

## Hon. Hekia Parata

Tena koe

The Kendal School board is grateful for the opportunity to have met with you and your Ministry representatives to further discuss your interim decision announced on the 18th February. These meetings have provided us with a clearer understanding of the position you hold and have highlighted to us a key issue that we feel has not been satisfactorily addressed.

We do not believe due diligence has been done to a level where the Christchurch education community can trust the decisions that are being made.

There is a clear discrepancy between the changes being proposed within our Roydvale cluster and the reality of both the needs of the community and the best use of resources across the cluster.

In light of this we present to you here a brief analysis of the tangible state of the Roydvale cluster and the beginnings of an alternative solution to your proposal. We hope you will see that there is a danger for you to move forward with a plan that does not fit the reality of the situation in our community, and that this would be an irresponsible action without wider consultation and better due diligence.

Before presenting the new proposal, our school community wishes to convey their disappointment that you rejected our initial proposal and their disbelief that you now propose to bring the closure date forward to January 2014. Our parents and teachers do not accept that the reasons for proposing an earlier closure date are justified for Kendal School. In a survey of parents done soon after the announcement, forty of the forty-one affected families responded that, if closure had to happen, do it at the end of 2014 as you originally proposed. Parents and current teaching staff all want to stay at Kendal School until the end of 2014.

## Background

A key element of our initial proposal was the concept that Kendal School is in an ideal location. The site at 53 Kendal Avenue is surrounded by residential housing and is in the heart of the local community, providing facilities for people to meet and children to play. However, understanding some of the different factors guiding your interim decision (earthquake strengthening costs, our school roll, surplus cluster capacity), we think it unlikely that you will keep Kendal School operating as it currently stands.

Therefore, our approach to this proposal has been to consider how the "Site of Choice" at 53 Kendal Avenue could play a part in providing a modern education environment to more students in the Roydvale Cluster than currently intended. Our proposal suggests several changes in the Roydvale Cluster with some significant benefits;

- A 21st Century Learning Environment for 600+ more children in the Roydvale Cluster who would otherwise continue using facilities from the 1960s and 70s.
- Approximately 30% savings over the \$13.6M<sup>1</sup> proposed investment for the Roydvale Cluster.

This proposal represents ideas from our own school board and does not yet include input or ideas from other schools in the Roydvale Cluster so we are not expecting you to make a decision on our proposal. However, the educational and financial benefits are so significant that we want to explore this further with your support.

## Our Request

*The purpose of this proposal is to ask you to put on hold your interim decision to close Kendal School until the Roydvale Cluster and Ministry of Education can prepare a cohesive property plan for your consideration. We believe this information will help you make decisions that result in better education for many more children in the Roydvale Cluster.*

### What do we mean by “Site of Choice”?

This term originated from analysis of the survey undertaken in the first consultation process which is detailed in our previous submission. Respondents to the survey gave a variety of reasons why they chose to send their children to Kendal School. Foremost in these responses were comments that Kendal School provided easy accessibility and a sense of community.

<b>Accessibility</b>	Kendal School is located in the heart of a residential area away from busy road traffic, making it easy and safe for children to walk to school
<b>Sense of Community</b>	Kendal School provides a meeting place where local people connect on a regular basis either at school events or by using the school facilities and grounds after school hours

We see a *site of choice* as being a site on quiet streets, surrounded by mostly residential properties that can be easily accessed by children walking or riding. The site at 53 Kendal Ave provides this but considering the cluster as a whole some other primary schools also provide good accessibility and a sense of community due to being located in the heart of a residential catchment area. The *sites of choice* we have identified are mostly bounded by a number of arterial and distributor roads which form boundaries or barriers for children independently travelling to school.

*53 Kendal Avenue is a site of choice for a school.*

Accordingly, we believe the following are sites of choice in the Roydvale Cluster;

1. The Kendal School site at 53 Kendal Avenue
2. The Isleworth School site at 59 Farrington Avenue
3. The Wairakei School site at 250 Wairakei Road

Breens Intermediate site at 85 Breens Road also meets the criteria of a site of choice and could be considered an alternative to 59 Farrington Avenue if a decision was made to close it as an intermediate and recapitulate the remaining cluster primary schools.

However, two primary schools do not have the same residential catchment areas, namely;

1. Roydvale School
2. Harewood School

Roydvale School is located in an area with a significant amount of commercial activities in their immediate neighbourhood (specifically along Roydvale Avenue and behind them in Sir William Pickering Drive). Harewood School is located in a semi-rural area, but with much surrounding land

being rezoned commercial. It is also close to the airport and is situated on a major arterial road near a busy intersection for the new Western Bypass route. Because of its location it is unlikely that any of the bare land around the school would be suitable for future residential development.

*Map 1 shows a 1km circle around Roydvale and Harewood Schools. Looking at the use of property inside these circles, it is clear that there are far fewer residential properties close by compared to adjoining areas around the sites of choice listed above.*

## Our Proposal for the Roydvale Cluster

That the provision of primary schooling in the Roydvale Cluster be rationalized onto three sites by:

1. Merging Roydvale School and Kendal School in a newly built 21st Century Learning Environment located at 53 Kendal Avenue catering for between 300-400 children.
2. Merging Harewood School and Isleworth School in a newly built 21st Century Learning Environment located either at 59 Farrington Avenue or 85 Breens Road catering for between 300-400 children.
3. Retaining Wairekei School on its present site.

We have not considered the future of Breens Intermediate as part of this proposal except that it meets our criteria as a *site of choice* and could be considered as an alternative to 59 Farrington Avenue as stated above.

### *Benefits of merging Roydvale School and Kendal School on 53 Kendal Avenue*

- **300+ Roydvale & Kendal students and staff get a new 21st Century Learning Environment instead of continuing to use their current buildings which are mostly more than 40 years old**
- **Save \$2 M as the proposed investment in Roydvale School would no longer be required.**
- **Save \$400k+ as EDI funding of Kendal students forced to move to alternative schools due to closure would not be required if Kendal does not close.**
- **Save \$40,000 in not having to pay for the relocation of the cycle track at Kendal School (as promised in a news release by Jerome Sheppard, Nov 2012).**
- **Potentially earn \$1.6M from the sale of the Roydvale site (based on current rateable value)**

### *Benefits of merging Harewood School and Isleworth School*

- **300+ Harewood & Isleworth students and staff would benefit from the planned new 21st Century Learning Environment at Isleworth School instead of continuing to use their buildings which are mostly more than 40 years old.**
- **Save \$2M as the proposed investment in Harewood School would no longer be required.**
- **Potentially earn \$0.8M from the sale of the Harewood site (based on current rateable value)**
- **Other savings may accrue depending on which site is used.**

We are not suggesting that these new schools be called Kendal or Isleworth, rather our intention is simply that the best school sites are being made available in locations that benefit the greatest number of children as possible.

There is also the potential for additional savings from the sale or reuse elsewhere of relocatable buildings that currently reside on both Roydvale and Harewood sites.

In summary, the potential benefits of this proposal are:

- **600+ children benefit from new 21st Century Learning Environments instead of continuing to learn in less modern classrooms.**
- **Savings of at least \$4M** since earthquake strengthening and other budgeted property work would not be required at Roydvale and Harewood schools. This amounts to a **30% reduction in the \$13.6M proposed investment in school property development** in Roydvale Cluster and exceeds the one off saving of just closing Kendal School.
- **Potential earnings of \$2.4M +** from the sale of Roydvale and Harewood school sites
- **Easier access** for walking and driving due to quieter streets and availability of safer parking at the proposed sites.
- **Healthier children** who would be able to easily and safely walk to school.
- **Stronger community connection** with an improved sense of belonging for children.

#### ***Impact on children and families.***

*Map 2 shows possible catchment areas of these new schools in the above proposal.* These catchments are generally bounded by the major arterial roads that cross our cluster area. We appreciate that these would only be indicative boundaries, unless it was decided that a school zone should be established around each new school, and parents would still have the choice as to which school they send their children.

*Map 3 shows the student addresses for children attending the different schools in the Roydvale Cluster as at July 2012.* Our proposal would see the majority of these households still being able to access a local school with similar ease as they do now.

#### ***Other considerations***

This proposal does not take into account any third party users on school sites. So, for instance at Kendal site, there may be additional costs in rebuilding the Kidsfirst Kendal Ave Kindergarten as part of a new school on the Kendal Ave site and providing space for the Reading Recovery Teacher Training Centre.

#### **In Summary**

*The purpose of this proposal is to ask you to put on hold your interim decision to close Kendal School until the Roydvale Cluster and Ministry of Education can prepare a cohesive property plan for your consideration. We believe this information will help you make decisions that result in better education for many more children in the Roydvale Cluster and also give significant savings for the government.*

Sincerely,

Michael Densem  
Chairperson Kendal School Board of Trustees

*Reference:*

1. *Appendix M "Detailed Network Assessment" in the Cabinet Committee on the Canterbury Earthquake Report 10 August 2012 as released under the Official Information Act November 2012.*
2. *Press release from Ministry of Education Nov 2012 regarding cycle track at Kendal School site.*

*Appendix:*

1. *Map 1 Burnside Neighbourhood Map (A1 size) with 1Km diameter circles showing residential property surrounding Roydvale and Harewood Schools.*
2. *Map 2 Burnside Neighbourhood Map (A1 size) with possible catchment areas for proposed schools in this submission.*
3. *Map 3 Roydvale Primary Cluster dot map (A3 size) of residential addresses for school in the cluster as at July 2012.*

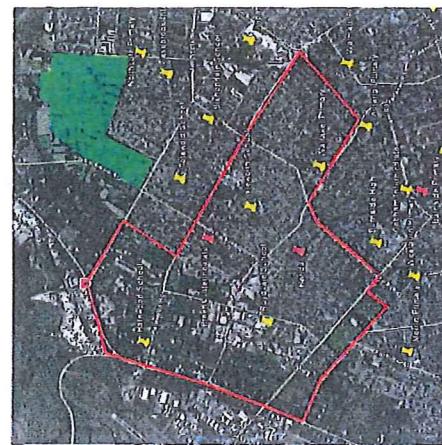
# Kendal School 28/03/2013

## Reference 1 - Appendix M 'Detailed Network Assessment' in Cabinet Committee Report.

### ROYDALE- Catalyst for Change: Land / Building / People

Access	Equity	Education and governance	Infrastructure	Scale of Investment
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**Network Summary:** The network consists of a number of schools with low to medium sized rolls. There is the potential to redistribute the learners at Breeens Intermediate across the network however technology provision for 290 learners will need to be addressed.



#### School by School Information:

School	March 2012 Out-of-Zone Roll	Site Size	Investment	Utilisation	ERO Cycle	Unengaged learners
Harewood	114	86	7.4 ha	\$2,053,915	78%	0
Isleworth	143	0	2.5 ha	\$4,128,807	70%	4-5yrs
Kendal	90	0	2.5 ha	\$3,254,226	51%	1
Roydale	279	0	2.7 ha	\$2,067,320	39%	2
Wairakei	151	0	2.6 ha	\$1,130,023	31%	0
Breeens Intermediate	248	0	4.2 ha	\$1,018,656	31%	2
					3yrs	13

**\$13,650,949.00**

#### Key Determinants:

- Both Breeens Intermediate and Kendal Ave Primary have low rolls for their respective school types.
- There is an oversupply of facilities within the cluster as utilisation ranges from 51% to 89%.

School	Land & Infrastructure	Entity
Harewood	Contributing (Yr1-6)	Repair
Isleworth	Contributing (Yr1-6)	Repair
Kendal	Contributing (Yr1-6)	Repair
Roydale	Contributing (Yr1-6)	Repair
Wairakei	Contributing (Yr1-6)	Repair
Breeens Intermediate	Intermediate (Yr7-8)	Repair

Access	Equity	Education and governance	Infrastructure	Scale of Investment
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#### OPTION 2 (Preferred Option):

School	Land & Infrastructure	Entity
Harewood	Contributing (Yr1-6)	Repair
Isleworth	Contributing (Yr1-6)	Repair

Access	Equity	Education and governance	Infrastructure	Scale of Investment
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#### Consultation:

Consultation will be required if the option to close schools is progressed.

**Note:** That the proposal for Breeens Intermediate announced on September 13 is to repair, not close the school. Refer to the proposals document attached at the end of this document.

Kendal School 28/03/2013

## Reference 2 - Ministry of Education Press Release Nov 2012

### **Ministry confirms Burnside will keep a cycle track**

The Ministry of Education is committed to retaining a cycle track for the Burnside community.

A cycle track at Kendal School, was built by the community to give its children a safe place to learn to ride their cycles, and opened in March this year.

Kendal school is proposed to close under the greater Christchurch education renewal programme, and Acting Group Manager Property Management Schools Infrastructure Jerome Sheppard says the proposal has raised fears that the new track will be lost.

"Consultation on the proposal to close Kendal school is continuing, but I want to assure the people of Burnside that the Ministry understands the value of the track and is committed to ensuring the community keeps it.

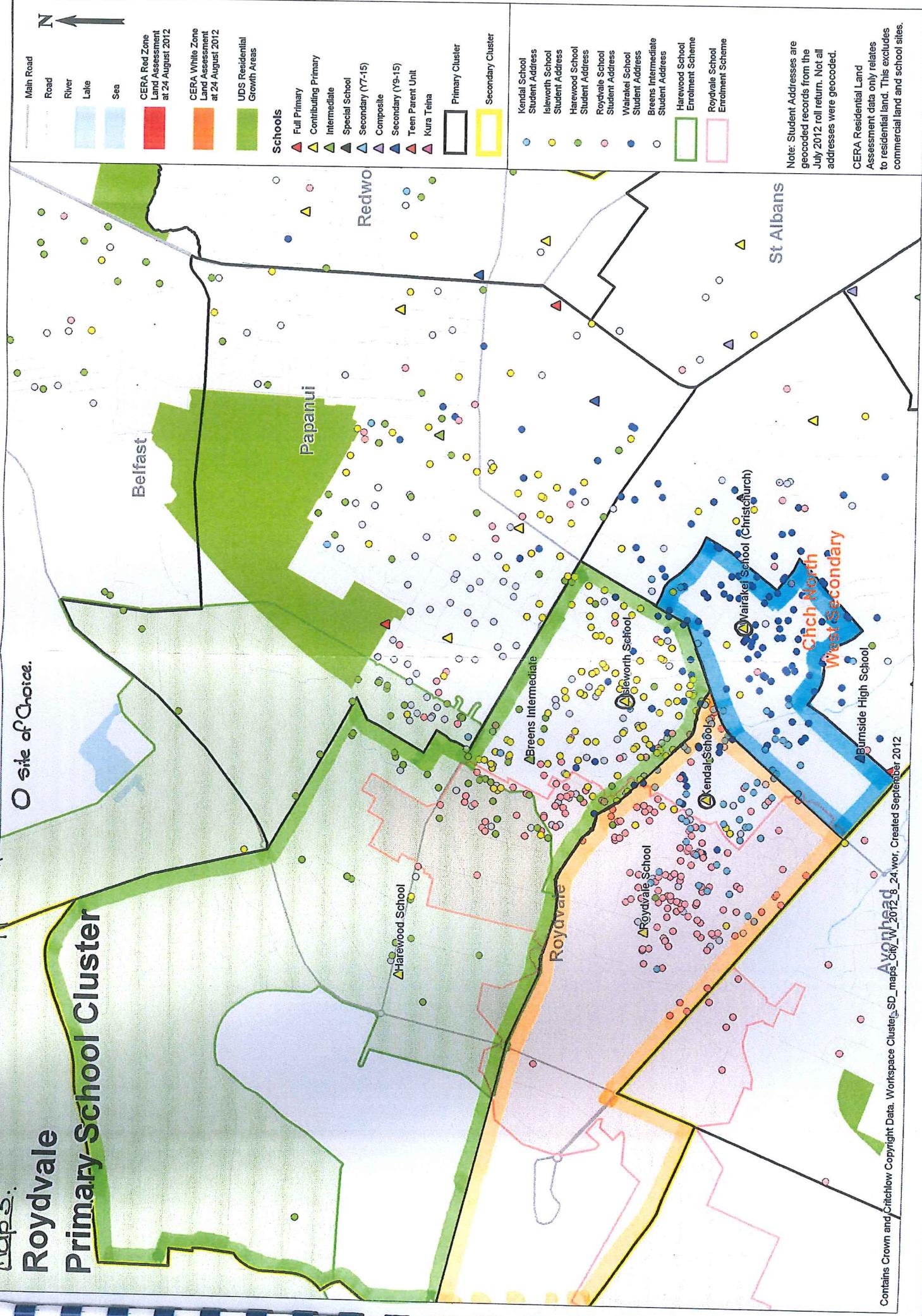
"Because the consultation process on the future of the 38 schools proposed for close or merger is ongoing, I don't yet know whether the track will be retained at its current site or rebuilt somewhere else.

"I can confirm though that we will be ensuring a cycle track is not lost to the community."

**Map 3:** Kendal School - 28/03/2013 - Appendix 3

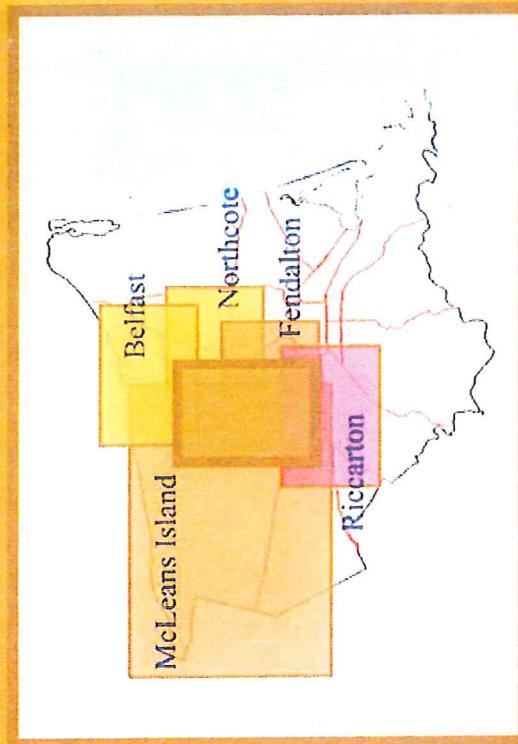
O Site of Choice.

**Roydvale Primary-School Cluster**



# Bulnside neighbourhood map

This is one of a set of 20 Neighbourhood Maps of the City of Christchurch. Each map aims to provide information about a different part of the city. These maps can be used to help gain an understanding of a neighbourhood and its unique characteristics.



Kendal School  
28/03/2013

Appendix 1  
Map 1 with 1 km  
diameter circles  
showing residential  
property.



The maps overlap, allowing two or more to be viewed together when a "bigger picture" is required. This is the first edition of this map. Feedback as to its usefulness and any suggested changes, is welcomed to CCC Customer Services - Info Line 941 8999 or email [info@ccc.govt.nz](mailto:info@ccc.govt.nz). The maps are available from the Civic Office, Tram Street and some Council Service Centres.

Considerable care has been taken in the preparation of this publication to avoid omission or errors and the latest information has been included. However, even with the greatest care, inaccuracies may occur and the publishers cannot accept responsibility for such errors and omissions but would appreciate advice should any be discovered.

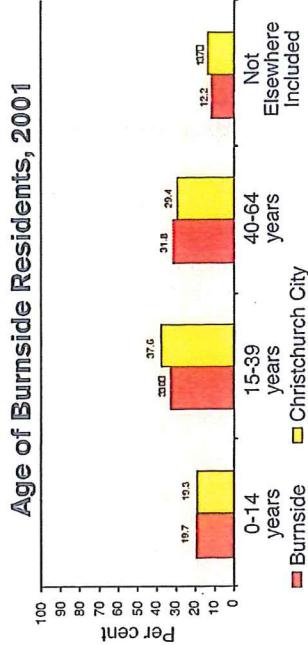
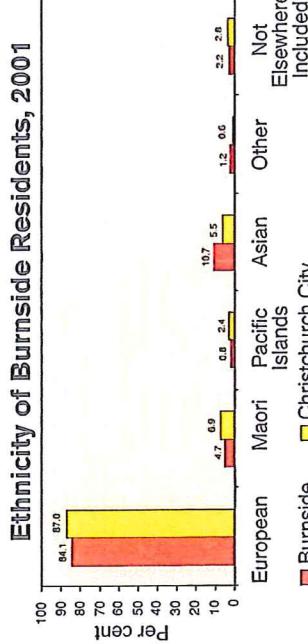
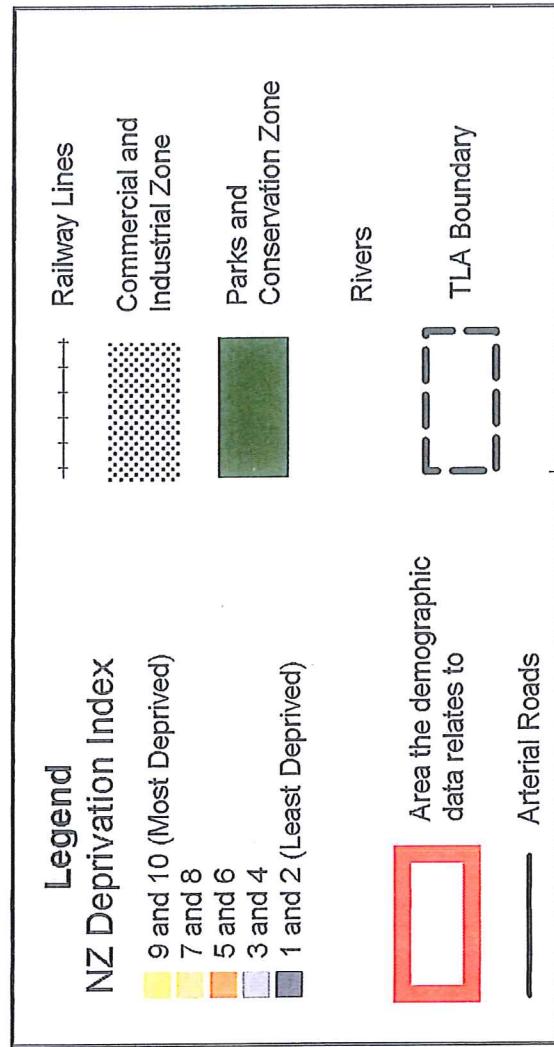
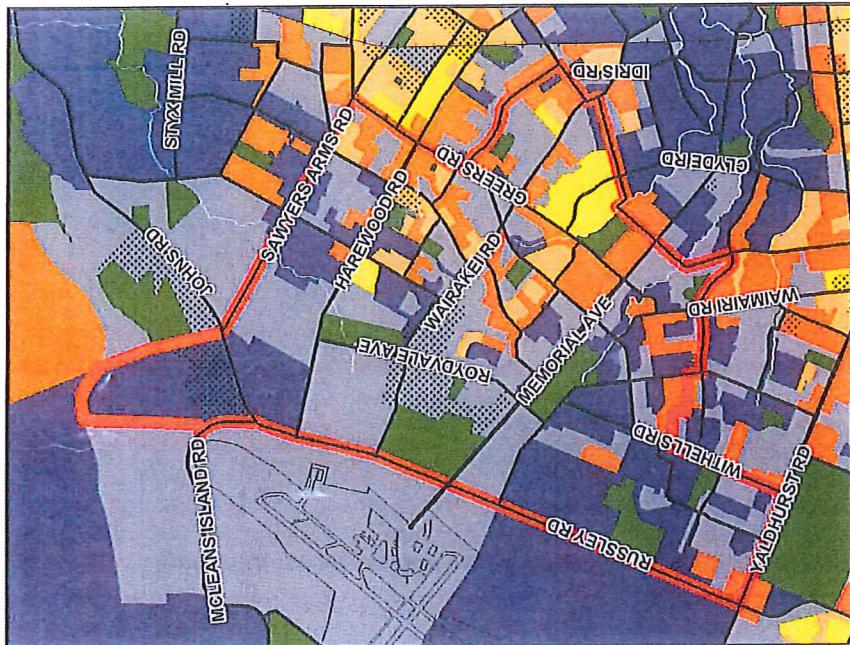
Policy and Planning Team  
Strategy and Planning Group  
Winter 2006



CHRISTCHURCH

CITY COUNCIL • YOUR PEOPLE • YOUR CITY

# Demographics



partners. In Burnside 73.6% of dwellings are owned by residents, higher than the figure for the City as a whole.

## Deprivation Index

This map is based on the New Zealand Deprivation Index 2001 (NZDep). NZDep reflects aspects of social and material deprivation which provides a valuable tool for understanding a community's make up. The index combines nine census variables of; income, transport, living space, owned home, employment, qualifications, support and communication. For more details on how this index is derived see Christchurch City Social Trends Report 2003: [www.ccc.govt.nz/reports/2003/SocialTrendsReport/](http://www.ccc.govt.nz/reports/2003/SocialTrendsReport/)

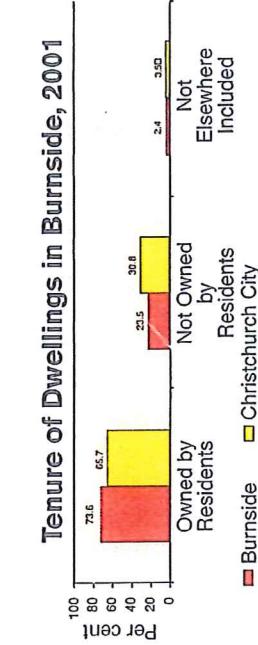
Statistics prepared by the Monitoring and Research Team, Christchurch City Council, November 2004.

**Summary**  
Burnside residents make up approximately 10.3% of the Christchurch population. The area has undergone a 6.7% increase in population since 1991, while Christchurch City increased 9.4% overall. Of the residents, 52.1% are female and 48% are male.

Of the Burnside population, 84.1% identify themselves as European. Christchurch has a higher proportion of its population identifying as European than most other urban centres in New Zealand. 10.7% identify themselves as Asian, a much higher figure than that for Christchurch as a whole.

## Housing Tenure

Housing tenure provides an insight into the affordability of accommodation particularly home ownership. The level of home ownership can be used as a guide to population stability, the relative wealth of the community and changes in lifestyle and household



Source: Statistics New Zealand, census of population and dwellings 1991, 1996, 2001.

# Planting

## Main Aims and Principles

- Sustainability** Recognise, enhance, promote and maintain the Garden City image
- Create and maintain a substantial tree heritage and green canopy
  - Promote diversity
  - Promote balance between exotic and native plantings
  - Ensure planting reflects the city's wide spectrum of planting types, environments, landforms and soils
  - Integrate City Council initiatives
  - Put the right plant in the right place
  - Provide a planting framework that is functional, sustainable, legal, imaginative and colourful
- Diversity**
- Identity**

1. Choose the FUNCTION that the planting is to achieve.

RURAL

WATERWAYS

WESTERN SUBURBS

- Provide shelter from wind/sun/frost
- Help define the urban edge
- Productive use e.g. timber/fruit/coppice
- Improve health and functioning of rivers and their banks
- Link core habitats

- Prevent stream bank erosion
- Filter out sediments and pollution
- Buffer for development
- "Green corridor" for wildlife
- Natural landscape feature contrast to grid

- Enhance "Garden City" image
- Provide colour, fragrance and seasonal change in plantings
- Help identify the major road links in and around the city, e.g. formal avenue treatment on radial roads, informal mass planting on ring roads

2. List the PLANT REQUIREMENTS

e.g. salt resistant, wind tolerant

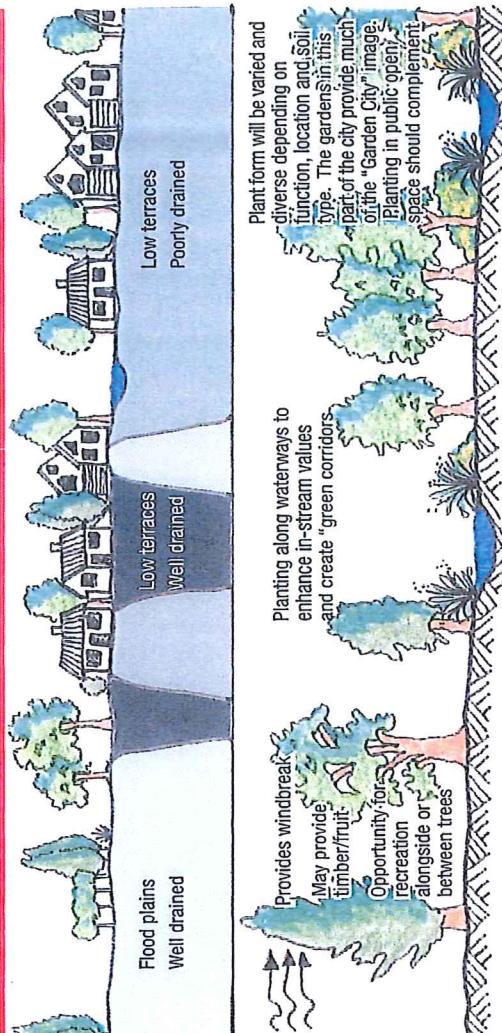
3. Choose plants that will thrive in the SOIL \*

4. Choose the appropriate PLANTING to achieve the purpose or FUNCTION of the site

S S E C O P R I G E D



Christchurch Soil Map from CCC 'Citywide Planting Strategy - Draft'  
\* For help in selecting suitable indigenous plants for this area see Lucas Associates, 1996 'Indigenous Ecosystems of Orautauhi Christchurch Sets 1 and 3.'



Helps define road alignment or urban edge

- Control erosion
- Shade
- Amenity – colour/change
- Buffer to noise/views
- Improve water quality
- Trap pollution/sediments
- Provide habitat for wildlife
- Shelter for in-stream values
- Recreation in plantations
- Define roads/urban edge
- Timber or fruit production
- Recreation in plantations
- Shelter/windbreak

# Christchurch Road Hierarchy

For over 25 years the City has adopted and continued to develop a hierarchy of roads. Each road is classified according to its planned traffic function and surrounding land uses. In this way the hierarchical network aims to provide the efficient and safe movement of people and goods, while reducing any conflicts which may arise between traffic requirements and the environment of surrounding areas.

The function of each road classification in the hierarchy is as follows:

- Major arterial roads are the dominant elements of the roading network connecting the major centres of the region within and beyond the main urban area. They also link to the most important external centres.
- Minor arterial roads provide the connections between major arterial roads and inter-connect the major rural, suburban, commercial and industrial areas. They may also define the boundaries of neighbourhoods, along with major arterial roads.

## Community Facilities

### Sport and Recreational Facilities

- Avonhead Park – Sports Park of 23 ha with cricket, rugby league and soccer.
- Burnside Park – Sports Park of 29 ha with cricket, soccer, rugby, touch and play.
- Crosbie Park – Sports Park of 7 ha with rugby league, softball, touch, play, 1/2 court and BMX track.
- Edgar MacIntosh Park – Sports park of 5 ha with cricket, soccer and play.
- Fendalton Park – Sports Park of 5 ha with rugby and play.
- Ferrier Park – Sports Park of 3 ha with soccer and play.
- Grant Armstrong Park – Sports Park of 3 ha with rugby and play.
- Harewood Park – Local Park of 11 ha.
- Jeffreys Reserve – Local Park of 2 ha with play and tennis.
- Jellie Park – Sports Park of 12 ha with cricket, hockey, soccer, play, 1/2 court and skate.
- Nunweek Park – Sports Park of 20 ha with cricket, hockey, rugby, soccer, touch and play.
- Ray Blank Park – Sports Park of 5 ha with soccer and play.
- Riccarton Bush (Putaringamotu) – 12 ha off Kahu Road.
- Riccarton Park – Racecourse Road. Horse racing track and function venues.
- Roto Kohatu – Riverbank & Conservation Area of 45 ha.
- St James Park – Sports Park of 4 ha with cricket, soccer and play.
- Syxx Mill Reserve – Riverbank and Conservation Area of 57 ha.
- Tulert Park – Sports Park of 8 ha with cricket, soccer, softball, touch and play.
- Upper Riccarton Domain – Sports Park of 4 ha with cricket, soccer and play.

Westburn Reserve – Local Park of 1 ha with play.

Westgrove Park – Local Park of 0.8 ha with play.

Wycola Park – Sports Park of 4 ha with play and skate.

### Other

- Avonhead Cemetery – Haworthden Road.
- Waimairi Cemetery – Grahams Road.
- Christchurch College of Education – Dovedale Avenue.
- University of Canterbury – Ilam Road.
- Christchurch International Airport – Richard Pearse Road off Memorial Avenue.
- Peacock Springs Wildlife Park – 1200 ha off McLeans Island Road.
- Willowbank Wildlife Reserve – 60 Hussey Road.

### Libraries

- Bishopdale — Bishopdale Shopping Centre
- Fendalton – Cnr Clyde Rd/Jeffries Rd
- Papanui – Cnr Langdons/Restell St

### Residents' Groups

- |                        |                   |               |
|------------------------|-------------------|---------------|
| Aorangi                | Bishopdale        | Burnside      |
| Casebrook              | Central Riccarton | Innismay      |
| East Papanui           | ICON              |               |
| Ilam & Upper Riccarton | Mervale Deans     | Plynlimon     |
| Middleton/Matiopō      | Northland         | Victoria      |
| Rastrick               | Redwood           |               |
| Riccarton/Kilmarnock   | Riccarton Park    | South Papanui |

### Walkways

- Riccarton Bush

University — Okeover & Ilam streams, Avon River – One hour return from Fine Arts Lane.

## USEFUL PUBLICATIONS AND CONTACTS:

- Looser, Frieda (2002), Fendall's Legacy. Canterbury University Press.
- Lucas Associates (1996), Indigenous Ecosystems of Otautahi Christchurch Set 1 and 3.
- Council pamphlets available at the Council Offices, Tuam Street or at [www.ccc.govt.nz](http://www.ccc.govt.nz):
- City of Christchurch City Plan
  - Large buildings in Lower Density Living Zones – Urban Design and Heritage Team (UD & H Team)
  - Living Streets – City Streets Unit
  - New Housing in Living 3 Zones – UD & H Team
  - Special Amenity Areas – UD & H Team
  - Sustainable Building Guide – UD & H Team
  - Thinking about building a garage? – UD & H Team
  - Thinking about buying a section? – UD & H Team
  - Thinking about Fencing? – The Keep New Zealand Beautiful Campaign Office
- Other web resources:
- CINCH Website – Community Information Christchurch: <http://librarydata.christchurch.org.nz>
  - Ti Kouka Whenua, Christchurch City Libraries
  - Christchurch Bus: [www.metroinfo.org.nz](http://www.metroinfo.org.nz)
  - New Zealand Historic Places Trust, [www.historic.org.nz](http://www.historic.org.nz)

# A Brief History of the Burnside Area

A significant stand of tī kōkata (cabbage trees) grows proudly near the corner of Memorial Avenue and Greers Road. This cluster of trees was known to early Wairaha and Ngāi Tahu as Te Herenga Ora and was used as a landmark by Māori travellers to help guide them from Rapaki and Te Waihora through treacherous swampland to the Ngāi Tahu pā of Kaiapoi. Travellers often used the area around these trees as a resting place and a tapu character became attached to the site on account of sacred rites being performed there to ensure travellers a safe journey. Te Herenga Ora was carefully fenced by an early European settler who had learnt from Māori of the trees significance. European settlers in the early 1820s also relied on the cabbage trees to fix their position.

Although the original trunks of the cabbage trees died long ago new trees have sprouted in their place. The 12m tall trees are now a focal point for Burnside High School. As well as being the school's motif they inspired the school motto: *Recte sic dirige cursum meaning "Along this path direct your journey correctly."*

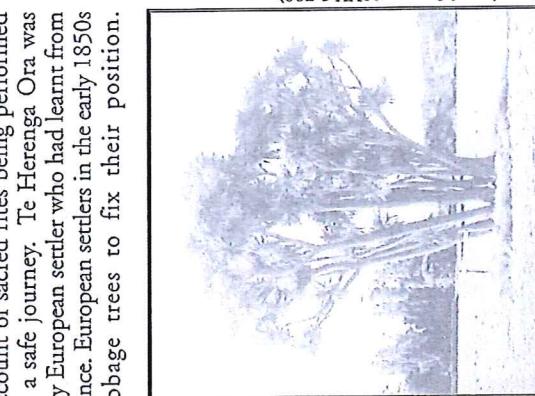
The resilient cabbage trees remain a signpost for those who pass their way.

William Bayley Bray arrived in Canterbury on June 6, 1851. After a successful career in London he had been appointed consulting engineer to the Canterbury Provincial Council. In Canterbury Bray was granted rights over Rural Sections 177, 178 and 179 (200ha). He decided to settle on this land, right out in the country, miles from the sod houses and whare of his fellow settlers in the centre of Christchurch. Combined, these rural sections were later known as Avonhead farm because it is in this area that the many springs which feed the Avon River are located. In early records however it was called Avonwood.

Bryndwr is generally considered as being the area around Aorangi and Wairakei Roads. It was given its Welsh name (meaning 'on the brink of the water') by Charles Jeffreys who bought 40 ha there in 1880. The suburb called Burnside was originally part of a farm of about 690ha owned by William Boag whose large homestead was close to the present water tower in Burnside Park. It was named

for the small creeks forming the headwaters of the Waimairi Stream. Most of the land in northwest Christchurch which developed into Burnside and Bryndwr was farmed for the first hundred years of European settlement in small blocks given over to sheep, cattle, market gardening and orchards. When it was built in 1878, the Greer homestead (now 302 Greers Road) was a landmark visible to the Ngāi Tahu pā of Kaiapoi.

Travellers often used the area around these trees as a resting place and a tapu character became attached to the site on account of sacred rites being performed there to ensure travellers a safe journey. Te Herenga Ora was carefully fenced by an early European settler who had learnt from Māori of the trees significance. European settlers in the early 1820s also relied on the cabbage trees to fix their position.



(Canterbury Museum 19XX.2.790)



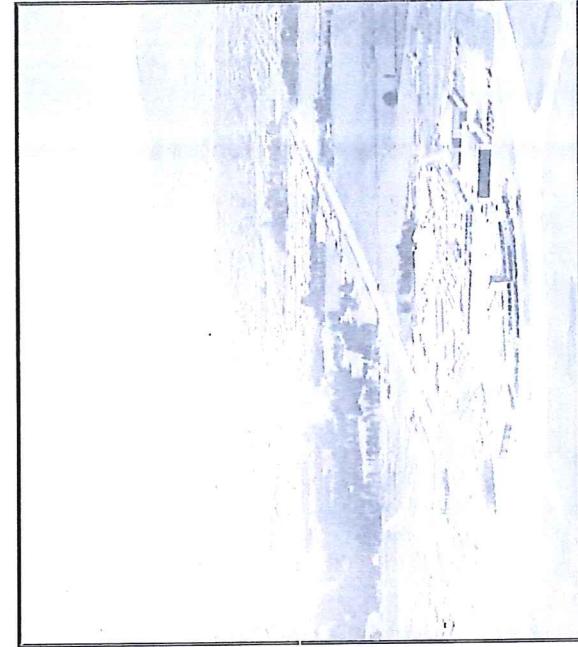
(Whites Aviation, Canterbury Museum 19XX.2.795)

By the end of the 19th century those living in Lower Fendalton were likely to be urban professionals inhabiting gentlemen's residences, with large 'pleasure gardens', and employing a number of servants. This change was reflected in the gradual alteration of the district's name. Fendall Town, and its transitional successor, Fendalton, sounded like a colonial settlement, but Fendalton evoked images of a genteel suburb.

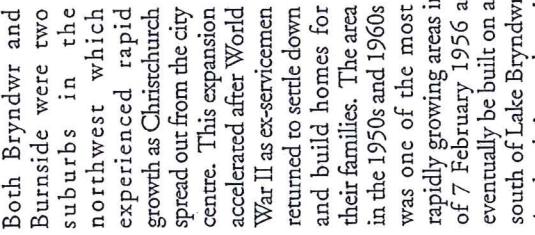
The purchase of 6227 ha of land in 1935 for an airport at Harewood was a significant decision and set in place the principle of road access via Burnside (later Memorial Avenue) and Fendalton Roads to the central city. The establishment of the National Airways Corporation (NAC) in 1947, the return of Harewood Airport to civilian air transport, and post-war prosperity all gave impetus to plans to develop this increasingly important route to Christchurch.

In 1950 Christchurch Airport became the first international airport in New Zealand and an international terminal was added in 1966. The United States Antarctic programme chose Christchurch as its base in 1955 and the Deep Freeze programme has brought a number of benefits to the north-west. The people of Oregon donated a friendship totem pole to the city in appreciation for the warm hospitality extended just four years later. In the 1980s it was more appropriately positioned near the entrance to the airport.

Memorial Avenue was officially opened on 26 November 1959 and dedicated to the memory of Christchurch men and women who lost their lives in Dominion and allied armed services during World War II. The avenue of trees is a symbol of life.



(Stan McKay, Canterbury Museum 1980.192.224)



Cabbage Trees at Burnside, Christchurch (detail)

Both Bryndwr and Burnside were two suburbs in the northwest which experienced rapid growth as Christchurch spread out from the city centre. This expansion accelerated after World War II as ex-servicemen returned to settle down and build homes for their families. The area in the 1950s and 1960s was one of the most rapidly growing areas in New Zealand. A news item in The Press of 7 February 1956 announced that "at least 400 houses will eventually be built on an area of 128 acres, 2 roods and 12 perches, south of Lake Bryndwr, which has been taken over by the State... A school site, a shopping area, and a reserve will be incorporated in the new housing area which lies south of Wairakei Road and northeast of Grahams Road."

Walpole Cheshyre Fendall, who had sailed from Yorkshire on the Sir George Seymour, christened his new home Fendall Town in 1851. In this early period the suburb was not regarded as exceptional and the same range of social status was evident in all the various suburbs around Christchurch.

By about 1870 'Fendall Town' was usually reduced to 'Fendalton', and over these years, the most significant alteration made to the landscape of Christchurch by European immigrants was their planting of deciduous English trees. The trees the colonists associated with 'home', such as oaks, elms, beeches and horse chestnuts, were planted for the benefit of future generations. Weeping willows provided shade and helped to conserve the riverbanks, but they also had the added benefit of looking 'English'. Fast-growing macrocarpas, and Australian wattles and gums, were also very useful for shelter and shade, and a considerable number were planted in Fendall Town and the neighbouring estates of Riccarton, Bryndwr and Ilam.

Aerial view of Harewood Airport, Christchurch (Detail)

# Issues

Memorial-Russley-Hawthornden (MRH) Area Plan. The plan is being undertaken in response to appeals to the Environment Court against the Council's decision in 1999 to retain rural and low-density residential zoning over the subject land.

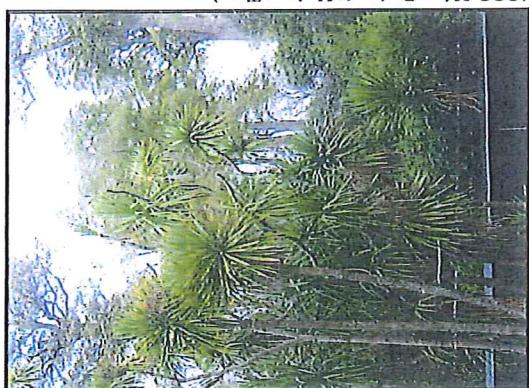
This Area Plan will look at things like community aspirations and the main issues for the land being:

- Airport noise;
- Widening of Russley Road and intersection improvements
- Disposal of storm water
- Protection of groundwater quality
- Amenity and
- Retailing.

The South Waimakariri Area Plan covers about 5700ha, stretching from Courts Island in the east some 20km up the south bank of the Waimakariri River beyond McLeans Island in the west. Some of the issues outlined by Council during the preparation of this area plan are:

- The Isaac Conservation Park – a proposal for a 1200 ha area to further the conservation work of the Isaac Wildlife Refuge;
- Increases in number of hotel rooms and residences at Clearwater;
- Possible siting of a rowing lake;
- Western Belfast Bypass (see below);
- Orukaihino Regional Park built around the Orukaihino waterways;
- Waimakariri River flood protection works;
- Savannah grassland protection and;
- Residential restrictions inside 50 dBA airport noise contour.

The risk of flooding in this area, the proximity of the airport, and distances from infrastructural services mean a likely future for the



**Ecological Heritage Sites**  
are areas of remaining native vegetation with high ecological value which help fulfil New Zealand's moral obligation to global conservation. One of the four city wide categories is found in the Burnside Map area – Native Shrubland/Forest. This site is found at Riccarton Bush where there is a patch of Kahikatea semi-swamp forest.

These sites provide an educational and scientific resource of benefit to the city's schools and tertiary institutions. Tracks and boardwalks have been built to help provide a balance between allowing public access and protecting plants from damage, and birds from disturbance.

## Area Plans

An Area Plan is a comprehensive planning document that takes a long-term view of a particular area, and incorporates the local community's preferences on how it should or should not be developed. The Area Plan will, to some extent, be influenced by needs and initiatives within adjacent city areas and neighbouring local authorities, and its implementation will be in the context of citywide planning needs, for example, the City's transport strategy.

In the Burnside map area the Christchurch City Council is considering the long-term future of the undeveloped blocks of land on the city side of Russley Road between Memorial Avenue, Avonhead Park and Hawthornden/Withells Roads through the development of the

## Waterway Management

The Christchurch City Council's Waterways, Wetlands and Drainage Natural Asset Management Strategy 2000 defines a framework of management plans for the city's rivers and waterways. It is a major driver for the Asset Improvement and Lifecycle sections of the Stormwater System

area is low-intensity land use, based around existing farming, recreational and tourism activities.

The Yaldhurst Area Plan looks at an area south of Yaldhurst Road. All three area plans are due to be released later in 2005.

## Transport Issues

A group of projects aiming to ease traffic congestion in the north of the city over the next 20 years are being taken to the next development stage by the Christchurch City Council. These northern city transport projects originated in the Northern Roading Options Scoping Study (NROSS).

The roading network improvements which will be further developed in the Burnside Map area are the support for a widening project on Northcore Road and the idea of a bypass west of Belfast. This network link should be considered however, after the Northern Arterial work centred around QE2 Drive, Cranford Street and Hills Road.

The Christchurch to Rolleston and Environs Transport Study (CRETS) which started in 2003, is considering the strategic transport needs beyond 2008 to the 20 to 25-year planning horizon. The Study is also considering potential strategy components such as a western bypass of Hornby to link with the Belfast bypass. Such work would help divert traffic from the heavily used Curlerts/Waimairi/Greens internal road network through residential and school areas.

The widening of Fendalton Road, now completed after 30 years of negotiations, has resulted in a creative landscape. This was done with a genuine effort to mitigate the work's impact with high quality landscaping. The gateway to Christchurch through Fendalton is of great importance in creating first impressions for visitors.

The Greater Christchurch Urban Development Strategy process is now underway (February 2005). It is a collaborative initiative involving Christchurch City Council, the District Councils of Banks Peninsula, Selwyn and Waimakariri, Environment Canterbury, Transit New Zealand and government, community and business organisations. Options for managing growth have been prepared and released for public discussion, after which a strategy will be formulated by the councils.

Jeffreys Park demonstrates a reserve that has been increased and so providing access to a wider community.



(CCL, Urban Design & Heritage Team)

gardens and houses. Residents of some streets such as Waiwetu, Wai-iti, Welka and Tui have initiated the undergrounding of overhead services by sharing the cost.

Playgrounds have been 'dumbbed down' with a lack of muddy and adventure play opportunities and a desire for local and rough mountain biking courses within cycling distances of residences.



(CCL, Urban Design & Heritage Team)



given consideration to how it will:

- meet the community demand for drainage services
- carry out its role in environmental protection
- provide for increased services due to city growth
- protect the community against natural hazards and operational risks
- operate the drainage system in a cost-effective manner.

The Burnside Map covers sections of the Upper Styx, Waimakariri and Avon rivers, Dudley and Smacks creeks, and Ilam, Waimairi, Hewlings and Wai-itī, Okeover and Wairarapa streams. In the past, waterway management in Christchurch aimed to create fast draining water channels, which were straight and had few obstructions. Today, in more enlightened times, waterway management has changed to an integrated approach which focuses on a range of values including ecology, landscape, recreation, cultural, heritage, drainage and flood control.

Outcomes of this change in management are to:

- Protect and improve the natural character of waterways;
  - Restore natural waterway function;
  - Restore habitat for birds, fish and insects;
  - Create green linkages and corridors;
  - Restore waterways for their value to local communities
  - Retain a natural buffer between waterways and development.
- A design guide, Waterways, Wetlands and Drainage Guide (CCC, 2003) formalises recent Council design best practice for the sustainable management, protection, restoration and design of waterways and wetlands.

### Leisure, Parks and Waterways Studies (2002)

The Fendalton/Waimairi Community Board initiated study identified the following issues

- the ‘English’ landscape, mature trees, private gardens and ‘good schools’ as having created an attractive place to live. Easy access to both the airport and city centre were valued.
- Waterways are considered as significant landscape features rather than recreational with a resistance to overuse of native plantings – obscuring views and limiting access. Problems of deciding ownership and access rights over esplanade strips.
- Mature shade trees are considered defining icons and concerns at loss through infilling.
- Streets treated as key walking resource – interest in private

- Swimming pools and hydro-slides major draw-cards.
- Water fountains and toilets in as many locations as possible.
- Common desire for ‘cool’ places to ‘hang out’ without alcohol, possibly at malls. Must be flexibly managed to cope with changing fads. Bishopdale Community Centre run by the YMCA is being considered for expansion.
- The impact of growing Asian community has initiated the Asian Youth Trust. Casual sport activities are of special interest to Asian youth e.g. half basketball court, badminton, table tennis.
- Desire for safe walking and safe cycling routes

For the elderly river walks were a major focus and the Orbiter praised as a ‘recreational drive’.

The Riccarton/Wigram Community Board-initiated study identified also that the University of Canterbury and Christchurch College of Education were both important and dynamic assets, especially as a green corridor, however, increased traffic, lack of parking and student drunkenness have been associated problems. Riccarton Bush was also highly valued and its preservation seen as important.

### Urban Growth

Urban growth, caused by population, household and economic expansion, has an impact on Christchurch’s identity and quality of the environment, and important issues can arise from increased pressure on infrastructure and services.



Nunweek Subdivision, Harewood Road

The Burnside Map area has experienced recent residential growth as a result of Greenfield subdivisions such as those at Skyedale, Nunweek and Glasnevin. Christchurch International Airport continues to expand and is a major influence on development in the map area. Today, some 4.5 million passenger movements (international and domestic) and about 90,000 commercial aircraft movements are handled by the airport per year. Nearby localities have experienced associated industry growth e.g. Sheffield Crescent and William Pickering Drive with IT communications and civil aviation.

- appropriate in today's environment.”
- Many Urban Renewal projects are redesigned within the planning policy context of:

- Safer Parks - Designing buildings and arranging streets, parks and other outdoor spaces in such a way that discourages crime and reduces fear of crime. The Crime Prevention Through Environmental Design (CPTED) – a series of four booklets is one important strategy for achieving this for public spaces and private homes. This series is available free on [www.ccc.govt.nz/Publications/DesignGuides/CrimePrevention](http://www.ccc.govt.nz/Publications/DesignGuides/CrimePrevention) site.



Mother and Child by Tony O’Grady, Memorial Avenue

- Artworks in Public Places are accessible to members of the public. Council policies now allow for small-scale, integrated art works to be added to bigger capital projects, like a kerb and channel renewal scheme. Creative furniture and features are appearing around Christchurch, including bollards, artistic railings, crests and mosaics.
- Adopt A Park/Cemetery scheme is to encourage local residents’ ownership of their parks and cemeteries. The scheme has two levels and enables you, the resident, to have greater communication in the planning, development and management of the particular park you are interested in.
- The Living Streets concept attempts to instil an ideal that streets should be designed or redesigned with the priority on living and community interaction, where residents, businesses, pedestrians and cyclists at the very least have equality with cars. Creyke Road, Rountree and Hanrahan streets, Lavandula Crescent and Chevron Place are examples of streets in the Burnside Map area to have had this treatment.



Living Street Chevron Place

# Community

L1 The Living 1 (Outer Suburban) Zone covers most suburban living environments of the city excluding the hills. Open space and landscape plantings are essential features of the environment with dwellings at low building densities and heights.

L1A The Living 1A (Outer Suburban Boundary) Zone applies to a number of areas of existing or proposed new residential developments on the interface between the urban and rural areas. These zones differ from L1 because of their location on the urban edge and the graduated transition from urban to rural identity is a key aspect.

L1C The Living 1C (Outer Suburban – Hawthornden) Zone applies to an area of land between Hawthornden and Withells Roads and has remained rural because of its location under the approach to the north-west runway to Christchurch Airport. The zone has a rigidly specified upper limit to the number of allotments and to reduce expected impacts of aircraft noise, insulation measures for dwellings are required.

L1E The Living 1E (Rural Hamler – Gardiners Road) Zone is one of the few areas suitable for low density residential activities within the city's boundaries, and within its rural area. New dwellings are required to be connected to a reticulated sewerage disposal system. Johns Road is a part of State Highway 1 and access is controlled in terms of the Transit NZ Act 1989.

L2 The Living 2 (Inner Suburban) Zone generally covers the inner suburban living environments of the city, located between the Living 1 and 3 Zones. Open space and landscape plantings are important features of the environment with dwellings at low-medium building densities. In most cases there will be potential for infill and redevelopment at higher densities than the Living 1 Zone.

L5 The Living 5 (Travellers' Accommodation) Zone covers eleven major areas within the residential areas of the city, which are occupied by existing or proposed travellers' accommodation, but generally reflects the standard applicable in the adjoining living zone.

SAMs (Special Amenity Area) are areas within the Living Zones that are distinctive from the surrounding neighbourhoods and are considered to have a character worth retaining. The City Plan contains rules that regulate the way the sites can be developed. Four SAMs are located on the North-West Map (7,8,8a,16). Community Footprints are areas identified on the planning maps in the Living 1, 2 and 3 zones only. The community footprints

living environment is characterised by buildings and sites, which are larger in scale, and busier in terms of traffic generation, than that generally found elsewhere in living zones and that given this character, some relaxation of the rules is appropriate. The community footprints also attract other local functions and activities, ensuring that nearby streets retain their residential nature and are not adversely affected by non-residential activities.

B1 The Business 1 (Local centre) Zone is generally located within suburban living areas, and also forms part of a number of the district centres.

B2 The Business 2 (District centre) Zone. Generally the distribution of these centres, and the range of services provided is good, providing benefits in terms of accessibility, convenience and energy use.

B2P The Business 2P (Business parking) Zone is a specialist zone associated with some local and district suburban centres, and as well as ensuring parking provision it provides a buffer for adjoining residential areas.

B4 and B4T The Business 4 (Suburban industrial) Zone is a light industrial and commercial zone either located within predominantly residential areas, or serving as a buffer zone between residential and the general industrial areas. The Business 4T (Suburban industrial – technology park) Zone is a Business 4 zone variant established under the Transitional Plan to encourage high technology uses. This zone has some higher than normal amenity standards and landscape treatments.

B5 The Business 5 (General industrial) Zone includes large areas of industrial land characterised by a range of both light and heavy industries.

B6 The Business 6 (Rural industrial) Zone applies to two areas of land surrounded by rural zones.

Ru3 Rural 3 (Styx-Marshland) Zone. Zone contains large areas of versatile soils overlying a peat sub strata, as well as more versatile soils towards the western side of the zone. Its main purpose is the maintenance of primary production.

Ru4 Rural 4 (Waimakariti) Zone. Much, though not all, of the land in this zone is in the ownership of ECan. The purposes of this zone are primary production, recreation and floodplain management.

Ru5 Rural 5 (Airport Influences) Zone surrounds most of Christchurch International Airport and extends to include the majority of that area within an "outer control" boundary line representing the 55 dBA Ldn noise contour and also contains areas particularly subject to height restrictions relating to the "approach slopes" to airport runways. The zone's purpose is primarily the

activities to avoid compromising airport operations and development.

RuQ The Rural Q (Quarry) Zone provides for the extraction and processing of sand and gravel with these activities being undertaken with due regard to the effects on occupiers of adjoining land. The Council wishes to encourage restoration of quarried land generally (similar to that undertaken in the Peacock Springs area) and in this respect it is intended that restoration be achieved to at least a pastoral grassland landscape.

C1 The Conservation 1 Zone comprises principally of public land of particular scenic, natural, habitat, and ecological values. The zone includes freshwater wetlands, parts of the river system, native grasslands and natural forest areas.

C3 The Conservation 3 Zone comprises the surface of the city's rivers, (except the Waimakariri) which have an average width of three metres or more, and most of the margins of these rivers. Parks where a river forms the dominant part of its character and composition are also included in the zone.

C4 The Conservation 4 Zone comprises most of the cemeteries, which are currently operating, and crematoria. O1 The Open Space 1 Zone primarily comprises small areas of public open space generally being between 0.1 and 2.0 ha.

O2 The Open Space 2 Zone comprises primarily large areas of public open space for active recreation, which serve a suburban or district-wide function, generally of two ha or more in area.

O3B The Open Space 3B (Private Recreation Facilities) Zone covers three private golf courses within the living zones of the city, and six other intensively used private recreation facilities which are a major part of organised sport and recreation in the city.

Cu3 The Cultural 3 (Schools) Zone provides rules for existing school sites which reflect that of the surrounding zones (normally living zones), with the exception of rules applicable to the development of schools as a specific activity.

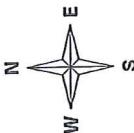
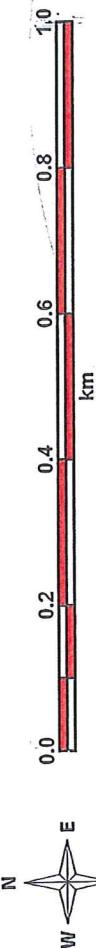
Cu4 The Cultural 4 (Tertiary education) Zone includes four large sites within the city which provide for tertiary education. The largest component of the zone is the campus of the University of Canterbury while a second area, west of the university, comprises the campus of Christchurch College of Education.

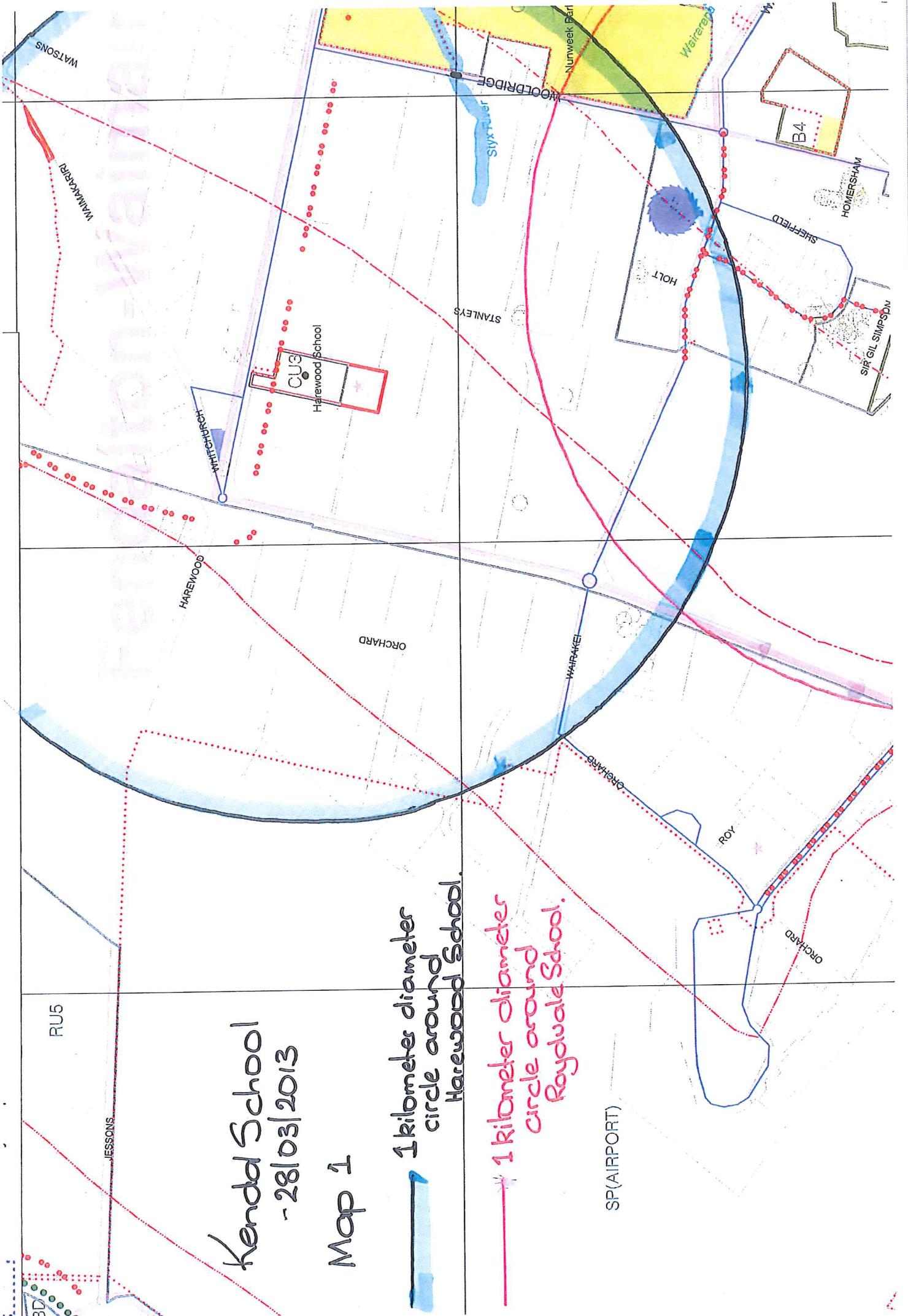
SP (Hosp) The Special Purpose (Hospital) Zone applies to existing facilities and infrastructure associated with hospitals. SP (Airport) The Special Purpose (Airport) Zone intention is that any development be clearly associated with the operations and associated functions of the airport and aviation.

## Legend

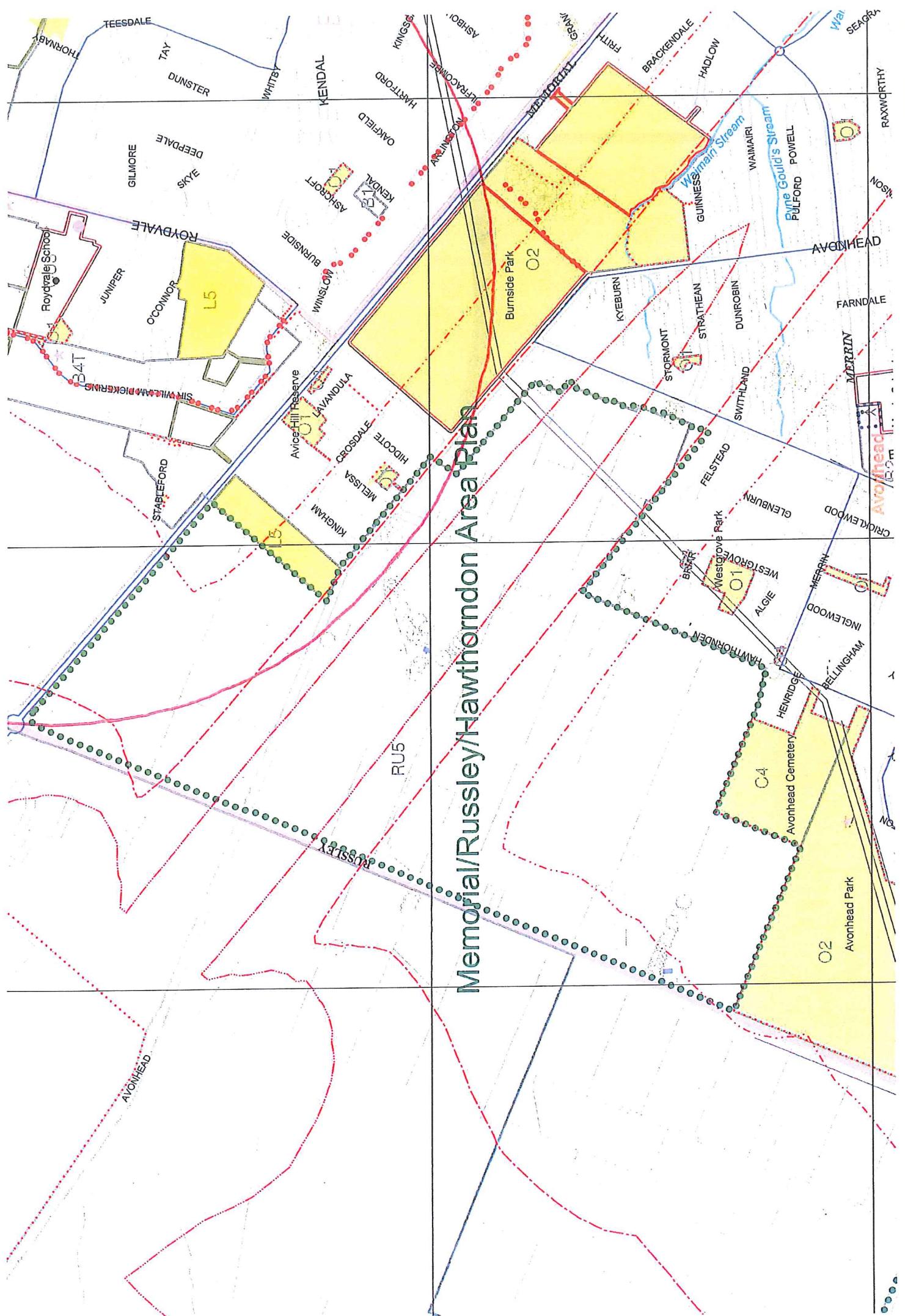
ROAD NAME	Local Road	Crown Owned Land
ROAD NAME	Collector	Residents Group Area
ROAD NAME	Minor Arterial	Vacant Industrial Land
ROAD NAME	Major Arterial	Zone
①	Fendalton Service Centre	Neighbourhood Improvement Plan Area
②	Papanui Service Centre	City Plan Special Purpose Zone - Hospital
③	Riccarton Service Centre	Council Housing
①	Bishopdale Library	District Shopping Centre
②	Fendalton Library	Ecological Heritage Site
①	Childcare Centre	Education
	Foot Bridges	Heritage Item
	Halls - (School, Church, Community)	Registered NZ Historic Places And Areas Buildings, Places, Objects
	Important Tree (i.e. Protected, Notable)	Parks
	Rest Home	Open Space (other than parks)
	Area Plan Coverage	Open Space (private recreation facilities - golf courses, stadiums etc)
	Bus Route	Living Zones
● ● ● ● ●	Cycle Way - On & Off Road (Indicative only)	Very Low - Low Density
	Port Hills 20m Contour	Low - Medium Density
	Power Pylon Line	Medium Density
	Railway	Medium-High - High Density
	Road Bridges	Travellers Accommodation
	Special Amenity Area	
	Ward	
	Waterway	
	City Plan Flood Ponding	
	City Plan Airport Noise Contour	

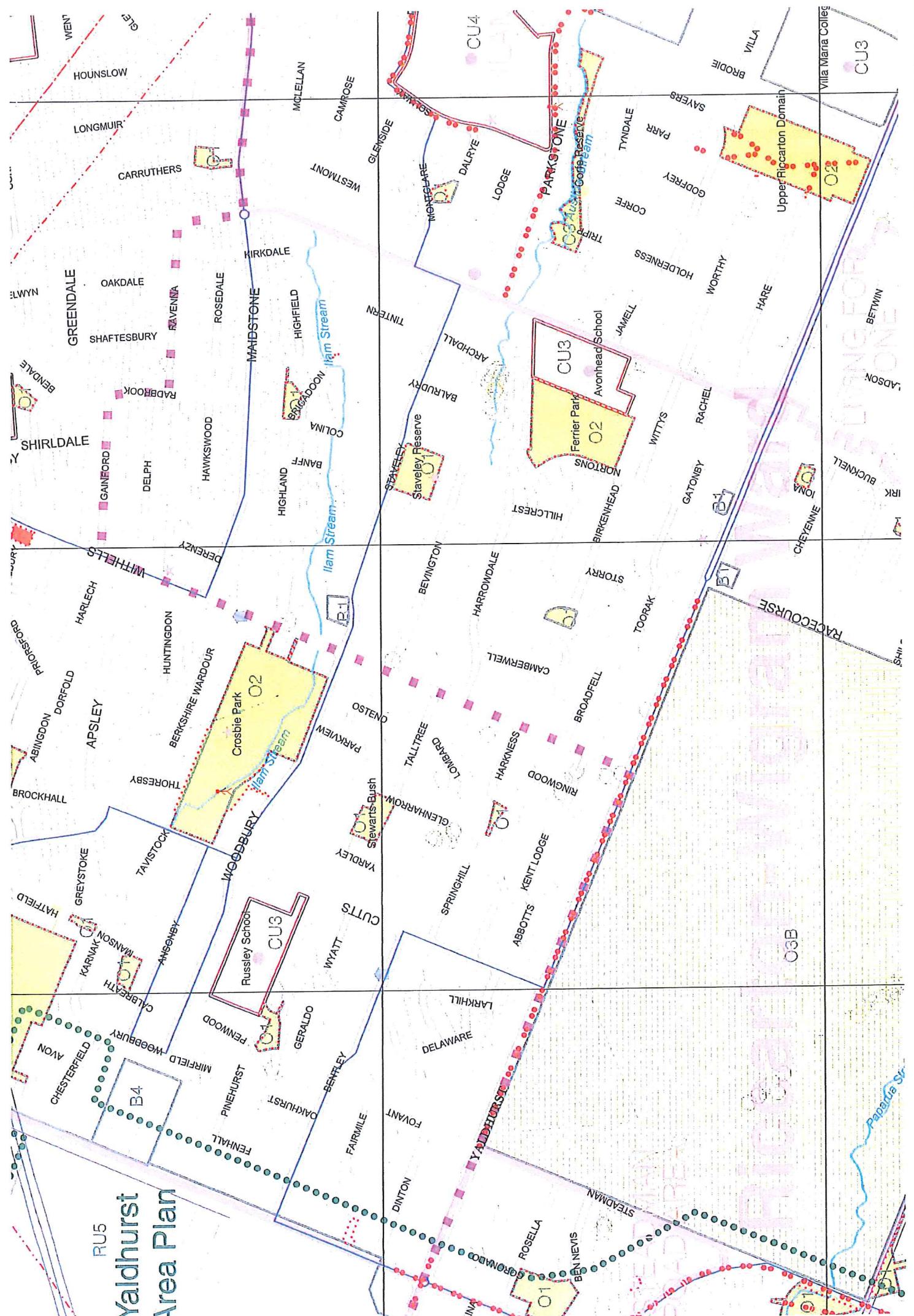
**NOTE:** Some legend entries may not appear on all maps.





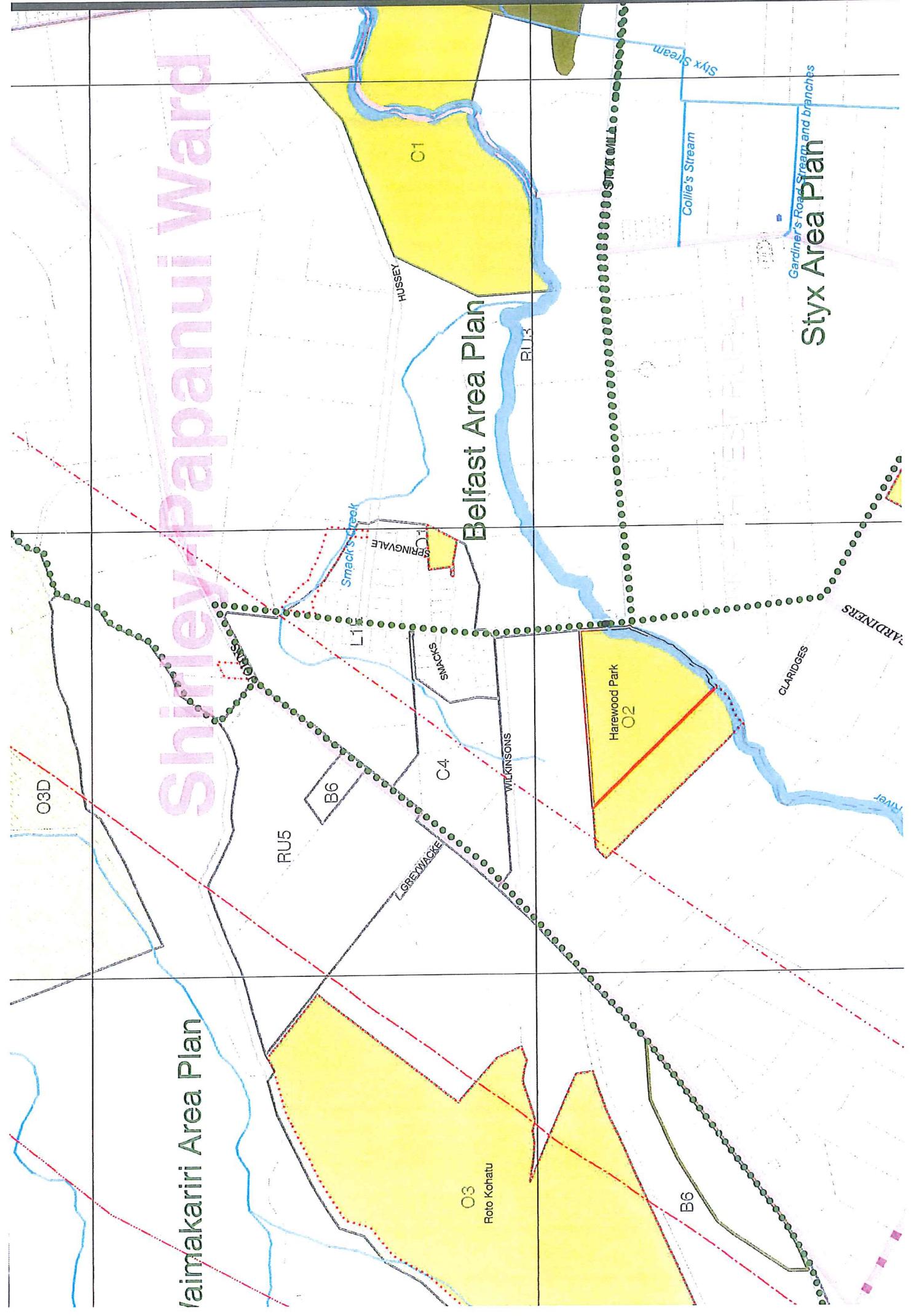
# Memorial/Russley/Hawthorndon Area Plan





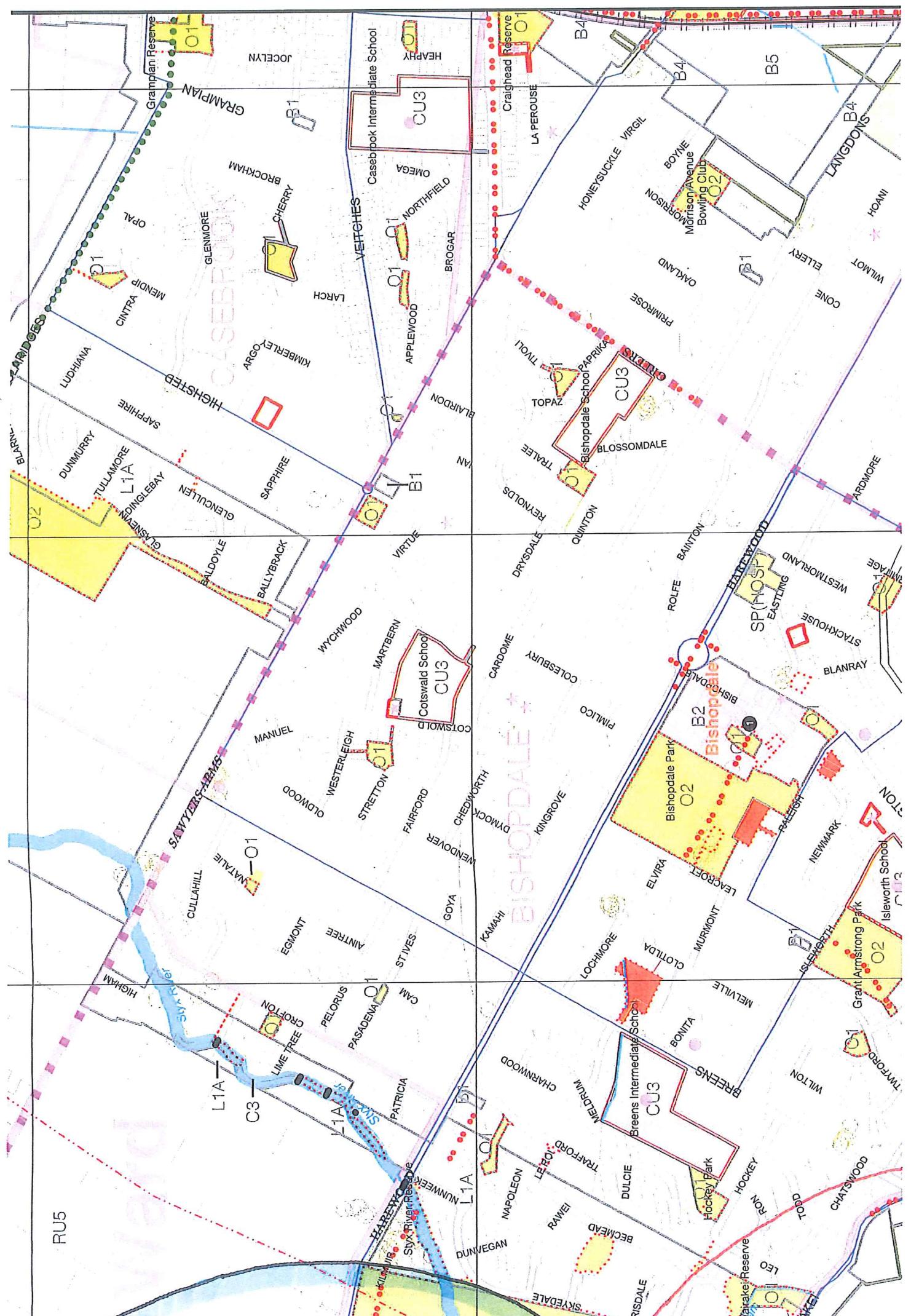
## Waimakariri Area Plan

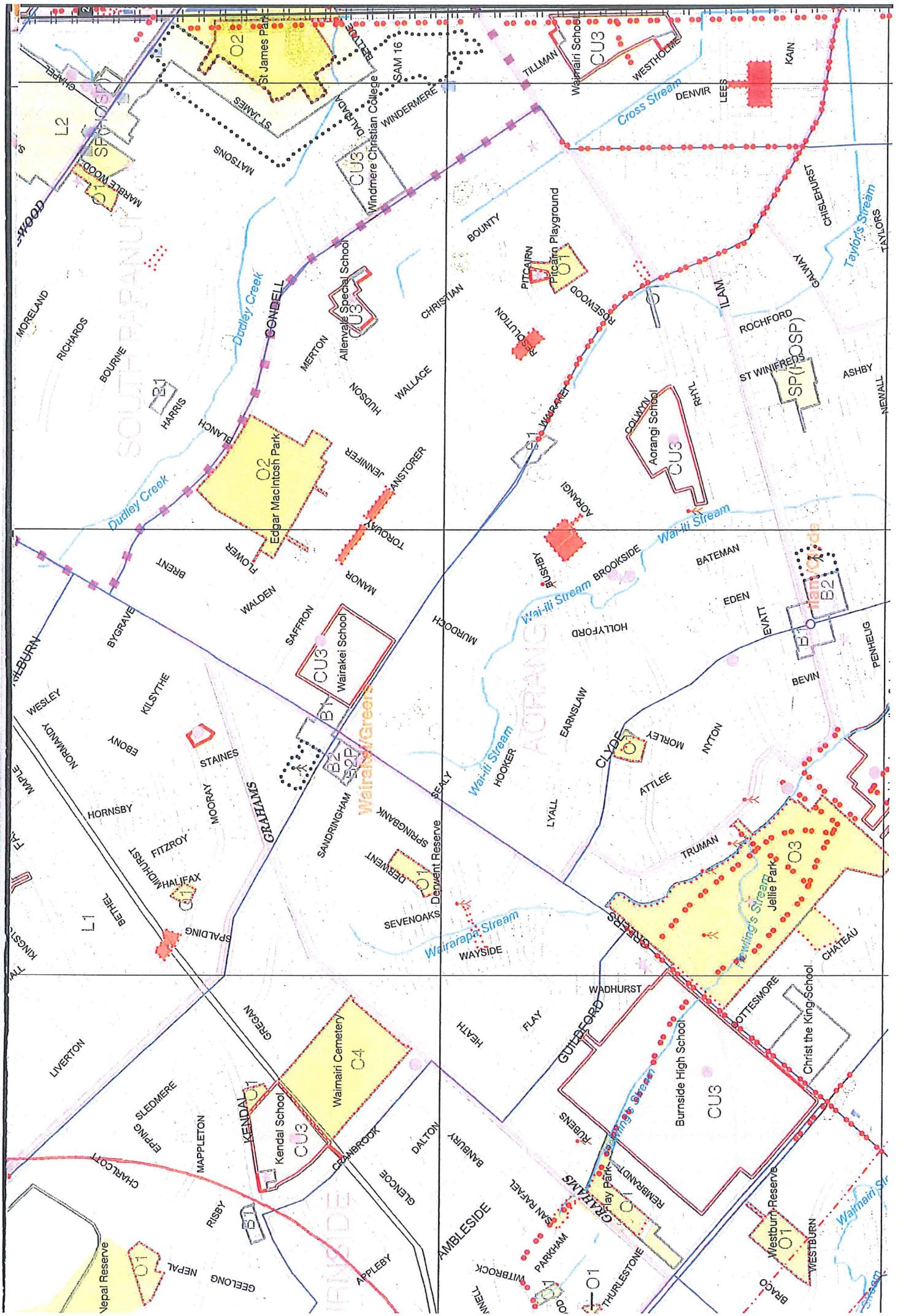
## Shirey-Papanui Ward

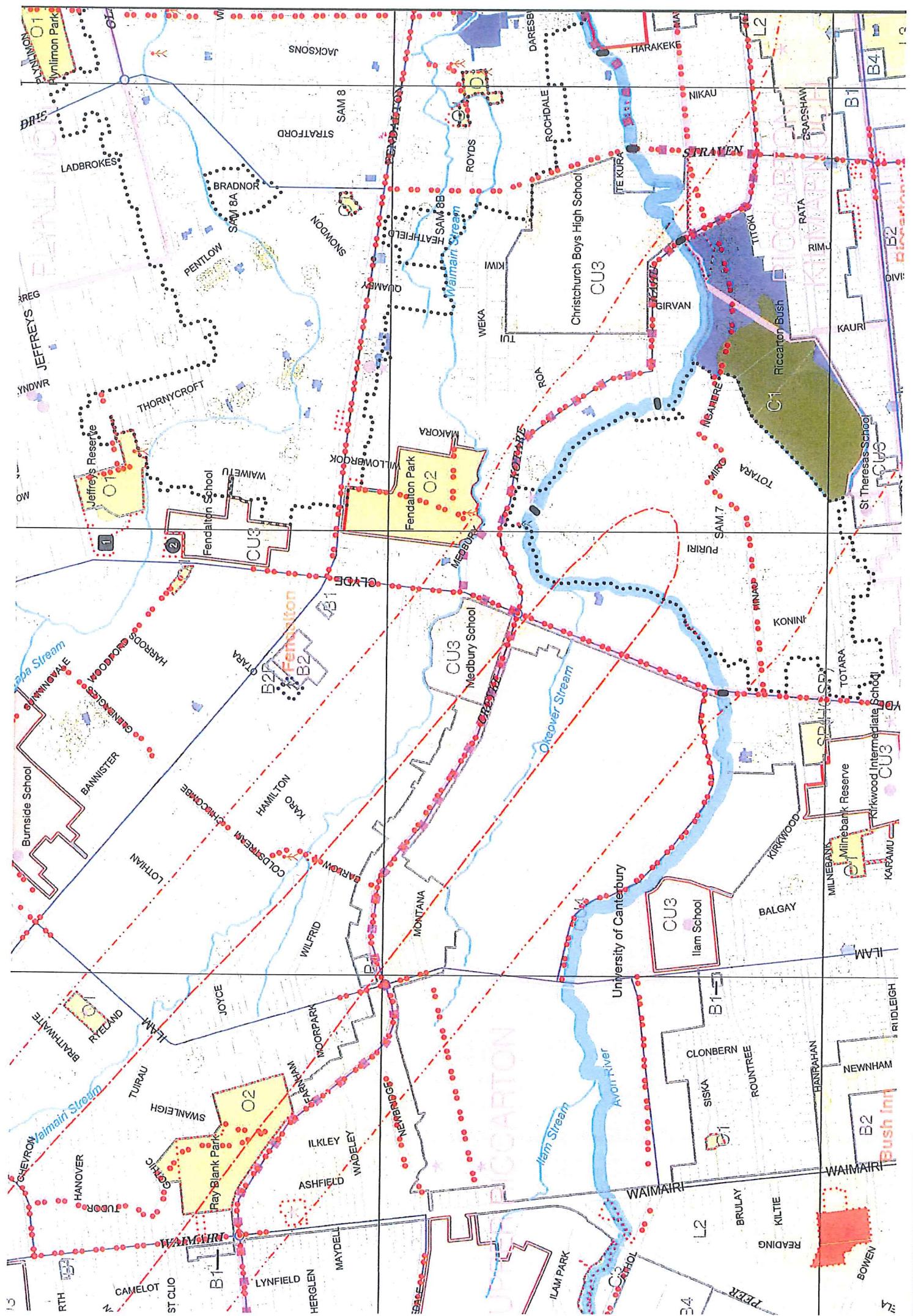


## Belfast Area Plan

## Styx Area Plan

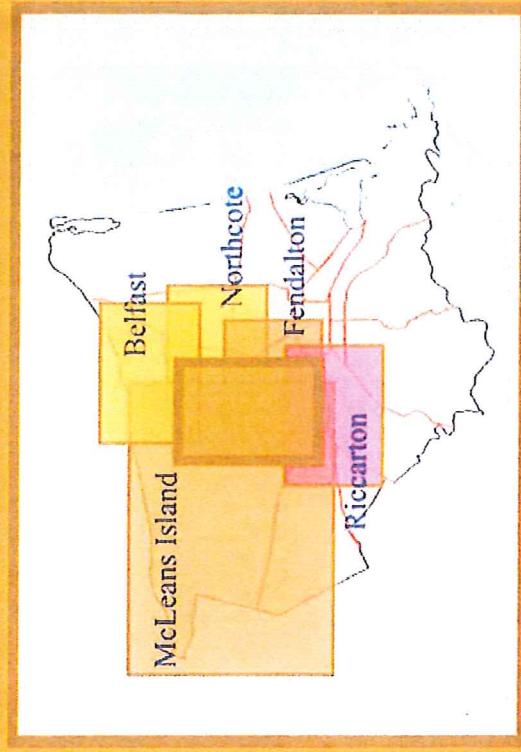






# Bullnside neighbourhood map

This is one of a set of 20 Neighbourhood Maps of the City of Christchurch. Each map aims to provide information about a different part of the city. The maps can be used to help gain an understanding of a neighbourhood and its unique characteristics.



Kendal School  
28/03/2013  
Appendix 2  
Map 2 Possible  
catchment areas for  
proposed schools.

The maps overlap, allowing two or more to be viewed together when a "bigger picture" is required. This is the first edition of this map. Feedback as to its usefulness and any suggested changes, is welcomed to CCC Customer Services - Info Line 941 8999 or email [info@ccc.govt.nz](mailto:info@ccc.govt.nz). The maps are available from the Civic Office, Tuam Street and some Council Service Centres.

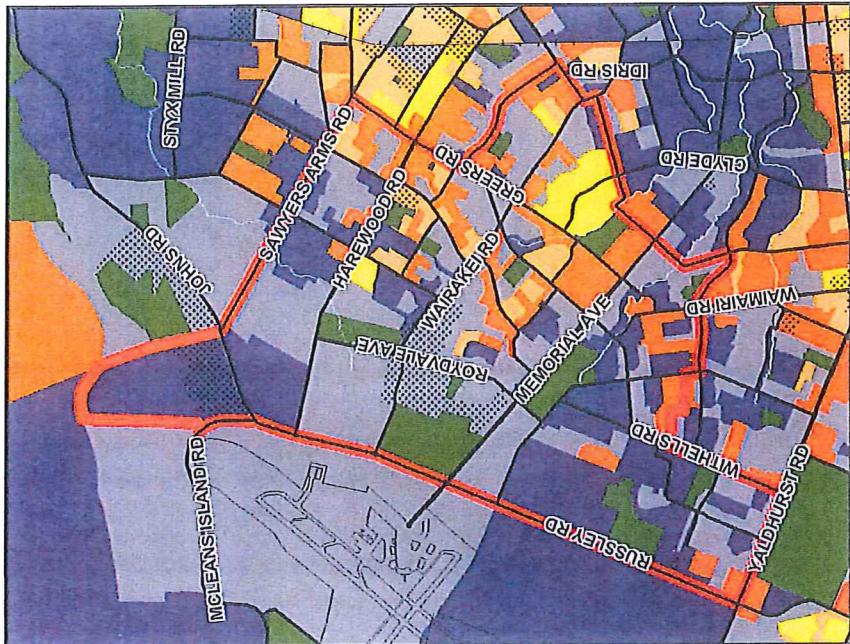
Considerable care has been taken in the preparation of this publication to avoid omission or errors and the latest information has been included. However, even with the greatest care, inaccuracies may occur and the publishers cannot accept responsibility for such errors and omissions but would appreciate advice should any be discovered.

Policy and Planning Team  
Strategy and Planning Group  
Winter 2006



CHRISTCHURCH  
CITY COUNCIL · YOUR PEOPLE · YOUR CITY

# Demographics

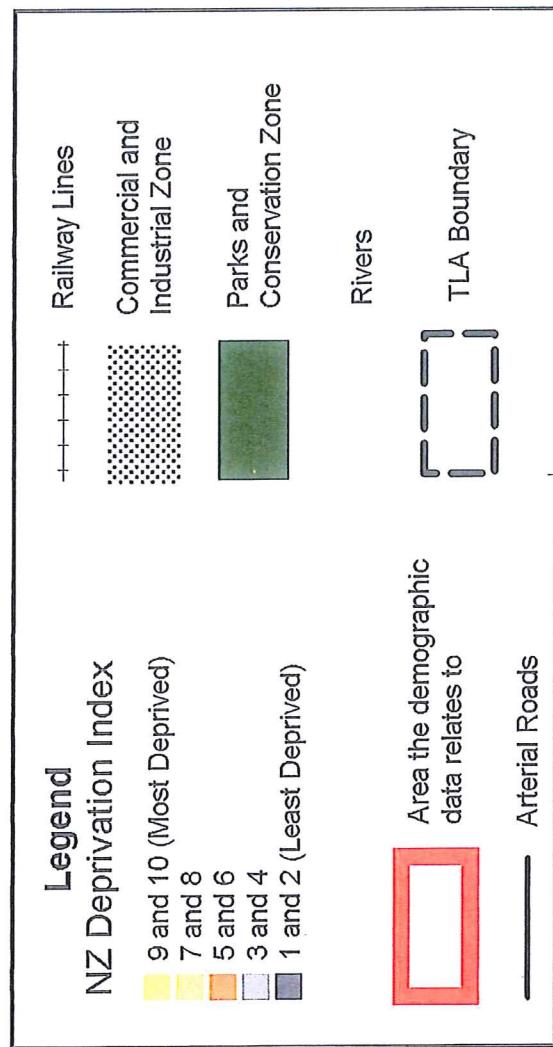


## Summary

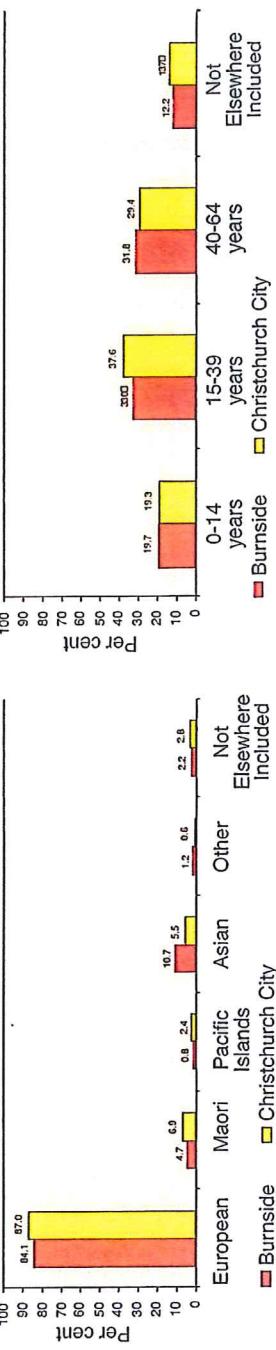
Burnside residents make up approximately 10.3% of the Christchurch population. The area has undergone a 6.7% increase in population since 1991, while Christchurch City increased 9.4% overall. Of the residents, 52.1% are female and 48% are male. Of the Burnside population, 84.1% identify themselves as European. Christchurch has a higher proportion of its population identifying as European than most other urban centres in New Zealand. 10.7% identify themselves as Asian, a much higher figure than that for Christchurch as a whole.

## Housing Tenure

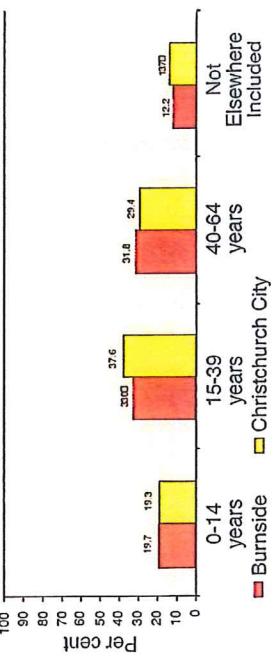
Housing tenure provides an insight into the affordability of accommodation, particularly home ownership. The level of home ownership can be used as a guide to population stability, the relative wealth of the community and changes in lifestyle and household



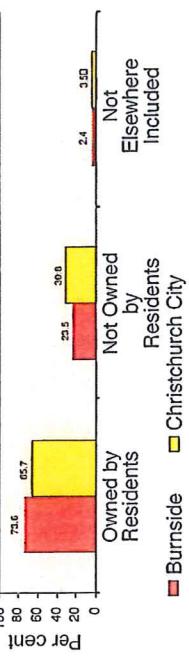
Ethnicity of Burnsiden Residents, 2001



Age of Burnsiden Residents, 2001



Tenure of Dwellings in Burnsiden, 2001



patterns. In Burnsiden 73.6% of dwellings are owned by residents, higher than the figure for the City as a whole.

## Deprivation Index

This map is based on the New Zealand Deprivation Index 2001 (NZDep). NZDep reflects aspects of social and material deprivation which provides a valuable tool for understanding a community's make up. The index combines nine census variables of income, transport, living space, owned home, employment, qualifications, support and communication. For more details on how this index is derived see Christchurch City Social Trends Report 2003: [www.ccc.govt.nz/reports/2003/SocialTrendsReport/](http://www.ccc.govt.nz/reports/2003/SocialTrendsReport/)

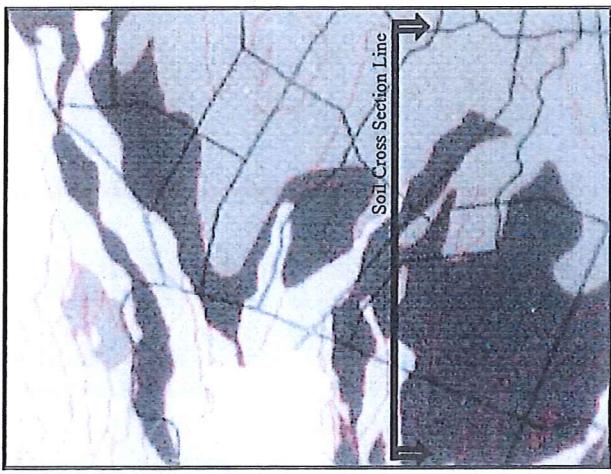
Statistics prepared by the Monitoring and Research Team, Christchurch City Council, November 2004.

Source: Statistics New Zealand, census of population and dwellings 1991, 1996, 2001.

# Planting

## Main Aims and Principles

- Sustainability** Recognise, enhance, promote and maintain the Garden City image
- Create and maintain a substantial tree heritage and green canopy
  - Promote diversity
  - Promote balance between exotic and native plantings
- Identity** Ensure planting reflects the city's wide spectrum of planting types, environments, landforms and soils
- Integrate City Council initiatives
  - Put the right plant in the right place
  - Provide a planting framework that is functional, sustainable, legible, imaginative and colourful
- Diversity**



Christchurch Soil Map from CCC 'Citywide Planting Strategy- Draft'  
\* For help in selecting suitable indigenous plants for this area see Lucas Associates, 1996 'Indigenous Ecosystems of Oraurauhi Christchurch Sets 1 and 3.

**1. Choose the FUNCTION that the planting is to achieve.**

**S S E C O P R I G N D E S I G N**

**RURAL**

- Provide shelter from wind/sun/frost
- Help define the urban edge
- Productive use e.g. timber/fruit/coppice
- Improve health and functioning of rivers and their banks
- Link core habitats

**WATERWAYS**

- Enhance "Garden City" image
- Provide colour, fragrance and seasonal change in plantings
- Help identify the major road links in and around the city, e.g. formal avenue treatment on radial roads, informal mass planting on ring roads
- "Green corridor" for wildlife
- Natural landscape feature contrast to grid

**2. List the PLANT REQUIREMENTS e.g. salt resistant, wind tolerant**

**S S E C O P R I G N D E S I G N**

**3. Choose plants that will thrive in the SOIL \***

**S S E C O P R I G N D E S I G N**

**WESTERN SUBURBS**

- Prevent stream bank erosion
- Filter out sediments and pollution
- Buffer for development
- “Green corridor” for wildlife
- Natural landscape feature contrast to grid
- Tolerating poorly drained soils
- Providing colour, fragrance and texture
- Showing seasonal change
- Provide summer shade
- “greenery” in contrast to the built environment

**4. Choose the appropriate PLANTING to achieve the purpose or FUNCTION of the site**

**S S E C O P R I G N D E S I G N**

**WATERWAYS**

- Range of plants depending on function, location and soil type
- Non-invasive
- Provide for in-stream and terrestrial wildlife
- Provide shade for riparian edge
- Water tolerant

**RURAL**

- Trees not subject to windthrow
- Riverbank planting that will trap sediments and stabilise banks

**WATERWAYS**

- Flood plains
- Well drained

**WATERWAYS**

- Low terraces
- Poorly drained

**WATERWAYS**

- Provides windbreak
- May provide timber/fruit
- Opportunity for recreation alongside or between trees

**WATERWAYS**

- Plant along waterways to enhance in-stream values and create 'green corridors'

**WATERWAYS**

- Plantform will be varied and diverse depending on function, location and soil type. The gardens in this part of the city provide much of the "Garden City" image. Planting in public open spaces should complement this

**WATERWAYS**

- Shade
- Amenity – colour/change
- Buffer to noise/views
- Improve water quality
- Trap pollution/sediments
- Provide habitat for wildlife

**WATERWAYS**

- Control erosion
- Provide habitat
- Improve water quality
- Shelter for in-stream values

**WATERWAYS**

- Shelter/windbreak
- Define roads/urban edge
- Timber or fruit production
- Recreation in plantations

**WATERWAYS**

- Helps define road alignment or urban edge

# Christchurch Road Hierarchy

For over 25 years the City has adopted and continued to develop a hierarchy of roads. Each road is classified according to its planned traffic function and surrounding land uses. In this way the hierarchical network aims to provide the efficient and safe movement of people and goods, while reducing any conflicts which may arise between traffic requirements and the environment of surrounding areas.

The function of each road classification in the hierarchy is as follows:

- Major arterial roads are the dominant elements of the roading network connecting the major centres of the region within and beyond the main urban area. They also link to the most important external centres.
- Minor arterial roads provide the connections between major arterial roads and inter-connect the major rural, suburban, commercial and industrial areas. They may also define the boundaries of neighbourhoods, along with major arterial roads.

- Collector roads distribute and collect local traffic within and between neighbourhoods and link rural communities. They link to the arterial network and act as local spine roads, and often as bus routes within neighbourhoods.
- Local roads make up the balance of city roads and lie between the “corridors” of arterial roads as part of neighbourhood areas. These roads function almost entirely as access ways and are not intended to act as through routes for motor vehicles. These roads may also act as cycle routes and provide areas of open space.

## Community Facilities

### Sport and Recreational Facilities

- Avonhead Park – Sports Park of 23 ha with cricket, rugby league and soccer.
- Burnside Park – Sports Park of 29 ha with cricket, soccer, rugby, touch and play.
- Crosbie Park – Sports Park of 7 ha with rugby league, softball, touch, play, 1/2 court and BMX track.
- Edgar MacIntosh Park – Sports park of 5 ha with cricket, soccer and play.
- Fendalton Park – Sports Park of 5 ha with rugby and play.
- Ferrier Park – Sports Park of 3 ha with soccer and play.
- Grant Armstrong Park – Sports Park of 3 ha with rugby and play.
- Harewood Park – Local Park of 11 ha.
- Jeffreys Reserve – Local Park of 2 ha with play and tennis.
- Jellie Park – Sports Park of 12 ha with cricket, hockey, soccer, play, 1/2 court and skate.
- Nunweek Park – Sports Park of 20 ha with cricket, hockey, rugby, soccer, touch and play.
- Ray Blank Park – Sports Park of 5 ha with soccer and play.
- Riccarton Bush (Putaringamotu) – 12 ha off Kahu Road.
- Riccarton Park – Racecourse Road. Horse racing track and function venues.
- Roto Kohatu – Riverbank & Conservation Area of 45 ha.
- St James Park – Sports Park of 4 ha with cricket, soccer and play.
- Styx Mill Reserve – Riverbank and Conservation Area of 57 ha.
- Tulett Park – Sports Park of 8 ha with cricket, soccer, softball, touch and play.
- Upper Riccarton Domain – Sports Park of 4 ha with cricket, soccer and play.

Westburn Reserve – Local Park of 1 ha with play  
Westgrove Park – Local Park of 0.8 ha with play.  
Wyclola Park – Sports Park of 4 ha with play and skate.

### Other

- Avonhead Cemetery – Hawthornden Road.
- Waimairi Cemetery – Grahams Road.
- Christchurch College of Education – Dovedale Avenue.
- University of Canterbury – Ilam Road.
- Christchurch International Airport – Richard Pearse Road off Memorial Avenue.
- Peacock Springs Wildlife Park – 1200 ha off McLeans Island Road.
- Willowbank Wildlife Reserve – 60 Hussey Road.

### Libraries

- Bishopdale — Bishopdale Shopping Centre
- Fendalton – Cnr Clyde Rd/Jeffries Rd
- Papanui – Cnr Langdons/Restell St
- Residents' Groups
- Aorangi
- Cascbrook
- East Papanui
- Ilam & Upper Riccarton
- Middleton/Matiopō
- Rastrick
- Riccarton/Kilmarnock
- Central Riccarton
- ICON
- Merivale Deans
- Northland
- Redwood
- Riccarton Park
- Burnside
- Inismay
- Phylinmon
- Victoria
- South Papanui

### Walkways

- Riccarton Bush
- University — Okeover & Ilam streams, Avon River – One hour return from Fine Arts Lane.

## USEFUL PUBLICATIONS AND CONTACTS:

- Looser, Frieda (2002), *Fendall's Legacy*. Canterbury University Press.
- Lucas Associates (1996), *Indigenous Ecosystems of Otarauhi Christchurch Set 1 and 3*.
- Council pamphlets available at the Council Offices, Tuam Street or at [www.ccc.govt.nz](http://www.ccc.govt.nz):
- City of Christchurch City Plan
- Large buildings in Lower Density Living Zones – Urban Design and Heritage Team (UD & H Team)
- Living Streets – City Streets Unit
- New Housing in Living 3 Zones – UD & H Team
- Special Amenity Areas – UD & H Team
- Sustainable Building Guide –UD & H Team
- Thinking about building a garage? – UD & H Team
- Thinking about buying a section? –UD & H Team
- Thinking about Fencing? – The Keep New Zealand Beautiful Campaign Office
- Other web resources:
  - CINCH Website – Community Information Christchurch: <http://librarydata.christchurch.org.nz>
  - -Ti Kouka Whenua, Christchurch City Libraries
  - Christchurch Bus: [www.metroinfofo.org.nz](http://www.metroinfofo.org.nz)
  - - New Zealand Historic Places Trust, [www.historic.org.nz](http://www.historic.org.nz)

# A Brief History of the Burnside Area

A significant stand of tī kōuka (cabbage trees) grows proudly near the corner of Memorial Avenue and Greers Road. This cluster of trees was known to early Wairaha and Ngāi Tahu as Te Herenga Ora and was used as a landmark by Māori travellers to help guide them from Rapaki and Te Waihora through treacherous swampland to the Ngāi Tahu pā of Kaiapoi. Travellers often used the area around these trees as a resting place and a tapu character became attached to the site on account of sacred rites being performed there to ensure travellers a safe journey. Te Herenga Ora was carefully fenced by an early European settler who had learnt from Māori of the trees significance. European settlers in the early 1850s also relied on the cabbage trees to fix their position.

Although the original trunks of the cabbage trees died long ago new trees have sprouted in their place. The 12m tall trees are now a focal point for Burnside High School. As well as being the school's motif they inspired the school motto: *Recte sic dirige cursum meaning "Along this path direct your journey correctly."*

The resilient cabbage trees remain a signpost for those who pass their way.

William Bayley Bray arrived in Canterbury on June 6, 1851. After a successful career in London he had been appointed consulting engineer to the Canterbury Provincial Council. In Canterbury, Bray was granted rights over Rural Sections 177, 178 and 179 (200ha). He decided to settle on this land, right out in the country, miles from the sod houses and whares of his fellow settlers in the centre of Christchurch. Combined, these rural sections were later known as Avonhead farm because it is in this area that the many springs which feed the Avon River are located. In early records however it was called Avonwood.

Bryndwr is generally considered as being the area around Aorangi and Wairakei Roads. It was given its Welsh name (meaning 'on the brink of the water') by Charles Jeffreys who bought 40 ha there in 1880. The suburb called Burnside was originally part of a farm of about 690ha owned by William Boag whose large homestead

for the small creeks forming the headwaters of the Waimairi Stream. Most of the land in northwest Christchurch which developed into Burnside and Bryndwr was farmed for the first hundred years of European settlement in small blocks given over to sheep, cattle, market gardening and orchards. When it was built in 1878, the Greer homestead (now 302 Greers Road) was a landmark visible for miles.

Both Bryndwr and Burnside were two suburbs in the northwest which experienced rapid growth as Christchurch spread out from the city centre. This expansion accelerated after World War II as ex-servicemen returned to settle down and build homes for their families. The area in the 1950s and 1960s was one of the most rapidly growing areas in New Zealand. A news item in The Press of 7 February 1956 announced that 'at least 400 houses will eventually be built on an area of 128 acres, 2 roods and 12 perches, south of Lake Bryndwr, which has been taken over by the State... A school site, a shopping area, and a reserve will be incorporated in the new housing area which lies south of Wairakei Road and northeast of Grahams Road.'

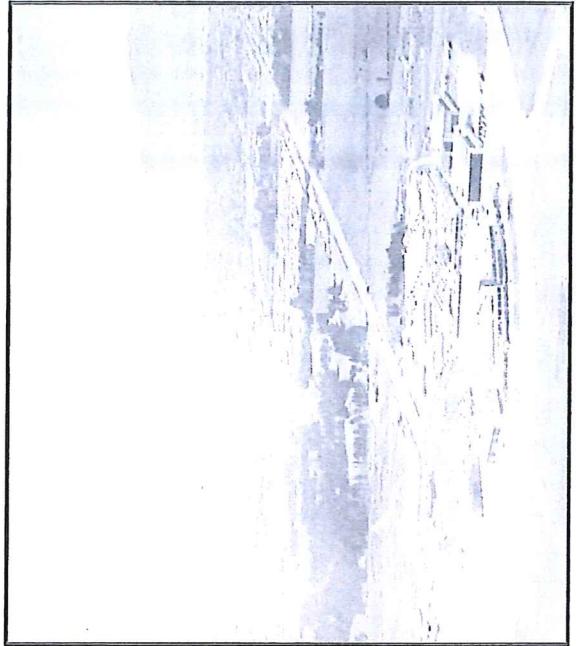
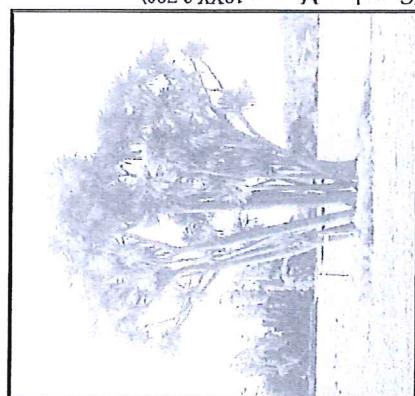
Walpole Cheshyre Fendall, who had sailed from Yorkshire on the Sir George Seymour, christened his new home Fendall Town in 1851. In this early period the suburb was not regarded as exceptional and the same range of social status was evident in all the various suburbs around Christchurch.

By about 1870 Fendall Town' was usually reduced to 'Fendalktown', and over these years, the most significant alteration made to the landscape of Christchurch by European immigrants was their planting of deciduous English trees. The trees the colonists associated with 'home', such as oaks, elms, beeches and horse chestnuts, were planted for the benefit of future generations. Weeping willows provided shade and helped to conserve the riverbanks, but they also had the added benefit of looking English. Fast-growing macrocarpas, and Australian wattles and gums, were also very useful for shelter and shade, and a considerable number were planted in Fendall Town and the neighbouring estates of

(Whites Aviation, Canterbury Museum 19XX.2.795)



(Canterbury Museum 19XX.2.790)



# ISSUES

Memorial-Russley-Hawthornden (MRH) Area Plan. The plan is being undertaken in response to appeals to the Environment Court against the Council's decision in 1999 to retain rural and low-density residential zoning over the subject land.

This Area Plan will look at things like community aspirations and the main issues for the land being:

- Airport noise;
- Widening of Russley Road and intersection improvements
- Disposal of storm water
- Protection of groundwater quality
- Amenity and
- Rerailing.
- Rail

The South Waimakariri Area Plan covers about 5700ha, stretching from Courts Island in the east some 20km up the south bank of the Waimakariri River beyond McLeans Island in the west. Some of the issues outlined by Council during the preparation of this area plan are:

- The Isaac Conservation Park – a proposal for a 1200 ha area to further the conservation work of the Isaac Wildlife Refuge;
- Increases in number of hotel rooms and residences at Clearwater;
- Possible siting of a rowing lake;
- Western Belfast Bypass (see below);
- Orukaihino Regional Park built around the Orukaihino waterways;
- Waimakariri River flood protection works;
- Savannah grassland protection and;
- Residential restrictions inside 50 dBA airport noise contour.

## Area Plans

An Area Plan is a comprehensive planning document that takes a long-term view of a particular area, and incorporates the local community's preferences on how it should or should not be developed. The Area Plan will, to some extent, be influenced by needs and initiatives within adjacent city areas and neighbouring local authorities, and its implementation will be in the context of citywide planning needs, for example, the City's transport strategy.

In the Burnside map area the Christchurch City Council is considering the long-term future of the undeveloped blocks of land on the city side of Russley Road between Memorial Avenue, Avonhead Park and Hawthornden/Withells Roads through the development of the



These sites provide an educational and scientific resource of benefit to the Riccarton Bush city's schools and tertiary institutions. Tracks and boardwalks have been built to help provide a balance between allowing public access and protecting plants from damage, and birds from disturbance.

Ecological Heritage Sites are areas of remaining native vegetation with high ecological value which help fulfil New Zealand's moral obligation to global conservation. One of the four city wide categories is found in the Burnside Map area - Native Shrubland/Forest. This site is found at Riccarton Bush where there is a patch of Kahikatea semi-swamp forest.

These sites provide an educational and scientific resource of benefit to the Riccarton Bush city's schools and tertiary institutions. Tracks and boardwalks have been built to help provide a balance between allowing public access and protecting plants from damage, and birds from disturbance.

## Waterway Management

The Christchurch City Council's Waterways, Wetlands and Drainage Natural Asset Management Strategy 2000 defines a framework of management plans for the city's rivers and waterways. It is a major driver for the Asset Improvement and Lifecycle sections of the Stormwater System

area is low-intensity land use, based around existing farming, recreational and tourism activities.

The Yaldhurst Area Plan looks at an area south of Yaldhurst Road. All three area plans are due to be released later in 2005.

## Transport Issues

A group of projects aiming to ease traffic congestion in the north of the city over the next 20 years are being taken to the next development stage by the Christchurch City Council. These northern city transport projects originated in the Northern Roading Options Scoping Study (NROSS).

The roading network improvements which will be further developed in the Burnside Map area are the support for a widening project on Northcore Road and the idea of a bypass west of Belfast. This network link should be considered however, after the Northern Arterial work centred around QE2 Drive, Cranford Street and Hills Road.

The Christchurch to Rolleston and Environs Transport Study (CRETS) which started in 2003, is considering the strategic transport needs beyond 2008 to the 20 to 25-year planning horizon. The Study is also considering potential strategy components such as a western bypass of Hornby to link with the Belfast bypass. Such work would help divert traffic from the heavily used Cavers/Waimairi/Grahams/Greers internal road network through residential and school areas.

The widening of Fendalton Road, now completed after 30 years of negotiations, has resulted in a creative streetscape. This was done with a genuine effort to mitigate the works impact with high quality landscaping. The gateway to Christchurch through Fendalton is of great importance in creating first impressions for visitors.

The Greater Christchurch Urban Development Strategy process is now underway (February 2005). It is a collaborative initiative involving Christchurch City Council, the District Councils of Banks Peninsula, Selwyn and Waimakariri, Environment Canterbury, Transit New Zealand and government, community and business organisations. Options for managing growth have been prepared and released for public discussion, after which a strategy will be formulated by the councils.

## Urban Renewal

garden and houses. Residents of some streets such as Waikeru, Wai-iti, Welka and Tui have initiated the undergrounding of overhead services by sharing the cost.

Playgrounds have been 'dumbled down' with a lack of muddy and adventure play opportunities and a desire for local and rough mountain biking courses within cycling distances of residences.

Jeffreys Park demonstrates a reserve that has been increased and so providing access to a wider community.



## Heritage

(CC, Urban Design & Heritage Team)



Fendalton Road

demonstrates that the council has given consideration to how it will:

- meet the community demand for drainage services
- carry out its role in environmental protection
- provide for increased services due to city growth
- protect the community against natural hazards and operational risks
- operate the drainage system in a cost-effective manner.

The Burnside Map covers sections of the Upper Styx, Waimakariti and Avon rivers, Dudley and Smacks creeks, and Ilam, Wainairi, Hewlings and Wai-iti, Okeover and Wairarapa streams. In the past, waterway management in Christchurch aimed to create fast draining water channels, which were straight and had few obstructions. Today, in more enlightened times, waterway management has changed to an integrated approach which focuses on a range of values including ecology, landscape, recreation, cultural, heritage, drainage and flood control.

Outcomes of this change in management are to:

- Protect and improve the natural character of waterways;
- Restore natural waterway function;
- Restore habitat for birds, fish and insects;
- Create green linkages and corridors;
- Restore waterways for their value to local communities
- Retain a natural buffer between waterways and development.

A design guide, Waterways, Wetlands and Drainage Guide (CCC, 2003) formalises recent Council design best practice for the sustainable management, protection, restoration and design of waterways and wetlands.

## Leisure, Parks and Waterways Studies (2002)

The Fendalton/Waimairi Community Board initiated study identified the following issues

- the 'English' landscape, mature trees, private gardens and 'good schools' as having created an attractive place to live. Easy access to both the airport and city centre were valued.
- Waterways are considered as significant landscape features rather than recreational with a resistance to overuse of native plantings — obscuring views and limiting access. Problems of deciding ownership and access rights over esplanade strips.
- Mature shade trees are considered defining icons and concerns at loss through infilling.
- Streets treated as key walking resource — interest in private



than centralised large-scale.

- Swimming pools and hydro-slides major draw-cards.
- Water fountains and toilets in as many locations as possible.
- Common desire for 'cool' places to 'hang out' without alcohol, possibly at malls. Must be flexibly managed to cope with changing fads. Bishopdale Community Centre run by the YMCA is being considered for expansion.

- The impact of growing Asian community has initiated the Asian Youth Trust. Casual sport activities are of special interest to Asian youth e.g. half basketball court, badminton, table tennis.
- Desire for safe walking and safe cycling routes

- For the elderly river walks were a major focus and the Orbiter praised as a 'recreational drive'.

The Riccarton/Wigram Community Board-initiated study identified also that the University of Canterbury and Christchurch College of Education were both important and dynamic assets, especially as a green corridor, however, increased traffic, lack of parking and student drunkenness have been associated problems. Riccarton Bush was also highly valued and its preservation seen as important.

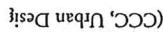
## Urban Growth

Urban growth, caused by population, household and economic expansion, has an impact on Christchurch's identity and quality of the environment, and important issues can arise from increased pressure on infrastructure and services.



Nunweek Subdivision, Hatwood Road

The Burnside Map area has experienced recent residential growth as a result of Greenfield subdivisions such as those at Skycade, Nunweek and Glasnevin. Christchurch International Airport continues to expand and is a major influence on development in the map area. Today, some 4.5 million passenger movements (international and domestic) and about 90,000 commercial aircraft movements are handled by the airport per year. Nearby localities have experienced associated industry growth e.g. Shefield Crescent and William Pickering Drive with IT communications and civil aviation.



"To gradually renew the older residential areas of the city to standards appropriate in today's environment."

Many Urban Renewal projects are redesigned within the planning policy context of:

- Safer Parks - Designing buildings and arranging streets, parks and other outdoor spaces in such a way that discourages crime and reduces fear of crime. The Crime Prevention Through Environmental Design (CPTED) — a series of four booklets is one important strategy for achieving this for public spaces and private homes. This series is available free on [www.ccc.govt.nz/Publications/DesignGuides/CrimePrevention](http://www.ccc.govt.nz/Publications/DesignGuides/CrimePrevention) site.

- Artworks in Public Places are accessible to members of the public. Council Policies now allow for small-scale, integrated art works to be added to bigger capital projects, like a kerb and channel renewal scheme. Creative furniture and features are appearing around Christchurch, including Memorial Avenue seating, carved bollards, artistic railings, crests and mosaics.

- Adopt A Park/Cemetery scheme is to encourage local residents' ownership of their parks and cemeteries. The scheme has two levels and enables you, the resident, to have greater communication in the planning, development and management of the particular park you are interested in.

- The Living Streets concept attempts to instil an ideal that streets should be designed or redesigned with the priority on living and community interaction, where residents, businesses, pedestrians and cyclists at the very least have equality with cars. Creyke Road, Rountree and Hanrahan streets, Lavandula Crescent and Chevron Place are examples of streets in the Burnside Map area to have had this treatment.



(CCC, Urban Design & Heritage Team)

(CCC, Urban Design & Heritage Team)



Mother and Child by Tony O'Grady

Living Street Chevron Place

# Zoning

recognise that adjacent to some shopping centres the adjoining living environment is characterised by buildings and sites, which are larger in scale, and busier in terms of traffic generation, than that generally found elsewhere in living zones and that given this character, some relaxation of the rules is appropriate. The community footprints also attract other local functions and activities, ensuring that nearby streets retain their residential nature and are not adversely affected by non-residential activities.

L1 The Living 1 (Outer Suburban) Zone covers most suburban living environments of the city, excluding the hills. Open space and landscape plantings are essential features of the environment with dwellings at low building densities and heights. L1A The Living 1A (Outer Suburban Boundary) Zone applies to a number of areas of existing or proposed new residential developments on the interface between the urban and rural areas. These zones differ from L1 because of their location on the urban edge and the graduated transition from urban to rural identity is a key aspect.

L1C The Living 1C (Outer Suburban – Hawthornden) Zone applies to an area of land between Hawthornden and Withells Roads and has remained rural because of its location under the approach to the north-west runway to Christchurch Airport. The zone has a rigidly specified upper limit to the number of allotments and to reduce expected impacts of aircraft noise, insulation measures for dwellings are required.

L1E The Living 1E (Rural Hamlet – Gardiners Road) Zone is one of the few areas suitable for low density residential activities within the city's boundaries, and within its rural area. New dwellings are required to be connected to a reticulated sewerage disposal system. Johns Road is a part of State Highway 1 and access is controlled in terms of the Transit NZ Act 1989.

L2 The Living 2 (Inner Suburban) Zone generally covers the inner suburban living environments of the city, located between the Living 1 and 3 Zones. Open space and landscape plantings are important features of the environment with dwellings at low-medium building densities. In most cases there will be potential for infill and redevelopment at higher densities than the Living 1 Zone.

L5 The Living 5 (Travellers' Accommodation) Zone covers eleven major areas within the residential areas of the city, which are occupied by existing or proposed travellers' accommodation, but generally reflects the standard applicable in the adjoining living zone.

SAMs (Special Amenity Area) are areas within the Living Zones that are distinctive from the surrounding neighbourhoods and are considered to have a character worth retaining. The City Plan contains rules that regulate the way the sites can be developed. Four SAMs are located on the North-West Map (7, 8a, 16). Community Footprints are areas identified on the planning maps in the Living 1, 2 and 3 zones only. The community footprints

continuation of primary production while managing land use activities to avoid compromising airport operations and development.

RuQ The Rural Q (Quarry) Zone provides for the extraction and processing of sand and gravel with these activities being undertaken with due regard to the effects on occupiers of adjoining land. The Council wishes to encourage restoration of quarried land generally (similar to that undertaken in the Peacock Springs area) and in this respect it is intended that restoration be achieved to at least a pastoral grassland landscape.

C1 The Conservation 1 Zone comprises principally of public land of particular scenic, natural, habitat, and ecological values. The zone includes freshwater wetlands, parts of the river system, native grasslands and natural forest areas.

C3 The Conservation 3 Zone comprises the surface of the city's rivers (except the Waimakariri) which have an average width of three metres or more, and most of the margins of these rivers. Parks where a river forms the dominant part of its character and composition are also included in the zone.

C4 The Conservation 4 Zone comprises most of the cemeteries, which are currently operating, and crematoria. O1 The Open Space 1 Zone primarily comprises small areas of public open space generally being between 0.1 and 2.0 ha.

O2 The Open Space 2 Zone comprises primarily large areas of public open space for active recreation, which serve a suburban or district-wide function, generally of two ha or more in area composition are also included in the zone.

O3B The Open Space 3B (Private Recreation Facilities) Zone covers three private golf courses within the living zones of the city, and six other intensively used private recreation facilities which are a major part of organised sport and recreation in the city.

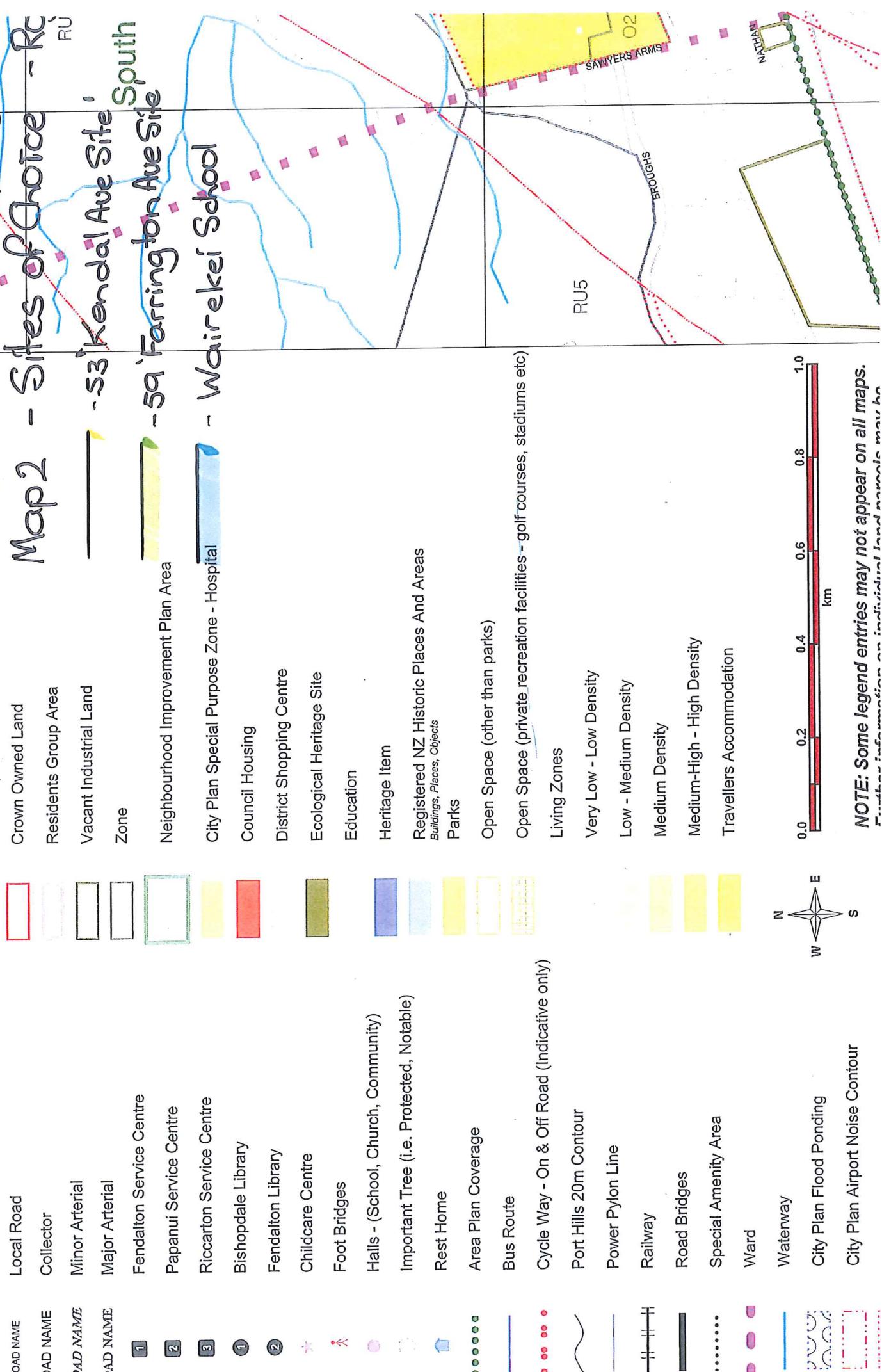
Cu3 The Cultural 3 (Schools) Zone provides rules for existing school sites which reflect that of the surrounding zones (normally living zones), with the exception of rules applicable to the development of schools as a specific activity.

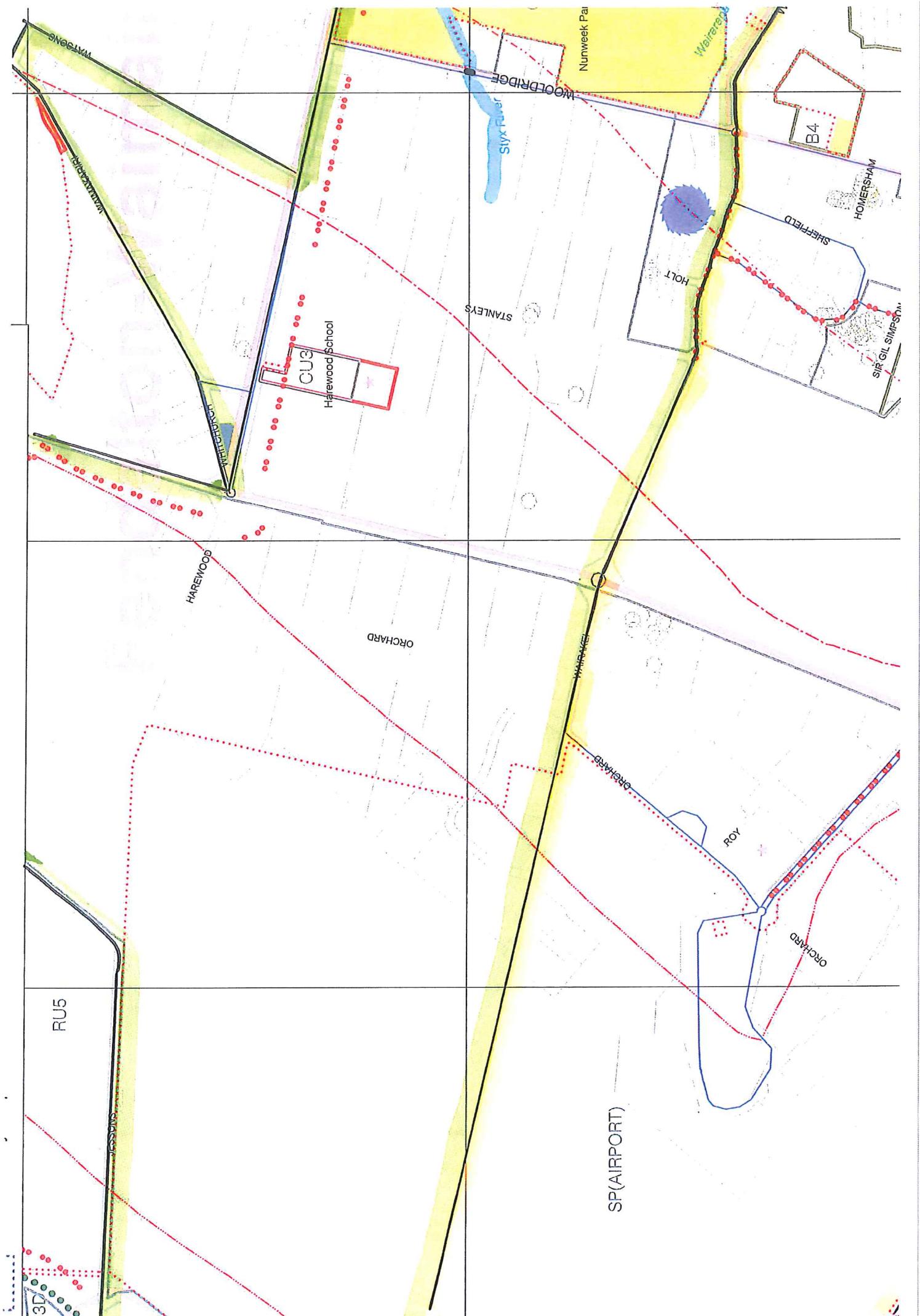
Cu4 The Cultural 4 (Tertiary education) Zone includes four large sites within the city which provide for tertiary education. The largest component of the zone is the campus of the University of Canterbury while a second area, west of the university, comprises the campus of Christchurch College of Education.

SP (Hosp) The Special Purpose (Hospital) Zone applies to existing facilities and infrastructure associated with hospitals.

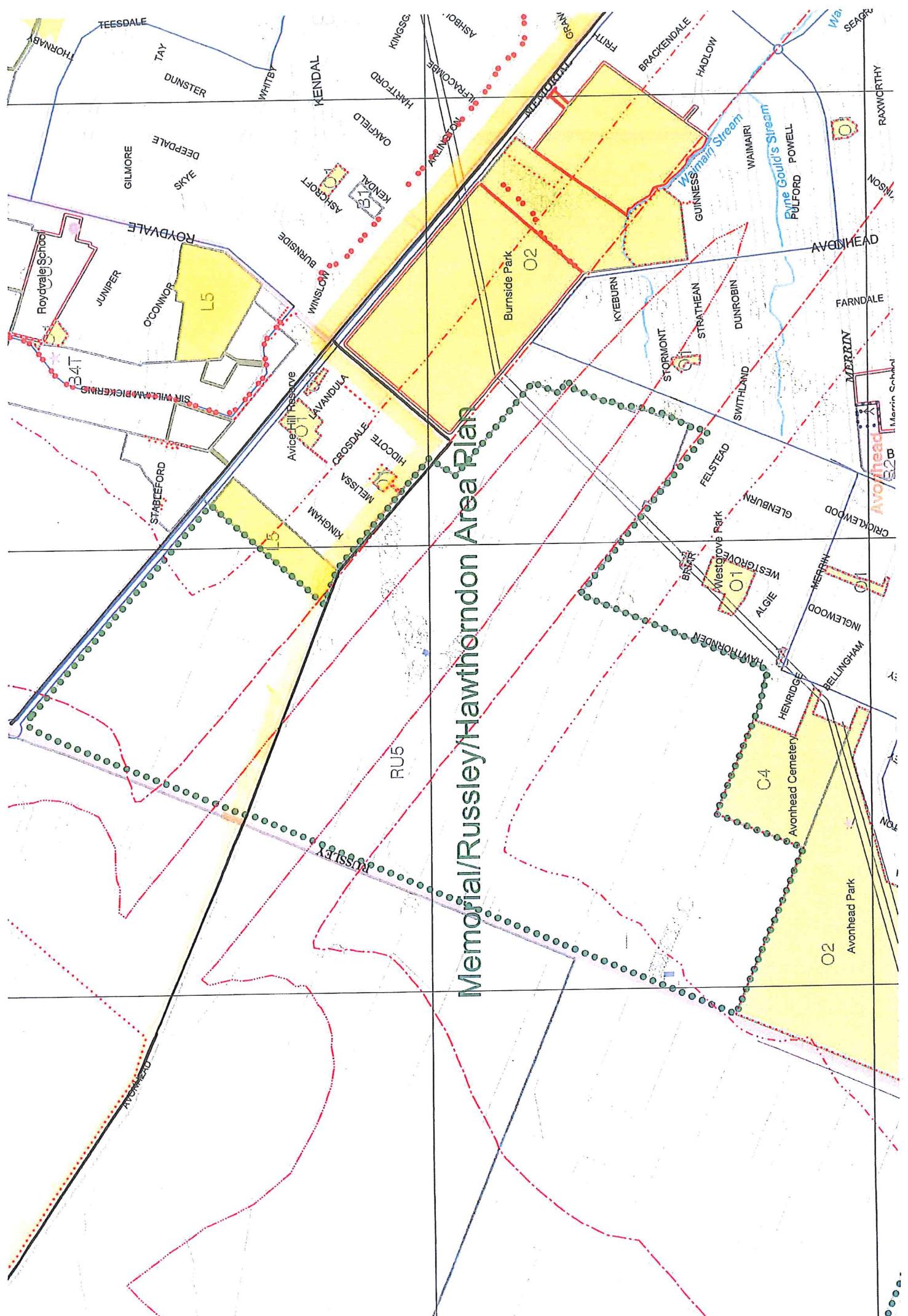
SP (Airport) The Special Purpose (Airport) Zone intention is that any development be clearly associated with the operations and associated functions of the airport and aviation.

## Legend

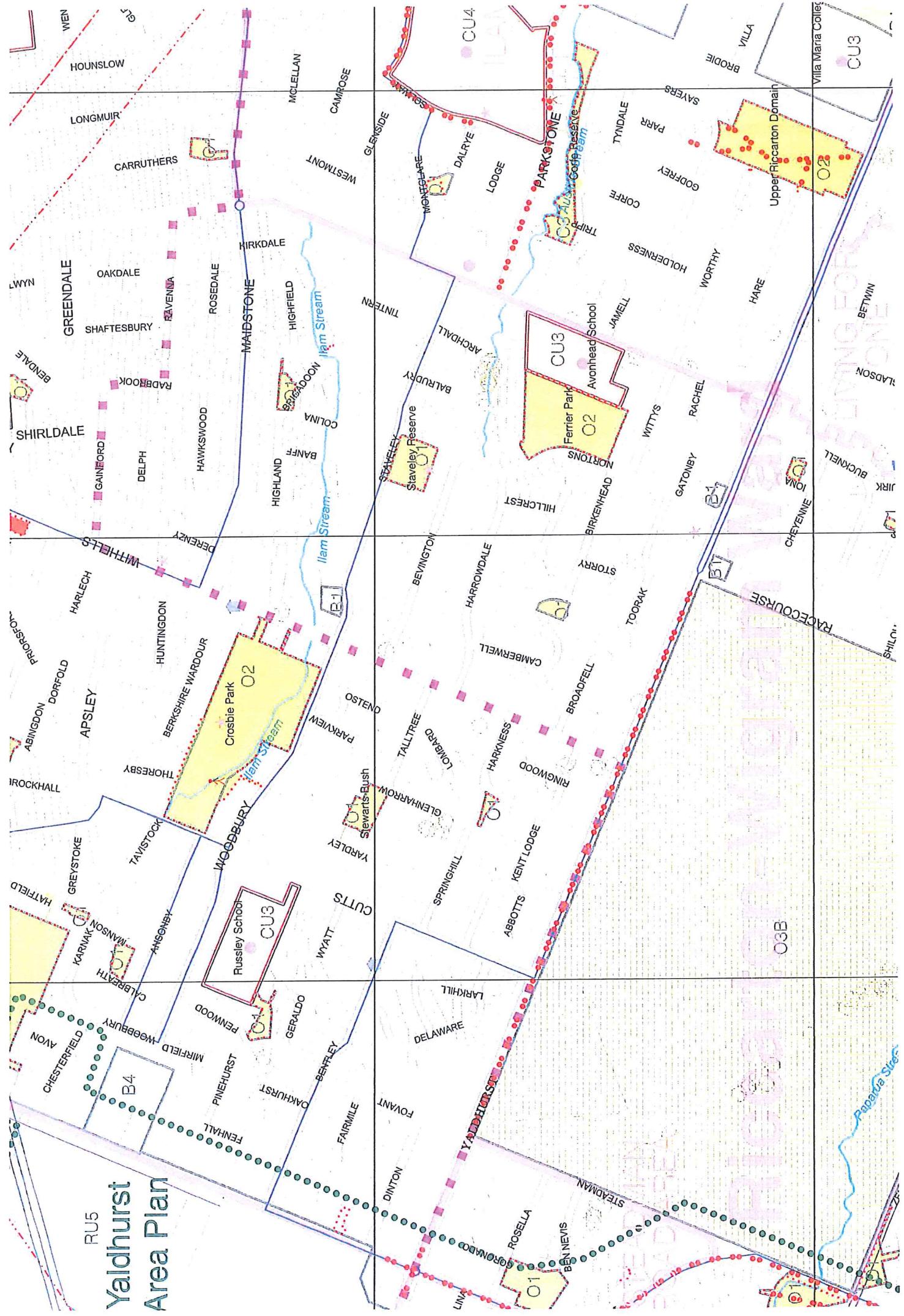


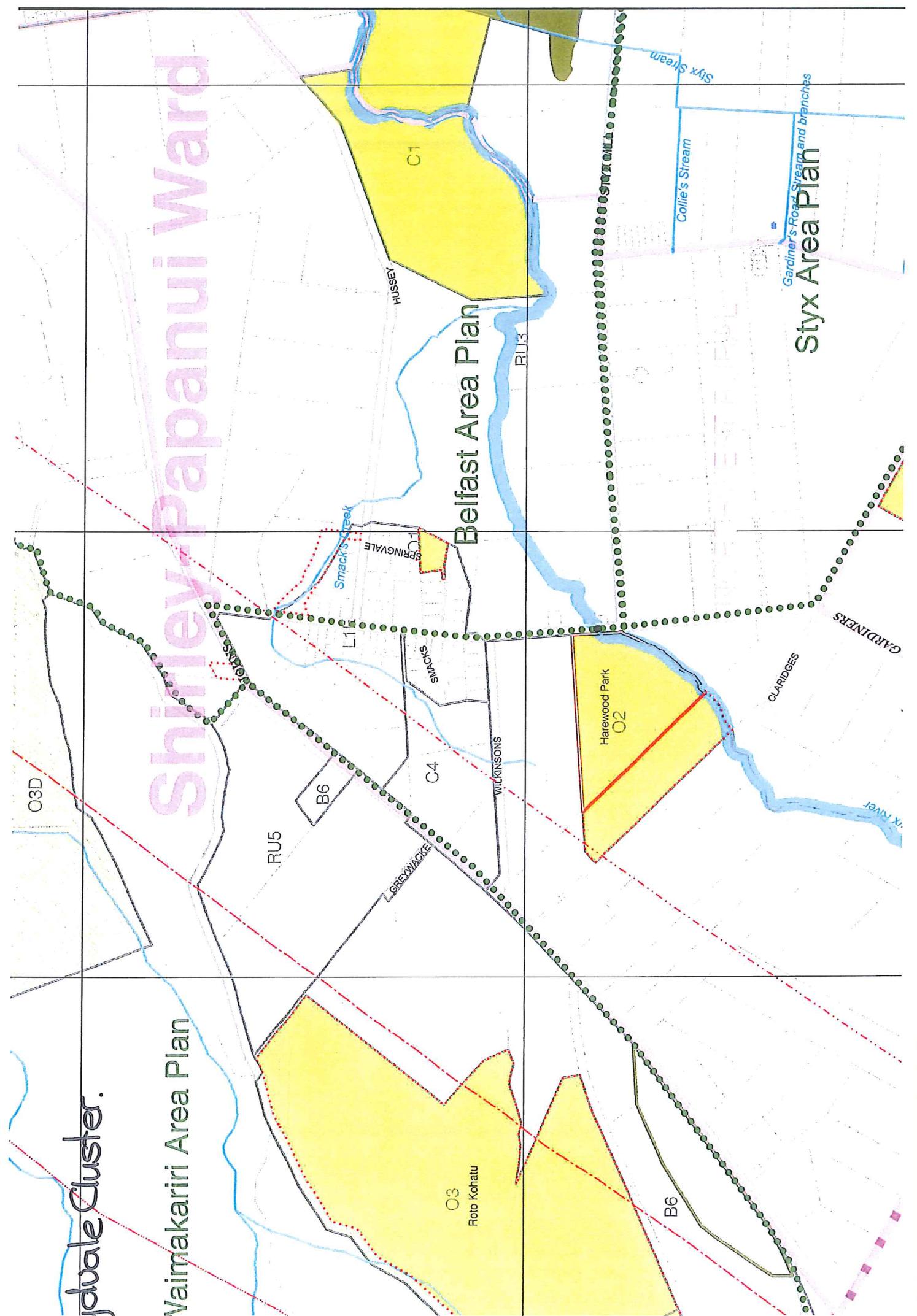


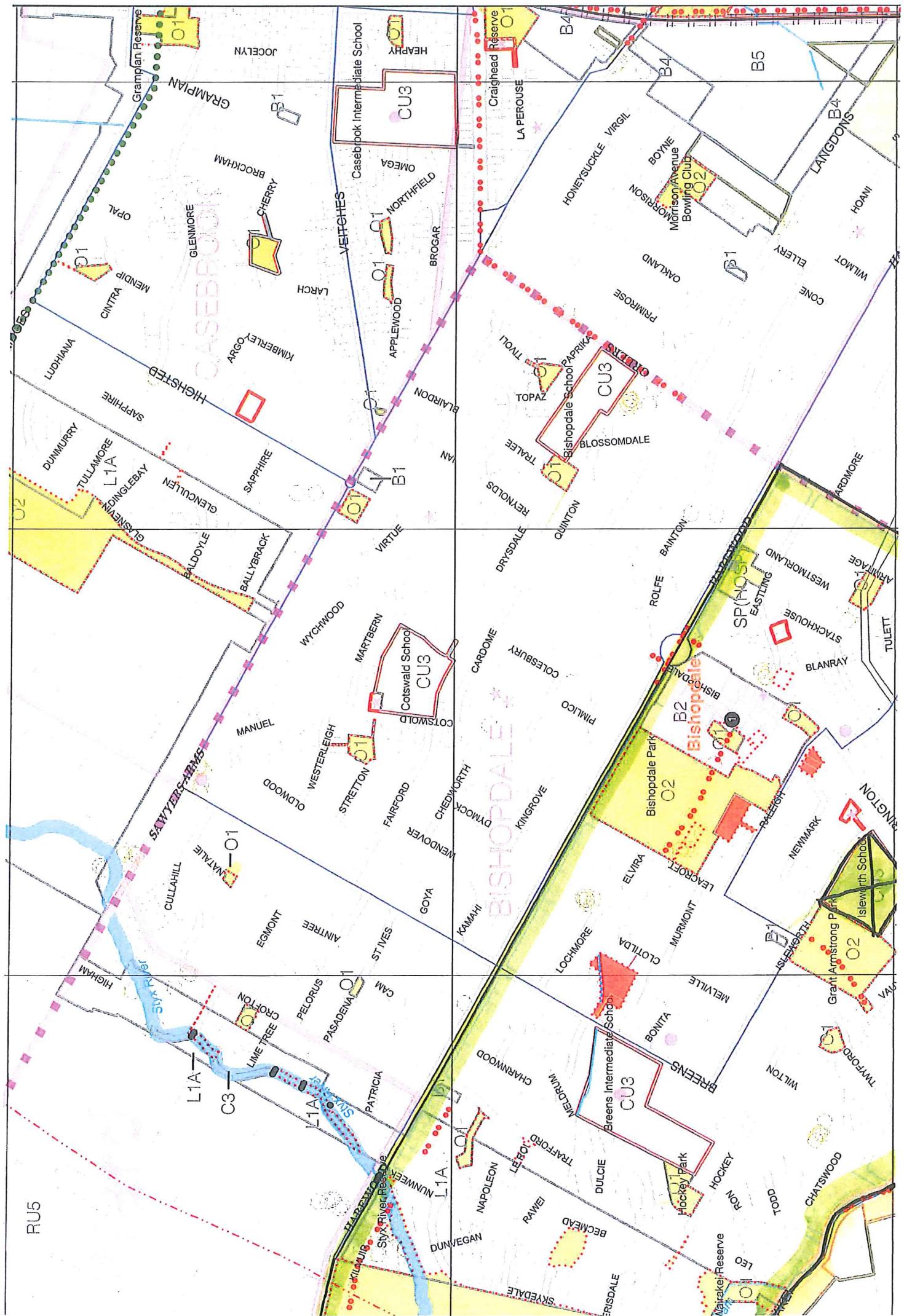
# Memorial/Russley/Hawthorndon Area Plan

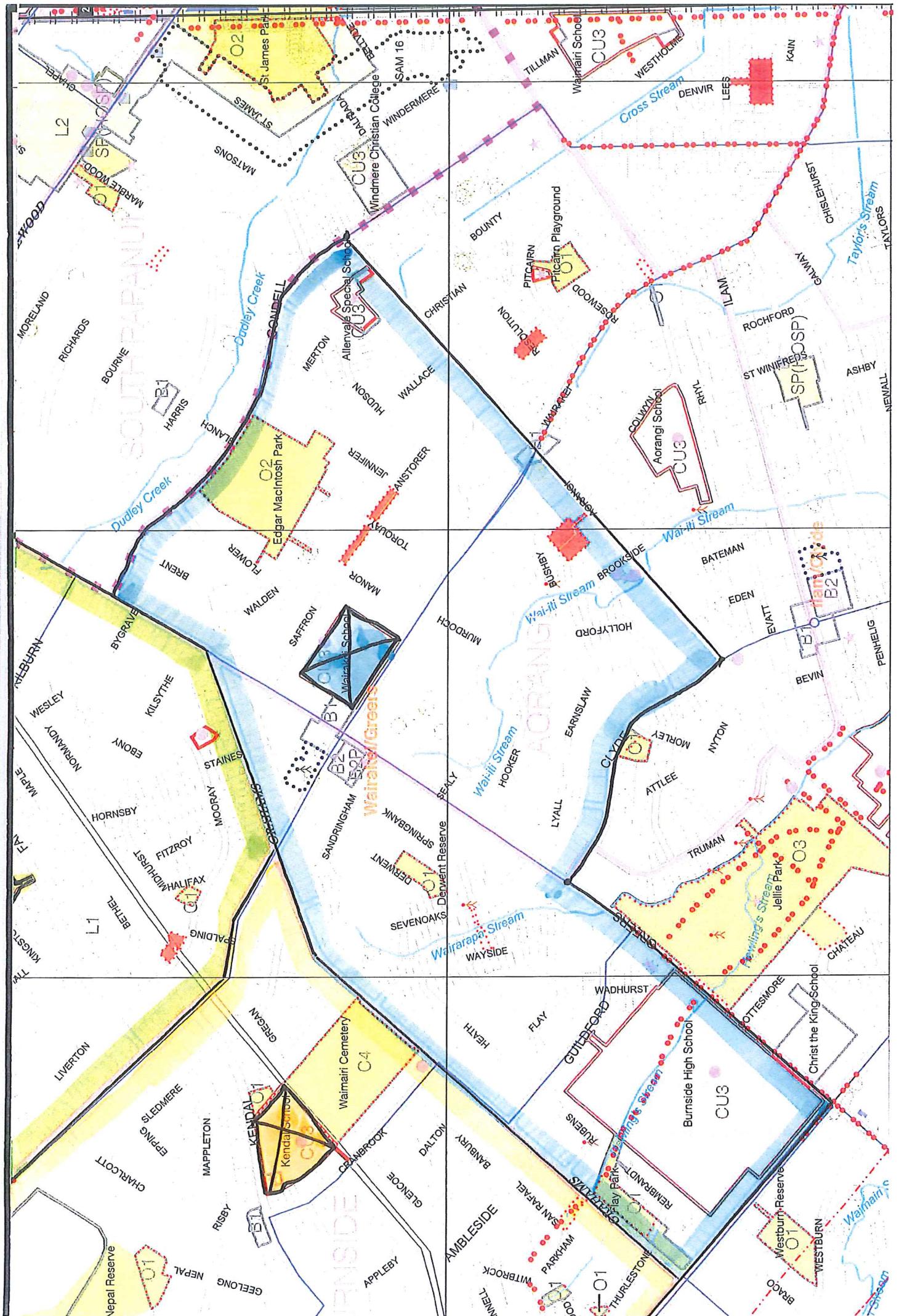


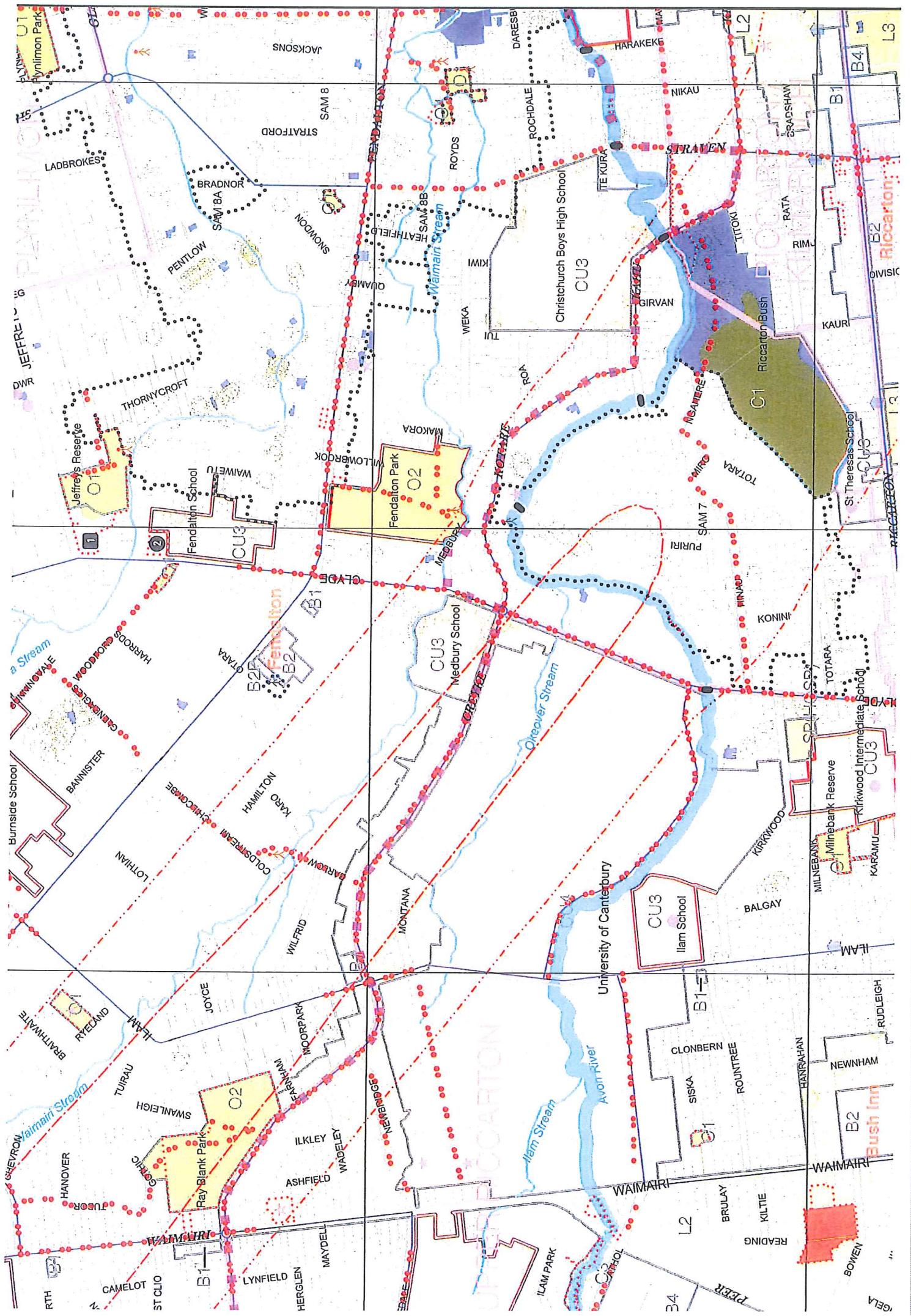
RUS  
Yaldhurst  
Area Plan











Card 11-4-13.

Richmond School  
MOE No. 3486

PO Box 26 025  
North Avon  
CHRISTCHURCH 8148

Phone: (03) 389 7168

*Richmond*

- no redactions

28 March 2013

Kathryn Palmer  
Acting Regional Manager  
Southern Region  
Ministry of Education  
PO Box 2522  
Christchurch 8140

Dear Kathryn

**RE: The Minister of Education's interim decision that Richmond School should close.**

The Richmond School Board has no argument in favor of the school reaming open or further information to add to its initial submission that was provided as feedback to the Minister's proposal.

Yours sincerely

Peter Mason  
Chairperson  
Richmond School Board of Trustees