūāhuriri considers the relatively minor safety gains for traffic travelling between Waikuku Beach and Pegasus is not considered relative to the damage caused by further encroachment of a widened Kaiapoi Pā Road on known and unknown archaeological sites and potential burial sites.

Te Ngāi Tūāhuriri Rūnanga have identified the following issues with regards to the potential for adverse effects on Ngāi Tūāhuriri values:

a.) Wāhi Tapu/Urupā, Wāhi Taonga.

A further objective of this report is to provide recommendations to avoid, remedy or mitigate adverse effects on tangata whenua values. To this end, Te Ngāi Tūāhuriri Rūnanga have provided the following recommendations to assist the New Zealand Transport Agency to respond to Te Ngāi Tūāhuriri Rūnanga concerns;

a.) Te Ngāi Tūāhuriri Rūnanga recommend that Waimakariri District Council and NZ Transport Agency further investigate the implementation a revised traffic layout at the intersection of State Highway 1 and Waikuku Beach Road.

5. FINANCIAL IMPLICATIONS AND RISKS

5.1. A total sum of $700,400 is included in the LTP for the Kaiapoi Pa Road upgrade with about $26,000 already spent on the consultation and the Cultural Impact Assessment leaving a balance of $674,400. Some of this remaining budget may be required for the pedestrian and cycleway connectivity work and this will depend on the options identified and the cost of those options.

5.2. A high level of community support for the project was indicated in the community consultation. There is therefore a risk of some community dissatisfaction if the project does not proceed. The level of dissatisfaction may be tempered, to an extent, by the community support for the proposed link to include a shared (pedestrian and cycle) or

separated (cycle only) facility. The recommended investigation into options to improve pedestrian and cycle connectivity between Waikuku Beach and Pegasus is likely to identify options which address the demand for improved pedestrian and cycle facilities.

5.3. There is also a risk of crashes at intersection of Waikuku Beach Road and SH1, and, to a lesser extent, at the intersection of Preeces Road and SH1. These risks are mitigated by NZTA's project to identify safety improvements for the route from Ashley to Belfast.

6. CONTEXT

6.1. Policy

This matter is / is not a matter of significance in terms of the Council's Significance Policy.

6.2. Community Outcomes

Transport is accessible, convenient, reliable, affordable and sustainable.

There is a safe environment for all.

Bill Rice
Senior Transport Engineer

Memo

File no and trim no:	*RDG-32-54 / 160119003342*
Date:	*19 January 2016*
Memo to:	*Steve Higgs, NZ Transport Agency*
From:	*Ken Stevenson, Roading Manager, WDC*
Subject:	*Business Case Point of Entry – Kaiapoi Pa Road Upgrade*

1. Introduction

This memo presents the case for funding the upgrade of Kaiapoi Pa Road and suggests a 'point of entry' into the business case approach for NLTP funding. Given the low project value, small geographic area and rural nature of the transport network involved it is not considered that a programme business case is necessary. Instead, option assessment will be undertaken as part of the indicative business case to ensure that the form of development is the most appropriate to solve the identified problems and offers value for money.

At this stage it is envisaged that the Kaiapoi Pa Road upgrade will involve forming and sealing the road and providing a direct link to Tiritiri Moana Drive in the Pegasus development. See ***Figure 1.1*** *for the general form of the Kaiapoi Pa Road.*

Figure 1.1 *Kaiapoi Pa Road looking toward Pegasus (left hand side)*

There are a number of forms that the development of Kaiapoi Pa Road could take, the option selected will be based on the problems and opportunities presented in this memo and further investigation.

The study area is shown in ***Figure 1.2.***

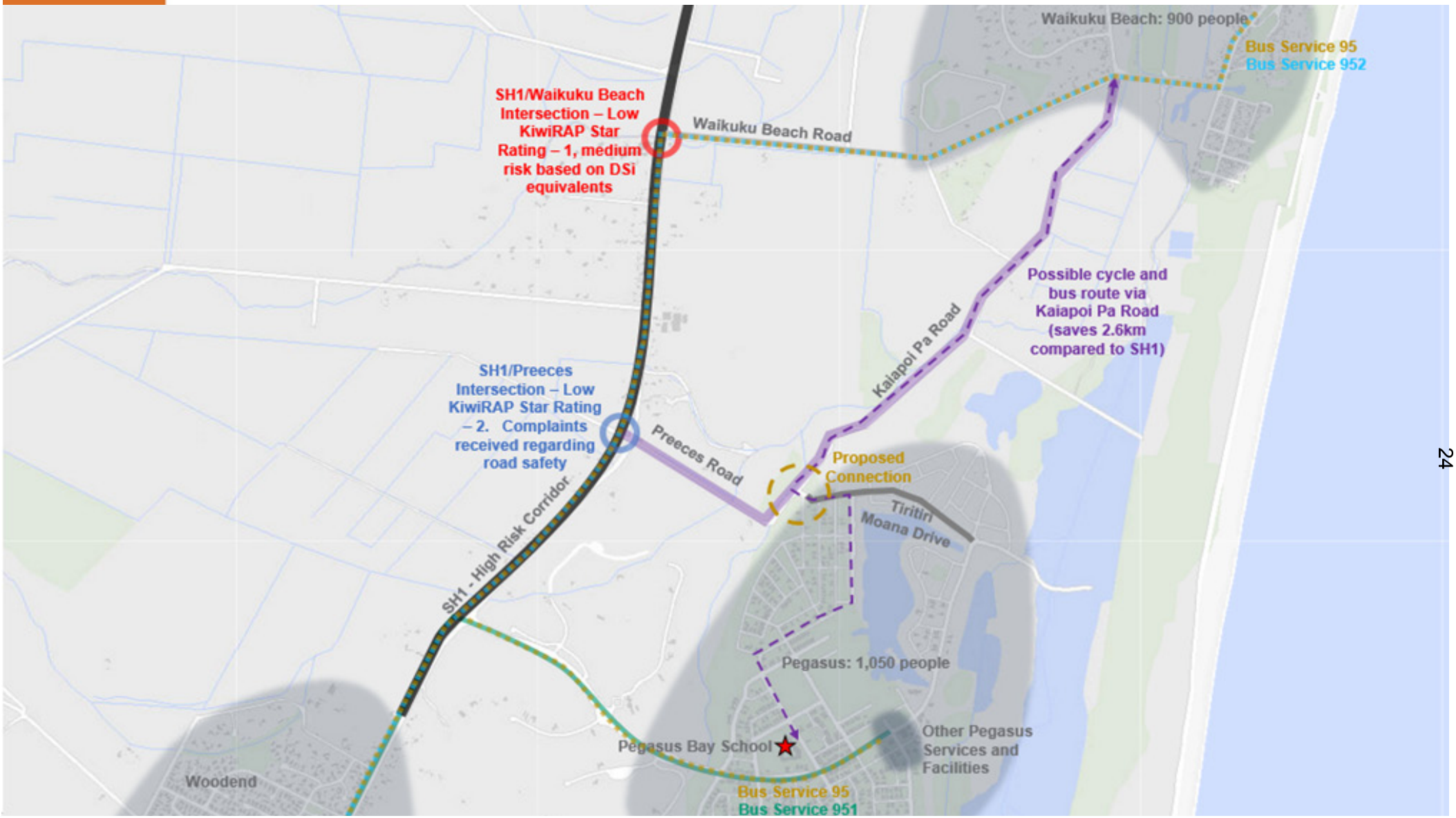

Figure 1.2 *Overview of study area and relevant transport aspects*

2. Problems and opportunities

The problems and opportunities associated with Kaiapoi Pa Road are wide ranging and have been developed through feedback from stakeholders and local knowledge. The following problems and opportunities have been identified, these are explained in more detail in the following subsections:

- *Currently the State Highway 1 (SH1) corridor in the vicinity of Pegasus and Waikuku Beach is a high risk corridor based on KiwiRAP modelling of predicted DSis. Furthermore, in the vicinity of the SH1/Preeces and SH1/Waikuku Beach intersections the corridor has a road safety star rating of 2 and 1 respectively. These ratings are significantly below the minimum star rating of 4 specified in the One Network Road Classification (ONRC).*
- *Pegasus provides services that are accessed regularly by Waikuku Beach residents, for example the local primary school. The primary school was relocated to Pegasus in 2014. The travel distance on the road network between Waikuku Beach and Pegasus would be reduced by approximately 2.6km if a connection to Tiritiri Moana Drive was constructed from Kaiapoi Pa Road.*
- *Public Transport services are provided to both the Pegasus and Waikuku Beach communities. The distance between Pegasus and Waikuku Beach effects the efficiency and reliability of these services.*
- *When Tiritiri Moana Drive was constructed the western end was designed in a way that it can be easily connected to Kaiapoi Pa Road. The road reserves of the two corridors are connected, therefore no land purchase is required to create a connection (opportunity).*

2.1 Road safety on SH1 and intersections with wider road network

SH1 Corridor

The Woodend corridor is listed as requiring safety improvements in the Regional Land Transport Plan. It is understood that the business case for this corridor is currently under development. SH1 north of Woodend is a High risk corridor as shown in ***Figure 2.1*** *and* ***Figure 2.2****, excerpts from the NZ Transport Agency's SafetyNET.*

SH1 north of woodend is classified as a 'National Strategic Route' under the ONRC. For this road category the ONRC cusomer levels of service (cLOS) require a high KiwiRAP 3 or 4-star standard [1]. Improvements to Kaiapoi Pa Road would provide alternative routes to access Waikuku Beach and the historically important Kaiapoi Pa. Consequently this provides an opportunity for safety improvements on SH1, through allowing the restriction of movements at intersections along the corridor and reducing the number of right turns onto and off SH1.

Regardless of whether movements are restricted at the SH1/Preeces and SH1/Waikuku Beach intersections, the number of right turning movements on to and off SH1 will be reduced through Kaiapoi Pa Road providing a shorter route between Waikuku Beach and Pegasus (approximately 2.6km shorter) that does not utilise SH1.

A collision diagram showing 10.5 years (2005 – 2015) of crash history in the vicinity of the proposed upgrade is shown in ***Figure 2.3.***

1 https://www.nzta.govt.nz/assets/Road-Efficiency-Group-2/docs/customer-levels-of-service.pdf

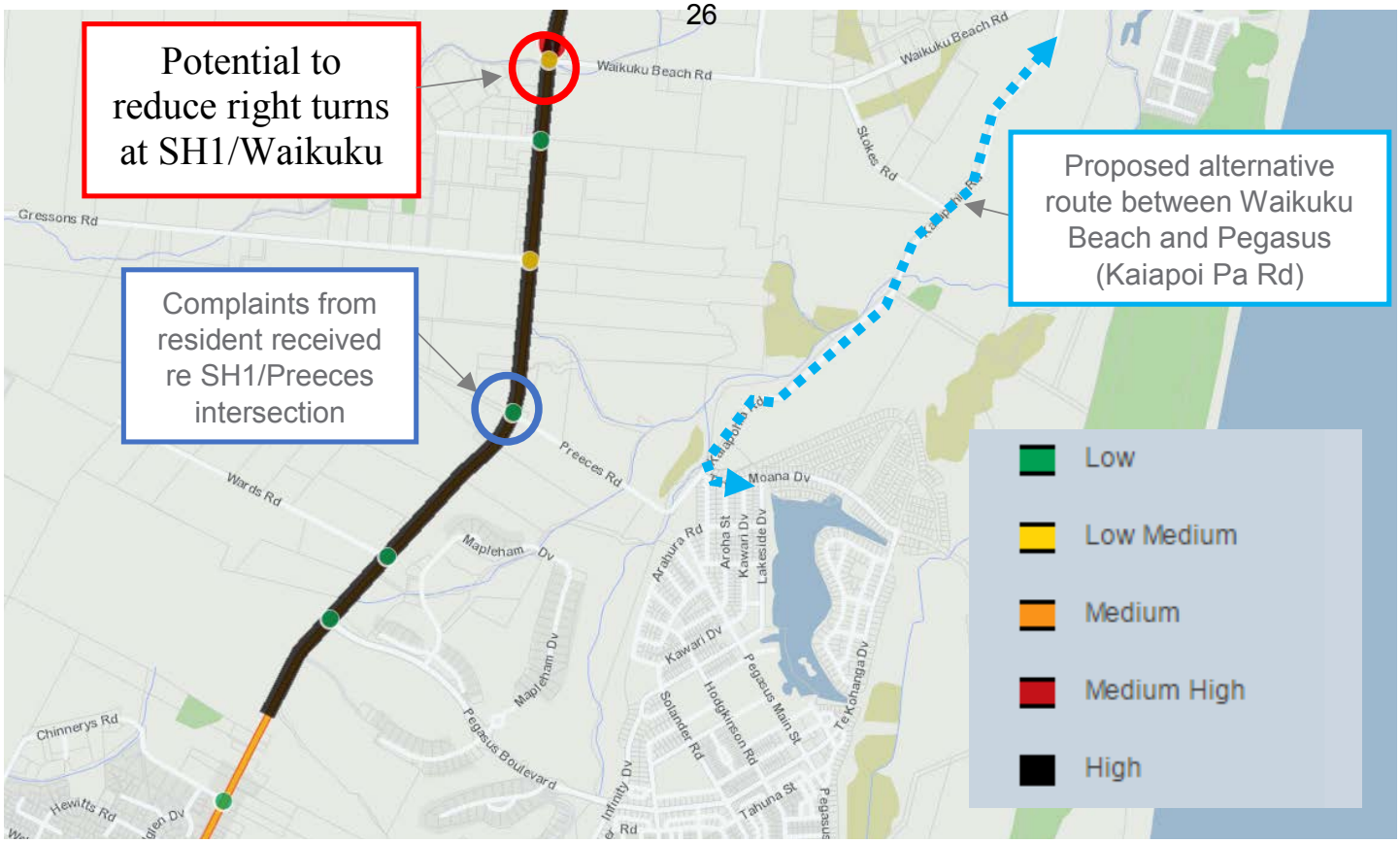

Figure 2.1 *KiwiRAP risk ratings on SH1 based on predicted DSi and safety improvement opportunities*

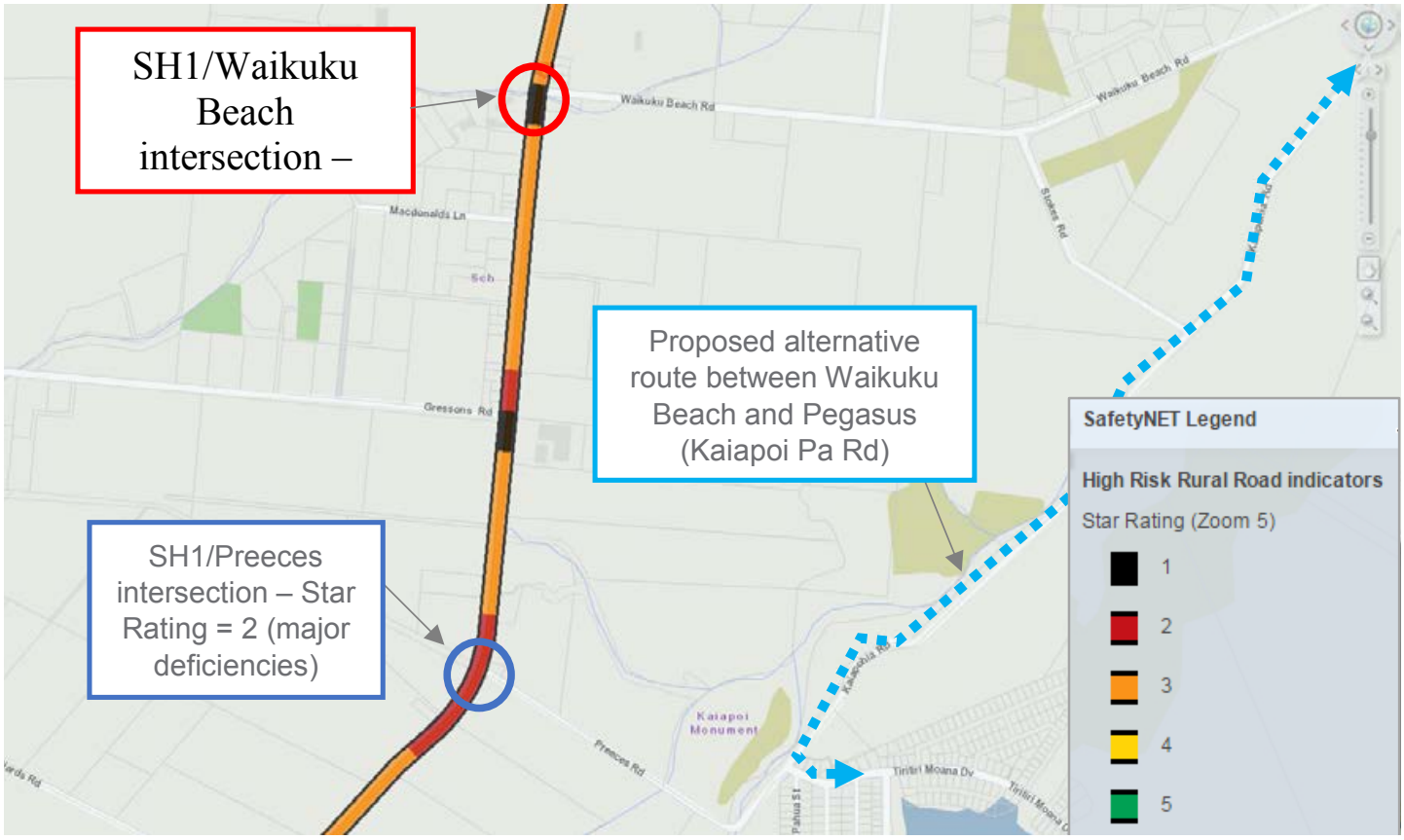

Figure 2.2 *KiwiRAP road safety star rating on SH1*

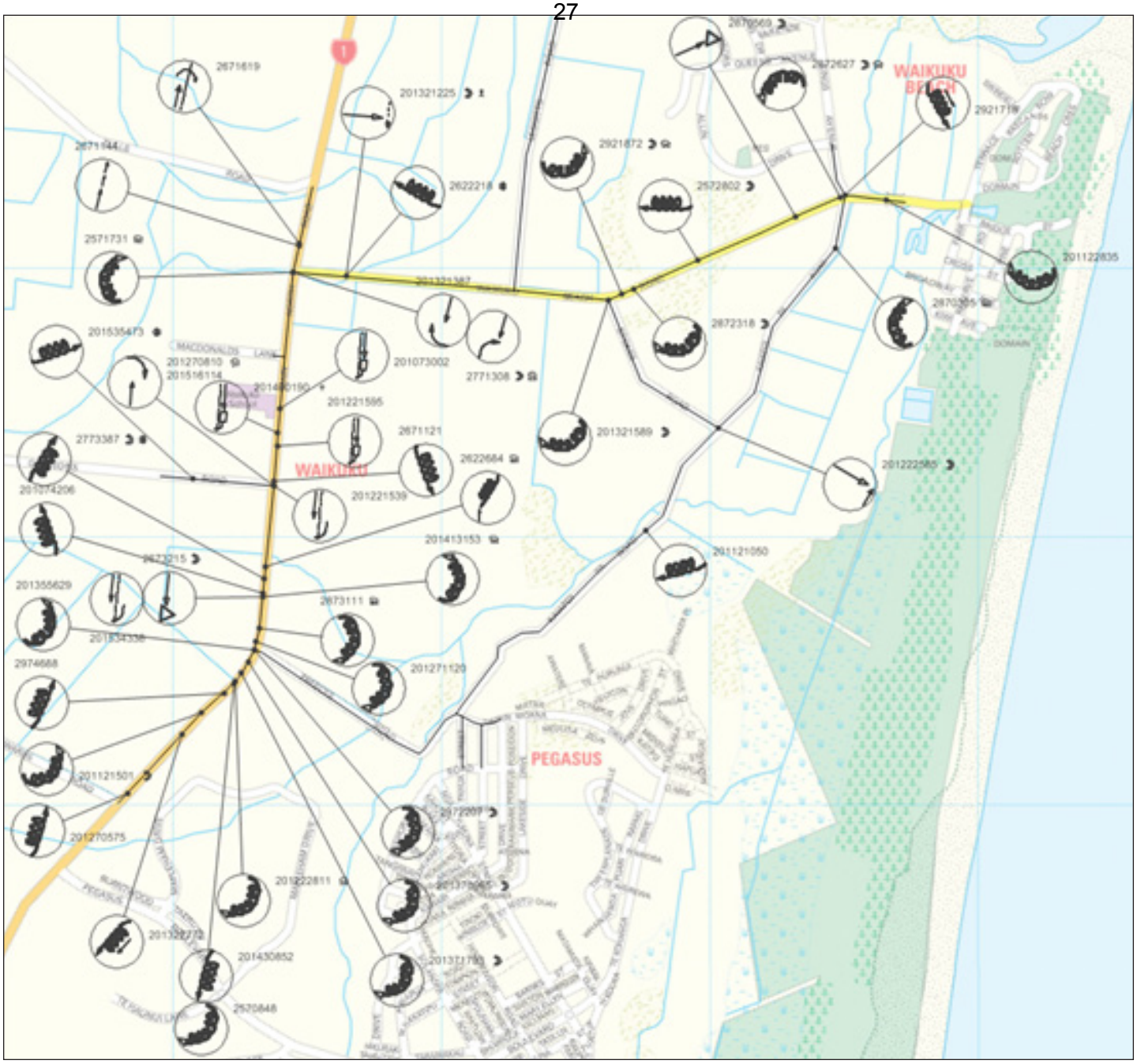

Figure 2.3 *Collision Diagram 2005-2015*

SH1/Preeces Intersection

In addition to the poor road safety star rating at the SH1/Preeces intersection, the resident who lives adjacent to the SH1/Preeces Road intersection has raised concerns complaints regarding road safety. NZTA is currently investigating options for improvements at this intersection. Upgrading Kaiapoi Pa Road and/or Preeces Road provides an opportunity to consider more options for improving the intersection.

SH1/Waikuku Beach Intersection

Ten years of data at the SH1/Waikuku Beach intersection shows that this intersection has a medium risk rating using the KiwiRAP methodology. Based on 10 years of data there have been 1.11 DSi equivalents over the 10 year period (~0.6 over five years). This aligns with the criteria for medium strategic fit in the investment assessment framework.

The DSi equivalent value is based on three crashes at the intersection; a JA – crossing right turn, right side crash (2013), a LB - right turn against crash (2007) and a DA - loss of control while cornering crash (2005). Any upgrade to Kaiapoi Pa Road will reduce turning movements at the Waikuku Beach/SH1 intersection and therefore contribute to reducing the road safety risk at the intersection.

2.2 Utility trips between Waikuku Beach and Pegasus

The Waikuku Beach and Pegasus populations are approximately 900 and 1,050 respectively, based on 2013 census data. Pegasus provides many services to the wider area including a medical centre, primary school, general store, cafes and other local businesses. Waikuku Beach is a predominantly residential settlement with a small general store/takeaways shop.

The local primary school was relocated to Pegasus in 2014. Currently the school bus from Waikuku Beach transports approximately 80 students to the school. It is estimated that a further 10 students [2] are driven to the school each day. Approximately 5-6 students cycle to school from Waikuku Beach during fine weather via the 'Pegasus Bay Walkway'. This shows that there is an existing propensity for students to cycle to the school over this distance and there may be an opportunity to increase travel by this mode if a more convenient route is provided for students that live in the western area of Waikuku Beach, see ***Figure 2.4.***

Furthermore the length of the school bus route may be able to be reduced with a link from Kaiapoi Pa Road to Tiritiri Moana Road. The NZ Transport Agency's Safer Journeys to Schools guide currently being developed considers road safety risk in the vicinity of schools. Reducing travel for the school bus route and children in cars on the high risk SH1 corridor would align with the principles of the guide.

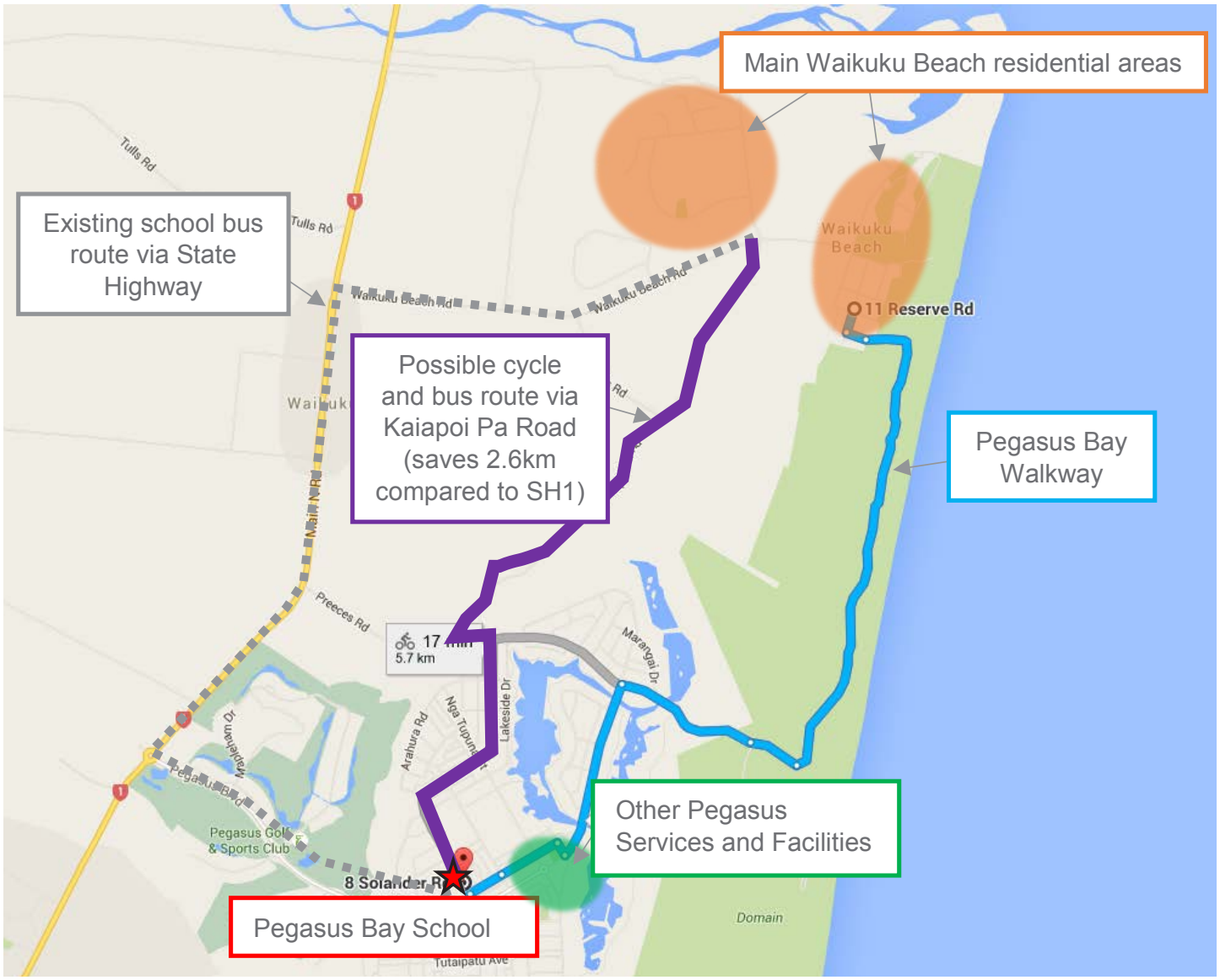

Figure 2.4 *Routes Between Pegasus and Waikuku Beach*

2.3 Public transport links

Currently three bus routes service the Pegasus and Waikuku Beach areas; the 95, 951 and 952 services, see ***Figure 2.5*** *and* ***Figure 2.6.*** *ECan have advised that a connection via Kaiapoi Pa Road between Pegasus and Waikuku Beach would allow the 951 and 952 services to be combined into a single service with a higher frequency (higher level of service). While existing bus patronage is relatively low a higher frequency bus service in future would likely increase patronage and improve fare box recovery.*

Routes 951 and 952 connect to the Blue Line, a service to Christchurch, and Rangiora with ~30minute headways (in the Waimakariri) across the majority of the day. Allowing a connection to every Blue Line bus will increase the attractiveness of public transport for Pegasus and Waikuku Beach residents and provides an opportunity to reduce traffic accessing Christchurch from the north.

2 Estimated by Pegasus Bay School administrator

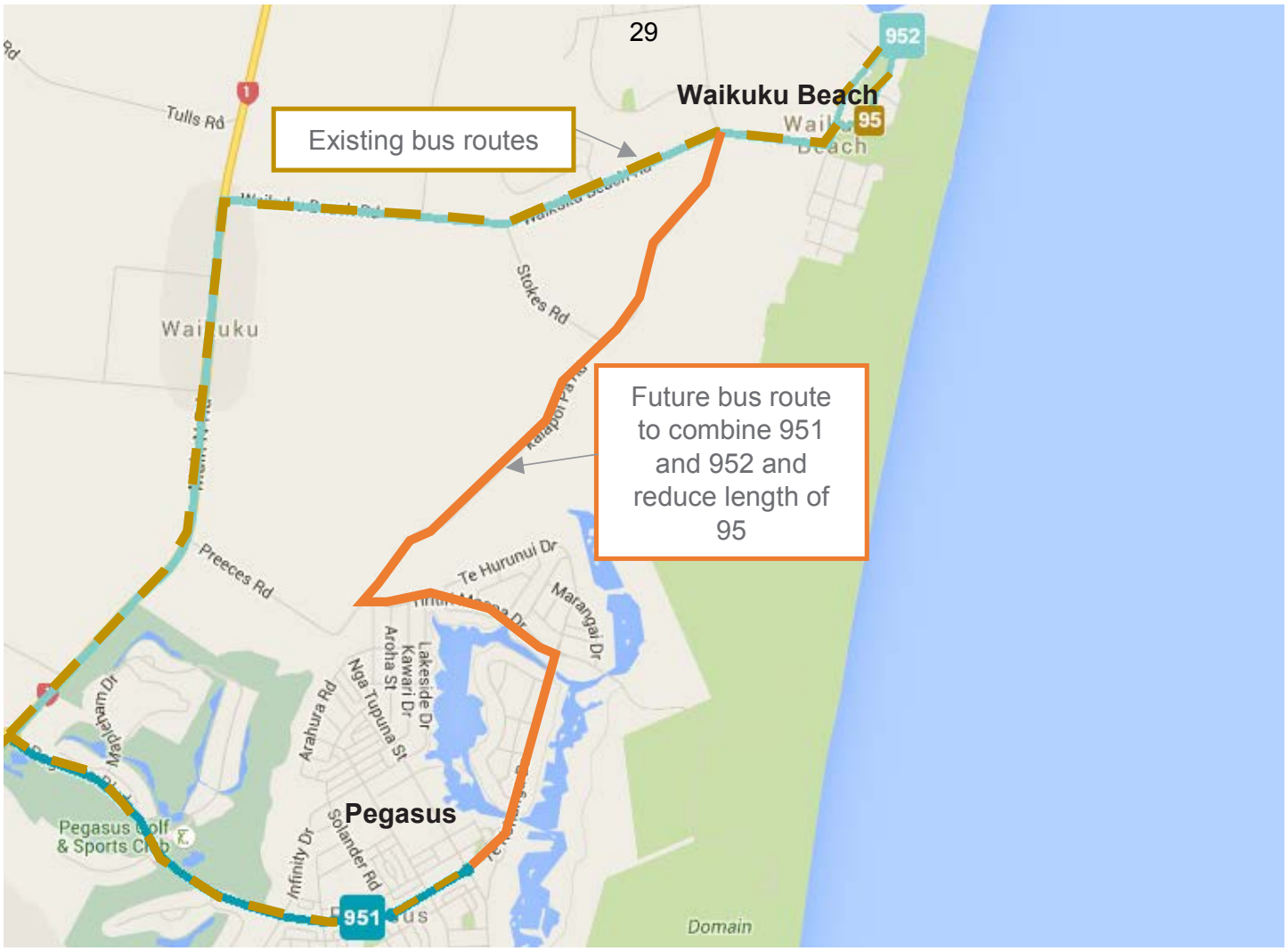

Figure 2.5 *Public transport routes*

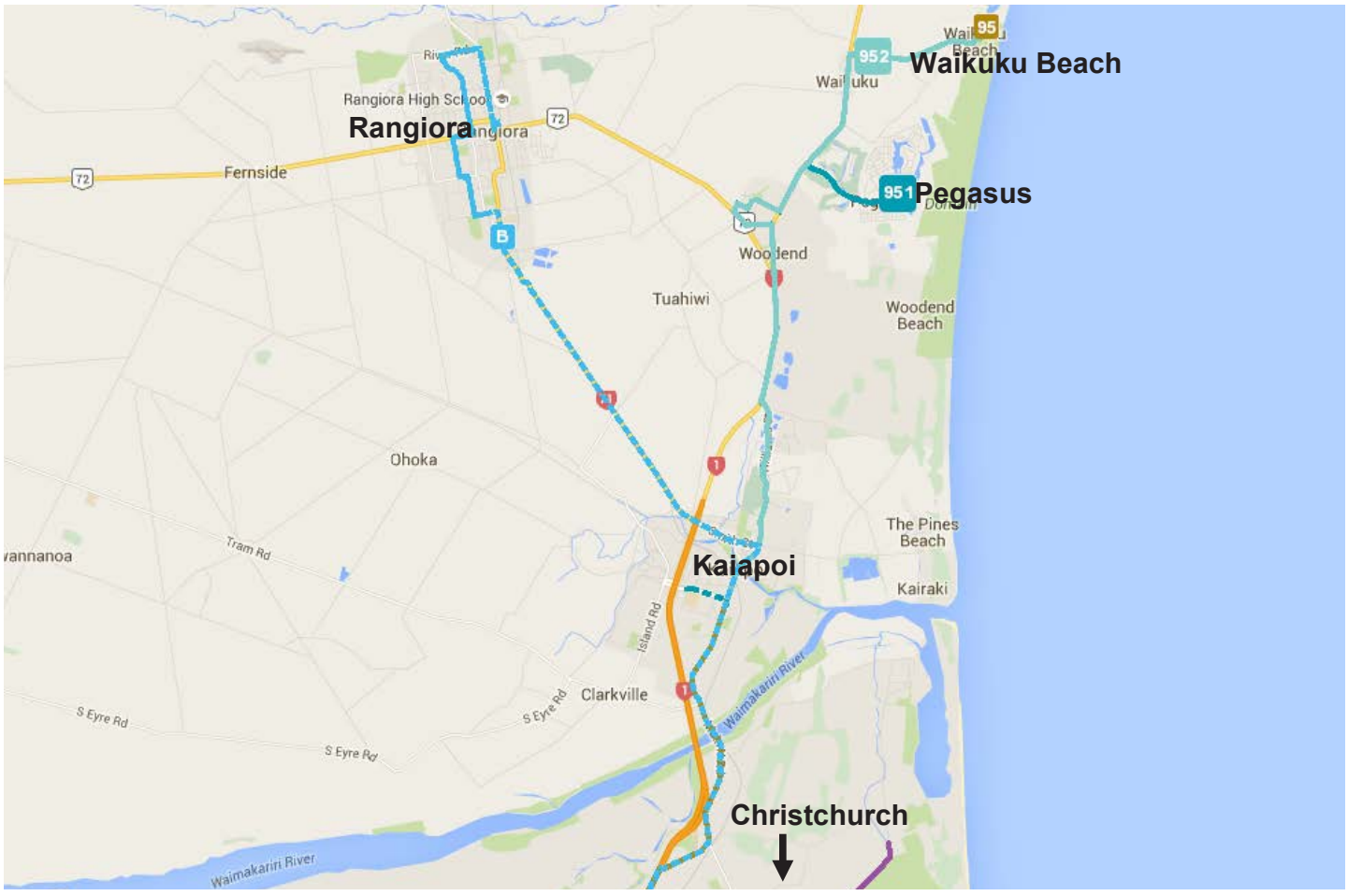

Figure 2.6 *Wider Waimakariri bus network*

2.4 Tiritiri Moana Drive extension opportunity

The existing road reserves on Kaiapoi Pa Road and Tiritiri Moana Drive are connected, as shown in ***Figure 2.7****. Therefore no land purchase is required to achieve this connection reducing the costs and risks of the proposal. Currently a fence and embankment impede all users from accessing Pegasus from Kaiapoi Pa Road, see* ***Figure 2.8.***

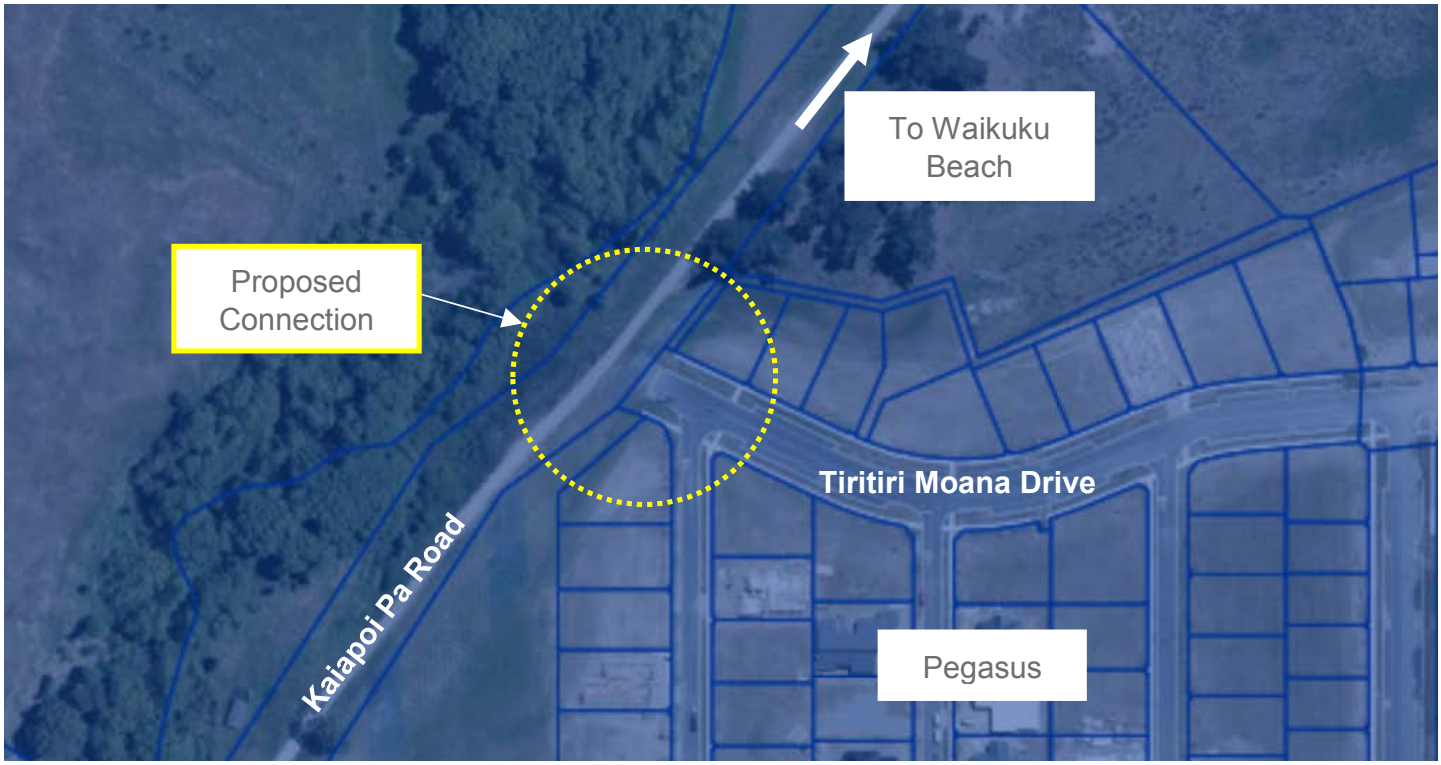

Figure 2.7 *Land parcels*

Figure 2.8 *Proposed connection location*

3. Long term plan

The upgrade of Kaiapoi Pa Road to connect Waikuku Beach with Pegasus is listed as a short term activity (2015/16-2016/17) in the Waimakariri Long Term Plan (LTP). Under the LTP significant capital projects $700,000 is allocated to the upgrade.

The Kaipoi Pa Road upgrade is also included in the Canterbury Regional Land Transport Plan (RLTP) as priority level 4. ***The total cost stated in the RLTP is $750,000 for 2015.***

4. Project timeline

The upgrade of Kaiapoi Pa Road is scheduled for the short term, 2015/16 – 2016/17. The following bullets represent stages and anticipated spending profile:

- *2015/16 – Investigation and design, $30,000*
- *2016/17 – Design and construction, $720,000*

5. NLTP funding proposal

Council has considered this programme against the GPS and NLTP funding criteria and consider that the upgrade is a potential candidate for funding under the road improvements category for the purposes of improving road safety.

SH1 in the vicinity of the SH1/Waikuku Beach and SH1/Preeces intersections has a road safety star rating of less than or equal to 2. This aligns with the criteria for ***high strategic fit*** *in the investment assessment framework. Furthermore, the Waikuku Beach/ SH1 intersection is a medium risk intersection based on 10 years of data with 1.11 DSi equivalents over the 10 year period (~0.6 over five years). This aligns with the criteria for medium strategic fit.*

In the past 10 years there have been three crashes at the intersection; a JA – crossing right turn, right side crash (2013), a LB - right turn against crash (2007) and a DA - loss of control while cornering crash (2005). Any upgrade to Kaiapoi Pa Road will reduce turning movements at the Waikuku Beach/SH1 intersection and therefore contribute to reducing the road safety risk at the intersection.

Furthermore, Environment Canterbury have identified that an upgrade to Kaiapoi Pa Road would allow them to increase the frequency of a combined 951/952 service to 30 minute headways. This will allow public transport to become a more viable transport mode for Pegasus and Waikuku Beach residents and may assist with relieving congestion over the Waimakariri River, where limited route choice is available.

No benefit cost appraisal or detailed assessment against the investment assessment framework has yet been undertaken. However it is anticipated that the assessment profile for the proposal is HML (BCR: 1-3). A more detailed assessment of effectiveness and benefit and cost appraisal will be undertaken as part of the next steps.

6. The next steps

Council considers that given the above investment story, scale of the costs and limited spatial area of the proposal the appropriate point of entry is through an indicative business case. Furthermore, Council suggests that given the scale of the project it is appropriate to combine the indicative and detailed business cases into a single step. The combined indicative/detailed business case will further develop the evidence base, consider options for the upgrade and involve appropriate stakeholders.

Council seeks that the NZ Transport Agency confirm agreement with this point of entry into the business case approach by responding to this memo in writing.

Kaiapoi Pa Road opening and improvements

Feedback from area wide community consultation re the proposal to open and improve Kaiapoi Pa Road from Pegasus Town to Waikuku Beach Road - Jan Feb 2016

Introduction

This report summarises and details feedback from people living and owning property in Pegasus Town and Waikuku/Waikuku Beach, re the proposal to open access to and improve Kaiapoi Pa Road from Pegasus Town to Waikuku Beach Road. This stage of the project followed the gathering of Initial Issues feedback from immediate neighbours of the roads in question, and other stakeholders.

The proposal has been on the Waimakiriri District Plan since planning began for Pegasus Town. The aim is to enable local residents to drive to and from the two towns without going onto State Highway 1 (SH1). The road opening will also provide an alternative exit/entrance for Pegasus in an emergency, and enable cycling and walking between the two towns. It is anticipated that this will be welcomed by school parents who can drive children to school without using SH1, and/or have their children bike or walk safely to school. Environment Canterbury has indicated that the metro bus service will start at Waikuku Beach, and go via Kaiapoi Pa Road to include Pegasus Town on its route.

The implementation of the proposal would involve construction of a new intersection at the northern end of Tiritiri Moana Drive, and widening/sealing of Kaiapoi Pa Road.

Consultation was designed to gather feedback from local residents on these and other issues. It is recognised that community feedback is a vital pre-requisite to the design, and that iwi involvement in the development of a Cultural Impact Assessment has been most valuable.

Te Ngāi Tūāhuriri Rūnanga Consultation

A Cultural Impact Assessment (CIA) has been prepared on behalf of Ngāi Tūāhuriri and Ngāi Tahu whānui. The CIA is also attached to the Council reports which this report is attached to.

It identified that the Kaiapoi Pa site and its surrounds has particular significance to Te Ngāi Tūāhuriri. There are numerous archaeological sites in the vicinity, indicating ongoing occupation of the area. The Rūnanga therefore considers it a Wāhi Taonga site.

The CIA also indicates that there was a burial ground, or urupā within the pa walls, and that there are also likely to be human remains from the massacre on the site. The site is therefore considered a wāhi tapu site. It goes on to say that "*Of all the wāhi tapu in the Ngāi Tūāhuriri takiwa, the Kaiapoi Pā site is easily the most significant. The Kaiapoi Pā was the scene of a massacre the scale of which was not likely seen before or after in the Ngāi Tūāhuriri takiwa."*

The CIA identifies the following *"...values of particular cultural significance, for consideration and appropriate provision within the design and development…"*

- Whakapapa
- Rangatiratanga
- Taonga
- Kaitiakitanga

- Mauri
- Wāhi Tapu/Wāhi Taonga and Urupā

The CIA seeks the following outcomes for each of the identified values:

"a.*) Give effect to the relevant policies of the Waimakariri District Plan that relate to Ngāi Tūāhuriri and the Kaiapoi Pā, specifically;*

Policy 2.1.3.6

b.) To avoid, remedy or mitigate adverse effects of the subdivision of Pegasus on the cultural values and wāhi taonga, wāhi tapu and urupā of Ngāi Tūāhuriri and Ngāi Tahu, and

c.) To ensure that the subdivision and development of Pegasus does not adversely affect the setting and significance of Kaiapoi Pā."

4.13. The recommendations of the CIA are copied in full below:

"The division of the Kaiapoi Pā precinct by Preeces Road has long been a sore point with members of Ngāi Tūāhuriri. Moreover the neighbouring Pegasus subdivision has also significantly eroded the values of the wider cultural landscape.

The remaining Kaiapoi Pā precinct faces ongoing pressure from vandals and inappropriate activities inconsistent with the wāhi tapu status of the site.

In the early stages of planning of Pegasus, Ngāi Tūāhuriri understood that Kaiapoi Pā Road was never going to be used as an northern access route to Pegasus for any reason. Consequently Ngāi Tūāhuriri does not support the proposed upgrade of Kaiapoi Pā Road as an entry point to Pegasus via Tiritiri Moana Drive.

Ngāi Tūāhuriri considers the relatively minor safety gains for traffic travelling between Waikuku Beach and Pegasus is not considered relative to the damage caused by further encroachment of a widened Kaiapoi Pā Road on known and unknown archaeological sites and potential burial sites.

Te Ngāi Tūāhuriri Rūnanga have identified the following issues with regards to the potential for adverse effects on Ngāi Tūāhuriri values:

a.) Wāhi Tapu/Urupā, Wāhi Taonga.

A further objective of this report is to provide recommendations to avoid, remedy or mitigate adverse effects on tangata whenua values. To this end, Te Ngāi Tūāhuriri Rūnanga have provided the following recommendations to assist the New Zealand Transport Agency to respond to Te Ngāi Tūāhuriri Rūnanga concerns;

a.) Te Ngāi Tūāhuriri Rūnanga recommend that Waimakariri District Council and NZ Transport Agency further investigate the implementation a revised traffic layout at the intersection of State Highway 1 and Waikuku Beach Road."

Community Consultation Methodology

Wider community consultation followed an Initial Issues investigation phase which was carried out in November 2015. The first phase involved informal, face to face or telephone interviews with property owners and residents on the route and on Preeces Road, and other stakeholders including the Pegasus

Bay School principal, Mahaanui Kurataiao Ltd and elders of Te Ngai Tuahuriri Runanga, Pegasus Bay Residents Association.

This second and more formal consultation phase started on 22 January 2016, using a leaflet to communicate the key aspects of the proposal. It was delivered to all letterboxes in Pegasus Town, Waikuku and Waikuku Beach, and to the PO Boxes at Waikuku Beach Store. It was also available from the Rangiora Library, shops and cafes in Pegasus Town, and at the school. A copy of the leaflet was posted online on the Waimakariri District Council website where a response form was available for online submissions. This form could be downloaded, hand filled and posted. People could also send an email submission and were also invited to phone the Consultation Facilitator to discuss the proposal. The consultation period closed on 19 February 2016 and the school Board of Trustees were offered an additional week to submit their views.

A meeting was held with members of the Pegasus Town Residents Association committee, and another with the Pegasus Bay School Board of Trustees. A Drop In session was attended by 11 people, at the school from 2.30pm to 6.30pm on 10 February 2016. Notes from the 'Drop In session are appended at the end of this report, discussed in the first 'Summary of Responses' section but not included in the itemised feedback.

Responses

One paper form response was received, and 85 email or online responses.

Where indicated, the responses from residential addresses were distributed as follows:

Christchurch	4
Hong Kong	1
Pegasus	19
Rangiora	1
Kaiapoi	2
Waikuku	6
Waikuku Beach	39
Woodend	1

74 respondees indicated either explicitly by ticking the box) or implicitly in their response, that they were in favour of this proposal. The school gave clear provisos for their conditional support of the proposal. 6 indicated that they were not in favour and 4 didn't give either response as they were asking a question.

The table below shows the Initial Issues verbatim comments made, sorted by issue. The interviewee Identification number (ID#) is shown on the left hand column and matches the numbers on a spreadsheet used to collect names, addresses, contact details as well as the feedback. Using the ID#, the reader can be given the name of the interviewee making the comment.

Editing: In order to sort by issue, the original feedback has been cut and pasted. Occasionally parts of the submission have been duplicated to retain the sense of the message in each 'issue' section. Obvious literals have been corrected where it was possible to do so without changing the meaning of the response.

Summary of the responses

Overall there is strong support for the proposal. While this is a 'qualitative' exercise and not statistical interpretation can be made from the responses, it is clear that the majority of respondents are in favour of opening the road from Pegasus Town to Waikuku Beach.

Preliminary and other comment

- *15 general comments that don't cover issues raised elsewhere.*
- *11 of these 15 are in general in favour of the proposal.*
- *4 express concerns and are not 100% in favour. Concerns are: Waikuku Beach is already being 'swallowed up' by Pegasus; increased traffic and associated safety issues; loss of the rural nature of the road and risk to the special cultural environment of the Pa, when there is no real need* (for a link)*, given that there is already a cycle track, and there is no need to move vehicles of SH1.*

What do you think about giving preference to farm vehicles, stock, pedestrians and horses on Preeces Road, and discouraging through traffic to State Highway 1?

- 63 responses.
- 47 explicitly support favouring farm vehicles, stock, pedestrians and horses on Preeces Road and discouraging or preventing through traffic to SH1
- One of these suggests that all motor traffic should be discouraged except for farm vehicle, emergency vehicles and buses
- 6 state that Preeces Road should stay open as a through route for all traffic as at present
- 6 state no preference or support retaining through access to SH1
- 4 don't answer this question precisely but express concern about the safety of the SH1 intersection
- Several comments contain questions eg 'how would this be achieved' or suggestions about how it could be achieved and some include requests for changes at the SH1 Preeces Road intersection.
- Concerns are expressed about access to Kaiapoi Pa monument, and asking the council to maintain the rural nature of the road.
- Among these comments are also concerns about slowing the traffic, and not doing anything to encourage speed.

What do you think about including a shared cycle and pedestrian path, either separated from the road itself or an on-road cycle lane?

- 79 comments
- 66 state preference for a shared cycle/ pedestrian path or a separated cycle path. (Any comments that include the words 'cycle way', 'cycle path', 'Separated', 'segregated' or 'off road' are included in this count. Some of these say that unless there is a separate cycle or cycle pedestrian path, then the project should not go ahead, or should wait until funding is available for the path
- 4 state that an on-road cycle lane would be good
- 5 are in support of a cycle facility but do not specify a separated path. From the comments it is not possible to say that these people are specifying a separated pathway or not
- One says that there is no need to change the road at all and that the SH1 route is satisfactory
- One asks whether there would be a cycle track. Perhaps this one could be added to those in support of a separated path
- Three make various suggestions for expanding and linking this cycle path to others in the area to make an integrated cycling network
- One says that a separated cycle path would be required if higher than 30kph speed limit set
- Various reasons for supporting and encouraging cycling and walking (health, environment etc) are given.

Do you think there should be a lower speed limit on Kaiapoi Pa Road?

- 60 responses
- Lower speed limit supported without specifying the speed – 25
- 50 or 60kph -21 responses (3 of these say 60)

- 70 or 80kph – 10 responses
- 30kph – 1 response
- Road improvements will help control the speed – 4 responses – eg speed bumps, sealing the road, minor corner corrections.

What landscaping would you like to see on the roadsides?

- *27 ask for native plants – one specifying groupings of taller natives making a mini bush setting intermittently along the road*
- *7 mention retaining clear sight lines for traffic and cyclists (among other comments)*
- *Several references are made to other roadside planting in Pegasus, on Waikuku Beach Road etc*
- *Several request that planting is appropriate to the area, two referring to maintaining the rural nature of the existing road and two specifying the cultural significance of Kaiapoi Pa.*
- *Two say grass, one asks for hedges, and others say that landscaping is not a priority, that money would be better spent on providing a cycle path*

Bus services

- Three comments in support of the bus service

Cultural and Iwi issues

- Four comments asking for cultural awareness of the Kaiapoi Pa and surrounding area
- One of these asks the WDC to request that Ngai Tahu maintain the Pa area with more care
- One expresses concern over a perceived lack of correct consultation with iwi

Hoons

- One response expressing concern that this change will attract hoons, and whether the police have been asked for their opinion.

Road width

- Why widen – and accommodate two way traffic when traffic volume will be low?
- A 6 metre wide road not wide enough
- Five metres wide would be sufficient and would reduce traffic speed, maintain the rural environment, discourage short cutting to SH1.

Kaiapoi Pa Road /Waikuku Beach Road crossing

- Consider a designated crossing point or facility across Waikuku Beach Road.
- Consider STOP controls rather than GIVEWAY controls at this intersection.

Stokes Road

- One asking how Stokes Road 'fits' into the proposal, and the other wondering if people will use Stokes Road as a short cut to SH1

Horses

- A request for a dedicated horse path, and suggesting that it would be better to improve the SH1 Waikuku Beach Road intersection.

Consultation

- *One criticism of the framing of questions in the leaflet, such that they imply that the decision to open Kaiapoi Pa Road has already been made, and the decision was due to increased demand as a result of the school being moved.*
- *One saying that the iwi must be consulted, outcomes made public, and cultural impact study guidelines adhered to*

Other comments in general

- *16 closing comments in favour of this proposal – 3 of these have provisos – one that it must include a cycle path and a low speed limit, one that all motor vehicle traffic should be restricted, and the school has several.*

Verbatim comments, sorted by issue

	Feedback sorted by topic
ID #	**Preliminary and other comment**
	Summary *14 general comments that don't cover issues raised elsewhere.* *11 of these 14 are in general in favour of the proposal.* *4 express concerns and are not 100% in favour. Concerns are: Waikuku Beach is already being 'swallowed up' by Pegasus; increased traffic and associated safety issues; loss of the rural nature of the road and risk to the special cultural environment of the Pa, when there is no real need given that there is already a cycle track, and there is no need to move vehicles of SH1.*
	Generally in favour of the proposal
1	Our family is in favour of the proposals in your flyer received today. Lots of benefits for us to drive there and use their pool and fish n chips at Waikuku.
2	Love the thought that we will be able to use the road directly to and from Waikuku.
3	We fully support this initiative.
4	Thanks for the opportunity to provide feedback. I am a resident and property owner in Pegasus and support the opening and upgrading of Kaiapoi Pa Road into Pegasus.
5	I would like to offer my thought on the opening and upgrading of Kaiapoi Pa Road. I live in Pegasus but travel to Waikuku most days. I sometimes travel along Kaiapoi Pa and Preeces Rd. I would be in support of the opening and upgrade work for a number of reasons. (sorted into issues below) A wonderful initiative and I wish you all the best in getting this across the line!
8	We think this road is a great idea and cannot wait to go from Pegasus to Waikuku using it. It will also be much safer for everyone travelling between there daily.
9	Great news that the Pa road will be upgraded and access to Pegasus will be available without going into the "trucking lane" of state highway
18	Thank you very much for the opportunity to comment on the proposals to connect Kaiapoi pa Road to Tiritiri Moana Drive. We initially rented a house in Pegasus and then moved to our own house in Northside Country on Waikuku Beach Road. We always thought and hoped that Waikuku Beach and Pegasus would be connected this way. We are excited that this now seems to becoming a reality. We have two children that go to the pre-school in Pegasus. It first of all would save us time to drop them off via Stokes Road onto Kaiapoi Pa Road. More important, we hope that our kids one day can bike to the Pegasus Bay school from our development.
20	In support of new road access to Pegasus. I think it very good idea to have a secondary route. As the population grows it's a slight weakness in plan to have only one road in. Also good to be able to avoid using main road.
40	Totally in support of the proposal
43	Thank you for the pamphlet about the proposed changes to Kaiapoi Rd. This is an admirable example of community consultation so you deserve congratulations.
46	As a resident of Waikuku Beach since 1999, interested and involved in community issues and wider 21st century challenges, I would like to contribute to the intended opening and upgrading of the Kaiapoi Pa Road, in order to provide safe and direct access to Pegasus township, to encourage safe, healthy opportunities for social interaction/development, amongst our younger people on their way to and from school and the encouragement of less reliance on fossil fuels for all.
57	I wish to register strong support for Council's proposed changes to Kaiapoi Pa Road. This is because the main aim of the project (local traffic using local roads rather than state highway 1) meets the objectives of: - enhancing opportunities for greater use of local transport including bus, farm vehicles, pedestrians, cyclists and horses 2) building a syringe (strong??) local community - reducing risk of injury (The section of State Highway 1, and turning on and off it, is genuinely dangerous)

	Concerns expressed therefore not 100% in favour
28	We wish to provide some feedback on the proposal to open and upgrade Kaiapoi Pa Road between Waikuku Beach and Pegasus. Although we are not that happy about Kaiapoi Pa Road being opened up and upgraded as Waikuku Beach is already getting 'swallowed up' by Pegasus I know that this needs to be done, especially to give Waikuku Beach children better access to their school without having to use SH1.
52	My concern is the increase in traffic that is going to be using Pegasus, we already have an issue with Speeding and non compliance of Give Way and Stop rules that is not being adhered to that needs to be addressed, I have personally had near misses. There is an increasing number of children living in the area, if traffic flow increases then I demand Traffic Police to be present on a regular basis, not only at school times. If these concerns were considered as part of the proposal I would be in agreement.
55	I have been a resident of Waikuku Beach for 16 years and while I appreciate upgrading of services and realise that time does not stand still, I do not want to lose the rural feel of our beach settlement. I am against the proposed changes for the following reasons: Our family moved to this area because of the rural nature. I believe in the safety of our children within this community but do not consider it necessary to change the roading because the school has changed sites & moved to Pegasus. There is an adequate cycle track at the edge of the forest which enters Pegasus for anyone wanting to bike. I see no reason at all to move cars and school bus off the Main Rd. I see no need to divert traffic when there is access from the rear of Pegasus along the forest track or existing access from SH via Beach rd. Potential for boy racers if Kaiapoia Pa Rd was upgraded. I consider Kaiapoia Pa Rd to have extreme cultural significance for this area and I believe this should be preserved.
85	Please note: This submission is made on behalf of the school and takes into account feedback we have received from our school parents as well as the wider Waikuku and Pegasus community via a survey we did (attached for your information). Our primary priority is the safety of our school children. Individual staff, parents and board members hold their own views on matters relating to Kaiapoi Pa Road, and have submitted their feedback to you separately.
ID #	**What do you think about giving preference to farm vehicles, stock, pedestrians and horses on Preeces Road, and discouraging through traffic to State Highway 1?**
	Summary • *62 responses.* • *47 explicitly support favouring farm vehicles, stock, pedestrians and horses on Preeces Road and discouraging or preventing through traffic to and from SH1* • *One of these suggests that all motor traffic should be discouraged except for farm vehicle, emergency vehicles and buses* • *6 state that Preeces Road should stay open as a through route for all traffic as at present* • *6 state no preference or support retaining through access to SH1* • *4 don't answer this question precisely but express concern about the safety of the SH1 intersection* • *Several comments contain questions eg 'how would this be achieved' or suggestions about how it could be achieved and some include requests for changes at the SH1 Preeces Road intersection.* • *Concerns are expressed about access to Kaiapoi Pa monument, and asking the council to maintain the rural nature of the road.* • *Among these comments are also concerns about slowing the traffic, and not doing anything to encourage speed.*
4	I agree that the use of this road should be limited as much as possible to school traffic, farm vehicles, pedestrians and cyclists. I'm concerned that Pegasus residents nearest Preeces Road will try to use it to gain entry to Pegasus from the Main Road, so would make the suggestion that right turns from State Highway 1 are prohibited through road design and traffic signs.
10	This is a good idea. There is a main way in and out of both Pegasus and Waikuku. This will create a safer road for the main users.
12	I agree....the turn off from the Main North Rd into Preeces Rd is dangerous....

13	I agree with preference be given to farm vehicles, stock, pedestrians and horses. I agree with discouraging through traffic to State Highway 1 possibly with a 20 to 30 km speed restriction, a Left hand turn only onto State Highway 1 with any traffic moving from east to west only and no entry from State Highway 1
14	I think that would be good
18	A) The road should remain rural i.e. for the locals, farmers and recreational people. It should not become another speedway for petrol heads that don't obey speed limits. Or that like to do burn outs at night. The road has a special character which should remain.
21	As a property owner in Waikuku beach my preference is that the improvements of this road primarily address the needs of pedestrians, cyclists, horses and farm vehicles.
23	Agree traffic should be discouraged from using as an access to SH1
25	Good idea
26	Great
28	We also believe that giving preference to farm vehicles, stock, pedestrians, cyclists and horses on Preeces Rd is a great idea and we don't think this route should be used as a main thoroughfare to get to SH1. Keeping Preeces Rd unsealed should remain to discourage its use as a main thoroughfare and hopefully to stop" hoons". The rural nature and surrounds also needs to be preserved.
31	I agree that Preeces Road shouldn't be a thru road for cars to the highway. But how do you stop that? Many people would want to access the highway as a shortcut from the north side of Pegasus
33	a) Preeces Rd: discouraging access to SH1 sounds sensible
34	1 - please maintain the rural nature of the road, its undulations, curves, trees at the side and narrowness in places - we don't need a SH1 alternative. Overly 'enhancing' and 'improving' will detract.
35	A good idea - I think the main entrance to Pegasus should be encouraged as the only entrance/exit.
37	I support giving the preference to farm vehicles, stock, pedestrians. horses (and cycles) on Preeces Road and discouraging the use of this road for access to/from Pegasus. However 'discouraging' would not in my view be an adequate strategy. I would prefer to see one (or more) of the following: - A locked gate (or gates, being one at each end) on Preeces Road, with pedestrian/cycle/horse access alongside, with key access to the farms and other landowners affected. I am aware that Pegasus Residents aspire to a second exit from Pegasus in the event of a emergency, such as a civil defence matter, and this could be addressed either by the farmers, emergency services or civil defence having the means to open the gate. I'm also aware that the residents value the security that having a single access to their town provides, which would of course be maintained if this option were developed. A prohibition on turning left onto Preeces Road when exiting Pegasus, and a 'no entry except for farm access' to address the traffic that will, seeing a short cut, come from Waikuku. Both the above to be enhanced by road shaping/engineering to reinforce the strategy adopted. The right turn from State Highway 1 onto Preeces Road should not ever have been permitted. Kaiapoi Pā Road should be restricted to light vehicles only, except for access (which enables the buses to transit the road)
38	I fully support that proposal.
39	The road should be able to accommodate all potential functions and be used just like an ordinary country lane. Warning/Caution signs should be erected for livestock, cyclists, farm vehicles, etc.
42	Yes stop through traffic. Farmers, stock, and horses have traditionally used this Road and should still safely be able to use it.
43	The Preeces Road suggestion has merit if it does not cause disruption. No doubt the local farmers will have more ideas about this.
44	I think this is great will there still be car access from SH1 to gain access to the Pa?
45	Great idea as that corner with the state highway is a tricky one to use
46	Is the intention to put up signage to discourage use of Preeces road, or is it hoped the existing form and shingle surface will naturally deter any growth?

47	Agree - but they need to ensure that people still can access the Pa site
48	Yes I like this idea. We would utilise Kaiapoi Pa Road if the access is created with preference to pedestrians and cycling. We have family living in Waikuku and with x2 5 year olds this would be an asset to us being able to bike and walk to visit them. Due to this a speed limit would be preferable for us.
50	I think this is excellent, particularly for pedestrians, cyclists and horse riding and he speed limit should reflect this.
56	I would definitely support discouraging traffic from State Highway 1. It would be disappointing if the new road became a raceway through to Waikuku so anything to discourage this I would support.
57	1. Giving preference to... I emphatically support this
58	I support this, due to the safety issues. Not sure about the practicalities though.
59	Strongly in favour
60	I think this is an excellent idea but I wonder how it will actually work in practice. I also wonder how any horses will get to Preeces Road if they have to travel down a busy Kaiapoi Pa Road or State Highway 1. There is no proposal for any shared horse riding path along the route and nobody that I know of that lives along Preeces Road owns or rides horses.
62	Great idea but at the moment Pa Rd and Stokes Rd are used a lot more by stock, farm vehicles and horses.
63	Good idea
64	I agree
65	I strongly agree that Preeces Rd should NOT become a through road for regular uses. This would increase the amount of traffic turning off and onto state highway 1 at this intersection, which as a regular user of this area would create a high risk situation for accidents to occur. We already see this often enough at the Main N Road and Sandhill Rd intersection. Access to Waikuku Beach is sufficiently served by Waikuku Beach Rd. Use by farm vehicles, stock and pedestrians should continue.
66	I agree, this will discourage the route being abused and speeding through using it as a shortcut for any driver wanting to get off the SH1.
67	A) The CDHB supports giving preference to local users on Preeces Road and discouraging its use to access State Highway 1.
69	In the short term, I agree as where Preeces road meets SH1 would be a dangerous intersection at present. I do however think this should be upgraded in the future to tar seal and the intersection be improved be able to be used as another entry/exit to Pegasus as it currently only has the one which I believe from an emergency perspective is risky.
70	Yes, it is a good idea.
71	I agree with this. General traffic on Preeces Rd, should be in emergencies only. Perhaps narrowing of the road and landscaping at that point, plus signage, could deter drivers from going that way.
72	Correct allocation.
73	I completely agree. Otherwise this will become a through road for people living in Pegasus traveling North.
74	This design of this roads needs to be prioritised for pedestrians and cycles. Purpose need to be for access from Pegasus to Waikuku and discourage motorised traffic not encourage it. It is my view that there needs to be restricted access from State Highway 1. Any through traffic with the exception of farm vehicles, stock, pedestrians, horses, school bus should be heavily discouraged with speed mitigation measures, road design (speed bumps, reduced straights, narrow width). I would like to note that there are already too many speeding vehicles in this area given the remoteness and unpoliced nature of rural side roads. Examples Beach Road and Kings Avenue.

75	I am in favour of pedestrians and cycles using this access route to and from Pegasus and Waikuku. As a mother of two primary school children I can see the benefit this will have for an easy cycle to school – encouraging healthy activity. I am in no way in support of it linking in with SH1 – all association with fast road traffic must be discouraged to maintain a rural feel and a safe route for our two communities. With this in mind I am in favour of a walk way / cycle path and no upgrade to the existing road or opening up of the Kaiapoi Pa road through to Pegasus unless restricted to emergency vehicles /access if required. Should both opening and upgrade take place, then it's essential that a design be done which deters both fast speed and heavy use of motorised vehicles. There is much talk in our Waikuku community that speeding cars are already an issue, especially along Kings Ave towards the Stop bank.
79	I think through traffic should be discouraged giving priority to all of the above plus the metro and school buses. I see this an opportunity to change the junction with sh1 and Preeces road to discourage people from turning right into Preeces road off sh1. As it stands now it's a dangerous turning.
83	Give preference to farm vehicles etc. discourage through traffic to State Highway 1. Security camera at Preeces /Kaiapoi Pa/ Tiritiri Moana junctions
85	We agree that access to Preeces Road from State Highway 1 should be discouraged. Also, traffic should not be able to exit Pegasus and enter State Highway 1. The current exit routes from Waikuku and Pegasus to State Highway 1 should be the only ones able to access the main road.
	Preeces Road should stay open as a through route for all traffic as at present
16	a) No! Preeces Rd should receive the same upgrade as Kaiapoi Pa Rd because Pegasus residents close to it may prefer to use it; also Waikuku residents wanting to use it as an alternative to Waikuku Beach Rd.
27	I think people coming from the north are going to use Preeces Road regardless of whether it is sealed or not. It'll cut out a few minutes of travelling particularly for those living in North Pegasus.
29	Rubbish. People will still use that road as an access type. They won't go through Waikuku Beach to get there and the road will end up being used but not suitable. You'll then need to get that road upgraded anyway. The only cyclists that will use a shingle road are mountain bikers. Road cyclists who could actually benefit from it being sealed won't *ever* use it.
51	Through traffic should be encouraged, as the Kaiapoia Monument should be an interesting tourist and local attraction.
68	It should be opened and encouraged for use as access to SH1.
77	We support maintaining Preeces Rd usage and access as at present.
	No preference either way
2	I don't really care who has preference. It would be nice to have easy car access to Waikuku from here. I think I might also be inclined to extend my walks around Pegasus, to the bright lights of Waikuku too. I would like to be able to turn left on to the main north road from Preeces road but am happy for the right turn to be stopped.
8	A: No preference
17	I don't mind if traffic can access Kaiapoi Pa Road from SH1
41	Priority should be given to all road users not just vehicles. Cyclists, horse riders, stock and farmers should not be put in danger from the inevitable rat runners. Children need to be encouraged to make their own way to school without a car.
49	No opinion
76	Not sure
	No specific answer to the question but concerned about the safety of the SH1 intersection
5	State Highway #1 is a busy and often dangerous road, turning left and right on and off State Highway #1 through heavy or fast moving traffic is hazardous. Turning right from SH1 onto Preeces Rd is an especially dangerous manoeuvre as cars travelling north carry around the bend and need to be alert to stationary vehicles waiting to turn onto Preeces Rd.

53	As a part time resident of Waikuku Beach, I am pleased with the proposals to improve access in this area, however I would like to point out one major area of concern. Has there been any plans for the intersection of Preeces Rd and Main North Rd. As you are aware this main road is 100kph at present, and traffic travelling north on SH1 will be able to make a right hand turn into Preeces Rd. As you know the correct road rule is to pull to the left to let approaching traffic through, and then make the turn when the road is clear. However, many motorists do not obey this rule, and move to the centre of the highway and stop, waiting for an opportunity to turn. As this intersection is on a curve, the degree of turning difficulty is increased, as approaching vehicles can be obscured, and could lead to a disastrous 'head-on' crash. A couple of ideas to prevent loss of life would be: either a Right turn dedicated lane marking on SH1, or better still, a 'NO RIGHT TURN' island on SH1 and only allow a LEFT TURN into Preeces Rd from SH1 north, and a LEFT turn out of Preeces Rd to SH1 south. This may have the effect of 'discouraging' traffic on Preeces Rd,--- can you outline how your proposals would be effected? I expect Transit NZ would be involved in this plan somewhere?
61	The second concern is your statement regarding the use of Preeces Road and your method - or signage to discourage access to the Highway. Just how will you be able to discourage the general user from using Preeces Road? Certainly a sticky one, but how?
80	If, as noted in point #6 of the Project Features, Preeces Road is to remain unchanged how will the above road users be given preference over normal vehicular traffic. I understand that Preeces Road is to remain unsealed but what other measures is the Council proposing to make the road more accessible to farm vehicles, stock, pedestrians, cyclists and horses while discouraging use of the road to access State Highway 1? The Preeces Road intersection with State Highway 1 has safety issues since it is located on the outside of a bend therefore any increase in traffic through this intersection is a safety concern. Connecting Tiritiri Moana Dr in Pegasus to Preeces Rd/ Kaiapoi Pa Road will inevitably increase traffic through the Preeces Rd intersection. Preeces Rd/Kaiapoi Pa Rd is currently used by some Waikuku residents as an alternative access to Waikuku therefore opening up the road to Pegasus will mean some residents and visitors to Pegasus will use this alternative route. Before this project goes ahead robust measures to discourage use of Preeces Rd need to be determined and included in the construction schedule. One suggestion would be to make Preeces Rd left-in and left-out at its intersection with State Highway 1, obviously this would require consultation with NZTA.
ID #	**What do you think about including a shared cycle and pedestrian path, either separated from the road itself or an on-road cycle lane?**
	Summary • 78 comments • 65 state preference for a shared cycle/ pedestrian path or a separated cycle path. (Any comments that include the words 'cycle way', 'cycle path', 'Separated', 'segregated' or 'off road' are included in this count. Some of these say that unless there is a separate cycle or cycle pedestrian path, then the project should not go ahead, or should wait until funding is available for the path • 4 state that an on-road cycle lane would be good • 5 are in support of a cycle facility but do not specify a separated path. From the comments it is not possible to say that these people are specifying a separated pathway or not • Two say that there is no need to change the road at all – one says that the SH1 route is satisfactory, and the other says that the beach track is satisfactory and that the money would be better spent improving the SH1 / Waikuku Beach Road intersection. • One asks whether there would be a cycle track. Perhaps this one could be added to those in support of a separated path • Three make various suggestions for expanding and linking this cycle path to others in the area to make an integrated cycling network • One says that a separated cycle path would be required if higher than 30kph speed limit set • Various reasons for supporting and encouraging cycling and walking (health, environment etc) are given.
	Preference for a shared cycle/ pedestrian path or a separated cycle path
1	Path for biking and golf carts.

2	A separate shared lane, off the road, would be great, safe for kids too. Cycle and walking track would be nice.
3	We feel that the cycle track is a great idea and would recommend a physical barrier between the cars and the bikes; e.g. a wire cable and posts. Our experience has shown that white lines offer cyclists no protection, particularly when we are talking about unpredictable children and careless drivers. Good work team.
4	I think a cycle path would be fantastic as there are a number of locals, myself included who do cycle down Kaiapoi Pa Road – I could see the potential for school children and their families to be cycling to school from Waikuku via this route too.
5	Having safe access for Waikuku children to Pegasus School would be of great benefit. Kids should have the ability to ride bikes to school where at all possible and this would enable this. It would also save significant time for buses and school runs. I think the linking of this road would bring the two communities closer together, great for business interests (and therefore the region) I would like to see the rural environment protected and enhanced in fact on the road. I think a cycle track/lane would be very important. The road will continue to have curves and a dedicated cycle area will protect walkers, cyclists and children.
7	I believe it is essential to have a separate cycleway along the Kaiapoia Pa Road as: (a) this will be a main route for children cycling to school and they need to be safe; (b) exercise should be promoted as a healthy community strategy and a cycleway will encourage this; as well as physical health and co-ordination, children can develop more awareness about dressing for the weather, noticing their environment (plants, litter on the road, seasonal change, weather change) (c) this is an opportunity to reduce the need for motor transport and all the environmental implications of this(d) a safe cycleway is in keeping with other plans for Waikuku community developments relating to motorcars and people; motorcars not being seen as the most important thing on a community transportway (e) noise pollution will be less in the community; less traffic will be roaring off at the same time if people, including children, have a cycle option(f) the attractiveness of Waikuku and Pegasus for recreation: this is an additional asset for offroad cycling; and could be incorporated into cycling events and triathlons (g) to be able to cycle or walk enjoyably between the settlements of Waikuku and Pegasus would increase community bonding between the two townships, as people passing each other by foot or cycle are likely to greet each other as they pass by, whereas this just does not happen with car transport (except for road rage communications). Overall, my opinion is that if there is not enough space for a carway and a cycleway, then the carway should be eliminated. I hope you will give serious consideration to my points of view.
8	Great idea to have a cycle /pedestrian path
9	1. I do think it would be major oversight not to include a cycle lane or track within the upgrade. Of all the times to include a cycle path, it would always be cheaper to achieve with the road upgrade. The benefits for the community, especially the kids would include; 1. A safe route for primary children of Waikuku to cycle to school in Pegasus, with the fitness benefits included free!! 2. Much more leisure activities able to be organised between Waikuku Beach and Pegasus communities .ie Triathlons to include the beauty of both areas. 3. Healthier Mums and Dads that may dust off the old bike and join their children on the cycle to/from school. 4. Less traffic and delays to deal with than State HW 1.
10	Preference would be to have a separate cycle way as it is much safer for bike users. If this had native plants dotted alongside it, it would look attractive as well.
11	We think this a fantastic proposal however we feel strongly that the road upgrade should only go ahead if a cycleway is included.
12	I believe this is a must....it is a windy road for children to cycle along, cars will upon them before the driver has seen them.
13	I agree with a shared cycle way and pedestrian path separated from the road itself.
14	That would be a must have, separated if possible

15	1. The main aim of the project is to allow the use of traffic (including cyclists) between Waikuku Beach and Pegasus town to make their journey off of SHW1. I would assume the expected traffic numbers to be low, so why the need for two way traffic for the entire length of roadway? 2. A cycle lane must be included and kept separated from the mainstream traffic by a reasonable distance. The fact that primary school children are likely to be cycling to school along this route; alone; must be off key concern. And, at the end of the day a crusher dust type track similar to the one currently along Kings Ave is adequate and I assume reasonably priced. I believe that ensuring there is adequate provision for the cycle, should be as fundamental to this roading project as ensuring there is adequate provision for a motor car or bus. I have been thinking on the proposal and cannot help but thinking there could be opportunity here for a more complete solution, perhaps with input from other areas of Council (recreation). Imagine an uninterrupted cycle track, Kaiapoi Pa Rd, Tiritiri Moana Dr, TKOT cycle track (Tuhaitara Trail?) Waikuku Beach Rd footpath (or better still the Rakahuri (Ashley) stopbank), Kings Ave and back onto Kaiapoi Pa Rd. This bigger picture puts the need for a dedicated, and separate cycle track along Kaiapoi Pa Rd more in focus. A cycle track that could be used by residents of Pegasus, (Ravenswood?), Waikuku, visitors, and off-course with the link to TKOT tracks extend right down to Pines Kairaki. I know of other plans that could extend/connect even further, Cathy Batchelor has been involved with this.
16	b) Separate cycle & pedestrian path preferred for safety reasons, particularly Waikuku children biking to school.
17	This is an absolute must. There is no point in putting a road in from Waikuku to Pegasus if you do not include a dedicated cycle path and footpath. One of the main reasons for the road is extra traffic to and from school. Lots of children - including my 2 sons will bike to school if they can do so safely.
18	B) A cycle path would be preferred so kids can bike safely to school. This to avoid home-school car traffic or reliance on the school bus.
19	My preference is for a separate cycle way like the Waikuku Beach Road has. This is for safety reasons.
22	Wouldn't it be a great asset to the area if the road was more part of an ongoing recreational route? Catering for motor transport from the outset with the continual development of Pegasus Bay and Waikuku beach will create a busier road in the future than the initial intention today. If this Road is to happen, I believe to address the needs of Pedestrians, cyclists, and horses then it would make sense to have this track completely separate to the road like many cycleways throughout NZ today.
23	If funding is available for a shared cycle/pedestrian path it should be separated from the road itself. Encourage pedestrians and cyclists to get to and from Pegasus/Waikuku in the safest way possible.
25	Separated cycle and pedestrian path is a must.
26	A Separated cycle and pedestrian path is a must so our community's children can bike to school.
27	A cycle path would be great here. In fact, it needs to take preference of landscaping/gardening. Giving families opportunity to bike to Waikuku Beach without having to use the path much further down near the beach.
28	Firstly and most importantly we believe that a shared cycle/pedestrian path is a MUST and to have it separated from the road is the safest option given that there will be a lot of young children using this to get to and from school. We would love our daughter to be able to walk or cycle to school and knowing that she won't be at risk with vehicles would really put our minds (and other parents) at rest. Kaiapoi Pa Road is a narrow and winding road with blind corners so the safest option is to have a separate shared cycle/pedestrian path. With there being such a big emphasis on getting people out of cars and into public transport and walking/cycling, perhaps NZTA could help fund this project (if they're not already involved)? You can't put a price on our children's lives!
31	I think that the cycle way should be separate from the road.
32	I think a separate cycle way is crucial, a key feature of this road is to gain access to Pegasus school, there are going to be young children biking this road, it is windy, please they must be kept of the road.

33	We are happy with the Kaiapoi Pa Rd upgrade proposal, except the cycleway/pedestrian path should be mandatory, not subject to funding. b) A separate cycle/pedestrian path is essential for school kids and others safety. Funding must be provided for it.
34	2 - a separate cycle path is necessary to enable school kids to travel safely. This should be sealed. The reason for sealing is that not all primary age kids have mountain bikes that can cope with a rougher surface. Small wheels on bikes, scooters, roller blades and strollers all require a smooth surface to be enjoyably used. The best way to encourage kids to travel under their own steam is to make it enjoyable and safe. A sealed cycle path is an investment in healthy life choices for future generations. It should be wide enough for side by side riding along its entire length or kids will be tempted to use the road.
35	A great idea! We would use this path often to walk/bike to Waikuku.
37	Supported, without any reservation. However, whether to separate or integrate, is inherent in the ultimate speed limit adopted. If 30km/h is adopted, then integrated should be acceptable, as this would be not inconsistent with the roads around Waikuku township. If however a higher speed limit is adopted, then consideration to separation should be given as is consistent with Waikuku Beach Road.
38	Giving children the option of cycling to and from school safely instead of using the bus, promotes child fitness. I would very much like to see a sealed cycle lane separated from the road, especially if the speed limit is above 50kmph. I walk along that road on occasion and so with the likely increase of vehicle use, provision of a narrow unsealed footpath would be appreciated.
39	Separate cycle/pedestrian path please.
41	Separate - drivers are idiots
42	Due to the large amount of school children who will use the cycle lanes it should be segregated from the road
43	I think it is a very good idea to keep people off the main road and a walking and bicycle facility seems to me a “must have”.
46	I believe most affected ratepayers would expect a separated bike track to be a given, in fact, concurrent with the bus, the most important aspects of this proposal. This is a unique opportunity for the WDC to show NZ some 21st century thinking.
48	I really like the idea of a separated from the road cycle & pedestrian path, due to my reasons previously mentioned.
50	A wide shared pedestrian and cycle path would be safest particularly for children cycling and scootering. I think it should be separated from the road with planting similar to that of the beach end of beach road in Waikuku next to the farm.
51	Cycle and pedestrian paths would create an interest from Pegasus residents and those who live in the district. I would prefer a separate cycle/walking path.
54	It would be great to have a family friendly cycle path available. We drove the road on the weekend, it’s narrow with blind corners. I don’t think mixing cars with bikes would work real well, so it would be great if the cycle path could be separate from the road. It would not need to be sealed, it could be firm packed bike paths like the ones that go through the Pegasus wetlands, but something suitable for families to ride on.
56	I think that this is a priority. Children and families need to be able to use this road to access school safely. Also if we are to promote healthy living and exercise for our children access to cycle ways and walking paths that are safe is essential.
57	2. Separate cycle / pedestrian path... Emphatically support. I am therefore dismayed to see reference to "subject to funding". The only effective way to encourage, and provide appropriate levels of safety, to cyclists and pedestrians is a separate path. This is especially relevant given the school children traffic in question. It is a very short sighted decision to exclude this from the proposal (in fact it's it absolutely contradictory to what I assume is a target of the proposal which is school / local traffic). I would prefer to see something else reduced to make way for funding the separate path. Or a simpler / less polished path built from the outset with plans to upgrade in the near term. In summary, please link Kaiapoi pa road to Pegasus town but do so whilst providing the logical infrastructure for cyclists and walkers (separate path)

58	I see it as being very high priority (as high as the road itself. Would much prefer to see the cycle/pedestrian path separate to the road. I believe many recreational cyclists and walkers would use this as well as the school children (Lets do what we can to encourage the children to exercise!)
59	Yes I would like to see a separate cycle/pedestrian path.
60	I think it is an excellent idea. I believe they are always better separated from the road itself. But currently there is hardly any bicycle or pedestrian traffic on Kaiapoi Pa Road. The only traffic besides vehicular is horse on this road. I personally ride down Kaiapoi Pa Road nearly every day in the summer and then every few days in the winter. My wife also rides on the road and I hope that my young son will ride along the road as well to the beach. Many others ride horses on this road as well.
61	This proposal is a good one but it has two major "fish hooks". The first one is that I have grave doubts when the term "subject to. funding availability" is used. It usually means that the cheap option will be decided on. Until funding for a separated shared cycle and pedestrian path is available the proposal should be put on hold. The Kaiapoi Pa Road, with its many bends, is too dangerous to have anything other than a separate path for children. either walking or on cycles. the same for the Kaiapoi Pa Road. In fact, the Pa Road is more deserving of a separate pathway.
62	A separate path for pedestrians, cyclists and horses would be preferred, the road at the moment is used predominantly by farm vehicles, stock, horses, people running their dogs behind their vehicles and the occasional cyclist and the odd hoon.
63	I would like safe cycle options along this road. It is a good return loop to Pegasus after cycling the track along the coast from Woodend beach to Waikuku. A track separate to the road would be best, however as traffic volumes would not be high, a wide lane beside the road would be ok.
64	It should be separated from the road so kids can bike safely to school
65	Including a shared cycle and pedestrian path separated from the road would be a must. If this road is to have a speed limit of anything other than 50km/hr then the cycle lane needs to be separate. If the whole idea is to link Waikuku with Pegasus to remove the need for using State Highway 1 then this should be for all road users which includes cyclists and pedestrians.
67	B) The CDHB supports the development of a cycle path along Kaiapoi Pa Road and recommends a separated cycleway. Separating vehicles, cyclists and pedestrians is the safest option for all as it reduces the likelihood of modal conflict and accidents. Good quality active transport infrastructure encourages more people to cycle and walk. A separated cycleway along Kaiapoi Pa Road will improve community connectedness by enabling people to cycle and walk safely between Waikuku, Pegasus and Woodend. This may help to further reduce the volume of traffic on State Highway 1. If sufficient funding is not available for a fully separated cycleway, then a shared cycle and pedestrian path would be the next best option. Council would need to install clear signage to reduce the risk of collisions between cyclists and pedestrians. As this road will be used by public buses and school buses, an on road cycleway would pose a high risk to cyclists and should be avoided
68	Great Idea, this will make it safer for cyclists and pedestrians. However it must be sealed (not gravel) so as to allow road cyclists to use it as well.
69	Definitely need a cycle lane, preferably separate as this is safer and could also be used for runners/walkers. Only need to look at the emphasis on cycle ways nationally to realise this would be an added feature for Pegasus and Waikuku residents. I cycle regularly to Waikuku up the existing track next to the pine trees and whilst this is ok, another better option would be welcomed by all.
71	Absolutely vital - for safe passage by school children and recreational riders, as well as pedestrians with or without prams, or people on mobility scooters or in wheelchairs. I think it is more important than the road. If we are to encourage healthy lifestyles we need to increase the desire for people to get out and about.
73	I would like to see a cycle/pedestrian lane separate from the road. This would enable my children to bike to school on their own and would give me more peace of mind then a shared lane on the road. specially with the bus traveling on that road.

74	As above the road should be prioritised for cyclists and pedestrians. Other traffic should be discouraged, however I do consent that there is advantage in providing some vehicle access, namely farm vehicles, property access, emergency vehicles, School bus. In this regard it is my opinion the cycle lane needs to be separate from traffic lane. As a parent in Waikuku I would prefer my children to be actively cycling to school and to Pegasus but would be cautious in letting my young children go alone if this was dependent on the judgement of other roadway users i.e. them sharing the lane with other traffic. By providing a separate cycle/pedestrian lane I believe you will encourage more non-motorised travel across a greater range of ages. This is and should be the goal of this project and certainly not to improve the access for more motorised vehicles.
75	I would not have myself or my family take this route, either on foot or bike unless the pathway was separate from the road. Should we cycle to and from Pegasus, we chose to follow the forest track and therefore do not see an attraction in doing this route alongside vehicles. As I clearly out lined in my response to the previous question, I am not in favour of the road upgrade for the reasons I outlined above.
76	Would really appreciate a shared cycle and pedestrian path desperate from the road to ensure safety for our Tamariki travelling to and from school.
77	We support building a shared bike/walking path on Kaiapoi Pa Rd.
78	We strongly encourage a shared cycle/pedestrian path along Kaiapoi Pa Road, we believe this would be well-utilised and provide safety for the many cyclists of the area. Although it is noted as being subject to funding, we believe the long-term benefits would surely outweigh this short-term costs.
79	A separate cycle path would be good. For the schoolchildren who wish to bike or walk to school and anybody else who wants easy access to Pegasus without a vehicle.
80	I believe that a separated shared cycle/pedestrian path is an essential element to this upgrade and should be constructed at the same time as the road upgrade. The main aim of the project is to connect Pegasus to Waikuku Beach now that the school is in Pegasus. The majority of people travelling from one town to another will therefore be school children. Upgrading the road to accommodate buses and car traffic is not sufficient. Provision needs to be given to children who wish to bike or walk to school. This is particularly important from a wellbeing point of view as it gives children the opportunity for exercise and fresh air. The path will take some children off the bus which will benefit the school bus service since some of the school runs to Waikuku Beach are full. Upgrading the road before the path is constructed will lead to children biking to school on the road which is not safe
81	We think a separate cycle/pedestrian path is absolutely necessary as the road will be used a lot by children going to school and families going on walks/bike rides between Pegasus town and Waikuku. We are certainly planning on (and looking forward to!) using the road for those purposes with our 2 young boys.
82	We would like consideration to option b – cycle path on the following basis: 1. This would align with the North Canterbury Cycle Way being an extension of Woodend to Rangiora cycle track. 2. In conjunction with the school bus and metro bus service users should have the option to cycle, certainly school aged children as part of their road safety training and experience. 3. This will provide a safer means of travel (during winter months) whereby the current access via the forest track is not useable.
83	Shared cycle/pedestrian path on Preeces Road.
85	This is imperative. We will strongly object to the road being built if the cycle track is not built at the same time. Our survey also enforces this view. Today we have 119 children currently living in Waikuku who would potentially use that access way to bike to and from school each day. In addition, there would be many children travelling back and forth along that road after school and in the weekends to visit friends, this number will increase as the houses are built in Pegasus and more families move in. Not having a cycle path would make it extremely dangerous for cyclists. Please see our attached survey. Of the 187 respondents: • 99.5% want to see a cycle track included; • 90% of respondents want a cycle track separate to the road, similar to the one on Waikuku Beach Road; • 81% of respondents want the cycle track at the same time as the road is constructed, 14% want the cycle track first and only 5% would be happy to have the road first and the cycle track in the future.
	Support an on road cycle lane
24	I would like to see a cycle lane for children, to cycle to and from Pegasus Bay School.

29	On-road cycle lane would be best as they are safer for everyone.
44	I think an on-road cycle lane would be sufficient.
47	On road cycle lane
	In support of a cycle facility but do not specify a separated path
45	Great idea to encourage cycle use and the road is narrow
49	This would be excellent. I am a casual road biker (10-15km) and as road bikes can only be ridden on sealed roads the only option is to ride on the busy state highway which is quite nerve wracking.
66	It's a great idea for the kids going to and from school, and keep the speed down to keep the children safe.
70	A very good idea and is very important.
72	Good idea if within budget
	No need for change
55	I believe in the safety of our children within this community but do not consider it necessary to change the roading because the school has changed sites & moved to Pegasus. There is an adequate cycle track at the edge of the forest which enters Pegasus for anyone wanting to bike. I see no reason at all to move cars and school bus off the Main Rd. I see no need to divert traffic when there is access from the rear of Pegasus along the forest track or existing access from SH via Beach Rd.
62	A cycle/pedestrian/horse track is a fine idea although there is currently a cycle track connecting Waikuku to Pegasus running alongside the reserve which gets plenty of use, rather than seal the road and make it so much wider taking away our country identity the money would be better spent on a roundabout between Waikuku Beach Rd and HW1. This would improve access for all.
	Other
30	Will there be plans for a cycle track on this road?
50	I also think a great cycle trail could be marked similar to what has recently been completed at Leithfeild beach. A route could be marked on Kaiapoi Pa road, though Waikuku beach, alongside the forest, through Pegasus and around. ☺🚲❤
ID #	**Do you think there should be a lower speed limit on Kaiapoi Pa Road?**
	Summary • *60 responses* • *Lower speed limit supported without specifying the speed – 25* • *50 or 60kph -21 responses (3 of these say 60)* • *70 or 80kph – 10 responses* • *30kph – 1 response* • *Road improvements will help control the speed – 3 responses – eg speed bumps, sealing the road, minor corner corrections.*
1	Lastly having a 'circuit' for boy races is my only concern so speed bumps and the ability to lock a gate in evenings could help minimise them.
2	Keep it to 50K. Having said that, if you make it 40K then people will drive at 50 and we all win.
4	I think a 50 kmh speed limit would be appropriate to ensure the safety of pedestrians and cyclists.
5	As much as I enjoy the drive down Kaiapoi Pa Rd, I am waiting for the day that I get whipped out by oncoming traffic. There are often skid marks on the shingle from what must be very fast moving vehicles – moving far too quick to stop should they meet oncoming traffic – an improvement to this road, sealing and come minor corner corrections would be excellent.
8	Speed limit around 70km/h
10	It depends on the condition of the road. If the road is of good condition and there is a separate cycle/pedestrian pathway then speed is less on an issue on the road. Ideally the road should take less time to get from Waikuku to Pegasus than it does currently or it will not be utilised.
11	Regarding speed limit and given the likely hood of bogans cruising that road we would advise a lower speed limit with regular speed bumps.
12	I would like to see a 50k speed limit reduced on the bends.
13	A speed limit of 50 kph with a lower speed considered for tight bends.
14	Yes I think there should be lower speed limit
16	80ks until close to the junction with Preeces, 50 through the intersection, then 80 through to SH1
17	Yes - 50kms max. This road will primarily be used by school children and their parents - the speed needs to

	be limited. Also, should have speed bumps to ensure it is not used as a race track.
18	Speed limit should be 50km max. With measures to reduce speeding. An even gravel road for the bus and rural traffic would do with a tarmac bicycle path.
23	Yes, particularly if a cycle/ped path is not separate from the road. Thinking about peak times for schools etc - cars, buses, cyclist and pedestrians all on a narrow winding road at the same time
25	Yes
26	Yes....good idea
27	50kph tops. Maybe even 30kph given its windiness. We need to embrace the slow pace nature of the area which is why i was in favour of the speed decrease on Beach Road.
28	If there is a separate cycle/pedestrian path then the speed limit on Kaiapoi Pa Rd could be 80km, if not then in the interest of safety it should be 50km or 60 km.
29	50 is fine.
31	The speed should be lower than 100kph. I believe that the speed should allow for the cyclists,(especially children cycling to and from school) and width of the road
32	I definitely think a lower speed limit would be a good idea, would hopefully discourage the use of this road as a short cut to SH1. It would also make it a safer road for school children to be on. And shows respect to the farmers affected.
33	An appropriate speed limit sounds sensible
37	Yes I do. Unsealed as it is, effectively keeps it quiet, and inherently keeps speeds low. Sealed as it will be, will inevitably increase speeds, and given the community benefit will come predominantly from our primary school age children travelling to school, public transport and recreational use, there is no obvious requirement for 'faster' travel. This is a great opportunity to incorporate a pedestrian / cycle /public transport orientated route, as an alternate to the faster Waikuku Beach Road. Therefore I advocate for a 30km/h limit that will enhance safety, whilst dissuading discretionary vehicle use.
38	80kmph maximum. I would be happy with 60 or 70, but the people who live on that road should have the most say.
39	80kmph.
41	Yes maybe 60 km
42	Ideally 60
43	A speed limit of 80kph the same as Waikuku Road would also be a good idea.
44	Yes
45	Yes, its a gravel road
46	I would imagine, given the shape of the road and its intended main purpose, 50 kph.
47	Yes
48	Yes, to discourage State Highway use and safer for pedestrians, children and cyclists
50	Yes.
56	I would expect that it would be 80km or less.
57	Speed limit... I suggest the same limit as Waikuku Beach road
58	Definitely a lower limit (70kph would be plenty)
59	yes
60	Yes! Absolutely, there is no question in my mind particularly with horse traffic
62	Yes, 50km. I feel putting a 50km speed limit on the road, leaving as a gravel road but still connecting it to the Pegasus road would do a great job of keeping it from becoming a racetrack and also encourage it to continue to be used in the manner it currently is by the people who live here.
63	Yes, 70 or 80km/h
64	Yes
65	If the cyclists are to share the road this should be 50 km/hr, if it is separate then 70km/hr should be the limit.
66	No more than 50
67	The CDHB supports a speed limit appropriate to the road classification and its use. As this is a local road intended for use by school buses, public buses, local traffic, cyclists and walkers, the CDHB recommends a speed limit low enough to ensure the safety of all road users.
68	Yes 70 to 80Km/h

69	Yes - 70km max particularly if a cycle lane is included to keep it safe
70	Yes
71	Yes - maybe 70kmh
72	Yes
73	50Km
74	As with the above comments the limit should be set in regards to the cycles and pedestrians. In line with Waikuku this should be 30km/hr
75	I am strongly opposed to through traffic. I do appreciate however that should the road open/upgrade a 30km speed limit (with any additional speed bumps, judder bars etc)
76	Yes
77	60km/h speed limit
78	Our main priority is safety. We have young children who will soon begin biking etc so want to see that the intersection where it joins Beach Road, remains safe. As such we believe a 70 km speed limit on the Kaiapoi Pa Road to be adequate, with much warning given before the proposed giveway sign, that it is a 50 km zone from there onwards. Even a stop sign instead of a giveway sign may be better. Signage that indicates that a school bus travels that way would be appropriate too.
79	Yes
80	The speed limit should match the existing speed limits on Waikuku Beach Road and Tiritiri Moana Drive which are both 50km/hr.
83	50kph
85	Yes, this is also an imperative. The point that the road enters Waikuku and Pegasus is 50km, so it is reasonable that the short distance along Kaiapoi Pa Road should be the same to ensure safety. It will need speed bumps as well as signs to enforce this. Your job, in designing the road, is to ensure the safety of those that use it and to protect the area it travels through. It will be used by children and adults walking and biking, as well as cars, buses and farm vehicles. A bus blundering down the road at 80km per hour will have a significant impact on anyone else travelling along the road. It will also have an impact on the local birds and wildlife in the area, and the farm animals there. You must also consider that there is a one lane bridge along that road, the speed limit needs to be such that traffic approaching from either way is able to slow to give way, or cross it safely.
ID #	**What landscaping would you like to see on the roadsides?**
	Summary • *27 ask for native plants – one specifying groupings of taller natives making a mini bus setting intermittently along the road (light green shading)* • *7 mention retaining clear sight lines for traffic and cyclists (light yellow shading and among other comments)* • *Several references are made to other roadside planting in Pegasus, on Waikuku Beach Road etc* • *Several request that planting is appropriate to the area, two referring to maintaining the rural nature of the existing road and two specifying the cultural significance of Kaiapoi Pa.* • *Two say grass, one asks for hedges, and others say that landscaping is not a priority, that money would be better spent on providing a cycle path*
	Native plantings
1	More of the same landscaping that Pegasus is renowned for including natives, some small hills would give character in this flat area and a water feature would be a big congrats for the WDC. How about plant some tall native close together to a mini bush setting of 30m X 30m. Kids can have mini bush walk with plant description signs.
8	D: Native planting fitting with the surroundings.
10	Native plants Name signs at the start of Waikuku and Pegasus. Maybe some form of Maori carvings that link to the site
12	I don't have much of an opinion here but would prefer native planting.
13	Preference should be given to and should reflect our natural plant species and surroundings.
14	Native planting

16	d) predominantly natives given proximity to Pa site.
21	Native planting roadside or trackside is always a great enhancement.
23	Always a fan of the natives due to less requirement for water (once established) and upkeep. Would tie in nicely with planting at wetlands
32	native
37	I would like to see landscaping consistent with the native plantings on the eastern section of Waikuku Beach Road. However, consideration of the future land use to the east of Kaiapoi Pā Road, which I believe is largely part of the Te Kōhaka o Tūhaitara trust owned lands, should be considered essential. Given the prevailing winds at that location any planting inconsistent with the trust's vision would effectively be a source of weed to the park.
38	Tussock, flax and toi toi.
41	Natives
42	Natives
43	Native grasses as used on other berms would be my choice.
44	Natives
48	Native wetland planting (cabbage tree's, flax & Toi Toi along the roadsides as a continuation of the Pegasus & Waikuku environments.
50	Natives planting similar to that along the beach end of beach road in Waikuku next to the farm where the footpath is protected from the cars on the road.
51	NZ natives to link with the historic Maori Pa.
56	Native planting.
59	Any appropriate native planting included.
64	Native flaxes
65	Keep to the surrounding country side with low growing natives. So long as they don't reduce visibility for the road users.
69	Natural native plants to fit in with the area
70	Low maintenance, native plants.
79	Native plantings
83	native grasses
	Planting that will retain good safe visibility
58	Just the usual…good visibility, plants to suit the conditions, speed reduction but maintaining safe space for cycles and pedestrians.
67	The CDHB does not have any preference for landscaping of the roadside but recommends that planting around the intersection be chosen carefully so as not to obscure the view of any road users.
68	Grass, open and wide so it offers a clear view of the roadsides to road users = improved safety for all.
71	low maintenance and not blocking views of oncoming traffic.
80	The landscaping needs to be carefully planned so that the plantings do not initially or at a later date after growth, impact on the sight distance from and to the intersection. This is particularly important since small children on foot and on bikes will potentially be using this intersection and due to their small size are particularly at risk of being obscured by vegetation at intersections so that oncoming traffic cannot see them.
46	The most important aspect in planting consideration is that clear vision, especially approaching corners, is carefully thought out. It would be wonderful to see some fruit trees planted along the way to help children appreciate and connect with Nature, it's bounties and its seasons.
	Grass
17	A grass strip between road and footpath would be a good barrier. Other than that, I think it should be left as is it naturally - it's a rural road and should look like one as much as possible.
62	Grass is fine, there are already lovely views of farm land and stock
	No preference
2	Landscaping, no preferences.
18	Landscaping should be low priority, low growth, low maintenance. We pay enough rates and don't always see the results of this. No money should be spent on fancy landscaping by landscape architects while there is no money to maintain. There is enough nature around to create a interesting environment.
	Culturally in keeping with the area and nature

45	Appropriate for the area
46	I've just returned from cycling Waikuku Beach to Pegasus via the Pa Road (then back through Pegasus via our bike track alongside the pine plantation/treatment ponds). Mindful of the intended project as I travelled, I would like to add a couple of observations for consideration. As noted, the intention is "to retain the rural nature" a very important experience in a world where landscapes have come second to vehicle roading dictates and younger people have less opportunity to interact with the countryside as part of their everyday lives.
47	All earthworks that may occur need to ensure that the correct protocols are adhered to given the cultural significance of the site.
57	4. Landscaping. Easy! Existing strategy applied in this rural coastal area as per Waikuku Beach road. Potential features associated with the Kaiapoi Pa would be interesting.
74	Some soft planting to improve the pedestrian feel of the access and not that typically seen on a roadside. Something similar to Pukeko walk in Waikuku. I would like to note that this is a transition to/from Waikuku Pegasus. It is neither Pegasus nor Waikuku and in this regard the design of planting should be sympathetic to this and reflect the transition rather than just being an extension of the Landscaping already seen in Pegasus
85	It is a rural road and should keep that natural beauty as much as possible.
	Miscellaneous
27	Would rather have a cycle path.
33	Make landscaping looking natural, and clear of pathways.
60	None if it precludes me and others on horse back from getting down the road to the beach or to neighbours places.
72	Hedges
73	Cheap landscaping will be fine, low maintenance
75	I do not see this as very important. I believe the current unspoilt look has its own rural charm and appreciation for the fields and its history.
76	Enough area between the road and shared path way so cars and traffic are away from people and aren't intimidating to children using the path
77	Special care with landscaping at the stream crossing.
ID #	**Bus services**
	Summary • *Three comments in support of the bus service*
27	The sooner the bus can use this route the better!
28	We believe widening Kaiapoi Pa Rd to allow for two way traffic is a good idea as Kaiapoi Pa Rd is currently narrow and winding with blind corners. A bus service between Waikuku Beach and Pegasus will also be very beneficial. (On another note, the fact that there is no direct bus service between Waikuku Beach to Rangiora anymore is a huge inconvenience as Rangiora is our closest township that we all use, we would now have to catch a bus to Kaiapoi and then catch another bus to Rangiora, taking nearly an hour! We can drive in less than 10 minutes!).
84	Environment Canterbury support the proposal as it will enable the bus service.
#	**Cultural and Iwi issues**
	Summary • *Four comments asking for cultural awareness of the Kaiapoi Pa and surrounding area* • *One of these asks the WDC to request that Ngai Tahu maintain the Pa area with more care* • *One expresses concern over a perceived lack of correct consultation with iwi*
17	Respect must be given to the Kaiapoi Pa site itself. This is an area of great significance to local iwi and nothing should be done to disturb it.
44	After working for Te Ngai Tuahuriri as a field assistant for the excavation of Pegasus Town, the importance of following the correct processes are a must. As you all are aware the Pa and surrounding areas are rich in history and also artefacts that date back to pre-Ngai Tahu. If this road goes through I cannot stress the importance of getting archaeologists in to assist with the monitoring of this build. There should be a tight communication between 'Historic Places' and 'Ngai Tuahuriri' to ensure that the tikanga and kawa of this area is not trampled on. So please the road won't go past the Pa.

47	Also there needs to be a stronger consideration for the identified route given the immense historical and cultural significance of the site - I am yet to receive confirmation from the runaka that correct consultation protocols have been followed.
51	I would like to strongly recommend that the Waimakariri Council requests that Ngai Tahu upgrades and maintains their Pa site...it is extremely disappointing to see this historic site in such a dilapidated state. As a primary school child, growing up in the community, we visited the Pa site on many occasions where we studied local Maori history. Recently I visited the site with overseas visitors ...what a disgrace to our culture and nation. Please liaise with Ngai Tahu to have this site resurrected to its former very tidy and informative state. Thank you.
	Hoons
	Summary • *One response expressing concern that this change will attract hoons, and whether the police have been asked for their opinion.*
38	My concern is that this stretch of road will become a target for hoons. I would like to know the Police have been informed about this proposal, and if this starts to become a problem they would be prepared to do something about it to nip it in the bud.
ID #	**Road width**
	Summary • *Why widen – and accommodate two way traffic when traffic volume will be low?* • *A 6 metre wide road not wide enough* • *Five metres wide would be sufficient and would reduce traffic speed, maintain the rural environment, discourage short cutting to SH1.*
15	The main aim of the project is to allow the use of traffic (including cyclists) between Waikuku Beach and Pegasus town to make their journey off of SHW1. I would assume the expected traffic numbers to be low, so why the need for two way traffic for the entire length of roadway? The "narrow winding nature of Kaiapoi Pa Rd" should be considered one of its positive attributes and enhanced where-ever possible.
21	A 6 metre road, for 2 way traffic, including a bus service will not adequately address the safety requirements of either pedestrians/cyclists or horses. Cyclists should legally be passed with a 1.5 m clearance. Despite good intentions of use of public transport, I suspect the convenience to pick-up/drop off by parents especially the younger children will add to traffic, which on a 6m road with bus and car traffic will deter the school children that could ride to school from doing just that.
46	Given the expectation is this lane will be mainly intended for a few buses (on an hourly rate) and to encourage cycling into Pegasus and the school, it would seem excessive to create a sealed surface six metres wide, as this will "flatten out" and create a conventional road, encouraging conventional driving attitudes (speed, lack of any different approach, awareness, preparedness to accept the car is not the ruling mode of transport but just one of several, equally). I think five metres would be more than adequate in that it would: 1.Automatically slow vehicles (the accepted psychology of traffic speeding up as soon as a road is widened; as in passing bays) and thus the experience and minimise accident opportunities. 2.Maintain the rural lane experience, rather than just a short cut from A to B. 3.Discourage people from using it as a shortcut out to the Main road along the continuation to Preeces road. Five metres allows a metre wide cycle/walking track alongside the lane, except for crossing the Taranaki, where there is room behind the barrier (with a little work) especially if the bridge is left at four metres for traffic, reinforcing it is still a country lane, rather than a motorway. Five metres and a cycleway, still retains the ambience of the countryside, without having to remove natural contours and vegetation/trees and allows the possibility for planting more trees, possibly as a visual "safety barrier" between the cycleway and the lane. You may be well aware there have been many studies in Europe, of the immediate change in driver habits, when roads are narrowed and little delineation between the surface for cars, buses, cycles or pedestrians, resulting in a more observant and respectful approach.
ID #	**Kaiapoi Pa Road /Waikuku Beach Road crossing**

	Summary • *Consider a designated crossing point or facility across Waikuku Beach Road.* • *Consider STOP controls rather than GIVEWAY controls at this intersection.*
46	As far as the junction of Pa & Beach Road is concerned, it is currently quite a difficult intersection to traverse on a bike, given cyclists returning to the village (either turning right to the beach, or across to King's Avenue) must all cross somewhere at that point. It may require a designated crossing, either further to the West across Beach Road and then consideration be given to encouraging those heading East (along the "Pukeko Walkway") towards the beach, to travel a little further North, along King's Ave (away from the intersection) before crossing Kings Ave and entering the walkway.
73	I would like to propose a Zebra crossing where Kaiapoi Pa Road crosses Waikuku Beach Road onto Kings ave to enable a safe crossing for children as cars tend to speed over Waikuku Beach Road.
80	Additional feedback – Installation of Give Way at intersection with Waikuku Beach Rd as per point #8 of the Project Features. The Council should consider installing STOP signs at this intersection and upgrading the Waikuku Beach Rd/Kings Ave intersection directly across from it to STOP also. The sight distance from the Kaiapoi Pa Rd/Waikuku Beach Road is not great and may not meet the visibility requirements for a Give Way. STOP control at both legs of this intersection will help reduce traffic speed and will also help to decrease the risk of conflict between vehicles at the intersections and on-coming traffic on Waikuku Beach Rd and also conflict between vehicles at the opposing legs of the intersection.
	Stokes Road
	Summary • *One asking how Stokes Road 'fits' into the proposal, and the other wondering if people will use Stokes Road as a short cut to SH1*
18	Also keen to know how Stokes Road fits into these plans.
58	I'm wondering if there is potential for a problem with increased usage of Stokes Road by people wanting a short cut to the state highway or from there into Pegasus?
	Pegasus Bay School
	Summary • *Two comments that the school was not consulted prior to the leaflet being distributed*
47	It is interesting to note on your flyer that you reference the school bus route and the relocation of Waikuku school to Pegasus bay as your rationale - this is concerning as a trustee of the school when we have received no consultation regarding this.
74	Being involved in the school community I would like to say that I am disappointed that the literature that has been given out has inferred that this has been influenced by demand from school, when the school has not been consulted at the time when the literature was released.
	Horses
	Summary • *A request for a dedicated horse path, and suggesting that it would be better to improve the SH1 Waikuku Beach Road intersection.*
60	I would like to see a dedicated horse path from Kaiapoi Pa Road to the beach. Horses are often considered as afterthoughts in traffic management and should be considered at the forefront here. There are major safety concerns when large numbers of cars, buses and trucks interact with horses when adequate space is not provided by drivers. In my experience when riding many drivers are not courteous drivers. I think more cars will be travelling from Pegasus Town to Waikuku rather than vice versa. In my opinion the better option is to increase access to and from the state highway at the Waikuku Beach Road connection.
	Consultation
	Summary • *One criticism of the framing of questions in the leaflet, such that they imply that the decision to open Kaiapoi Pa Road has already been made, and the decision was due to increased demand as a result of the school being moved.*
74	Furthermore, I would like to make a comment regarding the way the questions have been framed. I believe this inferred that it has already been decided that the road will go ahead and the questions relate to the nature of upgrade. This is a very sensitive and emotive subject when considering the connection of two quite different communities in this way. We have experienced this directly when transitioning from Waikuku School to Pegasus School. Any communication to the communities must therefore be

	approached in a way that is sensitive to this. I don't believe this to currently be the case. There seems to have been a distinct breakdown in communication, inferring that the road is likely going ahead due to increased demand from Pegasus Bay school when the school and parents have not yet been consulted and no clear evidence of demand has been presented.
85	There needs to be full and thorough consultation with local iwi. This process needs to be made public. There must be a guarantee that all of the recommendations in the cultural impact report will be followed. A clear timeline needs to be issued so that everyone is clear on where we are currently in the process and what the next steps and timelines are. Consideration also needs to be given to local wildlife, the birds in particular, who live along that stretch of road.
	Other comments in general
	15 closing comments in favour of this proposal – tow of these have a proviso – one that it must include a cycle path and a low speed limit, and the other that all motor vehicle traffic should be restricted
	Support for the project
2	Looking forward to having the two townships linking up. Good for the school kids too. Thanks for the opportunity to comment.
12	Waikuku Beach is quite isolated, would be helpful to have a road through to Pegasus
13	This is an excellent move in the right direction in bringing our together local communities and is long overdue, thank you well done.
14	We ride bikes along Kaiapoi pa road a lot this will make it safer.
18	Other than the above: we are really in favour of the connection.
35	I think this is a fantastic idea and fully support this proposal!
37	Overall I emphatically SUPPORT this proposal subject to the considerations provided.
41	If funding is limited, prioritise school traffic non vehicles
42	Safety is paramount for all road users
43	I hope this change will be implemented before too long.
65	This is a great concept to reduce the amount of traffic having to drive out onto state highway 1 to travel between the 2 beach suburbs. It just needs to be done right from the start and having the opportunity to have a say has been great. Thanks
68	Why are we waiting for this, just get on with doing it.
69	I am hugely in favour of this roadway and cycle way, will bring Pegasus and Waikuku communities better connected, save time travelling via the SH1 and be a lot safer option.
71	Bring on the cycle walkway...the sooner the better!
	In support but with a proviso
32	I support it if there is a separate cycle way and a low speed limit
74	I am generally in support of this access, providing the priority be given to cyclists and pedestrians. As mentioned in my previous notes other vehicles, namely motorised vehicles should be restricted. I am cautious that the very process of upgrading including widening and or straightening the road, will encourage more traffic not less as it should be.
85	There needs to be full and thorough consultation with local iwi. This process needs to be made public. There must be a guarantee that all of the recommendations in the cultural impact report will be followed. A clear timeline needs to be issued so that everyone is clear on where we are currently in the process and what the next steps and timelines are. Consideration also needs to be given to local wildlife, the birds in particular, who live along that stretch of road. * We will only support this proposal if: • there is a separate cycle track; • the speed limit is defined and measures put in place to ensure it is adhered to (e.g. speed bumps); • if the local iwi are also in support of it - following their consultation and the cultural impact report.

Pegasus Bay School Submission in full

ID#85

Kaiapoi Pa Road feedback from Pegasus Bay School Questions with an asterisk (*) require an answer. Note: There is no public hearing available for this submission.

Your name *: Pegasus Bay School

Your address *: 5 Solander Road, Pegasus Your postal code *: 7612

Your phone number *: 039207000

Your email: principal@pegasusbay.school.nz

Would you like an email copy of your submission Yes, I have kept a copy of this document.

Please note: This submission is made on behalf of the school and takes into account feedback we have received from our school parents as well as the wider Waikuku and Pegasus community via a survey we did (attached for your information). Our primary priority is the safety of our school children. Individual staff, parents and board members hold their own views on matters relating to Kaiapoi Pa Road, and have submitted their feedback to you separately.

What do you think about giving preference to farm vehicles, stock, pedestrians and horses on Preeces Road, and discouraging through traffic to State Highway 1?

We agree that access to Preeces Road from State Highway 1 should be discouraged. Also, traffic should not be able to exit Pegasus and enter State Highway 1. The current exit routes from Waikuku and Pegasus to State Highway 1 should be the only ones able to access the main road.

What do you think about including a shared cycle and pedestrian path, either separated from the road itself or an on-road cycle lane?

This is imperative. We will strongly object to the road being built if the cycle track is not built at the same time. Our survey also enforces this view. Today we have 119 children currently living in Waikuku who would potentially use that access way to bike to and from school each day. In addition there would be many children travelling back and forth along that road after school and in the weekends to visit friends, this number will increase as the houses are built in Pegasus and more families move in. Not having a cycle path would make it extremely dangerous for cyclists. Please see our attached survey. Of the 187 respondents: • 99.5% want to see a cycle track included; • 90% of respondents want a cycle track separate to the road, similar to the one on Waikuku Beach Road; • 81% of respondents want the cycle track at the same time as the road is constructed, 14% want the cycle track first and only 5% would be happy to have the road first and the cycle track in the future.

Do you think there should be a lower speed limit on Kaiapoi Pa Road?

Yes, this is also an imperative. The point that the road enters Waikuku and Pegasus is 50km, so it is reasonable that the short distance along Kaiapoi Pa Road should be the same to ensure safety. It will need speed bumps as well as signs to enforce this. Your job, in designing the road, is to ensure the safety of those that use it and to protect the area it travels through. It will be used by children and adults walking and biking, as well as cars, buses and farm vehicles. A bus blundering down the road at 80km per hour will have a significant impact on anyone else travelling along the road. It will also have an impact on the local birds and wildlife in the area, and the farm animals there. You must also

consider that there is a one lane bridge along that road, the speed limit needs to be such that traffic approaching from either way is able to slow to give way, or cross it safely.

What landscaping would you like to see on the roadsides?

It is a rural road and should keep that natural beauty as much as possible.

Any other comments?

There needs to be full and thorough consultation with local iwi. This process needs to be made public. There must be a guarantee that all of the recommendations in the cultural impact report will be followed. A clear timeline needs to be issued so that everyone is clear on where we are currently in the process and what the next steps and timelines are. Consideration also needs to be given to local wildlife, the birds in particular, who live along that stretch of road.

Would you like written feedback on your submission? Yes, I would like written feedback on my submission

Overall, do you support this proposal?

* We will only support this proposal if: • there is a separate cycle track; • the speed limit is defined and measures put in place to ensure it is adhered to (e.g. speed bumps); • if the local iwi are also in support of it - following their consultation and the cultural impact report.

Notes from the Drop In session 10 February 2016

In attendance

Barbara and Edgar Brown Preeces Road
Nicky Shelley (Tull)
Brian Stokes
Bruce Carter, 56 Rotten Row, Waikuku Beach brucejencarter@xtra.co.nz
Tania Turia
Kay Wenham Pegasus
Caroll Keenan 68 Preeces Road carake@xtra.co.nz
Kevin Weet 66 Preeces Road
Rhonda Mather 60 Infinity Drive
Marten Uph??? 36 Queens Ave 0276751459
Nancy Stanton 183 Rangiora Woodend Road 312 7096

Issues raised and discussed

- Waikuku and Pegasus people will take a short cut to SH1 to go south
- How to prevent access to Preeces Road
    - A chain and key – farmers have the key
    - A gate
    - A sign saying no thoroughfare
    - Retractable bollards, barrier arm
    - Kerb build out, chicane, - farmer doesn't want to have to bother with keys or auto opening devices
- Preeces Road /SH1 intersection
    - NZTA intend to put in a right turning bay. Will this attract people to turn thre
    - Preeces Road is not a full road reserve – not wide enough as a propoer road.
    - Making Preeces Road safer gives mixed messages when combined with Kaiapoi Pa Road opening so need some more clarity to deter new users.
    - Waikuku Beach Road/SH1 intersection is not good for a left turn. Preeces Road will be attractive as a short cut, not for Pegasus people but for Waikuku beach people

- Kaiapoi Pa Road
    - Brian Stokes – concerned that he will be asked to cut back his trees
    - Mentioned owls, pheasants etc that must not be disturbed
    - Hoons – will the seal increase or reduce the honing
    - Lower Speed limit is important
    - Ease the bends - will this encourage speeding or make it safer – Ken explained side friction
    - Cycle path must be included at the same time or it wont be worth doing

- School survey to be done

- Cycling
  - School has 50 – 60 cycling children (Roger)
  - DO we just need an upgraded cycleway on the forest route instead of upgrading the road?
  - This path has the children out of sight for 20minutes – surveillance on KP Road is superior and safer
  - One lane bridge is a concern for cyclists – is there an option for a separate bridge for cyclists?
  - If the cycle track were on the east (sea) side, ther are some places where the fence is on top of a bluff
  - Essential to have the whole cycleway integrated int tohe plan for the road from the start.
  - Want to see a master plan for the whole project to understand feasibility of the whole project
  - Are Pegasus Town roads safe for cyclists? The whole route to school needs to be set now
  - Could be a shared footpath to the school
  - Crossing Kings Ave is dangerous – could there be a zebra crossing over Waikuku Beach Road
- Bus
  - WDC should tell Dave Stenhouse that the bus should go in a loop to include Waikuk town and back on KP Pa Road.
  - Is there a commuter service to Amberley
- Tiritiri Moana Drive/Kaiapoi Pa Road intersection
  - Need imagination to make it safe for buses
- Pegasus Roundabout
  - Has been audited – Brian Stokes wants to see the Safety Audit report – ask Colin Mackay
  - Drivers are treating the roundabout as a passing lane
  - Speed limits
    - on KP Road should be 70 as there are blind corners, a one way bridge,
    - Or should be 50kph to be safe for children. Important to get the speed limit correct
    - We want traffic to go slower

From http://libraries.waimakariri.govt.nz/heritage/places-of-the-waimakariri/kaiapoi/history-of-the-maori-pa
Kaiapoi means 'to swing the food in' as the Pa was quite isolated and food had to be swung across the lagoon. **Kaiapohia** means 'the piling up of bodies to eat' - an insult since this is what the Ngati Toa did.

Te Ngāi Tū Āhuriri Rūnanga Inc.

219 Tuahiwi Road RD1 Kaiapoi Phone 03 313 5543 Fax 03 313 5542

Email: tuahiwi.marae@ngaitahu.iwi.nz

17 June 2016

Tēnā Koe,

At the Kaitiakitanga Portfolio Committee hui for Ngāi Tūāhuriri Rūnanga held on the 16th June 2016, the committee on behalf of Te Ngāi Tūāhuriri Rūnanga moved to endorse the recommendations contained from the Cultural Impact Assessment report, titled; Kaiapoi Pa.

Therefore, this letter confirms that Te Ngāi Tūāhuriri endorse the recommendations contained within this report prepared by Joseph Hullen.

If you have any queries or would like further clarification please don't hesitate to contact Mahaanui Kurataiao directly on 03 377 4374.

Ngā Mihi

C M Williams

Chairperson

H. M. Burgman

Kaitiaki Portfolio Holder

KAIAPOI PĀ ROAD UPGRADE
CULTURAL IMPACT ASSESSMENT REPORT.
An assessment of effects on Ngāi Tūāhuriri and Ngāi Tahu Values.

MAY 2016.

INTELLECTUAL PROPERTY.

The cultural information in this Cultural Impact Assessment report is the intellectual property of Ngāi Tūāhuriri and Ngāi Tahu whānui and/or Te Ngāi Tūāhuriri Rūnanga and Te Rūnanga o Ngāi Tahu. Cultural information in this report therefore is to be used only for the purposes of the design and construction of the including all associated resource consent applications.
Use of this report by the requiring authority or any other party in any other circumstances (e.g. subsequent resource consent applications for other projects) shall be with the written approval of Te Ngāi Tūāhuriri Rūnanga and Te Rūnanga o Ngāi Tahu.

AFFECTED PARTY ENDORSEMENT.

The Cultural Impact Assessment has been prepared by Joseph Hullen (Ngāi Tūāhuriri) on behalf of Ngāi Tūāhuriri and Ngāi Tahu whānui. This document has been prepared to identify and explain related cultural values, practices, policies and recommendations so that they can recognised and provided for, as per the obligations contained within relevant Acts of Parliament, Local Government plans and policies, rules and regulations.
The recommendations in this report were initially endorsed by way of a motion moved and seconded, accepted and recorded in the minutes of the General Meeting of Te Ngāi Tūāhuriri Rūnanga held on the 1st day of May 2016 at Tuahiwi Marae, and confirmed and approved by the Te Ngāi Tūāhuriri Environment Committee on the 16th day of June 2016
.

Joseph Hullen on behalf of Te Ngāi Tūāhuriri Rūnanga.

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INTRODUCTION.

"Waimakariri District Council is investigating the potential benefits of providing a direct link to Pegasus at Tiritiri Moana Drive from Kaiapoi Pā Road. Waikuku Beach and Pegasus have populations of 900 and 1,050 respectively based on 2013 census data. The local primary school was relocated to Pegasus in 2014, currently the school bus from Waikuku Beach transports approximately 80 students to the school. It is estimated that a further 10 students are driven to school each day and 5-6 students cycle to school from Waikuku Beach during fine weather via the Pegasus Bay Walkway.

Currently three bus routes service the Pegasus and Waikuku Beach areas; 95, 951 and 952 Services. Environment Canterbury (Ecan) have advised that a connection via Kaiapoi Pā Road between Pegasus and Waikuku Beach would allow the 951 and 952 services to be combined into a single service with a higher frequency. Routes 951 and 952 connect to the Blue Line, a service to Christchurch and Rangiora with 30 minute headways (in the Waimakariri) across the majority of the day. Allowing a connection to every Blue Line bus will increase the attractiveness of public transport for Pegasus and Waikuku Beach residents and provides an opportunity to reduce traffic accessing Christchurch from the north.

The existing road reserves on Kaiapoi Pā Road and Tiritiri Moana Drive are connected therefore no land purchase is required to achieve this connection, reducing the costs and risks of the proposal. Currently a fence and embankment impede all users from accessing Pegasus from Kaiapoi Pā Road. The upgrade of Kaiapoi Pā Road to connect Waikuku Beach with Pegasus is listed as a short term activity (2015-2016) in the Waimakariri Long Term Plan (LTP). Council consider that the upgrade is a potential candidate for funding under the road improvements category for the purposes of improving road safety."[1]

[1] Stevenson K, 2016. *Waimakariri District Council Memo-Business Case Point of Entry-Kaiapoi Pā Road Upgrade.*

OBJECTIVES.

The objectives of this report will be to:

1. Collate information concerning the cultural significance of the proposed project area;
2. Review key Ngāi Tūāhuriri and Ngāi Tahu values attached to this land and waterways and natural resources contained within;
3. Assess how the proposed project might affect those values;
4. Identify affected parties in terms of cultural matters and the consultation process involved in compiling this report;
5. Identify appropriate measures to avoid, remedy or mitigate any such adverse effects; and
6. Present the above in a clear, concise and professional report for due consideration by the requiring authority as well as other interested parties.

METHODOLOGY.

The preparation of this report primarily involved a review of existing information complimented with ongoing communications with members of Te Ngāi Tūāhuriri Rūnanga and Te Rūnanga o Ngāi Tahu. This Cultural Impact Assessment report has been prepared therefore in accordance with the information researched and the feedback received from the aforementioned sources.

KEY AFFECTED PARTIES IN TERMS OF CULTURAL MATTERS.

Ngāi Tahu.
The Ngāi Tahu people have their origins in three main streams of migration. The first of our people to arrive in the southern islands migrated here under the leadership of Rākaihautū on the waka (canoe) Uruao. They arrived in Whakatū, Nelson and proceeded to explore and inhabit the South Island. This is the origin of the Waitaha iwi, who named the land and the coast that borders it.

The plentiful resources of Te Waipounamu called others to abandon their Northern homes and move southward. The second wave of migration was undertaken by the descendants of Whatuamāmoe who came down from the North Island's east coast to claim a place for themselves in the south. These descendants came to be known as Kāti Māmoe and through inter-marriage and conquest these migrants merged with the resident Waitaha and took over authority of Te Waipounamu.

Tahupōtiki's descendants who formed Ngāi Tūhaitara and Ngāti Kurī moved south travelling first to Wellington. Ngāi Tūhaitara and Ngāti Kurī settled in Te Whanganui-a-Tara (Wellington) under the respective leadership of Tūāhuriri and Maru Kaitatea. Ngāti Kurī and Ngāi Tūhaitara migrated to Te Waipounamu. Maru Kaitatea established Ngāti Kurī at Kaikōura. Tūāhuriri's son, Turakautahi, placed Ngāi Tūhaitara at Kaiapoi Pa. With Kaikōura and Kaiapoi Pā established, and through intermarriage, warfare and political alliances, Ngāi Tahu interests amalgamated with Ngāti Mamoe and Waitaha iwi and Ngāi Tahu iwi established manawhenua or pre-eminence in the South Island. Sub-tribes or hapū became established around distinct areas.

Ngāi Tūāhuriri.
Ngāi Tūāhuriri is one of the five primary hapū of Ngāi Tahu whānui, whose takiwā (territory) centres on Tuahiwi and extends from the Hurunui, south to the Hakatere and west to the Main Divide. It was after all Tūāhuriri's son, Turakautahi who we acknowledge as the founder of Kaiapoi Pā and the consequent widespread settlement of the surrounding district.

Te Rūnanga o Ngāi Tahu.
Te Rūnanga o Ngāi Tahu is a body corporate established under section 6 of the Te Rūnanga o Ngāi Tahu Act 1996, to act as the central representative body of Ngāi Tahu whānui . It is the governing body that oversee's the tribes activities and is made up of democratically elected representatives from the 18 Papatipu Rūnanga whose role it to administer the assets and liabilities of Te Rūnanga o Ngāi Tahu as kaitiaki (guardian) for Ngāi Tahu whānui.

Te Ngāi Tūāhuriri Rūnanga.

Te Ngāi Tūāhuriri Rūnanga Incorporated Society is the modern day representative of Ngāi Tūāhuriri and is one of 18 Papatipu Rūnanga of Ngāi Tahu whānui recognised in the first schedule of Te Rūnanga o Ngāi Tahu Act 1996.

Te Ngāi Tūāhuriri Rūnanga is governed by its own constitution, managed by an executive and compromises a number of sub-committees that report back to its members, on the first Sunday of every month at the Tuahiwi Marae.

CONSULTATION WITH AFFECTED PARTIES.
During the compilation of this report, the following consultation and discussions have occurred:

Te Ngāi Tūāhuriri Rūnanga.
Discussion with Ngāi Tahu historian, Dr Rawiri TeMaire Tau.
Discussions with Te Ngāi Tūāhuriri Rūnanga Executive Committee members at Tuahiwi Marae.
Presentations to members at the Te Ngāi Tūāhuriri Rūnanga General Meeting at Tuahiwi Marae.

CULTURAL IDENTITY.

Ko Maungatere te maunga ki runga,
Waimakariri te awa,
Tū-āhu-riri te tangata.

Maungatere (Mt Grey) stands above,
Waimakariri is the river,
Tū-āhu-riri is the man.

"Thus runs the saying of Ngāi Tūāhuriri , the Ngāi Tahu hapū based at Kaiapoi-Tuahiwi, whose traditional rohe extends from the Hakatere (Ashburton) and Waikirikiri (Selwyn) Rivers to the Hurunui."[2]
"The arrival of Ngāi Tahu around 1700AD saw the establishment of a network centred on Te Pa o Turakautahi, "Kaiapoi". The pā was built on dunes virtually surrounded by a deep lagoon and accessible by large waka (canoe) from both the Rakahuri (Ashley) and Waimakariri Rivers."[3].

The migration story of Ngāi Tahu from the east coast of the North Island to Canterbury is often told through the oral tradition of the accounts of Moki and his elder brother Tūrākautahi. Moki was the war chief and the youngest son of Tūāhuriri the senior Ngāi Tahu chief of the Ngāi Tūhaitara hapū (later to become Ngāi Tūāhuriri).

Word eventually got back to Tū-āhu-riri in Hataitai that Tutekawa was living at Waikakahi, and so Tū-āhu-riri summoned a war party, Te Taua-Tua-Whiri, comprising his sons and other leading chiefs; Hamua who with his father Tū-āhu-riri drowned in Te Moana a Raukawa/Cook Strait, Tāne-Tiki, Turākautahi, Moki, Hika Tūtae, Maka, Huikai, Mōkai, Whākuku and Turakipō.

Moki led the war party south to avenge the death of his father's wives at the hands of Tutekawa. The reason for the migration of Ngai Tuhaitara to Te Waipounamu was to search for Tutekawa who was responsible for the death of two of Tu-ahu-riri's wives Hinekaitaki and Tuarāwhiti.

"With Tūtekawa killed, Moki ordered Tūtekawa's children to build a pā at Kaikai a Waro for his elder brother Tūrākautahi. Moki returned to his village at Kahutara. Tūtekawa's descendants built the pā at Kaikai a Waro and it was named Kaiapoi by Tūrākautahi".[4]

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[2] Evison HC. 1993 *Land of Memories.* Tandem Press, Auckland. At p19.
[3] Allingham BJ, 2005. *Retracing the 19th Century Landscape around Kaiapoi Pa.: Unpublished Report for Te Ngai Tuahuriri Runanga Inc.* Kaupapa Taiao, Office of Te Runanga o Ngai Tahu.
[4] Tau RTM. 2003 *Ngā Pikituroa o Ngāi Tahu.* University of Otago Press, Dunedin. At p194.

"Moki returned north to Kaikōura, where he explained to his older brother Tūrākautahi what he had done, what lands he had conquered, and what foods were available from the area we know as Canterbury. He suggested to Tūrākautahi that he should go there and live, instead of staying among his relatives already settled in Kaikōura.
Go down to Paparoa and build yourself a maimai said Moki, and Tūrākautahi, who saw the chance to establish himself and his hapū in the status it should have, accepted his younger brother's offer. Moki went south with him and together they constructed a strong pā in the Taerutu lagoon".[5]

"Tūrākautahi was badly wounded in the assault on Pariwhakatau Pā, and was carried in stages from there to a small village called Te Kohanga-a-Kaikaiawaru, which was on the site or close by where Kaiapoi Pā was soon after built. I am not quite sure if there was not already a fortified place called Te Kohanga and that Tūrākautahi merely took it and re-modelled and strengthened it, and re-named it Kaiapoi".[6]

"Kaiapohia was one of the early ancestral villages of Waitaha. With the demise of Waitaha, Ngāi Tahu created a pā there and it became their southern citadel. Moki made that fortress of the warrior peoples;
"Moki reached Kaikoura and made a report of his adventures. To his elder brother Tūrākautahi he said; Go down there and build yourself a mae mae, and he went on to tell of the abundant food and the safety in which he could live. The chiefs and their families lived within the pā, the lesser people living in the kaingas on the Sandhills amid the lagoons and swamps, or in the clearings in the bush".[7]

The demise of Kaiapoi Pā began with the visit of the Ngāti Toa rangatira Te Rauparaha following the sacking of the Takahanga and Omihi Pā's. The sacking of these pā was in response to a foolish boast made by 'Te Rerewaka' who was at that time domiciled in Kaikōura.

"Te Rerewaka who was half Rangitāne and half Ngāi Tahu, was the chief at Kaikōura. Te Rerewaka said, after the attack on Wairau, 'Had he come here I should have split him open with a shark's tooth (niho mangā)'. This curse fell in admirably with the plans of Te Rauparaha, who sailed south with a force of about seven hundred men."[8]

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[5] Tau, RT, Anderson A. 2008 *Ngāi Tahu: A Migration History. The Carrington Text.* Bridget Williams Books, Wellington. At page 117
[6] Beattie H.1990 *Tikao Talks.* Penguin Books NZ Ltd, Auckland. At p123.
[7] Brailsford B.1997. *A Tattooed Land.* A.H & A.W Reed Ltd, Auckland. At p181.
[8] Tau, RT, Anderson A. 2008 *Ngāi Tahu: A Migration History. The Carrington Text.* Bridget Williams Books, Wellington. At page 174.

Aided by a case of mistaken identity Te Rauparaha and his men would manage to dupe the people of Kaikōura and eventually sack and slaughter the inhabitants of Takahanga and later repeat the slaughter on the flat of Tāhunatōrea.

"At this stage Te Rauparaha wanted to return to Kapiti to complete his arrangements to colonise the land he had won, thus by occupation after conquest confirming title to it. His plan to return was strongly opposed by his friends, particularly Te Pēhi, who had returned from England, and who wanted to go onto Kaiapoi at once. Te Rauparaha agreed, and the prisoners and a large portion of the force were left at Goose Bay, while he and his principal chiefs went southwards to Kaiapoi. They landed at the mouth of the Ashley River, where they left their canoes, and arrived outside the pā where they pitched camp."[9]

"Communication with the pā was opened at once, under the pretext that they had come in peace, intending to trade muskets for greenstone in which Kaiapoi was said to be relatively wealthy. They were visited by the chief Tamaiharanui, and to him Te Rauparaha after professing his peaceful intentions recited a puha (chant). A report was then brought to Tamaiharanui that the grave of his grandmother, had been desecrated by Ngāti Toa on their way to the pā. And finally, refugees from Kaikōura and Goose Bay who had made their way down the coast brought news of the slaughter in those places."[10]

Tamaiharanui wished to make an attack on the them immediately but was dissuaded from this taking this course of action, however the news from Kaikōura roused the whole pā against the their guests. Inevitably an attack on the Ngāti Toa chiefs present inside the pā led to the deaths of Te Pēhi, Te Aratangata, Te Rangikatua, Te Kohi, Te Ruatahi, Te Huapiko and Te Kōhua. The attack was a terrible blow for Te Rauparaha who lost no time in leaving.

While he would later exact his revenge on Tamaiharanui in the 'Elizabeth' incident, and the wanton slaughter of the various kainga around the Akaroa harbour, Te Rauparaha was still determined to destroy Kaiapoi and, if possible bring to a successful conclusion his plan for the conquest of the whole of the South Island.

In 1831, about a year after the capture of Tamaiharanui, Te Rauparaha collected a force of about six hundred fighting men and sailed south. The fleet landed near the mouth of the Waipara River, where the canoes were drawn up on the beach and the war party made their way through the swamp and bush towards the pā.

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[9] Tau, RT, Anderson A. 2008 *Ngāi Tahu: A Migration History. The Carrington Text.* Bridget Williams Books, Wellington. At page 175.

[10] Tau, RT, Anderson A. 2008 *Ngāi Tahu: A Migration History. The Carrington Text.* Bridget Williams Books, Wellington. At page 176.

"Te Rauparaha saw that bold assaults would be expensive failures, and set about regular siege operations which in the end lasted nearly six months.
The pā was surrounded by water for all of its perimeter except for a short space on the south side. Here Te Rauparaha pitched his camp behind the low sand hills and dug zigzag trenches forward towards the wall of the pā. Sniping between the besiegers and the besieged accounted for a few casualties.

After a few months Te Rauparaha thought that he could burn down the palisade of the pā if he sapped up close to it and deposited bundles of manuka and other flammable material against it. Day by day the heap of brushwood grew higher although at great cost, for Ngāi Tahu had built a high tower which overlooked the Ngāti Toa trenches, and from which they could shoot down at the men working in them.

Then for days it was necessary to wait for a suitable wind that would take the flames over the palisade and the pā. The easterly wind that prevailed at last turned to the north-west, which gave the defenders the chance to light the heap of brushwood themselves and let the strong wind take the flames away from the pā. This was done, and the smoke and flames roared over Te Rauparaha's head.

But the weather on the Canterbury Plains is fickle, and suddenly, without warning, the wind veered to the opposite quarter and what Te Rauparaha had desired for so long came to pass. Through the dry timbers of the palisade the hot flames roared, and the flying sparks, carried to the thatch of the whare within, spread the fire. Through the flames and smoke came the warriors of Ngāti Toa, all the fiercer on account of their long wait.

Some of the thousand people who were then in the pā escaped by scaling the walls in the rear and making their way through the swamps; a few were taken prisoner, and about six hundred were killed. Many of the prisoners were massacred on the little sand-hill now occupied by a cow shed just opposite the junction of the road to the pā and the main road."[11]

"When the Reverend John Raven, one of the Canterbury pilgrims took possession of the land in the neighbourhood of this knoll, the whole surface of the ground between it and the lagoon was strewn with human remains and weapons of all sorts. Mr Raven caused the bones to be collected and about two waggon loads were buried by his orders in a pit at the base of the sand-hill. The remains of the houses and fortifications were destroyed in the fires lit to clear the land for farming purposes."[12]

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[11] Tau, RT, Anderson A. 2008 *Ngāi Tahu: A Migration History. The Carrington Text.* Bridget Williams Books, Wellington. At pages 184-185
[12] Travers, WTL. *Stirring times of Te Rauparaha.* Wilson and Horton Ltd, Auckland. At page 229.

EFFECTS ON SIGNIFICANT SITES .

Following discussion and a review of previously recorded policies, plans and reports, Ngāi Tūāhuriri and Ngāi Tahu have identified the following values of particular cultural significance, for consideration and appropriate provision.

Wāhi Taonga.

The modern day Kaiapoi Pā complex is now divided into two parts by Preeces Road. The palisaded section of Kaiapoi Pā is situated on the northern side of Preeces Road and is approximately 2.4 hectares in size. Immediately opposite on the southern side of Preeces Road the walls and structures of an earlier pā site occupy approximately 0.8 hectares.

Tony Fomison's 1964 site record for the Kaiapoi Pā site records the following:
"The main transverse earthworks of the pā have been modified by the erection of the monument and the approaching road while field evidence recorded by the 1872 survey has been obliterated by Petrie's house and farm. Within, stock grazing are gradually levelling the sand-sided pits and earthworks".[13]

"The earliest recorded reference to archaeological material being found during an excavation at the pā was in 1898 when "an opening was dug out of the rampart" of the pā wall for the foundation stone of the monument that was to be erected on the southern defensive wall. This revealed "several of the old totara palisades, which were in a wonderful state of preservation".[14]

"In 1939 Roger Duff, then ethnologist at Canterbury Museum, visited Kaiapoi Pā with J Gibbs Stanton, then aged 82, who had been employed sixty years earlier by the adjacent land owner, M Burton to cut the first drainage ditches.

Duff recorded in his field book that Stanton and another man had commenced the drain five or six chains (100-120 metres) beyond Cabbage Tree Island [north of the pā] and worked in both directions, using hay knives and long handled drags.

A wattled manuka track under the water had been found on the western side of the pā opposite one of the openings of the defensive wall, with another to the north east of the site. A shaped post, a "black flint mere" and three blackened human skulls had been found by the workmen, and the land owner obtained a number of artefacts from the material removed from the ditches".[15]

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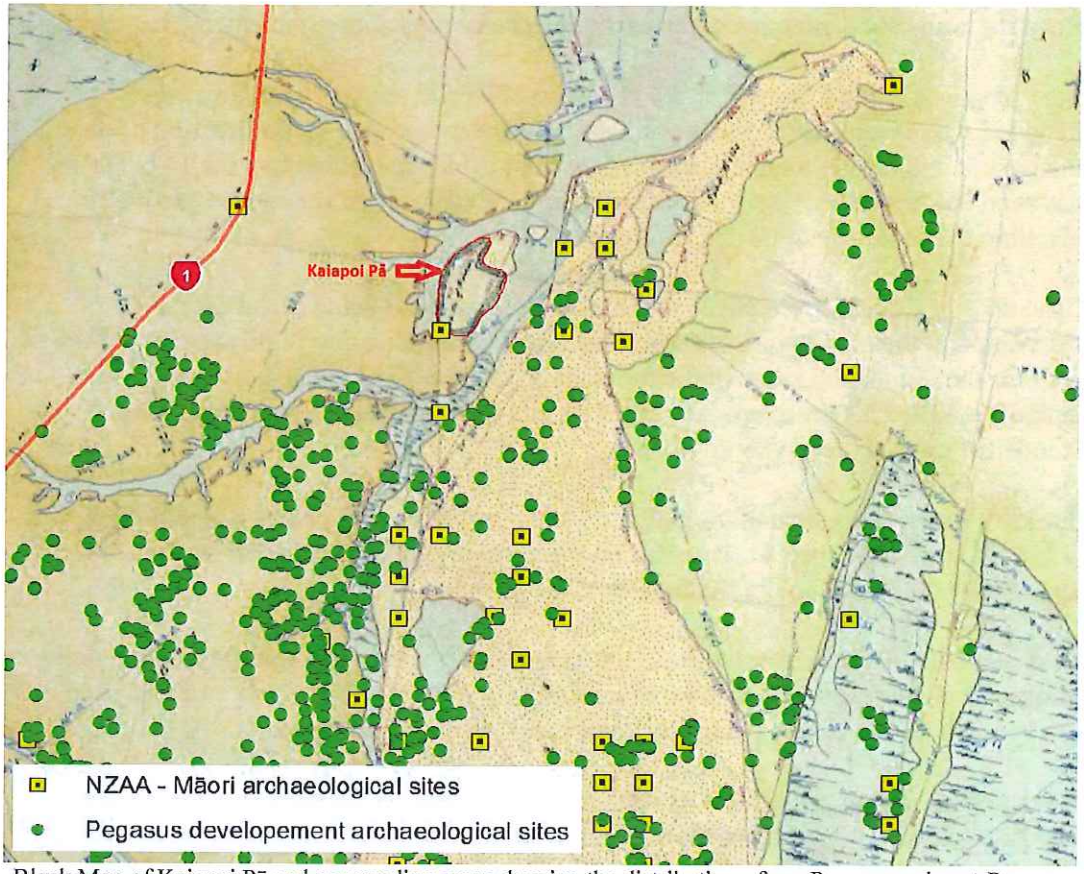
[13] https://nzaa.eaglegis.co.nz/NZAA/Map. Accessed 6th January 2016.
[14] Trotter M. 2010. *Kaiapoi Pa Archaeological Assessment.* At p8.
[15] Trotter M. 2010. *Kaiapoi Pa Archaeological Assessment.* At p8.

"In 1946 Duff made a "reconnaissance trip" to the site this time in the company of J.R Eyles and E.Harvey, recording the following narrative (Duff 1943-47: 97-98):
"*Arrived, contacted M Petrie to find that he had not found any artefacts when recently clearing a sandhill south of his house for setting up an outdoor sawmill. Inspected his very poor collection - a few sandstone cutters, some lead ?cast for moulding bullets during Siege, and two much battered fragments of large completely ground adzes of baked argillite.*
Dug for about half an hour on edge of swamp in Petrie's garden, finding a broken bone toggle, and a reject of sawn greenstone, but too wet in swamp proper, and Petrie obviously unhappy about encroaching on his harder ground".[16]



Black Map of Kaiapoi Pā and surrounding areas showing the distribution of pre-Pegasus and post-Pegasus Archaeological sites.

There have doubtless also been a number of illicit excavations carried out on the pā and surrounding areas, for instance the NZAA site record form "Artefacts, Excavations 2" for the Kaiapoi Pā M35/7 records the following:

[16] Trotter M. 2010. *Kaiapoi Pa Archaeological Assessment.* At p9.

"...In August 1958 some boys from Papanui High School were digging within the pā, and by the time they were stopped had collected a few interesting items such as trade beads and pig bones".[17]

Meanwhile an the NZAA site record form for site M35/8 records the following: "...Russell Spense and David Laird excavated in August 1958 several adzes, including two that according to R S Duff were Chatham Islands types, probably left by Te Rauparaha's occupation".[18]

As a result of the earthworks associated with the Pegasus Town residential subdivision located immediately to the east and south of the Kaiapoi Pā several complex archaeological sites were located and recorded before their destruction or burial under landscaping features:

M35/1109 Midden, Oven stones. Shell was scattered about 20 metres of the dune ridge, probably re-deposited from the insitu deposit on top of a knoll next to Preeces Road which was about 3 x 4m. The shell was very compact and bunched and was probably a "rourou" basket disposal. This was sampled and consisted mainly of cockles, some very large (over 55mm), but also a few which were very small. Pipi were present as well as mud snails, no artefacts found. A concentration of fire cracked rock from a disturbed oven was associated.

M35/1110 Midden/Oven. This midden was exposed during the removal of an immense pine tree stump on the ridge next to Preeces Road. The site was a layer about 60 to 130 cm below the surface and consisted of small sized pipi some of which had been burnt.

Also present were occasional cockles and concentrations of mud snails. A marine mussel shell was found and there were a few fire cracked rocks, but no artefacts. It contained a substantial amount of fish bone, and rat bone was present. The site was about 7 x 5m and the insitu layer was about 10 to 20 cm thick. The pipi shells were laying flat, and not compacted.

M35/1112 Midden, Oven (Intact), Working area/flaking floor. This site consisted of an oven with fire cracked rock and charcoal and had a scatter of shell and a greenstone flake nearby on the southern slope of the dune ridge. About 20m on the top of the dune ridge to the north east was a greenstone workshop in a 8x 2m area. The workshop material consisted of about 100 small flakes of fully felted greenstone. There are possibly more greenstone flakes remaining.

[17] https://nzaa.eaglegis.co.nz/NZAA/Map. Accessed 6th January 2016.
[18] https://nzaa.eaglegis.co.nz/NZAA/Map. Accessed 6th January 2016.

At various times during the Pegasus bulk earthworks phase the author observed a cultural layer exposed by traffic activities on the western side of Kaiapoi Pā Road immediately opposite Tiritiri Moana Drive.

"Archaeological evidence shows the area in and around the Waimakariri was settled from times when moa were hunted. Distinctively early styled taonga are recorded from the banks of the Waimakariri, in keeping with river systems of all sizes around Canterbury. Relatively early C14 dates are recorded for the inner dune system at Kairaki, while a 5 ¾ inch long stone minnow lure shank of the style found in Moa-hunter sites "was found at the Waimakariri River"(JPS Vol 38 No.4;Dec.1929, p272)."[19]

"These and other archaeological sites lie on a narrow coastal strip up to five kilometres wide that extends from the Avon estuary north to the sand dunes between the mouth of the Waipara River and the Teviotdale Stream.

The landscape in this strip mostly comprises Quarternary sand-dunes which run parallel with the coast, and between which originally lay swampland of varying depth - now largely drained as a result of natural river meanderings and European farming developments."[20]

Disturbed shell midden and oven stones, Kaiapoi Pā Road 24 April 2016.

[19] Allingham BJ, 2005. *Retracing the 19th Century Landscape around Kaiapoi Pa.: Unpublished Report for Te Ngai Tuahuriri Runanga Inc.* Kaupapa Taiao, Office of Te Runanga o Ngai Tahu.
[20] Trotter M. 2009 *Archaeological Assessment of Kaiapoi Pā, North Canterbury.*

Archaeological excavations at Pegasus and Sovereign Palms have shown that undisturbed archaeology can remain in areas where crop or livestock farming has taken place. During a period of dune building, compacted wind blown sand can cover archaeological deposits completely in a relatively short period of time.

The number of archaeological sites recorded in the Pegasus Town area went from less than one hundred, to in excess of several hundred during the course of the development.

"These were sites with insitu deposits intact below the plough zone, about 20-30 cm in depth. There had been no previous evidence that there would be any archaeology in this area."[21]

"Ngāi Tahu whānui have a personal relationship with the land which extends beyond mere occupation. This relationship begins at birth with the placenta, like the land, being called whenua. Traditionally, when a child is born the placenta is buried in the earth which expresses the belief that humankind originates from Papatūānuku and returns to her. This is an example of an individual's close relationship with the land, and the loss of land is the loss of self." [22]

"Archaeological sites exist not only as entities in their own right, but as part of a much larger Ngāi Tahu identity. Some areas must be considered in light of the contribution they make to the greater picture, not merely on the basis of their individual and isolated attributes. Ngāi Tahu concern with archaeological sites extends beyond that of ancestral connection alone. They are also valuable sources of information on the activities of their Tupuna which those in the present world know little about."[23]

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[21] Witter D. 2006 *Pegasus Town Interim Archaeological Report October 2006,* Witter Archaeology, Taumutu. At p1.
[22] Tau RT, Goodall A, Palmer D, Tau HR. 1990 *Te Whakatau Kaupapa: Ngai Tahu Resource Management Srategy for the Canterbury Region.* Aoraki Press , Wellington. At p4-30, 4-31.
[23] Tau RT, Goodall A, Palmer D, Tau HR. 1990 *Te Whakatau Kaupapa: Ngai Tahu Resource Management Srategy for the Canterbury Region.* Aoraki Press , Wellington. At p4-31.

Wāhi Tapu/Urupā.

"There were two burial grounds within the pā."[24]
"In his text Stack suggests that the garden for the pā was outside the walls and the burial ground within it. A.V MacDonalds 1870 map states it (the garden) was the burial ground for the two hapū within the pā.

"A wattled manuka track under the water had been found on the western side of the pā opposite one of the openings of the defensive wall, with another to the north east of the site. A shaped post, a "black flint mere" and three blackened human skulls had been found by the workmen, and the land owner obtained a number of artefacts from the material removed from the ditches."[25]

"When the Reverend John Raven, one of the Canterbury pilgrims took possession of the land in the neighbourhood of this knoll, the whole surface of the ground between it and the lagoon was strewn with human remains and weapons of all sorts. Mr Raven caused the bones to be collected and about two waggon loads were buried by his orders in a pit at the base of the sand-hill. The remains of the houses and fortifications were destroyed in the fires lit to clear the land for farming purposes."[26]

"Some of the thousand people who were then in the pā escaped by scaling the walls in the rear and making their way through the swamps; a few were taken prisoner, and about six hundred were killed."[27]

"Of all wāhi tapu the urupā is the most significant. They are important to Ngāi Tahu as in these areas lay the bones of celebrated ancestors who are gone but never forgotten.
To identify the location identifies the funerary places which Ngāi Tahu are less than anxious to do. Ngāi Tahu require some restriction on the information about these sites, and they are therefore identified in silent files."[28]
The dead are a link to the past and to the land. By protecting the urupā, the mana of the ancestors and their descendants is also remembered.

Of all the wāhi tapu in the Ngāi Tūāhuriri takiwa, the Kaiapoi Pā site is easily the most significant. The Kaiapoi Pā was the scene of a massacre the scale of which was not likely seen before or after in the Ngāi Tūāhuriri takiwa.

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[24] Stack, JW. 1906 *The sacking of Kaiapohia Pa.* Whitcombe and Tombs, Christchurch. At page 180.
[25] Trotter M. 2010. *Kaiapoi Pa Archaeological Assessment.* At p8.
[26] Travers, WTL. *Stirring times of Te Rauparaha.* Wilson and Horton Ltd, Auckland. At page 229.
[27] Tau, RT, Anderson A. 2008 *Ngāi Tahu: A Migration History. The Carrington Text.* Bridget Williams Books, Wellington. At page 185
[28] Tau RT, Goodall A, Palmer D, Tau HR. 1990 *Te Whakatau Kaupapa: Ngai Tahu Resource Management Srategy for the Canterbury Region.* Aoraki Press , Wellington. At p4-15.

"Knowledge of urupā is often retained by certain individuals within iwi, hapu and whanau. These individuals are not always willing to divulge the locations of urupā for fear of them being disturbed."[29]

Urupā can have statutory protection under the following Acts:
i) The Historic Places Act, 1993;
ii) The Māori Affairs Act, 1953.

Urupā are a sensitive issue. Ngāi Tahu believe they should be strictly left alone.
In some instances it may be desirable to re-inter the skeletal remains, for example perhaps the site was known to contain only one ancestor and it is deemed necessary by the Rūnanga and connected interests to be necessary to give way to development.

As stated previously, regardless of the methodology used, the construction of a road to sealed road specifications along the proposed short eastern alignment will involve the disturbing or removal of top soil and sub soils during bulk earthworks. This will raise the possibility of discovery of further burial sites.

[29] Tau RT, Goodall A, Palmer D, Tau HR. 1990 *Te Whakatau Kaupapa: Ngai Tahu Resource Management Srategy for the Canterbury Region.* Aoraki Press , Wellington. At p4-25.

CULTURAL ISSUES TO CONSIDER.

Following discussion and a review of previously recorded policies, plans and reports, and Ngāi Tahu have identified the following values of particular cultural significance, for consideration and appropriate provision within the design and development of the .

Whakapapa.

The central element of Māori culture is whakapapa[30], the genealogical relationships that stretch across and between both human and non human worlds. Whakapapa establishes the origins and creation of all things and connects people to their ancestors as well as to the land and natural resources around them.

Human relationships with their environment were traditionally reciprocal in nature and carried with them the essential responsibility embodied by the notion of Kaitiakitanga.[31] This inextricably and inter-dependent relationship is reflected in the following proverb:

Toi tū te marae o Tāne
Toi tū te marae o Tangaroa
Toi tū te iwi.[32]

How to recognise and provide for Whakapapa?

a.) Give effect to the relevant policies of the Waimakariri District Plan that relate to Ngāi Tūāhuriri and the Kaiapoi Pā, specifically;

Policy 2.1.3.6

b.) To avoid, remedy or mitigate adverse effects of the subdivision of Pegasus on the cultural values and wāhi taonga, wāhi tapu and urupā of Ngāi Tūāhuriri and Ngāi Tahu, and

c.) To ensure that the subdivision and development of Pegasus does not adversely affect the setting and significance of Kaiapoi Pā.

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[30] "Papa" is anything broad, flat and hard such as a flat rock, a slab or a board. "Whakapapa" is to place in layers, lay one upon another. Hence the term Whakapapa is used to describe both the recitation in proper order of genealogies, and also to name the genealogies.

[31] Kaitiakitanga is an integral aspect of Rangatiratanga and entails an active exercise of authority in a manner beneficial to the resource in question.

[32] "If the domain of Tāne survives and the domain of Tangaroa does too, the people live on". That is to say, if we look after the natural resources of earth and water, then they in turn will look after you.

Rangatiratanga.
The traditional personal authority of chiefs (rangatira) over the assets of an iwi/tribe or hapū/sub-tribe (land, forests, fisheries, etc.)
Rangatiratanga[33] is embodied within the concept of mana whenua[34] and defines the ability to exercise and manage the relationship between ourselves, our culture and traditions and our environment.

Rangatiratanga incorporated the right to make, alter and enforce decisions pertaining to how a resource was to be used and/or managed, and by whom. This was carried out in accordance with tikanga and kawa[35] and is akin to the modern day functions of Local and Central Government agencies and authorities.
Contemporary and practical expressions of Rangatiratanga would include the active involvement of Tāngata Whenua in resource management decision making processes (e.g. Te Kohaka o Tuhaitara Trust) and/or the implementation of iwi management plans over particular resources or localities (e.g. Te Waihora/Lake Ellesmere Management Plan).[36]

How to recognise and provide for Rangatiratanga?
Appropriate participation by tāngata whenua whether that be on any Board, Trust or Committee set up for the purpose of managing the natural or physical resources, and/or through "on the ground" maintenance and monitoring of those sites and resources within the project area affected by the activities presently under application.

Outcomes sought:

a.) Give effect to the relevant policies of the Waimakariri District Plan that relate to Ngāi Tūāhuriri and the Kaiapoi Pā, specifically;

Policy 2.1.3.6

b.) To avoid, remedy or mitigate adverse effects of the subdivision of Pegasus on the cultural values and wāhi taonga, wāhi tapu and urupā of Ngāi Tūāhuriri and Ngāi Tahu, and

c.) To ensure that the subdivision and development of Pegasus does not adversely affect the setting and significance of Kaiapoi Pā.

[33] The traditional personal authority of chiefs (rangatira) over the assets of an iwi/tribe or hapū/sub-tribe (land, forests, fisheries, etc.)
[34] means customary authority exercised by an iwi or hapu in an identified area.
[35] The Māori equivalent of Pakehā law.
[36] Lenihan TM. 2006 *Statement of Evidence, Application for Resource Consent by Pegasus Town Ltd.*

Taonga.
In the management of resources it is important to Ngāi Tahu that the habitats and wider needs of taonga are protected and sustainably managed and enhanced.
All natural resources such as air, land, water are taonga; (i.e. tangible or intangible treasures that are highly valued by tāngata whenua for their capacity to provide, sustain and shape the quality of life (e.g. *tikanga* or customs, *te reo* or the Māori language)). The protection of the relationship of tāngata whenua is included in Article II of the Treaty of Waitangi, the Resource Management Act 1991 section 6(e), and more recently the Ngāi Tahu Claims Settlement Act 1998.
To ensure taonga are available for future generations, Ngāi Tahu consider that resource management decision making processes need to recognise tikanga Māori (protocols and customs) and have the conservation and sustainability of resources as its focus.
The Crown's settlement with Ngāi Tahu (Ngāi Tahu Claims Settlement Act 1998) included recognition of the special relationship Ngāi Tahu has with taonga species.

Ngai Tahu participates in the management of those species in many ways including representation on species recovery groups.
Through the Crown's Settlement Offer, the special relationship Ngāi Tahu has with fourty nine bird species, fifty four plant[37] species and 6 marine mammal species was recognised and acknowledged.

Outcomes sought:

a.) Give effect to the relevant policies of the Waimakariri District Plan that relate to Ngāi Tūāhuriri and the Kaiapoi Pā, specifically;

Policy 2.1.3.6

b.) To avoid, remedy or mitigate adverse effects of the subdivision of Pegasus on the cultural values and wāhi taonga, wāhi tapu and urupā of Ngāi Tūāhuriri and Ngāi Tahu, and

c.) To ensure that the subdivision and development of Pegasus does not adversely affect the setting and significance of Kaiapoi Pā.

[37] a list of taonga plant species is attached as Appendix G.

Kaitiakitanga.
Kaitiakitanga is an integral aspect of Rangatiratanga and entails an active exercise of authority in a manner beneficial to the resource in question. The rights and responsibilities of kaitiaki derive from mana whenua, and this has been reflected in the definition of kaitiakitanga in the Resource Management Act 1991 where it is made clear that only tāngata whenua of an area are able to exercise kaitiakitanga.
Traditionally speaking kaitiaki were spiritual guardians associated with particular resources and locations. Their essential function was to indicate the well being of their environment thereby warn local human guardians accordingly. Those that claim mana whenua have a responsibility to maintain natural and physical resources within their rohe[38] and as such are considered kaitiaki.

How to recognise and provide for Kaitiakitanga?
Appropriate participation by tāngata whenua whether that be on any Board, Trust or Committee set up for the purpose of managing the natural or physical resources, and/or through "on the ground" maintenance and monitoring of those sites and resources within the project area affected by the activities presently under application.

Outcomes sought:

a.) Give effect to the relevant policies of the Waimakariri District Plan that relate to Ngāi Tūāhuriri and the Kaiapoi Pā, specifically;

Policy 2.1.3.6

b.) To avoid, remedy or mitigate adverse effects of the subdivision of Pegasus on the cultural values and wāhi taonga, wāhi tapu and urupā of Ngāi Tūāhuriri and Ngāi Tahu, and

c.) To ensure that the subdivision and development of Pegasus does not adversely affect the setting and significance of Kaiapoi Pā.

[38] tribal territory

Mauri.
In Māori thought all things are believed to have a mauri, or vital essence. It is this mauri which provides all living things and every place with a unique personality. The key to the traditional Māori view towards environmental issues is the importance of not altering a mauri to the extent that it is no longer recognisable.

How to recognise and provide for Mauri.
Appropriate input or involvement - whether in person or via plans and policies- in the management, maintenance and monitoring of culturally significant sites or resources affected by the activities presently under application.

Outcomes sought:

a.) Give effect to the relevant policies of the Waimakariri District Plan that relate to Ngāi Tūāhuriri and the Kaiapoi Pā, specifically;

Policy 2.1.3.6

b.) To avoid, remedy or mitigate adverse effects of the subdivision of Pegasus on the cultural values and wāhi taonga, wāhi tapu and urupā of Ngāi Tūāhuriri and Ngāi Tahu, and

c.) To ensure that the subdivision and development of Pegasus does not adversely affect the setting and significance of Kaiapoi Pā.

Wāhi Tapu/Wāhi Taonga and Urupā.
In modern terms - in the Ngāi Tahu rohe - the term wāhi tapu refers to places held in reverence according to local tribal custom and history. Some wāhi tapu are important to the Iwi while others are important to individual hapu or whānau. Of all wāhi tapu, urupa (burial sites) are considered to be the most significant.

How to recognise and provide for Wāhi Tapu/Wāhi Taonga and Urupā.
"It is important for Ngāi Tahu that wāhi tapu sites are protected from inappropriate activity; and there is continued access to such sites for Ngāi Tahu.[39]

Outcomes sought:

a.) Give effect to the relevant policies of the Waimakariri District Plan that relate to Ngāi Tūāhuriri and the Kaiapoi Pā, specifically;

Policy 2.1.3.6

b.) To avoid, remedy or mitigate adverse effects of the subdivision of Pegasus on the cultural values and wāhi taonga, wāhi tapu and urupā of Ngāi Tūāhuriri and Ngāi Tahu, and

c.) To ensure that the subdivision and development of Pegasus does not adversely affect the setting and significance of Kaiapoi Pā.

[39] Natural Resources Regional Plan, Chapter 2 (Ngāi Tahu and the Management of Natural Resources) 2.3.6 page 2-8.

LEGISLATION TO CONSIDER.

Resource Management Act 1991.

Section 5, 6, 7, and 8 of the Resource Management Act 1991 prescribe what all persons exercising functions and powers under the Resource Management Act need to consider in relation to managing the use, development and protection of natural and physical resource.

Section 6.
Matters of national importance.
In achieving the purpose of this Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall recognise and provide for the following matters of national importance:
(e) The relationship of Māori (in this instance Ngāi Tūāhuriri and Ngāi Tahu) and their culture and traditions with their ancestral lands, water sites, wāhi tapu and other taonga.
(f) The protection of historic heritage[40] from inappropriate subdivision, use, and development.

Section 7.
Other matters
In achieving the purpose of this Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall have particular regard to:
(a) Kaitiakitanga:
(aa) The ethic of stewardship:
(b) The efficient use and development of natural and physical resources:
(c) The maintenance and enhancement of amenity values:
(f) Maintenance and enhancement of the quality of the environment:
(g) Any finite characteristics of natural and physical resources:

---

[40] historic heritage;
(a) means those natural and physical resources that contribute to an understanding and appreciation of New Zealand's history and cultures, deriving from any of the following qualities:
(i) archaeological:
(ii) architectural:
(iii) cultural:
(iv) historic:
(v) scientific:
(vi) technological; and
(b) includes—
(i) historic sites, structures, places, and areas; and
(ii) archaeological sites; and
(iii) sites of significance to Maori, including wāhi tapu; and
(iv) surroundings associated with the natural and physical resources.

Section 8.
Treaty of Waitangi/Te Tiriti o Waitangi.
In achieving the purpose of this Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall take into account the principles of the Treaty of Waitangi (Te Tiriti o Waitangi).

Canterbury Regional Policy Statement.

The Canterbury Regional Policy Statement 2013 provides an overview of the resource management issues of Canterbury and the objectives, policies and methods to achieve integrated management of natural and physical resources. The following chapters are of particular interest to Ngāi Tahu:
- **Chapter 2** contains issues of Resource Management Significance to Ngāi Tahu.
- **Chapter 4** contains provision for Ngai Tahu and their relationship with resources.

Natural Resources Regional Plan.

The Natural Resources Regional Plan consists of eight chapters of which the following are of particular interest to Tāngata Whenua:
- **Chapter 2:** Ngāi Tahu and the Management of Natural resources.

Waimakariri District Plan.

- **Chapter 2: Maori**
- **Policy 2.1.1.1** In identifying tangata whenua, Te Rūnanga o Ngāi Tahu is recognised as the iwi authority and Ngāi Tūāhuriri as manawhenua.
- **Policy 2.1.3** Recognition and protection of wāhi taonga that is culturally, spiritually and/or physically important to Ngāi Tūāhuriri.
- **Policy 2.1.3.2** Avoid, remedy or mitigate adverse effects on the cultural and traditional values associated with wāhi taonga identified in this District Plan.
- **Policy 2.1.3.3** Protect koiwi tangata (human bones) and Māori artefacts from violation and desecration.
- **Policy 2.1.3.6**

  b.) To avoid, remedy or mitigate adverse effects of the subdivision of Pegasus on the cultural values and wāhi taonga, wāhi tapu and urupā of Ngāi Tūāhuriri and Ngāi Tahu, and

  c.) To ensure that the subdivision and development of Pegasus does not adversely affect the setting and significance of Kaiapoi Pā

Mahaanui Iwi Management Plan.

This plan has the mandate of the six Paptipu Rūnanga across Ngä Päkihi Whakatekateka o Waitaha and Te Pätaka o Räkaihautü and is endorsed by Te Rūnanga o Ngāi Tahu, as the iwi authority. As such it is applicable to policy and planning processes under the Resource Management Act (RMA) 1991.The following policies are of particular interest to Tāngata Whenua.

Section 5.4 of the Mahaanui Iwi Management Plan "Papatūānuku" outlines objectives, policies and processes that Ngāi Tūāhuriri consider addresses issues of significance relating to land subdivision and development including;
Issue P11: Earthworks. Earthworks activities need to be managed to avoid damaging or destroying sites of significance, and to avoid or minimise erosion and sedimentation.
Policy 11.1: To assess proposals for earthworks with particular regard to:
a) potential affects on wähi tapu and wähi taonga, known and unknown;
b) potential affects on waterways, wetlands and waipuna;
c.) potential effects on indigenous biodiversity;
e.) proposed erosion and sediment control measures and;
f.) rehabilitation and remediation plans following earthworks.

REFERENCES AND SOURCE INFORMATION.

REPORTS.

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MANAGEMENT PLANS.

Tau RT, Goodall A, Palmer D, Tau HR. 1990 *Te Whakatau Kaupapa: Ngai Tahu Resource Management Srategy for the Canterbury Region.* Aoraki Press , Wellington.

Jolly D, Nga Papatipu Rūnanga Working Group. 2013 *Mahaanui Iwi Management Plan 2013.* Verve Digital Limited

WAITANGI TRIBUNAL EVIDENCE.

Ngāi Tahu Claim - Wai 27. Mahinga kai (Tuahiwi) Evidence of Rawiri TeMaire Tau (NGAI 9/B)

Ngāi Tahu Claim - Wai 27. Mahinga kai (Tuahiwi) Evidence of Henare Rakiihia Tau (NGAI 15/B)

ACTS, PLANS, POLICIES and REGULATIONS.

Historic Places Act 1993.
Resource Management Act 1991.
Canterbury Regional Policy Statement 2013.
Natural Resources Regional Plan 2011.
Ngāi Tahu Claims Settlement Act 1998.
Ngāi Tahu Deed of Settlement Act 1998.
Ngāi Tahu Deed of Settlement 1998.
Ngāi Tahu Claims Settlement (Resource Consent Notifications) Regulations 1999.
Te Rūnanga o Ngāi Tahu Freshwater Policy (1999).
Te Ture Whenua Act 1993.
Waimakariri District Plan.

WEBSITES.
http://www.ngaitahu.iwi.nz
http://www.landcareresearch.co.nz
http://www.treatyofwaitangi.govt.nz
http://www.ecan.govt.nz

SUMMARY.

Given the significant cultural value attached to Silent File areas and the potential impacts to archaeological sites of significance, Te Ngāi Tūāhuriri Rūnanga and Te Rūnanga o Ngāi Tahu wish to acknowledge and endorse the relevance and application of the following Acts, Plans and Policies.

Te Ture Whenua Act 1993.
Historic Places Act 1993.
Resource Management Act 1991.
Canterbury Regional Policy Statement 2013.
Natural Resources Regional Plan 2011.
Ngāi Tahu Claims Settlement Act 1998.
Ngāi Tahu Deed of Settlement Act 1998.
Ngāi Tahu Deed of Settlement 1998.
Ngāi Tahu Claims Settlement (Resource Consent Notifications) Regulations 1999.
Te Rūnanga o Ngāi Tahu Freshwater Policy (1999).
Waimakariri District Plan.

Te Ngāi Tūāhuriri Rūnanga and Te Rūnanga o Ngāi Tahu would accordingly like to encourage the requiring authority to consider in good faith the relative sections of the aforementioned Acts, Policies, Plans and Regulations, and in consultation with representatives of Te Ngāi Tūāhuriri Rūnanga and Te Rūnanga o Ngāi Tahu, provide for them within the design and construction where this is both reasonable and practicable.

RECOMMENDATIONS.

The division of the Kaiapoi Pā precinct by Preeces Road has long been a sore point with members of Ngāi Tūāhuriri. Moreover the neighbouring Pegasus subdivision has also significantly eroded the values of the wider cultural landscape.

The remaining Kaiapoi Pā precinct faces ongoing pressure from vandals and inappropriate activities inconsistent with the wāhi tapu status of the site.
In the early stages of planning of Pegasus, Ngāi Tūāhuriri understood that Kaiapoi Pā Road was never going to be used as an northern access route to Pegasus for any reason.

Consequently Ngāi Tūāhuriri does not support the proposed upgrade of Kaiapoi Pā Road as an entry point to Pegasus via Tiritiri Moana Drive.
Ngāi Tūāhuriri considers the relatively minor safety gains for traffic travelling between Waikuku Beach and Pegasus is not considered relative to the damage caused by further encroachment of a widened Kaiapoi Pā Road on known and unknown archaeological sites and potential burial sites.

Te Ngāi Tūāhuriri Rūnanga have identified the following issues with regards to the potential for adverse effects on Ngāi Tūāhuriri values:

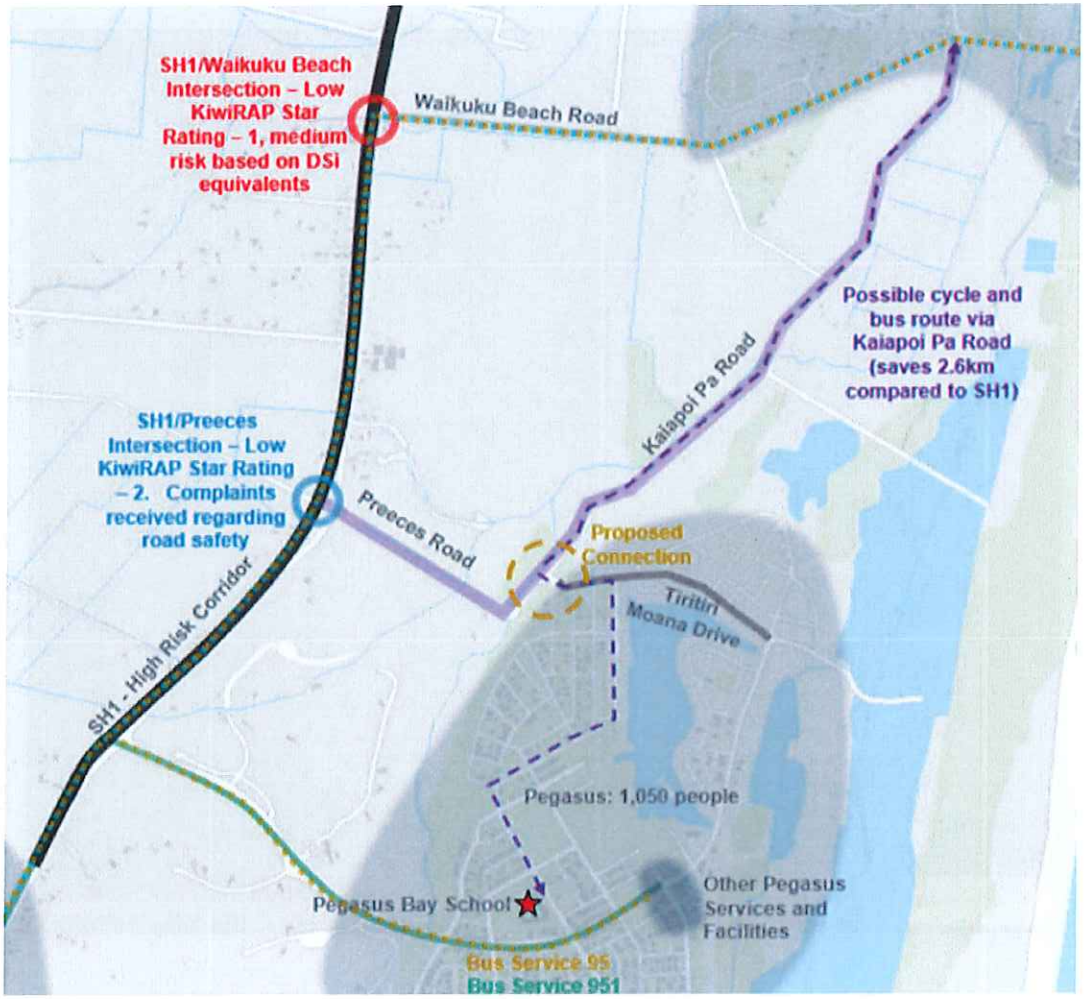
a.) Wāhi Tapu/Urupā, Wāhi Taonga.

A further objective of this report is to provide recommendations to avoid, remedy or mitigate adverse effects on tangata whenua values. To this end, Te Ngāi Tūāhuriri Rūnanga have provided the following recommendations to assist the New Zealand Transport Agency to respond to Te Ngāi Tūāhuriri Rūnanga concerns;

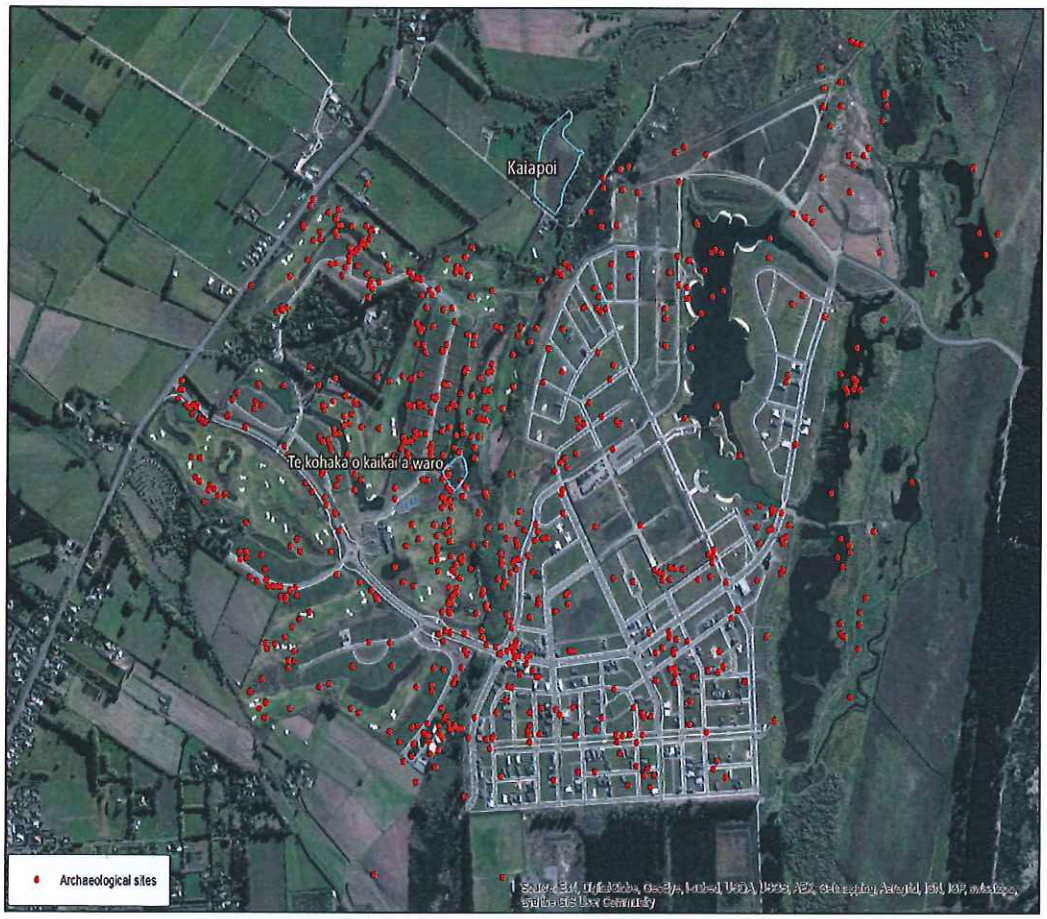
a.) Te Ngāi Tūāhuriri Rūnanga recommend that Waimakariri District Council and NZ Transport Agency further investigate the implementation a revised traffic layout[41] at the intersection of State Highway 1 and Waikuku Beach Road.

[41] a roundabout installation or traffic lights

APPENDIX A. PROPOSED PROJECT AREA.



APPENDIX B. ARCHAEOLOGICAL SITES IN THE PROJECT AREA.



WAIMAKARIRI DISTRICT COUNCIL

REPORT

FILE NO and TRIM NO:	CPR-04-20-77, GOV-26-03-06 / 160728073646
REPORT TO:	Woodend-Ashley Community Board
DATE OF MEETING:	8 August 2016
FROM:	Chris Brown, Community Green Space Manager
SUBJECT:	Temporary Use of Owen Stalker Park for a Construction Yard
SIGNED BY: **(for Reports to Council or Committees)**	Department Manager / Chief Executive

1. SUMMARY

1.1. The purpose of this report is to seek approval from the Woodend-Ashley Community Board to issue a license to occupy to the Ministry of Education for site access and a construction compound of approximately 1200m^2 located within Owen Stalker Park for a period of 11 months between October 2016 and September 2017. The Ministry of Education requires the compound to safely enable the construction of a new two story classroom block while still allowing Woodend School to remain open.

Attachments:

i. Letter from the Ministry of Education Requesting a site compound (160729073758)
ii. Map showing licence area (access and compound) (160729073777)

2. RECOMMENDATION

THAT the Woodend-Ashley Community Board:

(a) **Receives** report No.160728073646.

(b) **Approves** a License to Occupy for the Ministry of Education for an area of approximately 1200m^2 as shown on the attached plan (160729073777) with the following conditions:

i. Term of License; 11 months commencing on 1 October 2016 and ending on 30 September 2017.

ii. Cost of the License to be $1, if requested.

iii. License area to be fenced with appropriate 1.8m high security fencing at all times.

iv. The Ministry of Education will be responsible for obtaining all relevant resource and building consents as required.

v. The Ministry of Education will be responsible for ensuring that there is no damage to underground services.

vi. The Ministry of Education will be responsible for all costs associated with installation and maintenance of site access/haulage road, culvert and fencing.

vii. The Ministry of Education will be the responsible for remediating the area back to its original state, and to the satisfaction of, the Community Green Space Manager at the end of the License term.

viii. A tree protection zone of 5 metres from the trunk of all trees must be provided. No trees will be permitted to be removed or damaged.

ix. The Ministry of Education must erect signs on the fence surrounding the compound letting the public know the nature of the work and the time frame the compound will be in place.

(c) **Notes** that while the compound area will reduce access and flow between Owen Stalker Park and the Woodend Recreation Ground all assets in the parks will still be operational including the tennis courts, BMX track and playground.

(d) **Circulates** this report to the Community and Recreation Committee

3. ISSUES AND OPTIONS

3.1. The Ministry of Education wrote to Council in May 2016 requesting use of part of Owen Stalker Park in Woodend for the purpose of site access and a construction compound area. This letter is included as Attachment i.

3.2. The Ministry of Education require the land to enable Woodend School to continue operating while they construct a new two story building, which will accommodate 200 pupils. The building is the first stage of implementing a master plan for the school which outlines development to cater for predicted future growth until 2030.

3.3. Since receiving the request in May staff have been working with the Ministry of Education on the details of the site access and construction compound. Initially access was proposed to come off the existing car park entrance. This can be seen on the plan included as Attachment ii. This option was not considered ideal due to the impacts on car park users and the underground storm water services which were only recently installed.

3.4. The current proposal includes a culvert being installed south of the existing tennis courts. The Ministry of Education will be responsible for obtaining the relevant consents associated with installing the culvert and also the cost of this work. The culvert will allow access over an existing open drain along the tennis court boundary and into an enclosed compound area. A site access/haulage road will be established which will also be fenced from public access.

3.5. The Ministry of Education will be responsible at the end of the License term to remove the site access/haulage road and remediate the land back to its current state at their cost. There is the opportunity to leave the culvert in place as the site may be required for future temporary use for similar school development works.

3.6. The Management Team/CEO has reviewed this report and supports the recommendations.

4. COMMUNITY VIEWS

4.1. No community views have been obtained in relation to the proposal. It is expected that the wider community will support the development of the school and the use of the land to allow the development to occur while the school remains opens.

4.2. The compound will reduce flow between Owen Stalker Park and the Woodend Recreation Grounds, however all assets within each park will remain open and there is still large areas of open space available for use by the community.

4.3. One of the proposed conditions of the License will be that the Ministry of Education erects signs on the fencing surrounding the compound letting the public know the nature of the work being done and the time frame the compound will be in place.

4.4. The Ministry will also be asked to communicate its construction programme to surrounding neighbours.

5. FINANCIAL IMPLICATIONS AND RISKS

5.1. All costs associated with the construction of the compound area including installation of the culvert, haulage road, fencing, signage, underground service location, tree protection, consenting and any other costs will be the responsibility of the Ministry of Education.

6. CONTEXT

6.1. Policy

This matter is not a matter of significance in terms of the Council's Significance Policy.

6.2. Legislation

6.2.1. Owen Stalker Park is categorised as a Neighbourhood Park (with a community catchment) under the Councils Green Space Activity Management Plan. A composite Reserve Management Plan has been prepared for all neighbourhood parks. The Neighbourhood Reserves Management Plan sets out policies for the management of neighbourhood parks.

6.2.2. Under the Neighbourhood Reserves Management Plan restricted or exclusive use of a park (with a community catchment) for community or recreational activities is enabled where there is a wider community benefit. It is considered that enabling the construction at Woodend School will have benefits for the school and wider community without unduly diminishing the ability of the community to use Owen Stalker Park. In addition the use of the park by the Ministry of Education is temporary, and the site will be returned to normal once construction is complete.

6.2.3. The Neighbourhood Reserves Management Plan also includes a policy that licence applications for community or recreation activities will be publicly notified, unless exemptions apply, if a new building or structure is proposed. Although the proposed culvert could be considered a structure and it is likely that there will be temporary buildings within the construction compound, it is not considered necessary to notify this licence application given the temporary nature of the licence (11 months) and that the site will be returned to normal once construction is complete. Furthermore, use of assets in Owen Stalker Park is not affected by the proposed access and compound.

6.3. Community Outcomes

6.3.1. Public Spaces and facilities are plentiful, accessible and high quality

MINISTRY OF EDUCATION
TE TĀHUHU O TE MĀTAURANGA

05 May 2016

File: 611.04
Ref: Site Access

Waimakariri District Council
Private Bag 1005
Rangiora 7440

Attention: Craig Sargenson

Email: craig.sargenson@wmk.govt.nz

Dear Craig,

RE: Woodend School Development – Site access and Compound area on Council Land

I am writing in response to the meeting held at your offices on 21 January 2016, with regards to the future developments at Woodend School. As discussed a Masterplan has been produced for the school, which outlines the future expansion and growth predicted up to 2030.

This first stage of development is the construction of a new 2 storey classroom block for 200 pupils, with a footprint of 400m2 to be situated at the south end of the school site. This work is expected to be undertaken from October 2016 to September 2017.

The restricted nature and size of the school grounds makes it extremely difficult to safely allow construction access whilst the school is in operation. We would like to request construction access to the area where the new classroom block will be built across Council land from Rangiora Woodend Road and an area for a site compound for the duration of construction. We would install a temporary road across the reserve and site compound area as shown on the attached plan. The compound area will be fenced and secure at all times during the work. The access road is proposed to have pedestrian barriers placed along its length; however we are happy to discuss the traffic management strategy with yourselves.

Following completion of the new 2 storey classroom block in 2017, the road and compound area will be completely removed and the topsoil/grass will be reinstated to its original condition.

Can you please confirm our proposal outlined above is acceptable to the WDC and access is approved on this basis.

If you require any additional information please do not hesitate to contact the undersigned

Yours sincerely,

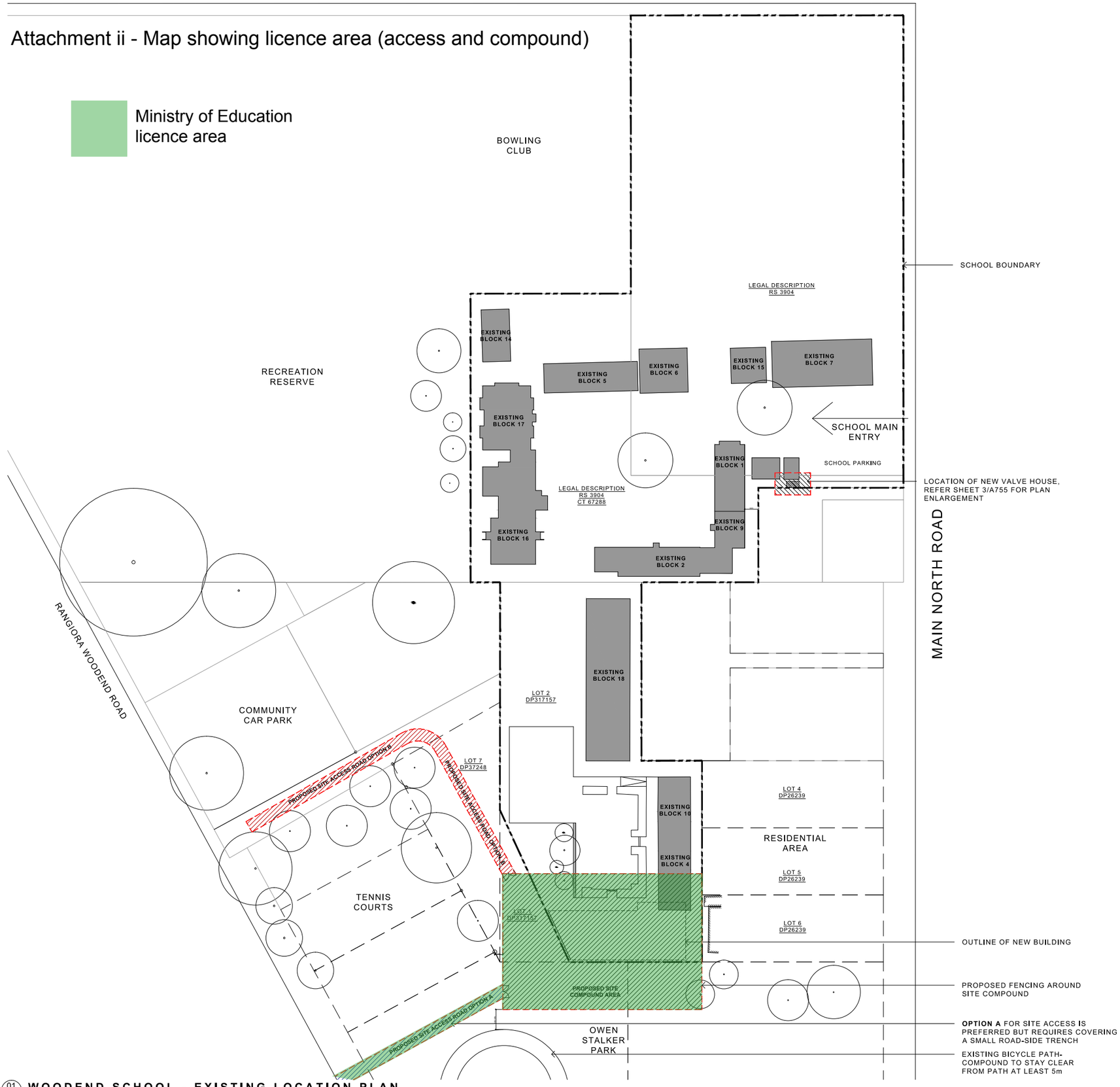
Gayle Baldwin
Delivery Manager
Christchurch Schools Rebuild Programme

Security

Southern, 39 Princess Street, Addington
PO Box 2522, Christchurch 8140, Christchurch Phone: +64 3 378 7300 Fax: +64 3 378 7308

Attachment ii - Map showing licence area (access and compound)

Ministry of Education licence area



01 **WOODEND SCHOOL - EXISTING LOCATION PLAN**
SCALE 1:500 @ A1

N

LEGAL DESCRIPTION:

LOT 2 DP 317157 RES 3904 AND RS 40863 BLK XI RANGIORA SD SO 3954 AND 14526

SITE AREA	1.1627 ha
AUTHORITY	WAIMAKARIRI DISTRICT COUNCIL
ZONE	DESIGNATED ZONE 047/ RESIDENTIAL 2
ADDRESS	MAIN NORTH ROAD AND SCHOOL ROAD, WOODEND- CHRISTCHURCH
EXISTING BUILDING AREA	

NOTES:

- PROPOSED ACCESS TO SITE THROUGH NEW PATH THROUGH RESERVE LAND TO THE WEST OF THE SCHOOL. REFER CIVIL ENGINEER'S SPECS. PATH TO BE REMEDIED AS GRASS ONCE NEW BUILD IS COMPLETE.

- PROPOSED SITE COMPOUND AREA TO THE SOUTH OF THE BUILDING IN OWN STALKER PARK. SITE TO BE FENCED OFF TO SUITABLE STANDARDS AND GATED.

- LOCATION OF NEW VALVE HOUSE BEHIND EXISTING SHED NEAR THE MAIN GATE OF THE SCHOOL OFF OF MAIN NORTH ROAD, REFER FIRE ENGINEER'S REPORT.

BUILDING CONSENT & TENDER ISSUE

A	CONSENT & TENDER ISSUE	15/ 07/ 2016
REVISION:		DATE:

WILSON & HILL

PROJECT:	**WOODEND PRIMARY SCHOOL** NEW BLOCK 3
No.	676
DRAWING:	LOCATION PLAN
SCALE:	1 : 500 (A 1) 1:1000 (A3)
DATE:	JUNE 2016
DRAWING NO.	A100
REVISION	A
DWN BY:	R. E.
DRAWING STATUS: FOR TENDER	☒
	FOR INFORMATION ☐ FOR CONSTRUCTION ☐

UNIT 2 / 15 WASHINGTON WAY
P. O. BOX 3964
CHRISTCHURCH
PHONE: 03 379 3663
FAX: 03 379 3346
info@wilsonandhill.co.nz

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DO NOT SCALE - ALL DIMENSIONS TO BE CONFIRMED ON SITE

WAIMAKARIRI DISTRICT COUNCIL

REPORT

FILE NO:	RDG-26 / GOV-26-03-06 / 160727072956
REPORT TO:	Woodend Ashley Community Board
DATE OF MEETING:	8 August 2016
FROM:	Scott Morrow, Land Information Officer
SUBJECT:	Road Naming – Two Roads Subdivision, Woodend
SIGNED BY: **(for Reports to Council or Committees)**	Department Manager / Chief Executive

1. SUMMARY

1.1. The purpose of this report is to consider providing names for new roads as part of the Two Roads Subdivision in Woodend by GW Woodend Limited.

1.2. The land parcels being developed are Lot 1 & 2 DP 10562, Pts RS 367, Lot 1 DP 82307 & Pt RS 367A being 75, 97, & 115 Gladstone Road and 30, 58 & 78 Petries Road, Woodend.

1.3 The proposed names were supplied by Mr John Harris on behalf on the developer.

Attachments:

i. List of proposed road names from the developer with the background.
ii. Plan of the subdivision showing the new roads to be named.
iii. Waimakariri District Council policy for road naming (S-CP4505).

2. RECOMMENDATION

THAT the Woodend Ashley Community Board:

(a) **Receives** report no. 160727072956

(b) **Approves** from the following, new road names for roads marked as 1-6 on the attached plan.

1. Catchpole Place
2. Hamlett Drive
3. Benjes Place
4. Fearne Drive
5. Keeper Close
6. Ranby Place

3. ISSUES AND OPTIONS

3.1. The proposed road names have been provided by Mr John Harris to the developer of the subdivision and come from residents or early settlers of Woodend.

3.2. There are six new roads to be named and of the names suggested none of them are the same or similar to existing roads in the District Council area.

3.3. The developer has supplied two other alternative names to be used should the first choice of names not be suitable.

3.4. Options Considered

3.4.1. Approve the naming of the new roads as proposed.

3.4.2. Replace any proposed road with a road name of the Woodend Ashley Community Board's choice.

3.5. The Roading Team agrees with the proposed road names.

3.6. The Management Team has reviewed this report and supports the recommendations.

4. COMMUNITY VIEWS

4.1. It is considered that there would be minimal, if any, public opposition to this request. It does not impact or require any changes to other land parcels in the immediate vicinity.

4.2. Maori not consulted.

5. FINANCIAL

5.1. The Developers will meet the cost of the road name blades.

6. CONTEXT

6.1. A strong sense of community.

6.2. Statute - Local Government Act 1974 section 319 (j).

6.3. Policy/Delegation Reference - Authority to approve the naming of roads and streets.

Scott Morrow
Land Information Officer

Two Roads, Residential Subdivision, Woodend

Proposed Street Names

GW Woodend Limited wish to submit the following road names as our preferred options for our Two Roads subdivision at Woodend. (Please refer to plan attached for site plan and reference to proposed road locations).

GW Woodend Ltd are creating six new roads within Two Roads and therefore are submitting eleven proposed new street names (i.e. the first six are our preferred street names and then another five have been provided if the first six are not available/suitable).

The following names have been provided to GW Woodend Ltd by Mr John Harris, a local resident and historian (we wish to acknowledge to time and contribution Mr Harris has provided). All the proposed road names were residents or early settlers of Woodend.

First Preference:

~~**Road One: Meredith Place** – Richard Meredith was a School Master in Woodend between 1864 - 1866.~~ – Pegasus

~~**Road Two: Gillman Drive** – Herbert Gillman was a principal of Woodend Primary School.~~ – Pegasus

3/ **Road Three: Benjes Place**: Herman and Fredrick Benjes were local storekeepers and confectioners of their time.

4/ **Road Four: Fearne Drive** – Peter Fearne was one of Woodend's early bakers and storekeepers.

5/ **Road Five: Keeper Close** – John Keeper was one of the early farmer in Woodend area.

6/ **Road Six: Ranbury Place** – John Ranby was a blacksmith, farmer and storekeeper in the 1860's

Second Preference Names:

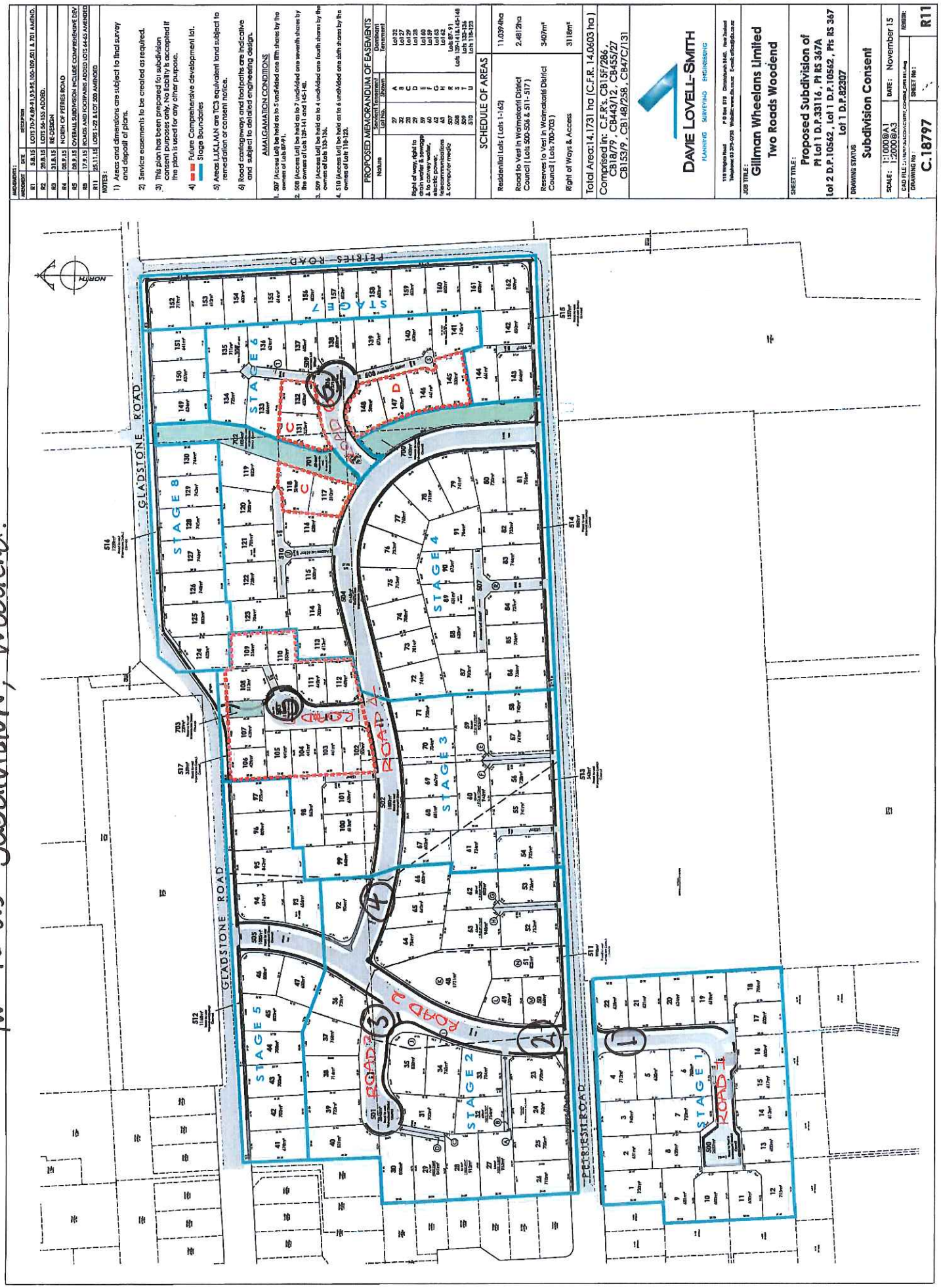
1/ **Catchpole Place:** Alfred Catchpole was a bootmaker who resided on the corner of Petries and Main Road.

2/ **Hamlett Drive**: Robert Hamlett was a publican and his wife Lucy Hamlett was the local dressmaker in the 1860's.

~~**Mathias Place:** James Mathias was a local farmer who arrived in the area in 1859.~~ – Kaiapoi

Counsell Drive: James Counsell was one of the early settlers in Woodend and become a stock dealer in the area.

Stonyer Place – William Stonyer was a flour miller and went onto build the Ravenswood mill in the 1860's.



Two Roads Subdivision, Woodend.

WAIMAKARIRI DISTRICT COUNCIL

POLICY

Roads and Streets

NAMING OF ROADS AND STREETS (INCLUDING PRIVATE ROADS) POLICY

1 Introduction

The Waimakariri District Council is responsible for naming (and renaming) roads within its boundaries. Roads are named to reflect the identity of the local area and to ensure ease of identification for the Council, the public and key public and private services such as emergency, postal and courier services.

2 Policy Context

This policy applies where proposed roads and other vehicular accesses are being created either through subdivision development or the formation of existing unformed legal roads and to the naming of existing unnamed roads/vehicular accesses both public and private. This policy should form part of any subdivision design and approval process reference material.

3 Policy Objective

This policy specifies Council's requirements for the naming of roads and vehicle accesses throughout the District to provide a consistent and comprehensive approach to naming of roads in the District.

The Waimakariri District Council is responsible for the naming of roads by the *Local Government Act 1974* section 319(j).

4 Policy Statement

4.1 The Council's three Community Boards, Rangiora, Kaiapoi and Woodend-Ashley, have the delegated authority for the naming of new streets and roads and altering existing street names within their respective wards.

4.2 The Oxford Eyre Ward Advisory Board has delegated authority for the naming of new streets and roads and altering existing street names within the Board area.

4.3 Re-naming of streets and roads will only be undertaken if the Council considers the change will result in a clear benefit to the community.

4.4 Where a street is named for the first time or a street name is altered then the District Land Registrar, the Chief Surveyor, NZ Fire Service, Telecom, MainPower, valuation service provider, NZ Police, Civil Defence, and the Canterbury Regional Council shall be informed of the new name or change.

4.5 Where an existing street is extended, the street extension will be the same name as that of the existing street.

4.6 All new private roads in the Waimakariri District shall be named in consultation with the applicant, and at the applicant's expense, and relevant road signs shall be suitably annotated *"Private Road"*.

All private roads that are to be named, are to have a minimum of four lots with access from the private road.

4.7 A new street or road shall not be named the same or similar to a street or road already in existence in the District.

4.8 Council's 'List of Approved but Unallocated Road Names'

NAMING OF ROADS AND STREETS (INCLUDING PRIVATE ROADS) POLICY

The list of unallocated potential road names for the Waimakariri District is maintained by Customer Services. Names approved for addition to the List of Approved but Unallocated Road Names will remain there until they are either allocated to a road or removed as the result of a review of the list.

From time to time a road name may no longer need to be used as two or more roads may be jointed into one road or a road may be permanently closed. In both of these cases, the road name(s) may be put back on the list for potential reallocation, usually for a new or renamed road in the same general area.

The list of Approved but Unallocated Road Names will be reviewed by the Community and Ward Advisory Boards every six years.

4.9 Naming of streets in new subdivisions:

The rights of the subdivision developer to promote preferred road names for the subdivision will be taken into consideration, but the decision regarding road names will be made by the Community or Ward Advisory Board by applying the clauses of this policy.

4.10 Approval Criteria and Weighting

The following factors shall be taken into account when selecting street, road or private road names in the Waimakariri District:

(a) The proposed name has local historical, cultural , environmental or geographical significance - e.g. Torlesse, Boys, Ashley, Cam.
(b) Maori names of local significance chosen in conjunction with local iwi representatives to ensure appropriateness of meaning and correct spelling.
(c) Significant and well known or previously well known names of farms, properties or run holdings – e.g. Coldstream, Carleton.
(d) Names of local residents who have achieved prominence in their chosen fields such as arts, sport, commerce, science, politics, local government, military, etc (e.g. Kippenberger, Kirk), or who have been long term residents.

NAMING OF ROADS AND STREETS (INCLUDING PRIVATE ROADS) POLICY

4.11 Road Type

The road type should be one that most accurately reflects the type of roadway that is being named. The list below should be used where appropriate, however, this list is not exclusive – refer to AS/NZS 4819:2011.

*Road Type	Abbre-viation	Description	Open ended	Cul-de-sac	Pedestrian only
Alley	Aly	Usually narrow roadway in a city or town.	√	√	
Arcade	Arc	Covered walkway with shops along the sides.			√
Avenue	Ave	Broad roadway, usually planted on each side with trees.	√		
Boulevard	Blvd	Wide roadway, well paved, usually ornamented with trees and grass plots.	√		
Circle	Cir	Roadway that generally forms a circle; or a short enclosed roadway bounded by a circle.		√	
Close	Cl	Short enclosed roadway.		√	
Court	Crt	Short enclosed roadway, usually surrounded by buildings.		√	
Crescent	Cres	Crescent shaped roadway, especially where both ends join the same thoroughfare.	√		
Drive	Dr	Wide main roadway without many cross-streets	√		
Esplanade	Esp	Level roadway along the seaside, lake, or a river.	√		
Glade	Gld	Roadway usually in a valley of trees.	√	√	
Green	Grn	Roadway often leading to a grassed public recreation area		√	
Grove	Grv	Roadway that features a group of trees standing together.		√	
Highway	Hwy	Main thoroughfare between major destinations.	√		
Lane	Lane	Narrow roadway between walls, buildings or a narrow country roadway.	√	√	√
Loop	Loop	Roadway that diverges from and rejoins the main thoroughfare.	√		
Mall	Mall	Wide walkway, usually with shops along the sides.			√
Mews	Mews	Roadway in a group of houses.		√	
Parade	Pde	Public roadway or promenade that has good pedestrian facilities along the side.	√		
Place	Pl	Short, sometimes narrow, enclosed roadway.		√	
Promenade	Prom	Wide, flat walkway, usually along the water's edge.			√
Quay	Qy	Roadway alongside or projecting into water.	√	√	
Rise	Rise	Roadway going to a higher place or position.	√	√	
Road	Rd	Open roadway primarily for vehicles.	√		
Square	Sq	Roadway which generally forms a square shape, or an area of roadway bounded by four sides.	√	√	
Steps	Stps	Walkway consisting mainly of steps.			√
Street	St	Public roadway in an urban area, especially where paved and with footpaths and buildings along one or both sides.	√		
Terrace	Tce	Roadway on a hilly area that is mainly flat.	√	√	

NAMING OF ROADS AND STREETS (INCLUDING PRIVATE ROADS) POLICY

Road Type Cont…	Abbre-viation	Description	Open ended	Cul-de-sac	Pedestrian only
Track	Trk	Walkway in natural setting.			√
Walk	Walk	Thoroughfare for pedestrians.			√
Way	Way	Short enclosed roadway.		√	√
Wharf	Whrf	A roadway on a wharf or pier.	√	√	√

**AS/NZS 4819:2011 Appendix B, Road Types – New Zealand*

5 Links to other policies and community outcomes

This policy should be read in conjunction with:

5.1 *Local Government Act 1974 s319(j).*

5.2 AS/NZS 4819:2011 Geographic information – Rural and urban addressing.

5.3 Community Outcome:

There are wide ranging opportunities for people to contribute to the decision-making by public organisations that affects our District.

- *Public organisations make information about their plans and activities readily available*
- *Public organisations make every effort to accommodate the views of people who contribute to consultations*

5.4 Waimakariri District Council, District Plan, Chapter 38, Road Names.

6 Adopted by and date

This Policy was approved by the Council's Resource Management and Regulation Committee and subsequently adopted by the Council on 2 April 2013.

7 Review

Review every six years or sooner on request.

WAIMAKARIRI DISTRICT COUNCIL

REPORT

FILE NO and TRIM NO: GOV-26-03-06/ 160727072996

REPORT TO: Woodend-Ashley Community Board

DATE OF MEETING: 8 August 2016

FROM: Karyn Ward, Community Board Advocate

SUBJECT: Application for Woodend-Ashley Community Board Discretionary Grant

SIGNED BY:
(for Reports to Council or Committees)

Department Manager

Chief Executive

1. SUMMARY

1.1. The purpose of this report is to consider two applications for funding that has been received from:

Name of Organisation	Purpose	Amount Requested
Pegasus Resident's Group Inc.	Towards costs of hiring activities at a Christmas event, 'Christmas on the Lake'.	$500
Reflections Community Trust	Towards the costs of hiring Pedalmania to be part of the Waimakariri Light Party 2016 event	$390
Total:		$890

1.2. The Board has current funds of $2,910 available.

Attachments:

i. Application from the Pegasus Resident's Group Inc. (Trim No.160721070601).
ii. Application from the Reflections Community Trust (Trim No.160726072445).
iii. Spread sheet showing grants from previous two years.
iv. Board funding criteria 2016-2017 (pre-election version) (Trim No. 150608090415{v03}).

2. RECOMMENDATION

THAT the Woodend-Ashley Community Board

(a) **Receives** report No. 160727072996.

(b) **Approves** a grant of $..... to the Pegasus Resident's Group Inc. towards costs for a Christmas event.

OR

(c) **Declines** the application from the Pegasus Resident's Group Inc.

(d) **Approves** a grant of $..... to Reflections Community Trust towards costs the costs of hiring Pedalmania to be part of the Waimakariri Light Party 2016 event

OR

(e) **Declines** the application from Reflections Community Trust.

3. ISSUES AND OPTIONS

3.1. Pegasus Resident's Group Inc. is planning a Christmas event for local families, 'Christmas on the Lake'. It will be held Saturday 10 December between 1pm-4pm. Activities they hope to have available will include music, pony rides, bouncy castle, face painting, and a visit from Santa Claus. Staff contacted the group to clarify what they were proposing to put the grant money towards, if successful, as their application was non-specific. They are seeking a grant of $500 towards the costs of hiring activities at this event. They expect 500 people from the Woodend-Ashley community to directly benefit, and the event will proceed if the application is declined. They have $2,200 of community funds available towards the overall expenses related to holding this event at time of application. They have previously applied for the same project but this was more than 18 months ago. The accountability forms were returned.

3.2. Reflections Community Trust is applying for a grant of $390 to assist with funding to hire Pedalmania, one of the entertainment providers at the Waimakariri Light Party 2016. Pedalmania provide strange, clever, crazy pedal powered bikes, designed to be ridden by 1, 2, 3 or more people. Pedalmania has attended the Light Party for several years and has proven to be very popular with the children and youth of Waimakariri. The Waimakariri Light Party 2016 is an event that is open to all residents within the Waimakariri District, with 2015 survey results showing 8% of attendees came from Woodend-Ashley, and another 6% specifically from Pegasus. If the application is declined the event will still take place. This event is to promote a safe, positive alternative for youth, families and all members of the community to the traditional 'creepiness' of Halloween, and an alternative to door knocking for 'Trick or Treat'. The documents accompanying the application provide details of community benefits, other funding sources, and finance information. The Trust's application indicates they did not apply to any Community Board in the last 18 months; however the Council's records show Reflections Community Trust did apply for the same project and event to the Rangiora Community Board's Discretionary Grant Fund in August 2015. They have previously applied to this and other Boards for the same event and project, but more than 18 months ago. All accountability forms have been returned. This group has also applied in August 2016 to the Kaiapoi Community Board for $450 towards the costs of hiring a street performer for this event.

3.3. The Board may approve or decline grants to the applicant in accordance with the guidelines.

3.4. The Management Team has reviewed this report.

4. COMMUNITY VIEWS

4.1. Community organisations in applying to the Board's Discretionary Grant, are seeking to assist sectors of the community.

5. FINANCIAL IMPLICATIONS AND RISKS

5.1. The Annual Plan for 2015/2016 includes budget provision for the Woodend-Ashley Community Board, and subsequent Woodend-Sefton Community Board, to approve grants to community groups up to a total of $2,910. The current balance of the fund is $2,910.

5.2. As recommended by staff in the Woodend-Ashley Community Board / Woodend-Sefton Community Board Discretionary Grant report for 2016/2017 presented at the 11 July 2016 meeting, Woodend-Ashley Community Board could grant up to a maximum of $727.50 during the remaining term and still leave a 'fair' balance within the fund for the subsequent Woodend-Sefton Community Board to inherit.

5.3. The grants for consideration in August 2016 total $890. If all requested funds were allocated at this meeting, a balance of $2,020 would remain.

5.4. The application criteria specify that grants are normally limited to a maximum of $500 in anyone financial year (July to June), but the group can apply up to twice in that year, providing it is for different projects.

5.5. All funding values requested are exclusive of GST. GST is paid to appropriately registered groups where applicable above the Board resolved values.

6. CONTEXT

6.1. Policy

This matter is not a matter of significance in terms of the Council's Significance Policy.

6.2. Legislation

Not applicable

6.3. Community Outcomes

6.3.1. People are friendly and caring, creating a strong sense of community in our District.

6.3.2. There are wide ranging opportunities for people of different ages to participate in community and recreational activities.

Karyn Ward
Community Board Advocate

160721070601
GOV-26-03-05
TRIM Record Number

WOODEND-ASHLEY COMMUNITY BOARD DISCRETION

Groups Applying for Board Discretionary Grants 201

Name of Group: PEGASUS RESIDENT'S GROUP INC.

Address: 60 INFINITY DRIVE, PEGASUS

Contact Person within Organisation: IAN LENNIE

Position within Organisation: CHAIRMAN

Contact phone number: 920576 Email: pegasusresidentsgroup@gmail.com

Describe what the project is and what the grant funding be used specifically for? *(Use additional pages if needed)*

Christmas on the Lake. A Christmas event for local families to be held Saturday 10 December between 1-4 pm. Activities include music, Pony rides, bouncy castles, face painting and a visit from Santa Clause

What is the timeframe of the project? As above

Overall Cost of Project: $ $5227 (last year) **Amount Requesting:** $ 500 Max.

How many people will directly benefit from this project? 500

Who is the range of people benefiting from this project? *(You can tick more than one box)*

☐ People with disabilities (mental or physical) ☐ Cultural/Ethnic minorities ☐ District

☐ Preschool ☐ School/youth ☐ Older adults ☑ Whole community/Ward

Provide estimated percentage of participants by Ward:

Woodend-Ashley 100 % Rangiora % Kaiapoi % Oxford-Eyre %

Other (please specify):

If this application is declined will this event/project still occur? ☑ Yes ☐ No

If No – what are the consequences to the community/organisation?

WAIMAKARIRI DISTRICT COUNCIL
RECEIVED 21 JUL 2016
To: Karyn

WAIMAKARIRI DISTRICT COUNCIL

waimakariri.govt.nz

WOODEND-ASHLEY COMMUNITY BOARD DISCRETIONARY GRANT APPLICATION

What are the direct benefit(s) to the participants?

Bring local families together around the lakefront to celebrate Christmas and the town we live in.

What is the benefit(s) to your organisation?

The satisfaction of providing an enjoyable fun event for the community

What are the benefit(s) to the Woodend-Ashley community or wider district?

A healthy vibrant community within Woodend-Ashley

Is your group applying under the umbrella of another organisation (that is Charity/Trust registered?) ☐ Yes ☑ No

If yes, name of parent group

What is the relationship between your group and the parent group?

What other fundraising has your group undertaken towards this project/event? List any other organisations you have applied or intend to apply to for funding this project and amount applied for this project:

We have $2200 of community funds available

Have you applied to the Woodend-Ashley Community Board or any other Waimakariri Community/Ward Advisory Board for other project funding in the past 18 months? ☑ Yes ☐ No

f yes, please supply details:

for this project last year

Enclosed

- ☑ Financial Balance Sheet and Income & Expenditure Statement *(compulsory – your application cannot be processed without financial statements)*
- ☐ Supporting costs/quotes *(not compulsory)*
- ☐ Other supporting information

I am authorised to sign on behalf of the group/organisation making this application.
I declare that all details contained in this application form are true and correct to the best of my knowledge.
I accept that successful applicants will be required to report back to the Community Board by completing a simple Accountability Report.
I accept that information provided in this application may be used in an official Council report available to the public.

***PLEASE NOTE** - If submitting your application electronically, entering your name in the Signature box below will be accepted as your signature:*

Signed: L. Lemm Date: 19-7-16

pegasus residents' group inc

STATEMENT OF FINANCIAL PERFORMANCE for the year ended 31 March 2016

5	Income	2016	2015	Expenditure	2016
5.00	Member subscriptions	$684.00	$180.00	Room hire	$40.00
4.00	Directories	$1,814.10	$639.00	Stationery	$470.18
9.00	Donations	$780.00	$31.00	Bank fees	---
8.00	Sponsorship- Christmas event	---	$5,655.00	Christmas event	$5,227.96
	Sponsorship- Snippetts newsletter	$150.00	$153.00	General expenses	$692.90
	Grants/Donation - Christmas event	$2,150.00	$133.00	Advertising	---
	Chocolate wheel	$276.00	---	Community car	$722.68
2.00	Grant for Skate School event	---	---	Directories	$838.63
			$237.00	Website development	---
			$3,722.00	Skate school event	---
			$10,750.00		$7,992.35
			$5,808.00	Excess income over expenditure	-$2,138.25
8.00		**$5,854.10**	**$16,558.00**		**$5,854.10**

STATEMENT OF FINANCIAL POSITION AS AT 31 MARCH 2016

5	Liabilities	2016	2015	Assets	2016
0.00	Accounts Payable	$0.00	$6,838.00	Bank A/C- KIWIBANK	$4,500.68
3.00	Reserve Fund - Christmas event	$2,279.04			
	Reserve Fund - Directories	$975.47			
	MEMBERS FUNDS				
0.00	Opening Balance	$1,435.00			
8.00	Plus Excess income over expenditure	-$2,138.25			
8.00		-$703.25			
	Plus Transferred from reserve fund - Christmas event	$2,924.89			
		$2,221.64			
3.00	Transferred to reserve fund - Christmas event	---			
	Less Transferred to Reserve Fund - Directories	$975.47			
5.00	**CLOSING MEMBERS BALANCE**	**$1,246.17**			
8.00		**$4,500.68**	**$6,838.00**		**$4,500.68**

Event organised by
REFLECTIONS COMMUNITY TRUST
P O Box 215, Kaiapoi
reflections.trust@gmail.com
021 157 6914

WAIMAKARIRI DISTRICT COUNCIL
RECEIVED 26 JUL 2016
To: Karyn

160726072445
GOV-26-03-05
TRIM Record Number

26 July 2016

Community Board Advocate
Woodend-Ashley Community Board
C/- Waimakariri District council
Private Bag 1005, Rangiora 7440

Dear Sir/Madam

RE: APPLICATION FOR FUNDING – WAIMAKARIRI LIGHT PARTY 2016

On behalf of the Trustees of the Reflections Community Trust ("the Trust"), I **attach** our completed Discretionary Grant Application, together with supporting documentation, for your attention.

The Trustees are requesting a grant from the Woodend-Ashley Community Board to assist with funding for Pedalmania, one of the entertainment providers at the Waimakariri Light Party 2016 ("Light Party".) Pedalmania provide strange, clever, crazy and bizarre pedal powered bikes, designed to be ridden by either 1, 2, 3 or more people. Pedalmania have attended the Light Party for a few years now and have proven to be very popular with the children and youth of Waimakariri.

The Waimakariri Light Party falls under the direction of the Reflections Community Trust, and is held annually on 31 October from 4.30pm to 7.30pm. It has become an iconic Waimakariri event for families.

The concept of the Light Party is a "nation-wide" non-scary alternative to Halloween. The Trust aims to provide a fun night for children and youth, by providing safe, family fun, non-scary entertainment. The Light Party effectively keeps children off the streets from trick and treating, an activity which can turn sour quite easily. Householders, particularly the elderly have expressed their relief that there have been much fewer children coming to their homes on the evening of the 31st of October. They often feel intimidated having to open their doors in the evening to children and teenagers in scary costumes asking for lollies. Not only is this often a financial burden to provide, but there is the potential 'threat' of a trick should they not have any lollies.

Although the event is held in Wylie Park, Kaiapoi (Wylie Park is the most suitable venue in the Waimakariri area for the nature and size of the event), the Light Party it is truly a Waimakariri wide event with participants attending from Kaiapoi 34%, Rangiora 26%, Woodend 8%, Pegasus 6%, Christchurch 16%, and other areas 10%.

A grant from the Woodend-Ashley Community Board would directly benefit the many pre-schoolers, children, youth and families in the Waimakariri area who attend the Waimakariri Light Party and enable the Trust to continue to provide family fun non scary entertainment.

I thank you in advance for considering our application and look forward to hearing from you in due course.

Yours faithfully

Julie Knowles
Trust Administrator
Tel: 021 157 6914

WOODEND-ASHLEY COMMUNITY BOARD DISCRETIONARY GRANT APPLICATION

Groups Applying for Board Discretionary Grants 2016/2017

Name of Group: REFLECTIONS COMMUNITY TRUST

Address: PO BOX 215, KAIAPOI, 7644

Contact Person within Organisation: JULIE KNOWLES

Position within Organisation: TRUST ADMINISTRATOR

Contact phone number: 021 157 6914 Email: reflections.trust@gmail.com

Describe what the project is and what the grant funding be used specifically for? *(Use additional pages if needed)*

PLEASE SEE DOCUMENT "1" ATTACHED

What is the timeframe of the project? 31/10/16 - 4.30pm to 7.30pm

Overall Cost of Project: $ 36,470.38 **Amount Requesting:** $ 390.00

How many people will directly benefit from this project? THE EVENT IS EXTENDED TO ALL RESIDENTS OF THE WAIMAKARIRI COMMUNITIES

Who is the range of people benefiting from this project? *(You can tick more than one box)*

☐ People with disabilities (mental or physical) ☑ Cultural/ethnic minorities ☑ District

☑ Preschool ☑ School/youth ☑ Older adults ☑ Whole community/ward

Provide estimated percentage of participants by Ward: - AS PER OUR 2015 SURVEY RESULTS'.

Woodend-Ashley 8 % Rangiora 26 % Kaiapoi 34 % Oxford-Eyre 10 %

Other (please specify): PEGASUS - 6% CHRISTCHURCH - 16%

If this application is declined will this event/project still occur? ☑ Yes ☐ No

If No – what are the consequences to the community/organisation?

N/A

150608090415[v3]

WOODEND-ASHLEY COMMUNITY BOARD DISCRETIONARY GRANT APPLICATION

What are the direct benefit(s) to the participants?

THE LIGHT PARTY IS A GREAT OPTION FOR PARENTS WHO DO NOT LIKE THE CREEPY SIDE OF HALLOWEEN BUT DON'T WANT THEIR CHILDREN TO FEEL LIKE THEY ARE MISSING OUT. CHILDREN LOVE THE IDEA OF TRICK OR TREATING BECAUSE THEY LIKE BEING INVOLVED AND WANT TO COLLECT LOLLIES, BUT MANY PEOPLE DONT LIKE THE KNOCKING ON DOORS OF STRANGERS. THE CHILDREN AND YOUTH WHO ATTEND HAVE FUN, ARE PROVIDED WITH LOLLIES IN A SAFE AND POSITIVE ENVIRONMENT

What is the benefit(s) to your organisation?

THE BENEFIT OF THE WAIMAKARIRI LIGHT PARTY IS THE PROMOTION AND AWARENESS OF A SAFER ALTERNATIVE TO HALLOWEEN, WHILE FULFILLING THE AIMS OF THE TRUST TO PROVIDE HOPE FOR THE NEXT GENERATION THROUGH CARING FOR THE CHILDREN IN OUR COMMUNITY.

What are the benefit(s) to the Woodend-Ashley community or wider district?

SEE DOCUMENT "2" ATTACHED.

Is your group applying under the umbrella of another organisation (that is Charity/Trust registered?) ☐ Yes ☑ No

If yes, name of parent group N/A

What is the relationship between your group and the parent group?

N/A

What other fundraising has your group undertaken towards this project/event? List any other organisations you have applied or intend to apply to for funding this project and amount applied for this project:

PLEASE SEE DOCUMENT "5" ATTACHED – THE PRELIMINARY BUDGET HIGHLIGHTS WHERE THE FUNDS ARE TO BE GENERATED FROM, INCLUDING FUNDING APPLICATIONS.

Have you applied to the Woodend-Ashley Community Board or any other Waimakariri Community/Ward Advisory Board for other project funding in the past 18 months? ☐ Yes ☑ No

If yes, please supply details:

N/A

Enclosed

- ☑ Financial Balance Sheet and Income & Expenditure Statement *(compulsory – your application cannot be processed without financial statements)*
- ☑ Supporting costs/quotes *(not compulsory)*
- ☑ Other supporting information

I am authorised to sign on behalf of the group/organisation making this application.
I declare that all details contained in this application form are true and correct to the best of my knowledge.
I accept that successful applicants will be required to report back to the Community Board by completing a simple Accountability Report.
I accept that information provided in this application may be used in an official Council report available to the public.

PLEASE NOTE *If submitting your application electronically, entering your name in the Signature box below will be accepted as your signature:*

Signed: PETER GARDYNE (CHAIRMAN) Date: 26/07/2016

SUPPORTING DOCUMENTATION

1. Description of Project
2. Benefits to the Woodend-Ashley Community or Wider District
3. Quote for Pedalmania in the sum of $390.00
4. Photos of Pedalmania bikes
5. Preliminary Budget for Project
6. Resolution
7. Statements of Income and Expenditure for the year ended 31/03/2016
8. Certificate of Incorporation
9. Charities Commission Certificate of Registration
10. Inland Revenue Certificate of Exemption
11. Westpac Deposit Slip

Description of Project

The Waimakariri Light Party falls under the direction of the Reflections Community Trust.

The concept of the Light Party is a "nation-wide" non-scary alternative to Halloween and is a great option for parents who do not like the creepy side of the Halloween tradition but do not want their children to feel like they are missing out. The Trust aims to provide a fun night for children and youth, by providing safe, family fun and non-scary entertainment. The Light Party effectively keeps children off the streets from trick and treating, an activity which can turn sour quite easily. Children and youth who attend have fun and receive sweets and lollies in a safe and positive environment.

The Reflections Community Trust requests assistance towards the 2016 Waimakariri Light Party in the sum of $390.00. This financial assistance will be used to fund Pedalmania.

Pedalmania provide strange, clever, crazy and bizarre pedal powered bikes, designed to be ridden by either 1, 2, 3 or more people. Pedalmania have attended the Light Party for a few years now and have proven to be very popular with the children and youth of Waimakariri.

The 2016 Waimakariri Light Party will be held on Monday 31 October between 4.30pm – 7.30pm at Wylie Park, Kaiapoi.

The Waimakariri Light Party is now in its 12th year, having provided to the community a safe alternative to Halloween since 2004. Starting from extremely humble beginnings of around 350 attendees – the event has grown to in-excess of 5,000 pre-schoolers, children, youth and families attending the event.

The Light Party has become an iconic Waimakariri event for families and although based in Kaiapoi, is truly a Waimakariri wide event with participants attending from Kaiapoi 34%, Rangiora 26%, Woodend 8%, Pegasus 6%, and Other 10%, and also with 16% attending from northern Christchurch suburbs.

Survey results show that participants reach our target market; Pre-schooler 25%; 5 – 8 years 31%; 9 – 11 years 18%; 11 – 14 years 12%; 15-18 years 5%, Older 9%. This older bracket included mums, dads, grandparents and older siblings in charge of their younger brothers and sisters.

The fun at the Waimakariri Light Party, kicks-off at 4:30pm with a multitude of entertainment activities such as bouncy castles, climbing walls, bungees, mini quad bikes, giant slides, water walkers and Pedalmania (crazy and bizarre pedal powered bikes.) A highlight of the night is a non-scary fancy dress competition and parade. Children also enjoy a petting zoo and skilled based activities. Additional entertainment includes music, face painting, clowns, fairies, and a magician.

Food will be available for purchase during the event from community group food stalls, sausage sizzle, ice cream, candy floss and coffee. This gives local community groups an opportunity to promote their group/service along with raising funds and being active in the community.

This year, the Light Party hopes to again provide information stands on public health, Neighbourhood Support, Community Team information from the Waimakariri District Council, Kaiapoi Menz Shed and Kaiapoi Toy Library for example. NZ Fire Service, NZ Police, St John, and the Coastguard will also be in attendance.

The Trust aims to ensure the Waimakariri Light Party remains accessible for all families to attend regardless of their financial situation. To date this has been achieved with the generous support of funding organisations Local Churches, Service Organisations and Businesses who provide funding, sponsored goods

and voluntary hours to the event. For many years, the Light Party was a free event, but in 2015, the Trust reluctantly made the decision to request a gold coin donation on entry. In an ideal world, it would be fantastic to continue to have a totally free event, however, organisers are committed to the longevity of the event, so to achieve this they felt the time had come to request a small voluntary entry fee from participants.

The Waimakariri Light Party relies on the generous support and donation of time from volunteers to manage the event, from the Committee to event marshals', activity participation i.e. face painting, set-up and breakdown of the event, collection of rubbish... the jobs are endless.

The Waimakariri Light Party relies on the support of WAI Youth, local Churches including Youth Groups, NZ Fire Service, NZ Police, St John, Coastguard and Kaiapoi Community Watch, to name but a few.

The Trust who organise the Light Party, see children as our future and seek to provide hope for the next generation through caring for the children and their families of the Waimakariri area. The Trust aim to serve these children and their families by hosting quality children's programmes and events at a low cost and especially to those families who are in hardship due to financial restraints. The Trust provides opportunities to engage in challenging, educational, practical life skills and fun experiences utilising local services, organisations and skilled individuals.

2

Benefits to the Community

Community events bring **BIG** benefits to the community. Besides being fun, the well-organised Waimakariri Light Party event will offer a host of economic and social benefits to the community. Events bring a community together and instil a sense of community pride.

The social benefits of local events are less visible than the economic benefit, but are just as, if not more important. Fun-day events provided by community organisation foster community pride, teach people new things and strengthen relationships. The economic benefit of providing local events is the growth of local tourism and economic benefit to local businesses in the district.

Local events also provide free marketing for local business as visitors talk about their fun, positive experiences – Waimakariri businesses have suffered greatly over the past few years' post-earthquake, as closures and infrastructure repairs have taken their toll on struggling businesses. Many of our local businesses are locally owned so their struggles are felt by the whole community.

Events foster community pride as it involves many members of the community. The Waimakariri Light Party event will promote community pride by celebrating ALL the things that make the Waimakariri wide community special and evoke good feelings.

The Waimakariri Light Party fosters stronger relationships within the community as we build connections with suppliers, volunteers, interested residents, business, community groups and likeminded people. These connections are the 'glue' that hold the district together – this is our social capital that makes for healthy communities.

3

QUOTE NO: 311016

PEDALMANIA

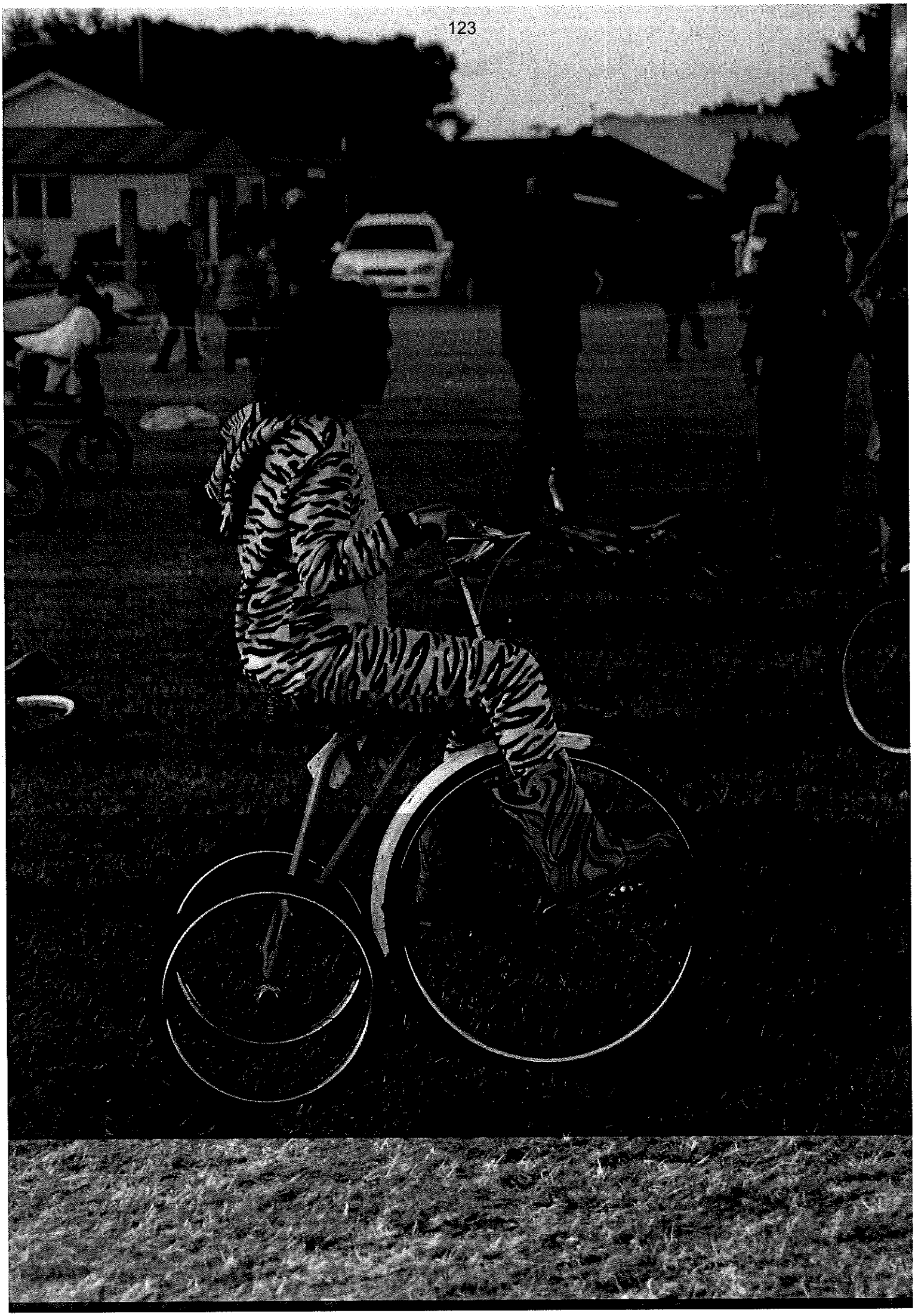
18 Pine Ave Stewarts Gully
Christchurch 8083
Phone: 03 323 8293
Mobile: 027 450 4399
Email: stewartsgully@gmail.com
Web: http://pedalmania.co.nz

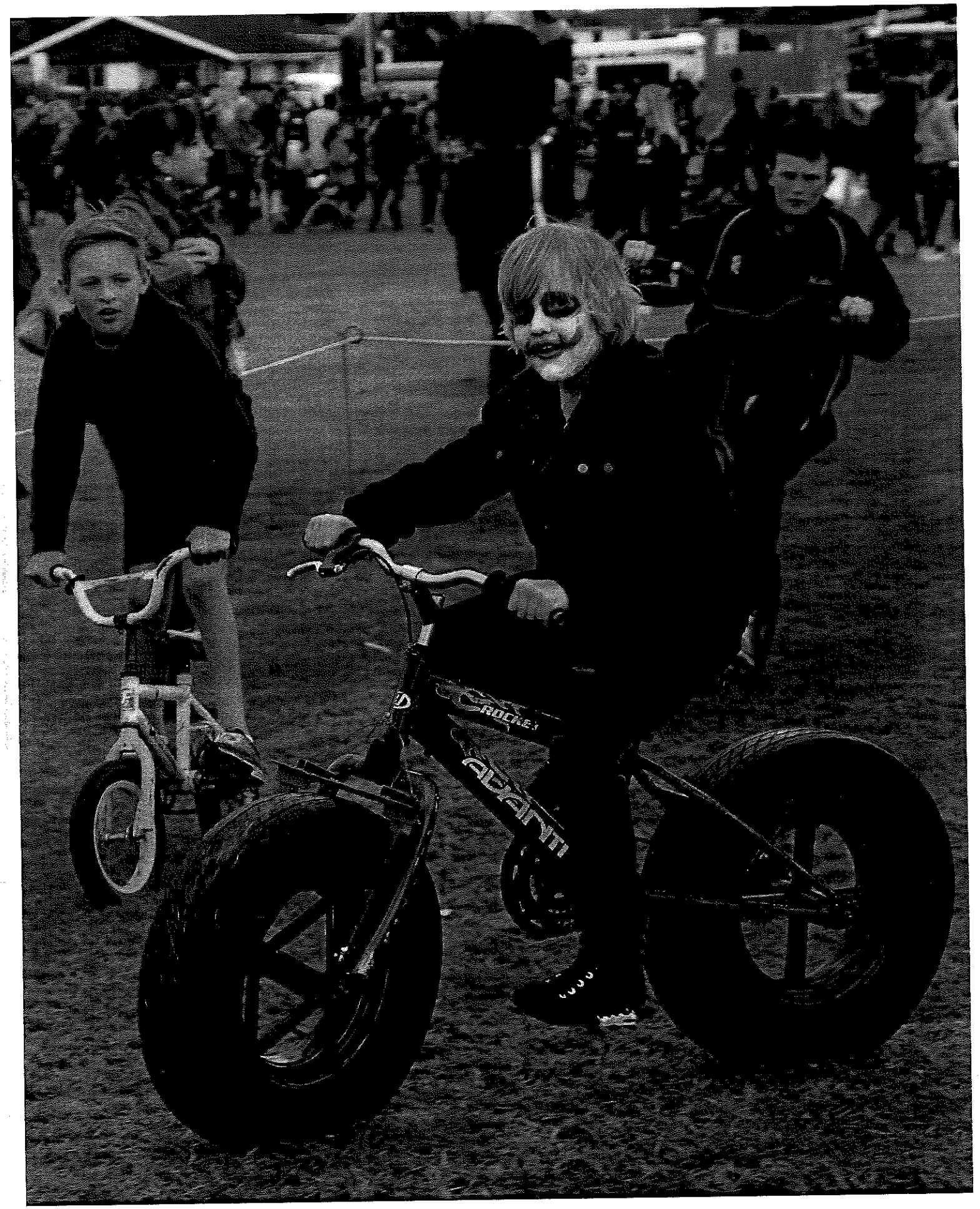
To: Reflections Trust.
Re: Pedalmania Visit to Waimakariri Light Party
Attention: Tiana Wills

PEDALMANIA
THE RECYCLED BICYCLE
PROPERTY MANAGEMENT
ICE SKATE SERVICES
Web: pedalmania.co.nz

QUOTE: For A **PEDALMANIA** Visit	TOTAL
Date: 31st October 2016 (valid until 30/12/2016)	
From 4.30pm-7.30pm at Wylie Park Kaiapoi	
3 Hours @ $130.00/Hour	$390.00

Stewarts Gully Industries
PEDALMANIA, THE RECYCLED BICYCLE,
PROPERTY MANAGEMENT, ICE SKATE SERVICES
Web: pedalmania.co.nz




ROCKET

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Preliminary Budget for 2016 Waimakariri Light Party

Income	2016
Own Funding	
Coffee Cars x 2	100.00
Community Group Fees	100.00
Donation - Ice Cream	50.00
Donation Bucket - Event	2,200.00
Donation of Candy Floss Hire	339.25
Riverside Tip Jar + 10	50.00
	2,839.25
Business Donations	
To be confirmed - estimated	3,000.00
Total estimated business donations	**3,000.00**
Church Donations	
To be confirmed - estimated	3,800.00
Total estimated church donations	**3,800.00**
Funding Applications	
Trust Aoraki Ltd -TBC	7,269.97
Kaiapoi Community Board - TBC	450.00
Creative Communities ***CONFIRMED***	750.00
Woodend Community Board - TBC	390.00
CERT - TBC	7,175.00
Foodstuffs in the Community - TBC	645.00
Pub Charity (Wages - Administrator) - TBC	6,000.00
RATA Foundation (Wages - Coordinator) - TBC	1,000.00
Lion Foundation - TBC	550.00
Total Funding Applications	**24,229.97**
Total Projected Income	**33,869.22**
	- 2,601.16

Expenses	Budget
ACC Levy	150.00
Accountant Fees	1,125.00
Administrator = 240 hours	6,000.00
Advertising	900.00
Compass Radio	
Kaiapoi Advocate	
The News	
Northern Outlook	
Community Notices	
The Woodpecker	
Oxford Bulletin	
Posters (50 x 2.45 Warehouse)	122.50
Signage	979.91
Art and Craft activities	1,500.00
Bank Charges	3.00
Competition expenses	350.00
Fancy Dress Expenses	*donated*
Entertainment	18,249.97
Equipment Hire	*donated*
Event Coordinator	1,000.00
Food & Drink - lollies	330.00
Insurance	1,065.00
Mileage	55.00
Menz Shed	200.00
Photographic Club	75.00
Portable Generators	donated
Rubbish Bin Hire	donated
Sound System / Stage	2,070.00
St John Donation	200.00
Stationary + Postage	130.00
Storage - Kaiapoi Mill	50.00
Subscription	75.00
Emcee - Marynita	150.00
Telephone - Mobile Calls	50.00
Toilet Hire	240.00
Training Costs (H&S course)	600.00
Volunteer Expenses	300.00
Wristbands	500.00
Total Expenses	**36,470.38**

NOTE
Only funding confirmed at this stage is
Creative Communities - $750.00

Breakdown of Entertainment	**Figures Include GST**		
AMAC		**Totals**	
Bungy Unit	2,070.00		
Walter Walker	2,070.00		
Bumper Boats	1,035.00		
Large Air slide combo	805.00		
Monkey Man Bouncer (no charge)	-	**5,980.00**	**CERT**
Big Bounce			
Mega Slide hire	280.00		
Multi combo hire	200.00		
Supervision of both castles	120.00		
Generator	45.00	**645.00**	**Foodstuffs in the Community**
Bubbling with Energy			
Radical Run Obstacle Course	1,292.72		
3 Giant Zorb Balls	595.13		
Inflatable Bumper Balls x 12	641.70		
Inflatable Area for Bumper/Zorb balls	172.50		
Bungee Fun Run	476.10		
Regency Castle	351.90		
Inflatable Climbing Wall	621.00		
Clown Slide	671.72		
Inflatable Fly Wall	476.10		
Gladiator Duel	476.10		
Generator	667.00		
Jungle Adventure	269.10		
Mickey Train	558.90	**7,269.97**	**Trust Aoraki Limited**
Clowns			
Louise	450.00	**450.00**	**Kaiapoi Community Board**
Fairytale Jeeps			
Mini Jeeps	550.00	**550.00**	**Lion Foundation**
Driveworld Playground			
Mini Jeeps	400.00	**400.00**	**CERT**
GoJump			
Frozen	180.00		
Superheros	180.00		
Generator x 2 (1 free)	75.00		
Staffing (no charge)	-		
Princess	180.00	-	
Spiderman	180.00	**795.00**	**CERT**
Pedalmania			
Recycled Bikes	390.00	**390.00**	**Woodend Community Board**
Art, Craft & Movement	750.00		
Bracelet making			
Cupcake Icing			
Face painting			
Girls Hair			
Kinetic Sand			
Mask Decorating			
Table Hire			
Coordination			
		750.00	**Creative Communities**

Wreckham Balls			
10 balls	750.00	**750.00**	To be confirmed
Fairies			
1 x fairy @ $90 per hour	270.00	**270.00**	To be confirmed
TOTAL	**18,249.97**	**18,249.97**	

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Event organised by
REFLECTIONS COMMUNITY TRUST

P O Box 215, Kaiapoi
reflections.trust@gmail.com
03 327 5527 / 027 241 9987

Motion to Apply for Funding

It was agreed at a meeting held on 24 July 2016 of Reflections Community Trust to apply to the **Woodend Community Board** for a donation of Three Hundred and Ninety Dollars **($390.00**) to cover the cost of the below mentioned entertainment for the 2016 Waimakariri Light Party.

This application to the **Woodend Community Board** would be used to cover costs towards:

Pedalmania ***$390.00***

Funding for the event will be met with funding from various funders, sponsorship, donations and Trust contribution.

The Waimakariri Light Party event is in its 12th year and as a result an extremely good working relationship has occurred during this time with entertainment providers.

I certify that this is a true and correct record of a resolution passed at this meeting.

S K Edwards

Sue Edwards
Secretary
Reflections Community Trust

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3rd July 2016

To The Treasurere
Reflections Community Trust

Dear Jannene

I have reviewed the books for the Reflections Community Trust for the year ended 31st March 2016 with the information provided and have found everything to be correct.

Once again all records have been kept in excellent order with easy to follow referencing.

The results summary is as follows:

RCT General	loss	$ 2152
Light Party	profit	$ 7677
Christmas Meal	profit	$ 1236
Overall	profit	$ 6761

Assets
Westpac Bank Account $ 11181.10

Yours faithfully

Glenda Greenwood
27 Cam Road
Kaiapoi

Profit & Loss

Reflections Community Trust
RCT General
1 April 2015 to 31 March 2016

	31 Mar 16
Income	
Interest Received	99
Sundry	34
Total Income	133
Gross Profit	133
Less Operating Expenses	
Accountancy Fees	138
Advertisng, Promotion.	91
Audit / Review Fees	100
Contract payments	43
Insurance	1,047
Miscellaneous	273
Other expenses	51
Postage, Stationary.	60
Printing and photocopying	7
Subscriptions	150
Training	10
Wages, Salaries.	316
Total Operating Expenses	2,285
Net Profit	(2,152)

Profit & Loss

Reflections Community Trust
Light Party
1 April 2015 to 31 March 2016

	31 Mar 16
Income	
CERT grant	11,257
Commission & stall fees	330
Donations	11,516
Gate Sales	3,320
Grant	4,030
Pub Charity Donation	3,000
Total Income	33,452
Gross Profit	33,452
Less Operating Expenses	
Administration expenses	24
Advertisng, Promotion.	1,320
Consumables	830
Contract payments	771
Entertainment hire	17,866
First Aid	75
Miscellaneous	508
Other expenses	343
Postage, Stationary.	107
Printing and photocopying	75
Wages, Salaries.	3,856
Total Operating Expenses	25,776
Net Profit	7,677

Profit & Loss

Reflections Community Trust
Christmas Meal
1 April 2015 to 31 March 2016

	31 Mar 16
Income	
Donations	1,190
Lunch sales	1,185
Total Income	2,375
Gross Profit	2,375
Plus Other Income	
Sponsorship	1,215
Total Other Income	1,215
Less Operating Expenses	
Administration expenses	161
Advertisng, Promotion.	143
Consumables	1,663
Contract payments	101
Printing and photocopying	99
Wages, Salaries.	187
Total Operating Expenses	2,354
Net Profit	1,236

Profit & Loss

Reflections Community Trust
All Events
1 April 2015 to 31 March 2016

	Christmas Meal	Light Party	RCT General	Total
Income				
CERT grant	-	11,257	-	11,257
Commission & stall fees	-	330	-	330
Donations	1,190	11,516	-	12,707
Gate Sales	-	3,320	-	3,320
Grant	-	4,030	-	4,030
Interest Received	-	-	99	99
Lunch sales	1,185	-	-	1,185
Pub Charity Donation	-	3,000	-	3,000
Sundry	-	-	34	34
Total Income	**2,375**	**33,452**	**133**	**35,961**
Gross Profit	**2,375**	**33,452**	**133**	**35,961**
Plus Other Income				
Sponsorship	1,215	-	-	1,215
Total Other Income	**1,215**	**-**	**-**	**1,215**
Less Operating Expenses				
Accountancy Fees	-	-	138	138
Administration expenses	161	24	-	185
Advertisng, Promotion.	143	1,320	91	1,554
Audit / Review Fees	-	-	100	100
Consumables	1,663	830	-	2,493
Contract payments	101	771	43	914
Entertainment hire	-	17,866	-	17,866
First Aid	-	75	-	75
Insurance	-	-	1,047	1,047
Miscellaneous	-	508	273	780
Other expenses	-	343	51	394
Postage, Stationary.	-	107	60	167
Printing and photocopying	99	75	7	181
Subscriptions	-	-	150	150
Training	-	-	10	10
Wages, Salaries.	187	3,856	316	4,359
Total Operating Expenses	**2,354**	**25,776**	**2,285**	**30,415**
Net Profit	**1,236**	**7,677**	**(2,152)**	**6,761**

NEW ZEALAND
COMPANIES OFFICE

CERTIFICATE OF INCORPORATION

REFLECTIONS COMMUNITY TRUST
1208209

This is to certify that REFLECTIONS COMMUNITY TRUST was incorporated under the Charitable Trusts Act 1957 on the 22nd day of April 2002.

NEW ZEALAND
COMPANIES OFFICE

Mandy McDonald

Registrar of Incorporated Societies
17th day of July 2016

REGISTRAR OF INCORPORATED SOCIETIES NEW ZEALAND

For further details visit www.societies.govt.nz

Certificate printed 17 Jul 2016 09:13:08 NZT

charities commission
Komihana Kaupapa Atawhai

Certificate of Registration

Reflections Community Trust

Registration number: CC22246

This is to certify that Reflections Community Trust was registered as a charitable entity under the Charities Act 2005 on 28 March 2008.

Chair
Charities Commission

Chief Executive
Charities Commission

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Inland Revenue
Te Tari Taake

Inland Revenue Department,
Private Bag, Christchch
Telephone 0800 377 774
Facsimile 03-363 1001

05219 BUSINESSLINK

27 FEB 2003

REFLECTIONS COMMUNITY TRUST

P O BOX 215
KAIAPOI 8252

IRD Number 84-478-644
Our Reference
Your Reference

DEAR Sir/Madam

Resident Withholding Tax on Interest and Dividends Certificate of Exemption **IRD/Exemption number:** 84-478-644

Here is your Certificate of Exemption from resident withholding tax on interest and dividends (IR 15C). Please keep it in a safe place. You will have to show it to those paying you interest or dividends, or you may have to return it to Inland Revenue if requested.

This certificate exempts you from paying resident withholding tax but does not exempt you from paying income tax. You must still file an income tax return.

If you no longer qualify for an exemption please send this certificate back to us with a written explanation. You must do this within five working days of the date you were no longer entitled to an exemption.

Yours faithfully

D Butler
Commissioner of Inland Revenue

Inland Revenue
Te Tari Taake

Private Bag Christchch
Telephone 03-363 1011

BUSINESSLINK

CERTIFICATE OF EXEMPTION FROM RESIDENT WITHHOLDING TAX ON INTEREST/DIVIDENDS

REFLECTIONS COMMUNITY TRUST

P O BOX 215
LNK KAIAPOI 8252

Exemption/IRD Number 84-478-644

This certifies that Resident Withholding Tax deductions are not to be made from any interest and dividends paid to the named recipient from 27/02/2003

D Butler
Commissioner of Inland Revenue

This certificate is issued without alteration or erasure.

TR06.02 **IR15C**

Westpac

deposit

Rangiora
Cnr Ashley & High Streets, Rangiora, NZ

DATE

NOTES	$
COINS	$
TOTAL CASH	$
CHEQUES AS REVERSE	$
TRANSFER FROM ACCOUNT NO.	$

PAID IN BY: (PLEASE PRINT NAME)

FOR THE CREDIT OF

REFLECTIONS

TOTAL $

⑈030674⑆ 0193865⑈00 ⑈ 50

Westpac New Zealand Limited

2016-2017 Community Board Discretionary Grant

	Month considered	Group	Project	Amount Requested	Amount Granted	Running Balance
Woodend-Ashley Community Board 10.138.100.2410 *(Woodend-Sefton Community Board from Oct 2016)*						**$ 2,910.00**
	August	**Pegasus Residents group Inc.**	**Towards costs for activities at a Christmas event, "Christmas on the Lake'.**	**$500**		
	August	**Reflections Community Trust**	**towards the costs of funding Pedalmania to be part of the Waimakariri Light Party 2016 event**	**$390**		
Rangiora Community Board 10.137.100.2410 *(Rangiora-Ashley Community Board from Oct 2016)*						**$ 9,010.00**
	September	**Southbrook School PTA**	**Towards the costs of hiring Ethel & Bethelto run a bingo fundraiser event**	**$500**		
	September	**Vision West Community Trust**	**Towards the cost of photoelectric smoke alarms in social housing**	**$500**		
Kaiapoi Community Board 10.136.100.2410 *(Kaiapoi-Tuahiwi Community Board*						**$ 4,850.00**
	August	**Reflections Community Trust**	**Towards the costs of hiring a clown/street performer for the Waimakariri Light Party 2016**	**$450**		
	August	**Vision West Community Trust**	**Towards the cost of photoelectric smoke alarms in social housing**	**$500**		

Community Board from Oct 2016)						
Oxford-Eyre Ward Advisory Board 10.139.100.2410 *(Oxford-Ohoka Community Board from Oct 2016)*						**$ 4,310.00**
	July	**Oxford Area School - Senior Netball team**	**towards costs associated with attending the South Island Secondary Schools Netball Tournament in Nelson**	**$ 500.00**		
	July	**Little by Little**	**towards costs associated with a new community initiative**	**$ 250.00**	**$250**	
	July	**Oxford Play Centre**	**towards purchase of a lawn mower**	**$ 250.00**		
	July	**Under Our Feet Charitable Trust**	**Towards the purchase of compost and seedlings**	**$ 250.00**		
	July	**North Canterbury Family Violence Network**	**To fund a presentation to raise family violence awareness among Oxford Area School youth**	**$500.00**		

2015/2016 Community and Ward Advisory Board Discretionary Grant

	Month considered	Group	Project	Amount Requested	Amount Granted	Running Balance
Woodend-Ashley Community Board 10.138.100.2410						**$ 4,110.00**
	July	Woodend Spring Flower Show	Towards the purchase of new signs	$ 500.00	$ 500.00	$ 3,610.00
	August	Woodend Playcentre	Towards the cost of a First Aid Course for parents of the playcentre	$ 700.00	$ 500.00	$ 3,110.00
	September	Woodend Before and After School Programme	New sports equipment	$ 500.00	$ 250.00	$ 2,860.00
	October	Ashley Playcentre	Towards the cost of a First Aid Course for parents of the playcentre	$ 500.00	$ 350.00	$ 2,510.00
	December	North Canterbury Neighbourhood Support	to purchase name badges for the committee members	$ 300.00	$ 300.00	$ 2,210.00
	February	**Sefton Community Newsletter**	**Towards costs associated with transition to new printing team**	**$ 500.00**	**$ 350.00**	**$ 1,860.00**
	March	Pegasus Bay School PTA	Towards costs for senior playground	$ 500.00	$ 500.00	$ 1,360.00
	April	**Waimakariri Arts Trust - Kaiapoi Art Expo**	**Towards venue hire and music provided for the 2016 kaaipoi Art Expo and Schools' Art Expo**	**$ 500.00**	**$ 500.00**	**$ 860.00**
	April	**North Canterbury Riding for the Disabled**	**for three volunteers to undertake an introductory course towards their Assistant Coaches Certificate**	**$ 498.00**	**$ 498.00**	**$ 362.00**
	June	**Woodend Bowling Club Inc.**	**Towards the upgrading of covered kitchen lighting**	**$ 335.80**	**$ 335.80**	**$ 26.20**
						$ 6,120.00
	August	International Day of Older Persons Group	Towards costs associated with International Day of Older Persons	$ 250.00	$ 250.00	$ 5,870.00

2015/2016 Community and Ward Advisory Board Discretionary Grant

Rangiora Community Board 10.137.100.2410	August	The Ashley Lodge No.28	Towards fundraising event for the replacement of defibrillators in each of the four ambulances based in Rangiora	$ 500.00	$ 500.00	$ 5,370.00
	August	Reflections Community Trust	Towards the hire of Pedalmania for the Waimakariri Light Part 2015	$ 375.00	$ 375.00	$ 4,995.00
	August	**Rangiora Community Garden**	**Towards the purchase of materials for 3 new signs**	**$ 482.00**	**$ 482.00**	**$ 4,513.00**
	August	Caring for Carers Inc	Towards annual venue hire and refreshments for meetings of the Rangiora Support Group	$ 388.00	$ -	
	October	Fall Prevention Exercise Group	towards costs associated with establishing an exercise programme for seniors	$ 500.00	$ 250.00	$ 4,263.00
	October	Ashgrove School PTA - ReStyle Me	Towards venue hire for 'ReStyle Me', a fundraising event for Ashgrove School	$ 500.00	$ -	
	October	Ashgrove School PTA – Santa's Grotto	Gate signage at the Rangiora A&P Showgrounds entrance for Santa's Grotto	$379.50	$ -	
	October	McAlpines North Canterbury Pipe Band (Inc)	towards new kilts for band members	$500.00	$ 350.00	$ 3,913.00
	October	Ashgrove School PTA – Ashgrove Twilight Gala	To hire deep fryers and cooking oil for the Ashgrove Twilight Gala	$425.00	$ -	
	October	Rangiora Toy Library	towards advertising costs of a fundraising event as part of its 21st Birthday celebrations	$741.00	$ 350.00	$ 3,563.00
	December	North Canterbury Neighbourhood Support	towards the costs associated with running the 'Old Fashioned Family Picnic'	$250.00	$ 250.00	$ 3,313.00
	December	Rangiora Playcentre	to purchase a new pull up banner	$379.00	$ 379.00	$ 2,934.00
	February	Rangiora Toy Library	towards the purchase of new toys, specifically, a replacement tractor	$456.25	$ 456.25	$ 2,477.75

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2015/2016 Community and Ward Advisory Board Discretionary Grant

	April	Waimakariri Arts Trust - Kaiapoi Art Expo	Towards the hire and installation of lighting for the 2016 Kaiapoi Art Expo and Schools' Art Expo	$500.00		
	April	**North Canterbury Riding for the Disabled**	**towards costs associated with relocating to the Millton Memorial Reserve**	**$500.00**	**$ 500.00**	**$ 1,977.75**
	April	**North Canterbury Family Violence Network**	**towards costs of a Safety and Respect presentation and follow-up barbeque for Rnagiora High School and/or Rnagiora New Life School secondary students**	**$500.00**	**$ 500.00**	**$ 1,477.75**
	June	Cat Care Incorporated	Towards the costs of a Microchipping Day	$250.00		
	June	**Disability, Carers and Friends Group**	**For the purchase of a trestle table and costs of catering for a Dance Social**	**$500.00**	**$ 250.00**	**$ 1,227.75**
	June	**Rangiora Croquet Club Inc.**	**For part funding one set of Quadway Hoops**	**$500.00**	**$ 300.00**	**$ 927.75**
	June	The Rangiora and Districts Early Records Society Inc	For costs associated with set up, production and installation of four ACM vinyl signs to replace existing	$327.75		
	June	Seftonian Battle Sport	For new sporting and Safety equipment for players, specifically 4 x trebuchets and 2 x armour	$500.00		
	June	**Social Services Waimakariri**	**Toward the costs of catering for a community forum event**	**$200.00**	**$ 200.00**	**$ 727.75**
	June	**Waimakariri Arts Trust - Kaiapoi Art Expo resubmission**	**Towards the hire and installation of lighting for the 2016 Kaiapoi Art Expo and Schools' Art Expo**	**$500.00**	**$ 327.75**	**$ 400.00**
	June	**Community College North Canterbury**	**For the venue hire and supplies of a youth open night**	**$400.00**	**$ 400.00**	**$ -**
						$ 6,120.00
	July	You Me We Us	Towards advertising of the September 4th Observance Day	$ 496.80	$ 496.80	$ 5,623.20

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Kaiapoi Community Board 10.136.100.2410	August	Hinemoa-Kaiapoi Hockey Club	Towards assisting team members with the cost of travel to a tournament in Fiji	$ 500.00	$ 500.00	$ 5,123.20
	August	**Canterbury Youth Development Programme**	**Towards providing breakfast three mornings per week for eight weeks and food for the Longest Day Challenge**	**$ 500.00**	**$ 500.00**	**$ 4,623.20**
	September	Arthritis New Zealand	towards venue hire and advertising associated with running self-management sessions and workshops in Kaiapoi	$ 500.00	$ 250.00	$ 4,373.20
	September	Kaiapoi District Historical Society Incorporated	Towards the cost of installing updates of *PastPerfect* (a museum programme) and linking four computers for volunteers to work on at the same time	$ 500.00	$ 500.00	$ 3,873.20
	November	You Me We Us	for advertising of Kaiapoi's 2016 Waitangi Day celebrations	$ 500.00	$ 500.00	$ 3,373.20
	December	North Canterbury Neighbourhood Support	towards costs associated with running the 'Old Fashion Family Picnic'	$ 300.00	$ 350.00	$ 3,023.20
	March	**Kaiapoi Photographic Club Inc**	**Toward printing costs for Club members involved in a photographic exhibition - "Waimakariri - from the Mountains to the Sea"**	**$ 500.00**	**$ 500.00**	**$ 2,523.20**
	March	Satisfy Food Rescue	to purchase a sandwich board to identify Satisfy Food Rescuein the community	$ 350.00	$ -	$ 2,523.20
	March	**Waimakariri Arts Trust - Kaiapoi Art Expo**	**Towards the hire and installation of lighting for the 2016 Kaiapoi Art Expo and Schools' Art Expo**	**$ 500.00**	**$ 500.00**	**$ 2,023.20**
	March	You Me We Us	Towards advertising costs for a 'Pop Up cinema' event	$ 500.00	$ 500.00	$ 1,523.20

2015/2016 Community and Ward Advisory Board Discretionary Grant

	April	Social Services Waimakariri	towards catering costs for a community forum to discuss establishing a Community House and capacity for a Children's Team for the community	$ 200.00	$ 200.00	$ 1,323.20
	April	**North Canterbury Family Violence Network**	**towards the costs associated with a presentation to Kaiapoi High School about family violence and a bbq to follow**	**$ 500.00**	**$ 500.00**	$ 823.20
						$ 4,110.00
	November	**Waimakariri Arts Trust - Kaiapoi Art Expo**	**Towards running costs, in particular, the music provided over the weekend for 2016 Kaiapoi Art Expo.**	**$ 300.00**	**$ 250.00**	**$ 3,860.00**
	November	Oxford Table Tennis	Towards the purchase of tables	$ 250.00	$ 250.00	$ 3,610.00
	November	Keep Oxford Beautiful	for a photo and information panel about the Oxford Historic Jail	$ 250.00	$ 250.00	$ 3,360.00
	November	Friends of Oxford Hospital	towards the purhcase of a Lazy Boy recliner chair and disability aids for patients	$ 350.00	$ 250.00	$ 3,110.00
	November	**Oxford Pony Club**	**towards the cost of running a two day show jumping course for its club members**	**$ 250.00**	**$ 250.00**	**$ 2,860.00**
	November	North Canterbury Neighbourhood Support	towards costs associated with running the 'Old Fashion Family Picnic'	$ 250.00	$ 250.00	$ 2,610.00
	November	West Eyreton School	purchase of a banner-stand	$ 345.00	$ 250.00	$ 2,360.00
	November	**Oxford Tennis Club**	**Towards two weather shelters for the new courts**	**$ 500.00**	**$ 250.00**	**$ 2,110.00**
	November	View Hill Improvement Society	To purchase three alloy framed umbrellas for use at the View Hill Domain	$ 477.00	$ 250.00	$ 1,860.00
Oxford-Eyre Ward Advisory Board	**April/May**	**Waimakariri Arts Trust - Kaiapoi Art Expo**	**towards the floral arrangements for the 2016 Kaiapoi Art Expo and Schools' Art Expo**	**$ 500.00**	**$ 250.00**	**$ 1,610.00**

2015/2016 Community and Ward Advisory Board Discretionary Grant

10.139.100.2410	**April/May**	**Oxford Community Trust**	**for stationery and art supplies for Oscar School Holiday programme**	**$ 560.03**	**$ 250.00**	$ 1,360.00
		Oxford Area School - Senior Netball team	towards costs associated with attending the South Island Secondary Schools Netball Tournament in Nelson	$ 500.00		
	April/May	Friends of Oxford Hospital	towards purchase of window screen blinds for patients rooms	$ 250.00	$ 250.00	$ 1,110.00
		Little by Little	towards costs associated with a new community initiative	$ 250.00		
	April/May	Oxford Netball Club	for the purchase of two portable netball goals	$ 199.90	$ 199.90	$ 910.10
	April/May	**Oxford O.S.C.A.R.**	**for First Aid training of staff**	**$ 175.00**	**$ 175.00**	**$ 735.10**
	April/May	West Eyreton School	towards graphic design work for a banner	$ 295.00	$ 250.00	$ 485.10
	April/May	Social Services Waimakariri	towards costs of catering for a community forum event	$ 200.00		
		Oxford Play Centre	towards purchase of a lawn mower	$ 250.00		
	April/May	**Oxford Plunket**	**for the purchase of child safety gates and new toys for the Oxford Plunket Rooms**	**$ 500.00**	**$ 250.00**	**$ 235.10**
	April/May	**Cust Netball Club**	**Towards the purchase of uniforms and equipment to enable childrens' particpation**	**$500.00**	**$ 250.00**	**-$ 14.90**
		Under Our Feet Charitable Trust	Towards the purchase of compost and seedlings	$250.00		

WOODEND-ASHLEY COMMUNITY BOARD DISCRETIONARY GRANT APPLICATION

Information to assist groups with their application

The purpose of the Board discretionary grants is to assist projects that enhance community group capacity and/or increase participation in activities.

When assessing grant applications the Board consider a number of factors in their decision making. These include, but are not limited to; type of project, time frame, benefits to the community and costs being contributed. The more information you as a group can provide on the project and benefits to participants the better informed the Board is. You are welcome to include a cover letter as part of your application. The decision to grant funds is the sole discretion of the Board.

The Board cannot accept applications from individuals. All funding is paid to non-profit community based organisations, registered charities or incorporated societies. Council funding is publicly accountable therefore the Board need to demonstrate to the community where funding is going and what it is being spent on. This is one of the reasons the Board require a copy of your financial profit/loss statements and balance sheet for the previous/current financial year. Staff cannot process your application without financial records.

The Board encourages applicants, where practically possible, to consider using local businesses or suppliers for any services or goods they require in their application. The Board acknowledges that this may result in a higher quote.

It would be helpful to the Board to receive an expense summary for projects that cost more than the grant being requested to show the areas funds are being spent and a paragraph on what fund raising the group has undertaken towards the project, or other sources considered (ie voluntary labour, businesses for supplies).

Examples (but not limited to) of what the Board cannot fund	Examples (but not limited to) of what the Board can fund:
× Wages	✓ New equipment
× Debt servicing	✓ Toys/educational aids
× Payment for volunteers (including arrangements in kind eg petrol vouchers)	✓ Sporting equipment
× Stock or capital market investment	✓ Safety equipment
× Gambling or prize money	✓ Costs associated with events
× Funding of individuals (only non-profit organisations)	✓ Community training.
× Payment of any legal expenditure or associated costs	
× Purchase of land and buildings	
× Activities or initiatives where the primary purpose is to promote, commercial or profit-oriented interests	
× Payment of fines, court costs or mediation costs, IRD penalties.	

WOODEND-ASHLEY COMMUNITY BOARD DISCRETIONARY GRANT APPLICATION

Criteria for application

- *Grant applications will be considered every month by the Woodend-Ashley Community Board. Applications are recommended to be received three weeks prior to Board meeting dates for processing.*
- *Generally funding grants will be a maximum of $500 in any one financial year (July 2016 to June 2017), but the group can apply up to twice in that year, providing it is for different projects.*
- *The grant funding is limited to projects within the Board area or primarily benefiting the residents of the ward.*
- *Applications will only be accepted from non-profit community-based organisations, registered charities or incorporated societies.*
- *The group should have strong links with the community of the Woodend-Ashley Ward.*
- *The applications should clearly state the purpose for which the money is to be used.*
- *The applicants should submit a 1-2 page balance sheet and an income and expenditure statement which shows their current financial assets and liabilities. Applications cannot be processed until financial information is received.*
- *Where possible, or feasible, applicants must declare other sources from which funding has been applied for, or granted from, for the project being applied to the Woodend-Ashley Community Board.*
- *The Board support a wide range of community activities but the application will only be considered if it is deemed of the nature listed in the table of examples of what the Board can fund (see previous page).*
- *An accountability form must be provided to Council outlining how the funds were applied, within six months of the grant being allocated, when funds are spent, or prior to a new application. A new application will not be accepted until the previous accountability form has been completed and returned. The group should maintain accurate records around the grant including, but not limited to: receipts, banks statements and invoices. In the event that funds are not spent on the project or activity applied for the recipient may be required to return the grant funding to the Council.*

What happens now?

Return your completed application form (with financial records and any supporting information which you believe is relevant to this application) to:

Community Board Advocate
Woodend-Ashley Community Board
C/- Waimakariri District Council,
Private Bag 1005
Rangiora 7440

Or hand deliver to either

- Oxford Service Centre, 34 Main Street, Oxford
- Rangiora Service Centre, 215 High Street, Rangiora.
- Ruataniwha Kaiapoi Civic Centre, 176 Williams Street, Kaiapoi

What happens next?

- Your application will be processed and presented to the Board at the next appropriate meeting.
- Following the meeting a letter will be sent to notify you of the Board decision and if successful an invoice and your organisation's bank account details will be requested.
- On receipt of this information payment will be processed to your organisation's bank account.

WAIMAKARIRI DISTRICT COUNCIL

REPORT

FILE NO: GOV-26-03-06 / 160802075028

REPORT TO: Woodend-Ashley Community Board

DATE OF MEETING: 8 August 2016

FROM: Karen Eastwood

SUBJECT: Chairperson's Report for July/August 2016

1. SUMMARY

We are definitely into the heart of winter with the ski fields in full swing and some pretty frosty mornings to be had around the district.

A lot of great progress has been made with the Gladstone Park upgrade. The Woodend town centre beautification programme is complete and there is good progress with the commercial area in Ravenswood with confirmation of a New World Supermarket, petrol station and McDonalds to go in.

The Woodend to Woodend Beach Cycle and Walkway is coming along well and it will be a fantastic asset for the wider community once it is completed.

The amount of traffic going through Woodend is incredible and continues to be a safety concern. It would be good to receive an update on any change to the timeframe of the bypass development.

The Pegasus Bridge was shut due to safety issues, which definitely needs to be addressed as this caused some unhappy walkers from in and around Canterbury.

The shops in Pegasus are presently being fitted out for new tenants, which is great to see. The Farmers retail store and the Rangiora town centre is looking fantastic.

All of these additional amenities to the district will prove to be very beneficial and assist the increased population in our district; not only for current residents but also those looking to move into our wonderful towns.

2. RECOMMENDATION

THAT the Woodend-Ashley Community Board:

(a) **Receives** report No. 160802075028.

Karen Eastwood
Chairperson
Woodend-Ashley Community Board