

14. 5. 2015

**RICCARTON/WIGRAM COMMUNITY BOARD  
17 MARCH 2015**

**Minutes of a meeting of the Riccarton/Wigram Community Board  
held on Tuesday 17 March 2015 at 4pm in the Community Room,  
Upper Riccarton Library, 71 Main South Road.**

**PRESENT:** Mike Mora (Chairperson), Helen Broughton, Natalie Bryden,  
Vicki Buck, Peter Laloli and Debbie Mora

**APOLOGIES:** Apologies for absence were received and accepted from  
Jimmy Chen.

An apology for lateness was received and accepted from Vicki Buck  
who arrived at 4.35pm and was absent for clauses 4, 5.1 and 5.2.

The Chairperson welcomed to the meeting the Chief Executive, Karleen Edwards.

The Board reports that:

**PART A - MATTERS REQUIRING A COUNCIL DECISION**



**1. RICCARTON ROAD BUS PRIORITY PROJECT - CONSULTATION**

The Board considered a report seeking a recommendation to the Infrastructure, Transport and Environment Committee meeting on 2 April 2015 regarding the community and stakeholder consultation on the proposed Riccarton Road bus priority proposals.

**STAFF RECOMMENDATION**

It is recommended the Riccarton/Wigram Community Board recommends that the Infrastructure, Transport and Environment Committee:

- 1.1 Instruct staff to proceed with community and stakeholder consultation on the proposed Riccarton Road bus priority proposals as outlined in paragraphs 4.1, 4.2 and 4.3 which includes Option Two (Pedestrian Friendly) and Option Three (Hybrid) for the Riccarton Town Centre segment of this project in respect of the area of interest for the Riccarton/Wigram Community Board, namely, Riccarton Road between the Deans Avenue intersection and Matipo Street.
- 1.2 Instruct staff following the conclusion of the consultation process, that the analysis of the outcomes and responses and any amendments to the concept designs shall be reported to the Riccarton/Wigram Community Board by way of a Part A report; the Board recommendation will then pass to the Infrastructure, Transport and Environment Committee for consideration.

**BOARD CONSIDERATION**

In its deliberations, staff members in attendance spoke to the accompanying report and responded to questions from members.

Members commented on the increased presence of heavy vehicles using Riccarton Road as a through route and there was a suggestion made of applying a slower speed limit through the main commercial section of Riccarton Road.

Also raised for inclusion in the consultation material, was to show trees planted in the central median.

**BOARD RECOMMENDATION**

That the staff recommendation be adopted.

 2. **RICCARTON/WIGRAM WARD – NAMING OF NEW RESERVES**

The Board considered a report seeking a recommendation to the Council to approve the proposed reserve names and the classification of a number of local reserves in the Wigram area.

**STAFF RECOMMENDATION**

It is recommended that the Riccarton/Wigram Community Board recommend to the Council to:

- 2.1 Approve the proposed reserve names as specified in Attachment One.
- 2.2 Approve the proposed classification of the reserves as per the Reserves Act 1977 s16 (2A) as specified in Attachment One, and the Board's recommendation, be referred to the Council for adoption.

**BOARD CONSIDERATION**

The staff member present spoke to the accompanying report and responded to questions from members.

**BOARD RECOMMENDATION**

That the staff recommendation be adopted.

 3. **WIGRAM ESTATES LIMITED – LAND EXCHANGE AND SALE**

The Board considered a report seeking a recommendation to the Council to resolve to complete an exchange of land held for drainage and road purposes and to sell an area of land not now entirely required by the Council for the original roading purpose for which it was purchased.

**STAFF RECOMMENDATION**

That the Riccarton/Wigram Community Board recommend that the Council resolve as follows:

- 3.1 The Council resolve to exchange part of Lot 54 (coloured orange on the plan attached) for Lot 70 (coloured green on the plan attached) owned by Wigram Estates Limited. The exchange to be at equivalent value, that is no monetary transaction is required in the exchange.
- 3.2 The Council resolve to sell the lot coloured pink on the attached plan to Wigram Estates Limited at market valuation plus or minus 10 per cent but in no event less than \$216,000 inclusive of GST, being the Council's initial purchase cost.
- 3.3 The Council grant the Property Consultancy Manager delegated authority to negotiate and conclude all matters at his sole discretion associated with the land exchange and sale.

**BOARD CONSIDERATION**

The staff member present spoke to the accompanying report.

**BOARD RECOMMENDATION**

That the staff recommendation be adopted.

## PART B - REPORTS FOR INFORMATION

### 4. DECLARATION OF INTEREST

Nil.

### 5. DEPUTATIONS BY APPOINTMENT

#### 5.1 BRADSHAW TERRACE RESIDENTS

Greg and Natalie Sneddon of Bradshaw Terrace, addressed the Board reiterating the street residents concerns about the current condition of Bradshaw Terrace along with associated drainage and parking issues that had most recently been raised with the Board in December 2014.

Clare Mouat also addressed the Board on these matters.

After questions from members, the Chairperson thanked Mr and Mrs Sneddon and Clare Mouat for bringing their concerns to the Board.

Members restated that the Board would be including these matters in its own submission to the Council's Draft Long Term Plan and the residents were encouraged to do the same.

The Board **decided** to request an update from staff on the status of Bradshaw Terrace in relation to the Council's capital programme including associated drainage issues and to note from the deputations submission that the recent maintenance work on the road surface has seemingly not been successful.

#### 5.2 TEMPLETON RESIDENTS' ASSOCIATION

Raewyn Newnham and Peter Peterson, on behalf of the Templeton Residents' Association, addressed the Board on the matter of localised historic flooding and drainage related issues in Templeton.

After questions from members, the Chairperson thanked Raewyn Newnham and Peter Peterson for their deputation.

The Board **decided** that the submission from the Templeton Residents' Association be received and that the flooding and drainage issues raised, be referred to staff for consideration and response back to the Board.

Clause 7.1 of these minutes, records a separate Board decision requesting that a bus shelter be installed in Templeton.

#### 5.3 DISABLED PERSONS ASSEMBLY

Philip Haythornthwaite, President, Disabled Persons Assembly Christchurch and Districts, addressed the Board and requested the relocation of a bus stop in Mandeville Street in the vicinity of the Philatelic Centre.

The Board also **received** some written views from the Central Riccarton Residents' Association on the matter.

After questions from members, the Chairperson thanked Philip Haythornthwaite for his presentation.

The Board **decided** that the submission from the Disabled Persons Assembly be received and the matters raised be referred to staff for consideration and response back to the Board.

## 5. Cont'd

### 5.4 OWAKA PIT

The Board **agreed** to receive a late deputation on the matter of Owaka Pit.

Peter Dellaca and Kay Stieller representing the Awatea Residents' Association, and Julie Chivas from Wigram Skies addressed the Board regarding the local community's ongoing concerns regarding the issues associated with medium density fibreboard (MDF) at the Owaka Pit site.

The Council's Inspections and Enforcement Unit Manager was in attendance to speak to the Board and to take questions from members on the matter. A tabled memorandum from her was **received**.

Following members questions to the deputation representatives, the Chairperson thanked the deputations for attending and presenting their concerns to the Board.

Clause 7.2 (Part B) of these minutes records the Board's decision on this matter

## 6. PETITIONS

Nil.

## 7. NOTICES OF MOTION

The following Notices of Motion were moved by Helen Broughton, seconded by Debbie Mora:

### 7.1 KIRK ROAD – BUS SHELTER

*That the Riccarton/Wigram Community Board requests that a bus shelter be provided in Kirk Road, Templeton in response to the request from the Templeton Residents' Association.*

On being put to the meeting by the Chairperson, the motion was declared **carried**.

### 7.2 OWAKA PIT

*7.2.1 That the Riccarton/Wigram Community Board seek to commission an independent scientific study which may include testing to address questions relating to the Medium Density Fibreboard (MDF) at Owaka pit. The following questions to be addressed in the study:*

*7.2.1 Is the MDF waste at Owaka pit a recyclable material and does it have viability as a hog fuel use?*

*7.2.1.2 Once the MDF material is burnt does it still remain MDF? If not what is the description of the material.*

*7.2.1.3 Is the burnt MDF inflammable and does it fit into being a recyclable material?*

*7.2.1.4 Can you outline any scientific evidence supporting that the MDF present at Owaka Pit is recyclable?*

*7.2.1.5 It is known that MDF waste has been dumped at the Owaka Pit for over 10 years. Is there any evidence of a recycling process being in place for the MDF, or having ever been in place for the MDF?*

## 7. Cont'd

7.2.1.6 *We understand the only recyclable use of MDF waste is as hog fuel - is that correct? Are there any plants in the South Island which would accept MDF material from the Owaka pit? If so, could you clarify which plants.*

7.2.1.7 *If not recycled or recyclable as hog fuel how best should this material be disposed of?*

7.2.1.8 *Are there other risks with the burnt or other MDF waste remaining at Owaka Pit?*

On being put to the meeting by the Chairperson, the motion was declared **carried**.

Further, the Board **decided**:

7.2.2 To request that staff initiate a review of the original 2005 resource consent conditions on the issues presented to the Board, in relation to Owaka Holdings Limited (Owaka Pit).

7.2.3 To request that Environment Canterbury initiate a review of its air and storm water discharge consents in relation to Owaka Holdings Limited.

## 8. CORRESPONDENCE

Nil.

## 9. BRIEFINGS

Chris Gregory, Unit Manager Assets and Networks, provided a status briefing to the Board on the matter of the pedestrian crossing facility on Waimairi Road associated with the University of Canterbury's Ilam and Dovedale Campuses.

The Board **decided** that the tabled information update, be **received**.

## 10. COMMUNITY BOARD ADVISER'S UPDATE

The Board **received** a status update on its 2014/15 funding and it was noted that its Submissions Committee would be convened in the near future to prepare a draft Board submission on the Council's 2015/25 Draft Long Term Plan for adoption by the Board in due course.

## 11. MEMBERS' INFORMATION EXCHANGE

Mention was made of the following matters:

- Independent Hearings Panel – recent mediation on the Residential Chapter of the District Plan Review.
- Minister of Housing - pending public announcement regarding the new subdivision on part of the Riccarton Racecourse site.

## 12. MEMBERS' QUESTIONS UNDER STANDING ORDERS

Nil.

**PART C - REPORT ON DELEGATED DECISIONS TAKEN BY THE BOARD**

**13. CONFIRMATION OF MINUTES – 3 MARCH 2015**

The Board **resolved** that the minutes of its Ordinary Meeting of 3 March 2015, be confirmed.

**14. PROPOSED NEW ROAD AND RIGHT-OF-WAY NAMES**

The Board considered a report seeking approval for the naming of eight new roads and four new rights-of-way.

The Board **resolved** to approve the following names:

14.1.1 Knights Stream Park – Killarney Avenue, Bouma Street, Kokoda Street and Harz Street (Alternatively: Lorentz Street, Patagonia Street, Bilivar Street and Amazonia Street).

14.1.2 Kintyre Estates – Ardhave Lane, Ciaran Close, Glenbarr Lane, Strone Close, Torbeg Lane and Kilkivan Lane.

Further, the Board decided to **decline** the requested name for the private lane of 'Seymour Street' at 69 Shands Road (from Shands Road south east).

**15. NEW HALSWELL FACILITY - NAMING**

The Board considered a report seeking approval for the naming of the new Halswell facility arising from consultation with the community, rūnanga (Taumutu and Ngāi Tuahuri) and Mahaanui Kurataiao Ltd (MKT)..

Representatives of Ngai Tuahuri and MKT were attendance and addressed the Board in support of the proposed name.

The Board **resolved**:

15.1 To endorse the recommendation as determined by the community competition to accept the name of the Halswell Centre.

15.2 To endorse that the Māori name Te Hāpua fronts the English name as it captures the spirit of the local area and landscape and also has cultural significance and accordingly, formally adopts that the name of the facility be Te Hāpua: Halswell Centre.

**16. RICCARTON/WIGRAM COMMUNITY BOARD 2014/15 DISCRETIONARY RESPONSE FUND – APPLICATION – UNIVERSITY OF CANTERBURY ATHLETICS CLUB INC.**

The Board considered a report seeking approval to allocate funding from its 2014/15 Discretionary Response Fund.

The Board **resolved** to make a grant of \$500 from its 2014/15 Discretionary Response Fund to the University of Canterbury Athletics Club Inc. towards track hire and coaching costs.

**17. RICCARTON/WIGRAM COMMUNITY BOARD 2014/15 YOUTH DEVELOPMENT FUND – APPLICATION – EMMA SWAIN**

The Board considered a report seeking approval to allocate funding from its 2014/15 Youth Development fund.

**17. Cont'd**

The Board **resolved** to make a grant of \$300 from its 2014/15 Youth Development Fund to Emma Swain towards the cost of participation in the Mind Body Soul Course at Outward Bound from 5 to 25 July 2015.

**18. CORSAIR DRIVE AND THE RUNWAY – BUS STOP RELOCATIONS**

The Board considered a report seeking approval to relocate and approve three new bus stop locations associated with Environment Canterbury's Metro Review.

The Board **resolved** to:

**Corsair Drive Stop**

- 18.1 Revoke all existing parking restrictions on the south western side of Corsair Drive commencing at a point 100 metres south east of its intersection with Grebe Place and extending in a south easterly direction for a distance of 26 metres.
- 18.2 Approve that the stopping of vehicles be prohibited at any time on the south western side of Corsair Drive commencing at a point 100 metres south east of its intersection with Grebe Place and extending in a south easterly direction for a distance of four metres.
- 18.3 Approve that a marked bus stop be installed on the south western side of Corsair Drive commencing at a point 104 metres south east of its intersection with Grebe Place and extending in a south easterly direction for a distance of 14 metres.
- 18.4 Approve that the stopping of vehicles be prohibited on the south western side of Corsair Drive commencing at a point 118 metres south east of its intersection with Grebe Place and extending in a south easterly direction for a distance of eight metres.

**The Runway Stops (Pair near Kittyhawk Avenue)**

- 18.5 Revoke all existing parking restrictions on the south eastern side of The Runway commencing at a point 31 metres south west of its intersection with Kittyhawk Avenue and extending in a south westerly direction for a distance of 22 metres.
- 18.6 Approve that a marked bus stop be installed on the south eastern side of The Runway commencing at a point 31 metres south west of its intersection with Kittyhawk Avenue and extending in a south westerly direction for a distance of 22 metres.
- 18.7 Revoke all existing parking restrictions on the north western side of The Runway commencing at a point 31 metres south west of its intersection with Kittyhawk Avenue and extending in a south westerly direction for a distance of 22 metres.
- 18.8 Approve that a marked bus stop be installed on the north western side of The Runway commencing at a point 31 metres south west of its intersection with Kittyhawk Avenue and extending in a south westerly direction for a distance of 22 metres.

**The Runway (Previous resolutions to revoke to return to parking)**

- 18.9 Revoke all existing parking restrictions on the south eastern side of The Runway commencing at a point 44 metres south west of its intersection with Deal Street and extending in a south westerly direction for a distance of 16 metres.
- 18.10 Revoke all existing parking restrictions on the north western side of The Runway commencing at a point 18 metres north east of its intersection with Keene Street and extending in a north easterly direction for a distance of 22 metres.

**19. DELAMAIN SUBDIVISION – PROPOSED INTERSECTION CONTROLS AND NO STOPPING RESTRICTIONS**

The Board considered a report seeking approval for intersection controls and no stopping restrictions to be installed in the Delamain Subdivision.

The Board **resolved** to:

**Give Way Controls**

- 19.1 Approve that a Give Way control be placed against FW Delamain Drive at its intersection with Buchanans Road.
- 19.2 Approve that a Give Way control be placed against Cognac Drive at its intersection with Jarnac Boulevard.
- 19.3 Approve that a Give Way control be placed against Cellars Way at its intersection with Cognac Drive.
- 19.4 Approve that a Give Way control be placed against Famille Close at its intersection with Cognac Drive.
- 19.5 Approve that a Give Way control be placed against Philippe Avenue on its south western approach to the intersection with Cognac Drive.
- 19.6 Approve that a Give Way control be placed against Philippe Avenue on its north eastern approach to the intersection with Cognac Drive.
- 19.7 Approve that a Give Way control be placed against Jacques Way on its south western approach to the intersection with Cognac Drive.
- 19.8 Approve that a Give Way control be placed against Jacques Way on its north eastern approach to the intersection with Cognac Drive.

**Stop Controls**

- 19.9 Approve that a Stop control be placed against Jarnac Boulevard at its intersection with Buchanans Road.
- 19.10 Approve that a Stop control be placed against Little Oaks Drive at its intersection with Buchanans Road.

**No Stopping Restrictions**

- 19.11 Approve that the stopping of vehicles be prohibited at all times on the north east side of Buchanans Road commencing at its intersection with Little Oaks Drive and extending in a south easterly direction for a distance of 13 metres.
- 19.12 Approve that the stopping of vehicles be prohibited at all times on the north east side of Buchanans Road commencing at its intersection with Little Oaks Drive and extending in a north westerly direction for a distance of 13 metres.
- 19.13 Approve that the stopping of vehicles be prohibited at all times on the north west side of Little Oaks Drive commencing at its intersection with Buchanans Road and extending in a north easterly direction for a distance of 27 metres.
- 19.14 Approve that the stopping of vehicles be prohibited at all times on the south east side of Little Oaks Drive commencing at its intersection with Buchanans Road and extending in a north easterly direction for a distance of 27 metres.



**19. Cont'd**

- 19.15 Approve that the stopping of vehicles be prohibited at all times on the north east side of Buchanans Road commencing at its intersection with Jarnac Boulevard and extending in a south easterly direction for a distance of 19 metres.
- 19.16 Approve that the stopping of vehicles be prohibited at all times on the north east side of Buchanans Road commencing at its intersection with Jarnac Boulevard and extending in a north westerly direction for a distance of 95 metres.
- 19.17 Approve that the stopping of vehicles be prohibited at all times on the north west side of Jarnac Boulevard commencing at its intersection with Buchanans Road and extending in a north easterly direction for a distance of 35 metres.
- 19.18 Approve that the stopping of vehicles be prohibited at all times on the south east side of Jarnac Boulevard commencing at its intersection with Buchanans Road and extending in a north easterly direction for a distance of 56 metres.
- 19.19 Approve that the stopping of vehicles be prohibited at all times on the north east side of Buchanans Road commencing at its intersection with FW Delamain Drive and extending in a south easterly direction for a distance of 14 metres.
- 19.20 Approve that the stopping of vehicles be prohibited at all times on the north east side of Buchanans Road commencing at its intersection with FW Delamain Drive and extending in a north westerly direction for a distance of 88 metres.
- 19.21 Approve that the stopping of vehicles be prohibited at all times on the north west side of FW Delamain Drive commencing at its intersection with Buchanans Road and extending in a north easterly direction for a distance of 16 metres.
- 19.22 Approve that the stopping of vehicles be prohibited at all times on the south east side of FW Delamain Drive commencing at its intersection with Buchanans Road and extending in a north easterly direction for a distance of 16 metres.
- 19.23 Approve that the stopping of vehicles be prohibited at all times on the south east side of Jarnac Boulevard commencing at its intersection with Charente Way and extending in a north easterly direction for a distance of 14 metres.
- 19.24 Approve that the stopping of vehicles be prohibited at all times on the north east side of Charente Way commencing at its intersection with Jarnac Boulevard and extending in a south easterly direction for a distance of 47 metres.
- 19.25 Approve that the stopping of vehicles be prohibited at all times on the south west side of Charente Way commencing at its intersection with Jarnac Boulevard and extending in a south easterly direction for a distance of 42 metres.
- 19.26 Approve that the stopping of vehicles be prohibited at all times on the east side of Jarnac Boulevard commencing at its intersection with Champagne Avenue and extending in a southerly direction for a distance of 22 metres.
- 19.27 Approve that the stopping of vehicles be prohibited at all times on the east side of Jarnac Boulevard commencing at its intersection with Champagne Avenue and extending in a northerly direction for a distance of 47 metres.
- 19.28 Approve that the stopping of vehicles be prohibited at all times on the north side of Champagne Avenue commencing at its intersection with Jarnac Boulevard and extending in an easterly direction for a distance of 21 metres.
- 19.29 Approve that the stopping of vehicles be prohibited at all times on the south side of Champagne Avenue commencing at its intersection with Jarnac Boulevard and extending in an easterly direction for a distance of 21 metres.

**19. Cont'd**

- 19.30 Approve that the stopping of vehicles be prohibited at all times on the south east side of Jarnac Boulevard commencing at its intersection with Millesimes Way and extending in a south westerly direction for a distance of 47 metres.
- 19.31 Approve that the stopping of vehicles be prohibited at all times on the south east side of Jarnac Boulevard commencing at its intersection with Millesimes Way and extending in a north easterly direction for a distance of 12 metres.
- 19.32 Approve that the stopping of vehicles be prohibited at all times on the north east side of Millesimes Way commencing at its intersection with Jarnac Boulevard and extending in a south easterly direction for a distance of 19 metres.
- 19.33 Approve that the stopping of vehicles be prohibited at all times on the south west side of Millesimes Way commencing at its intersection with Jarnac Boulevard and extending in a south easterly direction for a distance of 13 metres.
- 19.34 Approve that the stopping of vehicles be prohibited at all times on the north west side of Jarnac Boulevard commencing at its intersection with Cognac Drive and extending in a north easterly direction for a distance of 48 metres.
- 19.35 Approve that the stopping of vehicles be prohibited at all times on the north west side of Jarnac Boulevard commencing at its intersection with Cognac Drive and extending in a south westerly direction for a distance of 24 metres.
- 19.36 Approve that the stopping of vehicles be prohibited at all times on the south west side of Cognac Drive commencing at its intersection with Jarnac Boulevard and extending in a north westerly direction for a distance of 23 metres.
- 19.37 Approve that the stopping of vehicles be prohibited at all times on the north east side of Cognac Drive commencing at its intersection with Jarnac Boulevard and extending in a north westerly direction for a distance of 21 metres.
- 19.38 Approve that the stopping of vehicles be prohibited at all times on the west side of Jarnac Boulevard commencing at its intersection with Cellars Way and extending in a northerly direction for a distance of 15 metres.
- 19.39 Approve that the stopping of vehicles be prohibited at all times on the west side of Jarnac Boulevard commencing at its intersection with Cellars Way and extending in a southerly direction for a distance of 13 metres.
- 19.40 Approve that the stopping of vehicles be prohibited at all times on the south side of Cellars Way commencing at its intersection with Jarnac Boulevard and extending in a westerly direction for a distance of eight metres.
- 19.41 Approve that the stopping of vehicles be prohibited at all times on the north side of Cellars Way commencing at its intersection with Jarnac Boulevard and extending in a westerly direction for a distance of eight metres.

**20. JIPCHO ROAD/MCALPINE STREET INTERSECTION – PROPOSED NO STOPPING RESTRICTION**

The Board considered a report seeking approval to install no stopping restrictions at the intersection of Jipcho Road and McAlpine Street.

**20. Cont'd**

The Board **resolved** to:

- 20.1 Revoke all existing parking and stopping restrictions on the northern side of McAlpine Street commencing at the prolongation of the eastern kerb line of Jipcho Road and extending in an easterly direction for a distance of 18 metres.
- 20.2 Approve that the stopping of vehicles be prohibited at any time on the northern side of McAlpine Street commencing at the prolongation of the eastern kerb line of Jipcho Road and extending in an easterly direction for a distance of 18 metres.
- 20.3 Revoke all existing parking and stopping restrictions on the northern side of McAlpine Street commencing at the prolongation of the eastern kerb line of Jipcho Road and extending in a westerly direction for a distance of 37 metres.
- 20.4 Approve that the stopping of vehicles be prohibited at any time on the northern side of McAlpine Street commencing at the prolongation of the eastern kerb line of Jipcho Road and extending in a westerly direction for a distance of 37 metres.
- 20.5 Revoke all existing parking and stopping restrictions on the southern side of McAlpine Street commencing at its intersection with Jipcho Road and extending in an easterly direction for a distance of 18 metres.
- 20.6 Approve that the stopping of vehicles be prohibited at any time on the southern side of McAlpine Street commencing at its intersection with Jipcho Road and extending in an easterly direction for a distance of 18 metres.
- 20.7 Revoke all existing parking and stopping restrictions on the southern side of McAlpine Street commencing at its intersection with Jipcho Road and extending in a westerly direction for a distance of 19 metres.
- 20.8 Approve that the stopping of vehicles be prohibited at any time on the southern side of McAlpine Street commencing at its intersection with Jipcho Road and extending in a westerly direction for a distance of 19 metres.
- 20.9 Revoke all existing parking and stopping restrictions on the western side of Jipcho Road commencing at its intersection with McAlpine Street and extending in a southerly direction for a distance of 57 metres.
- 20.10 Approve that the stopping of vehicles be prohibited at any time on the western side of Jipcho Road commencing at its intersection with McAlpine Street and extending in a southerly direction for a distance of 57 metres.
- 20.11 Revoke all existing parking and stopping restrictions on the eastern side of Jipcho Road commencing at its intersection with McAlpine Street and extending in a southerly direction for a distance of 19 metres.
- 20.12 Approve that the stopping of vehicles be prohibited at any time on the eastern side of Jipcho Road commencing at its intersection with McAlpine Street and extending in a southerly direction for a distance of 19 metres.

**21. ALLOY STREET/NGA MAHI ROAD INTERSECTION – PROPOSED NO STOPPING RESTRICTION**

The Board considered a report seeking approval to install no stopping restrictions at the intersection of Alloy Street and Nga Mahi Road.

The Board **resolved** to:

- 21.1 Revoke all existing parking and stopping restrictions within Alloy Street.

**21. Cont'd**

- 21.2 Approve that the stopping of vehicles be prohibited at any time on the western side of Alloy Street commencing at its intersection with Main South Road and extending in a southerly direction for a distance of 55 metres.
- 21.3 Approve that the stopping of vehicles be prohibited at any time on the eastern side of Alloy Street commencing at its intersection with Main South Road and extending in a southerly direction to its intersection with Nga Mahi Road.
- 21.4 Approve that the stopping of vehicles be prohibited at any time on the eastern side of Alloy Street commencing at its intersection with Nga Mahi Road and extending in a southerly direction for a distance of 16 metres.
- 21.5 Revoke all existing parking and stopping restrictions on the north eastern side of Nga Mahi Road commencing at its intersection with Alloy Street and extending in a south easterly direction for a distance of 39 metres.
- 21.6 Approve that the stopping of vehicles be prohibited at any time on the north eastern side of Nga Mahi Road commencing at its intersection with Alloy Street and extending in a south easterly direction for a distance of 39 metres.
- 21.7 Revoke all existing parking and stopping restrictions on the south western side of Nga Mahi Road commencing at its intersection with Alloy Street and extending in a south easterly direction for a distance of 12 metres.
- 21.8 Approve that the stopping of vehicles be prohibited at any time on the south western side of Nga Mahi Road commencing at its intersection with Alloy Street and extending in a south easterly direction for a distance of 12 metres.

**22. WIGRAM SKIES SUBDIVISION – PART 1 – PROPOSED NO STOPPING RESTRICTION**

The Board considered a report seeking approval to install no stopping restrictions within the Wigram Skies Subdivision (Part 1).

The Board **resolved**:

- 22.1 That the stopping of vehicles be prohibited at any time on the north east side of Harvard Avenue commencing at its intersection with Main South Road and extending in a south easterly direction for a distance of 54 metres.
- 22.2 That the stopping of vehicles be prohibited at any time on the south west side of Harvard Avenue commencing at its intersection with Main South Road and extending in a south easterly direction for a distance of 49 metres.
- 22.3 That the stopping of vehicles be prohibited at any time on the south east side of Springs Road commencing at its intersection with Henry Wigram Drive and extending in a south westerly direction for a distance of 10 metres.
- 22.4 That the stopping of vehicles be prohibited at any time on the south east side of Springs Road commencing at its intersection with Henry Wigram Drive and extending in a north easterly direction for a distance of 15 metres.
- 22.5 That the stopping of vehicles be prohibited at any time on the north east side of Henry Wigram Drive commencing at its intersection with Springs Road and extending in a south easterly direction for a distance of 10 metres.

**22. Cont'd**

- 22.6 That the stopping of vehicles be prohibited at any time on the south west side of Henry Wigram Drive commencing at its intersection with Springs Road and extending in a south easterly direction for a distance of 10 metres.
- 22.7 That the stopping of vehicles be prohibited at any time on the south side of Henry Wigram Drive commencing at its intersection with Consul Place and extending in a westerly direction for a distance of 13 metres.
- 22.8 That the stopping of vehicles be prohibited at any time on the south side of Henry Wigram Drive commencing at its intersection with Consul Place and extending in an easterly direction for a distance of 70 metres.
- 22.9 That the stopping of vehicles be prohibited at any time on the east side of Consul Place commencing at its intersection with Henry Wigram Drive and extending in a southerly direction for a distance of 16 metres.
- 22.10 That the stopping of vehicles be prohibited at any time on the west side of Consul Place commencing at its intersection with Henry Wigram Drive and extending in a southerly direction for a distance of 16 metres.
- 22.11 That the stopping of vehicles be prohibited at any time on the north west side of Henry Wigram Drive commencing at its intersection with Electra Place and extending in a north easterly direction for a distance of 10 metres.
- 22.12 That the stopping of vehicles be prohibited at any time on the north west side of Henry Wigram Drive commencing at its intersection with Electra Place and extending in a south westerly direction for a distance of 10 metres.
- 22.13 That the stopping of vehicles be prohibited at any time on the south west side of Electra Place commencing at its intersection with Henry Wigram Drive and extending in a north westerly direction for a distance of 17 metres.
- 22.14 That the stopping of vehicles be prohibited at any time on the north east side of Electra Place commencing at its intersection with Henry Wigram Drive and extending in a north westerly direction for a distance of 17 metres.
- 22.15 That the stopping of vehicles be prohibited at any time on the west side of Harvard Avenue commencing at its intersection with Henry Wigram Drive and extending in a northerly direction for a distance of 12 metres.
- 22.16 That the stopping of vehicles be prohibited at any time on the west side of Harvard Avenue commencing at its intersection with Henry Wigram Drive and extending in a southerly direction for a distance of 12 metres.
- 22.17 That the stopping of vehicles be prohibited at any time on the south side of Henry Wigram Drive commencing at its intersection with Harvard Avenue and extending in a westerly direction for a distance of 18 metres.
- 22.18 That the stopping of vehicles be prohibited at any time on the north side of Henry Wigram Drive commencing at its intersection with Harvard Avenue and extending in a westerly direction for a distance of 22 metres.
- 22.19 That the stopping of vehicles be prohibited at any time on the west side of Harvard Avenue commencing at its intersection with Iroquois Place and extending in a northerly direction for a distance of 17 metres.
- 22.20 That the stopping of vehicles be prohibited at any time on the west side of Harvard Avenue commencing at its intersection with Iroquois Place and extending in a southerly direction for a distance of 12 metres.

**22. Cont'd**

- 22.21 That the stopping of vehicles be prohibited at any time on the south side of Iroquois Place commencing at its intersection with Harvard Avenue and extending in a westerly direction for a distance of 21 metres.
- 22.22 That the stopping of vehicles be prohibited at any time on the north side of Iroquois Place commencing at its intersection with Harvard Avenue and extending in a westerly direction for a distance of 17 metres.
- 22.23 That the stopping of vehicles be prohibited at any time on the south east side of Harvard Avenue commencing at its intersection with Red Checkers Place and extending in a south westerly direction for a distance of 12 metres.
- 22.24 That the stopping of vehicles be prohibited at any time on the south east side of Harvard Avenue commencing at its intersection with Red Checkers Place and extending in a north easterly direction for a distance of 12 metres.
- 22.25 That the stopping of vehicles be prohibited at any time on the north east side of Red Checkers Place commencing at its intersection with Harvard Avenue and extending in a south easterly direction for a distance of 24 metres.
- 22.26 That the stopping of vehicles be prohibited at any time on the south west side of Red Checkers Place commencing at its intersection with Harvard Avenue and extending in a south easterly direction for a distance of 16 metres.
- 22.27 That the stopping of vehicles be prohibited at any time on the south west side of Corsair Drive commencing at its intersection with Mustang Avenue and extending in a north westerly direction for a distance 12 metres.
- 22.28 That the stopping of vehicles be prohibited at any time on the north east side of Corsair Drive commencing at a point 86 metres south east of its intersection with Harvard Avenue and extending in a south easterly direction for a distance of six metres.
- 22.29 That the stopping of vehicles be prohibited at any time on the south west side of Corsair Drive commencing at its intersection with Mustang Avenue and extending in a south easterly direction for a distance of 20 metres.
- 22.30 That the stopping of vehicles be prohibited at any time on the south east side of Mustang Avenue commencing at its intersection with Corsair Drive and extending in a south westerly direction for a distance of 14 metres.
- 22.31 That the stopping of vehicles be prohibited at any time on the north west side of Mustang Avenue commencing at its intersection with Corsair Drive and extending in a south westerly direction for a distance of 14 metres.
- 22.32 That the stopping of vehicles be prohibited at any time on the north east side of Corsair Drive commencing at its intersection with Harvard Avenue and extending in a south easterly direction for a distance of 13 metres.
- 22.33 That the stopping of vehicles be prohibited at any time on the south west side of Corsair Drive commencing at a point 56 metres north west of its intersection with Mustang Avenue and extending in a north westerly direction for a distance of 18 metres.
- 22.34 That the stopping of vehicles be prohibited at any time on the north east side of Corsair Drive commencing at its intersection with Harvard Avenue and extending in a north westerly direction for a distance of 12 metres.
- 22.35 That the stopping of vehicles be prohibited at any time on the north west side of Harvard Avenue commencing at its intersection with Corsair Drive and extending in a north easterly direction for a distance of 19 metres.

14. 5. 2015

**Riccarton/Wigram Community Board 17. 3. 2015**

- 15 -

**22. Cont'd**

- 22.36 That the stopping of vehicles be prohibited at any time on the south east side of Harvard Avenue commencing at its intersection with Corsair Drive and extending in a north easterly direction for a distance of 19 metres.
- 22.37 That the stopping of vehicles be prohibited at any time on the south west side of Corsair Drive commencing at its intersection with Grebe Place and extending in a north westerly direction for a distance of 12 metres.
- 22.38 That the stopping of vehicles be prohibited at any time on the north east side of Corsair Drive commencing at a point 172 metres north west of its intersection with Harvard Avenue and extending in a north westerly direction of 15 metres.
- 22.39 That the stopping of vehicles be prohibited at any time on the south west side of Corsair Drive commencing at its intersection with Grebe Place and extending in a south easterly direction for a distance of 19 metres.
- 22.40 That the stopping of vehicles be prohibited o at any time n the south east side of Grebe Place commencing at its intersection with Corsair Drive and extending in a south westerly direction for a distance of 14 metres.
- 22.41 That the stopping of vehicles be prohibited at any time on the north west side of Grebe Place commencing at its intersection with Corsair Drive and extending in a south westerly direction for a distance of 17 metres.

The meeting concluded at 7.06pm.

**CONFIRMED THIS 14TH DAY OF APRIL 2015**

**MIKE MORA  
CHAIRPERSON**