

Christchurch City Council

AGENDA

Notice of Meeting:

An ordinary meeting of the Christchurch City Council will be held on:

Date: **Tuesday 24 September 2019**
Time: **9.30am**
Venue: **Council Chambers, Civic Offices,
53 Hereford Street, Christchurch**

Membership

Chairperson	Mayor Lianne Dalziel
Deputy Chairperson	Deputy Mayor Andrew Turner
Members	Councillor Vicki Buck
	Councillor Jimmy Chen
	Councillor Phil Clearwater
	Councillor Pauline Cotter
	Councillor Mike Davidson
	Councillor David East
	Councillor Anne Galloway
	Councillor James Gough
	Councillor Yani Johanson
	Councillor Aaron Keown
	Councillor Glenn Livingstone
	Councillor Raf Manji
	Councillor Tim Scandrett
	Councillor Deon Swiggs
	Councillor Sara Templeton

19 September 2019

Principal Advisor

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Acting Chief Executive
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Note: The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted. If you require further information relating to any reports, please contact the person named on the report.

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Strategic Framework

The Council's Vision – Christchurch is a city of opportunity for all.

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

Whiria ngā whenu o ngā papa Honoa ki te maurua tāukiuki

Bind together the strands of each mat
And join together with the seams of respect
and reciprocity.

The partnership with Papatipu Rūnanga
reflects mutual understanding and respect,
and a goal of improving the economic,
cultural, environmental and social
wellbeing for all.

Overarching Principle

Partnership – Our
people are our taonga
– to be treasured and
encouraged. By working
together we can create
a city that uses their
skill and talent, where
we can all participate,
and be valued.

Supporting Principles

Accountability	Collaboration
Affordability	Prudent Financial Management
Agility	Stewardship
Equity	Wellbeing and resilience
Innovation	Trust

Community Outcomes

What we want to achieve together as our city evolves

Strong communities

Strong sense of
community
Active participation in
civic life
Safe and healthy
communities
Celebration of our
identity through arts,
culture, heritage and
sport
Valuing the voices of
children and young
people

Liveable city

Vibrant and thriving
central city, suburban
and rural centres
A well connected and
accessible city
Sufficient supply of, and
access to, a range of
housing
21st century garden city
we are proud to live in

Healthy environment

Healthy waterways
High quality drinking
water
Unique landscapes and
indigenous biodiversity
are valued
Sustainable use of
resources

Prosperous economy

Great place for people,
business and investment
An inclusive, equitable
economy with broad-
based prosperity for all
A productive, adaptive
and resilient economic
base
Modern and robust
city infrastructure and
community facilities

Strategic Priorities

Our focus for improvement over the next three years and beyond

Enabling active citizenship and connected
communities

Maximising opportunities to develop a vibrant,
prosperous and sustainable 21st century city

Climate change
leadership

Informed and proactive
approaches to natural
hazard risks

Increasing active, public
and shared transport
opportunities and use

Safe and sustainable
water supply and
improved waterways

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1. Apologies / Ngā Whakapāha

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

2. Declarations of Interest / Ngā Whakapuaki Aronga

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

3. Public Participation

3.1 Public Forum / Te Huinga Tūmatanui

A period of up to 30 minutes is available for people to speak for up to five minutes on any issue that is not the subject of a separate hearings process.

3.2 Deputations by Appointment / Ngā Huinga Whakaritenga

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

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

4. Presentation of Petitions / Ngā Pākikitanga

There were no Presentation of Petitions at the time the agenda was prepared.

5. Regulatory Performance Committee Minutes - 4 September 2019

Reference: 19/1032776

Presenter(s): Liz Ryley - Committee Advisor

1. Purpose of Report

The Regulatory Performance Committee held a meeting on 4 September 2019 and is circulating the Minutes recorded to the Council for its information.

2. Recommendation to Council

That the Council receives the Minutes from the Regulatory Performance Committee meeting held 4 September 2019.

Attachments

No.	Title	Page
A1	Minutes Regulatory Performance Committee - 4 September 2019	8

Signatories

Author	Liz Ryley - Committee Advisor
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Regulatory Performance Committee OPEN MINUTES

Date: Wednesday 4 September 2019
Time: 2.02pm
Venue: Council Chamber, Level 2, Civic Offices,
53 Hereford Street, Christchurch

Present

Acting Chairman	Councillor James Gough
Acting Deputy Chairman	Councillor Sara Templeton
Members	Councillor Jimmy Chen
	Councillor David East
	Councillor Anne Galloway
	Councillor Tim Scandrett

3 September 2019

Principal Advisor

John Higgins
Acting Principal Advisor

Liz Ryley
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Regulatory Performance Committee
04 September 2019



-
- Part A** **Matters Requiring a Council Decision**
Part B **Reports for Information**
Part C **Decisions Under Delegation**
-

The agenda was dealt with in the following order.

1. Apologies

Part C
Committee Decision

No apologies were recorded.

2. Declarations of Interest

Part B
There were no declarations of interest recorded.

3. Confirmation of Previous Minutes

Part C
Committee Resolved RPCM/2019/00020

That the minutes of the Regulatory Performance Committee meeting held on Wednesday, 31 July 2019 be confirmed.

Councillor Galloway/Councillor Templeton

Carried

4. Public Forum

Part B
There were no public forum presentations.

Councillor Scandrett arrived at 2.06pm.

5. Deputations by Appointment

Part B
5.1 Canterbury Rugby League

George Lajpold spoke on behalf of Canterbury Rugby League regarding Item 7, Update on the Temporary Alcohol Ban for the Rugby League 2019 Winter Season.

6. Presentation of Petitions

Part B
There was no presentation of petitions.

Regulatory Performance Committee
04 September 2019



7. Update on the Temporary Alcohol Ban for Rugby League 2019 Winter Season

Committee Comment

1. The report on the Update on the Temporary Alcohol Ban for Rugby League 2019 Winter Season followed a deputation on this matter by George Lajpold of Canterbury Rugby League, supported by Angela Leatherby, Christchurch City Council Sports Liaison Advisor.

Committee Resolved RPCM/2019/00021

Part C

That the Regulatory Performance Committee:

1. Receive the information in this report.
2. Note that the temporary alcohol ban appears to have contributed to a reduced level of alcohol related disorder at rugby league matches.
3. Recommend that staff prepare an options report for amending the Alcohol Restrictions in Public Places Bylaw 2018 (to include a new permanent ban for rugby league playing fields) for presentation to the Council by December 2019.

Councillor Scandrett/Councillor Templeton

Carried

8. Proposed Amendments to the Port Hills Slope Instability Management Areas (Plan Change) in the District Plan

Committee Decided RPCM/2019/00022

Part A

That the Regulatory Performance Committee recommends that Council:

1. Approve the limited notification of Proposed Plan Change 2 to directly affected persons and statutory bodies pursuant to Clauses 5 and 5A of Schedule 1 to the Resource Management Act 1991.
2. Delegate to staff to make minor amendments to the plan change and section 32 report up to notification to address any matters arising.

Councillor Templeton/Councillor Scandrett

Carried

9. Resource Consents Monthly Report - July 2019

Committee Resolved RPCM/2019/00023

Part C

That the Regulatory Performance Committee:

1. Receive the information in the Resource Consents Monthly Report – July 2019.

Councillor Galloway/Councillor East

Carried

Regulatory Performance Committee
04 September 2019



10. Building Consenting Unit Update
Committee Resolved RPCM/2019/00024

Part C

That the Regulatory Performance Committee:

1. Receive the information in the Building Consenting Unit update report.

Councillor Chen/Councillor Scandrett

Carried

11 Resolution to Exclude the Public
Committee Resolved RPCM/2019/00025

Part C

That at 2.23pm the resolution to exclude the public set out on pages 88 to 89 of the agenda be adopted.

Councillor Gough/Councillor Galloway

Carried

The public were re-admitted to the meeting at 3.13pm.

Meeting concluded at 3.13pm.

CONFIRMED THIS 6TH DAY OF SEPTEMBER 2019

COUNCILLOR JAMES GOUGH
ACTING CHAIRMAN

MARY RICHARDSON
ACTING CHIEF EXECUTIVE

6. Civic Awards Committee Minutes - 6 September 2019

Reference / Te Tohutoro: 19/1048435

Presenter(s) / Te kaupāhō: Milinda Peris - Civic & International Relations Coordinator

1. Purpose of Report / Te Pūtake Pūrongo

The Civic Awards Committee held a meeting on 6 September 2019 and is circulating the Minutes recorded to the Council for its information.

2. Recommendation to Council

That the Council receives the Minutes from the Civic Awards Committee meeting held 6 September 2019.

Attachments / Ngā Tāpirihanga

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A	Minutes Civic Awards Committee - 6 September 2019	14

Signatories / Ngā Kaiwaitohu

Author	Milinda Peris - Civic and International Relations Coordinator
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Civic Awards Committee OPEN MINUTES

Date: Friday 6 September 2019
Time: 1.02pm
Venue: Committee Room 2, Level 2, Civic Offices,
53 Hereford Street, Christchurch

Present

Chairperson
Members

Councillor Yani Johanson
Councillor Mike Davidson
Councillor Anne Galloway
Councillor Sara Templeton
Deputy Mayor Andrew Turner

6 September 2019

Petrea Downey
Committee Advisor
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Civic Awards Committee
06 September 2019



- Part A** **Matters Requiring a Council Decision**
Part B **Reports for Information**
Part C **Decisions Under Delegation**

1. Apologies

Committee Resolved CCAS/2019/00001

That the apology for absence from Councillor Manji be accepted.

Councillor Johanson/Councillor Templeton

Carried

2. Declarations of Interest

Councillor Galloway declared an interest in Item 5. (1.1.8), Councillor Davidson declared an interest in item 5. (1.1.11) and Councillor Johanson declared an interest in item 5. (1.1.4) and item 5. (1.1.8).

3 Resolution to Exclude the Public

Committee Resolved CCAS/2019/00002

Part C

That at 1.05pm the resolution to exclude the public set out on pages 6 to 7 of the agenda be adopted.

Councillor Johanson/Deputy Mayor

Carried

The public were re-admitted to the meeting at 1.45pm.

Meeting concluded at 1.45pm.

CONFIRMED THIS 24th DAY OF SEPTEMBER 2019

**COUNCILLOR YANI JOHANSON
CHAIRPERSON**

**MARY RICHARDSON
ACTING CHIEF EXECUTIVE**

7. Health, Safety and Wellbeing Committee Minutes - 6 September 2019

Reference: 19/1037299

Presenter(s): Mark Saunders – Committee and Hearings Advisor

1. Purpose of Report

The Health, Safety and Wellbeing Committee held a meeting on 6 September 2019 and is circulating the Minutes recorded to the Council for its information.

2. Recommendation to Council

That the Council receives the Minutes from the Health, Safety and Wellbeing Committee meeting held 6 September 2019.

Attachments

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A1	Minutes Health, Safety and Wellbeing Committee - 6 September 2019	18

Signatories

Author	Mark Saunders - Committee and Hearings Advisor
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Health, Safety and Wellbeing Committee OPEN MINUTES

Date: Friday 6 September 2019
Time: 9:04am
Venue: Committee Room 2, Level 2, Civic Offices,
53 Hereford Street, Christchurch

Present

Deputy Chairperson
Members

Councillor David East
Councillor Aaron Keown
Mr Murray Harrington
Mr Paul Coleman

6 September 2019

Principal Advisor

Prue Norton
Head of Human Resources

Mark Saunders
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Health, Safety and Wellbeing Committee
06 September 2019



- Part A** **Matters Requiring a Council Decision**
Part B **Reports for Information**
Part C **Decisions Under Delegation**

The agenda was dealt with in the following order.

1. Apologies

Part C

Committee Resolved HSCM/2019/00011

That the apology from Councillor Gough be accepted.

Mr Harrington/Councillor Keown

Carried

2. Declarations of Interest

Part B

There were no declarations of interest recorded.

3. Confirmation of Previous Minutes

Part C

Committee Resolved HSCM/2019/00012

That the minutes of the Health, Safety and Wellbeing Committee meeting held on Friday, 7 June 2019 be confirmed.

Councillor Keown/Mr Harrington

Carried

4. Public Forum

Part B

There were no public forum presentations.

5. Deputations by Appointment

Part B

There were no deputations by appointment.

6. Presentation of Petitions

Part B

There was no presentation of petitions.

Health, Safety and Wellbeing Committee
06 September 2019



7. Health, Safety and Wellbeing Committee Update

Committee Comment

1. The Committee accepted the Staff Recommendations and acknowledged the work done by the Health, Safety and Wellbeing Team and its positive contribution to the organisation.
2. The Committee wished to signal to the new Council following the triennial elections the value added by having a dedicated Health, Safety and Wellbeing Committee of Council to give attention to health, safety and wellbeing as beneficial to the organisation and its productivity.

Staff Recommendations

That the Health, Safety and Wellbeing Committee:

1. Receives an update on Health, Safety and Wellbeing discussion points raised at the 7 June 2019 meeting.
2. Receives an update on the Health and Wellbeing Programme (**Attachment A**).

Committee Resolved HSCM/2019/00013

Part C

That the Health, Safety and Wellbeing Committee:

1. Receives an update on Health, Safety and Wellbeing discussion points raised at the 7 June 2019 meeting.
2. Receives an update on the Health and Wellbeing Programme (Attachment A to the Report).
3. Notes the work done by the Health, Safety and Wellbeing Team and its positive contribution to the organisation.

Mr Coleman/Mr Harrington

Carried

8 Resolution to Exclude the Public

Committee Resolved HSCM/2019/00014

Part C

That at 9:36am the resolution to exclude the public set out on pages 20 to 21 of the agenda be adopted.

Councillor East/Mr Coleman

Carried

The public were re-admitted to the meeting at 10:12am.

Health, Safety and Wellbeing Committee
06 September 2019

Christchurch
City Council 

Meeting concluded at 10:15am.

UNCONFIRMED

COUNCILLOR DAVID EAST
DEPUTY CHAIRPERSON

UNCONFIRMED

8. Infrastructure, Transport and Environment Committee Minutes - 11 September 2019

Reference / Te Tohutoro: 19/1058554

Presenter(s) / Te kaupāhō: Aidan Kimberley - Committee Advisor

1. Purpose of Report / Te Pūtake Pūrongo

The Infrastructure, Transport and Environment Committee held a meeting on 11 September 2019 and is circulating the Minutes recorded to the Council for its information.

2. Recommendation to Council

That the Council receives the Minutes from the Infrastructure, Transport and Environment Committee meeting held 11 September 2019.

Attachments / Ngā Tāpirihanga

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Signatories / Ngā Kaiwaitohu

Author	Aidan Kimberley - Committee and Hearings Advisor
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Infrastructure, Transport and Environment Committee OPEN MINUTES

Date: Wednesday 11 September 2019
Time: 1pm
Venue: Council Chambers, Civic Offices,
53 Hereford Street, Christchurch

Present

Chairperson	Councillor Pauline Cotter
Deputy Chairperson	Councillor Mike Davidson
Members	Councillor Vicki Buck
	Councillor Phil Clearwater
	Councillor Anne Galloway
	Councillor Aaron Keown
	Councillor Tim Scandrett
	Councillor Sara Templeton

10 September 2019

Principal Advisor

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Infrastructure, Transport and Environment Committee
11 September 2019



- Part A** **Matters Requiring a Council Decision**
Part B **Reports for Information**
Part C **Decisions Under Delegation**

The agenda was dealt with in the following order.

1. Apologies

Part C
Committee Resolved ITEC/2019/00032

That the apology for lateness from Councillor Buck be accepted.

Councillor Clearwater/Councillor Davidson

Carried

2. Declarations of Interest

Part B
There were no declarations of interest recorded.

3. Confirmation of Previous Minutes

Part C
Committee Resolved ITEC/2019/00033

That the minutes of the Infrastructure, Transport and Environment Committee meeting held on Monday, 26 August 2019 be confirmed.

Councillor Scandrett/Councillor Davidson

Carried

4. Public Forum

Part B
There were no public forum presentations.

Councillor Buck joined the meeting at 1:17 p.m. during Valerie Campbell's deputation.

5. Deputations by Appointment

Part B

- 5.1** Valerie Campbell addressed the Committee regarding item 8. Future Use of Flood Intervention Properties.

6. Presentation of Petitions

Part B
There was no presentation of petitions.

Page 2

Infrastructure, Transport and Environment Committee
11 September 2019

7. Biodiversity Fund Project Applications

Committee Resolved ITEC/2019/00034

Part C

That the Infrastructure, Transport and Environment Committee:

1. Receive the information in the report.
2. Approve full funding to the following three projects
 - a. \$20,900 for Haere-roa – restoration riparian planting
 - b. \$40,000 for Cass Bay – fencing and restoration planting
 - c. \$4,420 for Te Oka Stream - fencing
3. Approve completion of funding for the following project
 - a. \$3,376 for Jubilee Stream

Councillor Davidson/Councillor Scandrett

Carried

8. Future Use of Flood Intervention Properties

Committee Comment

The Committee made the following amendments to the staff recommendations:

- A request for a report back for properties which do not sell under this process.
- A request for staff to consider various matters as part of the tender evaluation process.
- A request for staff to add a covenant regarding surface permeability.
- A note that staff will communicate with the community and community groups about the process.

Committee Decided ITEC/2019/00035

Part A

That the Infrastructure, Transport and Environment Committee recommend to Council that it pass the following resolutions:

That the Council:

1. Noting sale of the properties:
 - a. Supports the intent of the Ōpāwaho / Heathcote River Floodplain Management Scheme (Scheme) and Flood Intervention Policy (FIP) i.e. retention is not required for flood management purposes.
 - b. Creates statutory alignment.
 - c. Aligns with the fact there is no identified public work or need to retain the properties.
 - d. There is no financial support, budget, plans or strategies for retention.
 - e. Reduces liability, risk and costs.
 - f. Meets some adjoining owner's desires.

Infrastructure, Transport and Environment Committee
11 September 2019



- g. Is in general supported by the Spreydon-Cashmere and Linwood-Central-Heathcote Community Boards. The views and preferences of the community boards are outlined in section 6.4 of the staff report.
- 2. Approves the sale of the properties purchased for the Ōpāwaho / Heathcote River Floodplain Management Scheme (Scheme) implemented under the Flood Intervention Policy (FIP) as scheduled in appendix A and any other properties purchased in the future under the Flood Intervention Policy where retention is not required for flood management purposes.
- 3. Confirms the delegated authority to the Property Consultancy Manager under the Flood Intervention Policy (clause 5.10.3) to *“manage any disposal of properties acquired under this policy” and further detailed as follows:*
 - i. Commence the sale process for the properties set out in the resolution above in accordance with Council’s normal practices and policies (including unilateral dealings where a tender is not appropriate and/or practical).
 - ii. Conclude the sale of these properties on the best terms considered available, as supported by valuation advice and in consideration of other factors including marketing and market dynamics, including if the minimum price is not achievable by tender then the property may be sold by private treaty.
 - iii. To register an encumbrances or caveats on any property title upon sale that prohibits the building of any structures that are habitable and / or impede flood management.
 - iv. To do all things and make decisions as he considers are necessary to give effect to this resolution.
- 4. Requests staff to report back to the appropriate Committee by March 2020 or earlier with options for any properties which do not sell under this process.
- 5. Requests staff to consider the following as part of the tender evaluation process:
 - a. Environmental and amenity values
 - b. Giving priority to neighbours
- 6. Requests staff to add a covenant relating to permeability reflecting that the properties are in a high flood hazard zone.
- 7. Note that staff will communicate with the community and community groups about the process.

Councillor Clearwater/Councillor Galloway

Carried

9. Charlesworth Drain

Committee Resolved ITEC/2019/00036

Part C

That the Infrastructure, Transport and Environment Committee:

- 1. Receive this report
- 2. Acknowledge that no further investigation into a wider flooding fix will be undertaken by staff.

Councillor Clearwater/Councillor Cotter

Carried

Infrastructure, Transport and Environment Committee
11 September 2019



10. Three Waters and Waste report - June/July 2019

Committee Comment

The Committee discussed flooding on McCormacks Bay Road but decided not to request a report on the matter. The Committee requested a workshop on coastal road flooding.

Committee Resolved ITEC/2019/00037

Part C

That the Infrastructure, Transport and Environment Committee:

1. Receive the information in the report.

Councillor Templeton/Councillor Davidson

Carried

Additional Motion

Councillor Templeton moved, seconded by Councillor Davidson, that the Infrastructure, Transport and Environment Committee:

2. Requests a report from staff ahead of the 2020 draft annual plan with options for addressing flooding on McCormacks Bay Road.

*On being put to the meeting by way of division the motion was declared **lost** by 2 votes to 5 votes the voting being as follows:*

For: Councillor Davidson and Councillor Templeton

Against: Councillor Cotter, Councillor Clearwater, Councillor Galloway, Councillor Keown and Councillor Scandrett

Abstained: Councillor Buck

Committee Resolved ITEC/2019/00038

That the Infrastructure, Transport and Environment Committee

3. Requests a workshop with the appropriate committee on coastal road flooding in Christchurch.

Councillor Templeton/Councillor Davidson

Carried

Councillor Scandrett requested that his vote against the above decision be recorded.

Meeting concluded at 2.54pm.

CONFIRMED BY THE CHAIRPERSON AND ACTING CHIEF EXECUTIVE PURSUANT TO STANDING ORDER 23.4

**COUNCILLOR PAULINE COTTER
CHAIRPERSON**

**MARY RICHARDSON
ACTING CHIEF EXECUTIVE**

**Report from Joint Meeting - Linwood-Central-Heathcote and Papanui-Innes
Community Boards – 13 September 2019**

Item 9

9. (P-I/L-C-H) Christchurch Northern Corridor Downstream Effects Projects

Reference / Te Tohutoro: 19/1086170

Presenter(s) / Te kaupāhō: Andy Richards – Project Manager
Luke Thomas – Project Manager

Secretarial Note: A Council decision is required this triennial as the timeframes under this project are tight, including the time to implement the steps required to manage the downstream effects (as required under condition 26 of the Designation conditions). Time delays increase the risk of Council being unable to comply with the Designation condition. Risks include enforcement action, exposure to claim for fundamental breach of contract (breach of Council's contractual obligations with NZTA and CNC Alliance) and reputational damage.

1. Joint Meeting - Linwood-Central-Heathcote and Papanui-Innes Community Boards Consideration

1. The Waikura/Linwood-Central-Heathcote and Waipapa/Papanui-Innes Community Boards held a joint extraordinary meeting on Monday 9 September to consider deputations and the staff report on Christchurch Northern Corridor Downstream Effects projects.
2. The Board's received the following deputations:
 - Submission 27800 - Gary Boakes and Mark Rodgers - Sherbourne Business Group
 - Submission 27639 - John Atkinson
 - Submission 27639 - Roshan Rayen - Montessori Preschool
 - Submission 27630/27533 - Jarod Rolton - Harcourt's
 - Submission 27576 - Kelvin Whall
 - Submission 27767 - Mark Wilson
 - Submission 27799 - Emma Twaddell with Liam and Alice
 - Submission 27765 - Simon Geary
 - Submission 27683 - Margaret Stewart
 - Submission 27732 - Ngahuia Freed
 - Submission 27084 - Paul Stephenson
 - Submission 27748 - Rebecca Sparrow - St Albans Catholic School and Board of Trustees
 - Submission 27661 - Jan Jakob Bornheim
 - Submission 27674 - Karli Bristed and Aaron Tunnicliff - St Albans School and Board of Trustees
 - Submission 27367 - Nina and Ava Strieker
 - Submission 27731 - Francine Bills
 - Submission 27652 - David Hattam
 - Submission 27499 - Duncan McFarlane
 - Submission 27771 - Irene Campbell-Hill
 - Submission 27778 - Sarah
 - Submission 27753 - Joanna Gould
 - Submission 27634 - Dave Chapman

Submission 27761 - Don Gould
Submission 27711 - Jane Hossack
Submission 27671 - Kirsty Humm
Submission 27365 - Pete Evans
Submission 27712 - Patricia Coffey
Submission 27628 - Alan Roberts – Westfield Holdings Limited
Submission 27675 - Jane McKenzie
Submission 27843 – Emma Twaddell - St Albans Residents' Association (SARA)
Submission 27763 - Connie Christensen - Go Cycle
Submission 27764 - Connie Christensen

3. Following deputations the Board's raised a number of questions for staff regarding the report and resolved to lay the report on the table and requested that a further meeting be arranged.
4. A joint extraordinary meeting was arranged on Friday 13 September 2019. Staff provided further information regarding the questions raised by the Board's.
5. The Board's decided to recommend that the Council approve the staff recommendations with the addition of recommendations 8, 9, 10 and 11 as below.
6. Attachment L to this report is the list of traffic resolutions amended by staff as authorised by the Board's in order to give effect to their decisions as per recommendation 11.
7. The submissions received can be found in the Joint Board 9 September 2019 Agenda and on the Have Your Say webpage and can be accessed by the following links:
 - https://christchurch.infocouncil.biz/Open/2019/09/JM-LA_20190909_AGN_3911_AT_EXTRA_WEB.htm
 - https://christchurch.infocouncil.biz/Open/2019/09/JM-LA_20190909_ATT_3911_PLANS_EXTRA_WEB.htm
 - <https://ccc.govt.nz/the-council/consultations-and-submissions/haveyoursay/show/257>

2. Staff Recommendations

That the Papanui-Innes Community Board and Linwood-Central-Heathcote Community Board, recommends that Council:

1. Approves the scheme design, as detailed in Attachment A, of:
 - a. Main road upgrade between Innes Road And Berwick Street,
 - b. Intersection upgrades and new signalised intersections,
 - c. Pedestrian safety and crossing improvements,
 - d. 14 Speed zones,
 - e. Safe cycling improvements, and
 - f. Turning restrictions and intersection improvements.

2. Approves the scheme design for the Cranford Street to Rutland Reserve shared path connection, as detailed in Attachment F.
3. Approves the detailed traffic resolutions for all proposed changes, as noted in Attachment B.
4. Approves the removal of the identified trees to allow implementation of the proposed scheme, a detailed in Attachment A.
5. Approves the purchase of land parcels to complete the implementation of the scheme, as detailed in Attachment A.
6. Notes that that Council staff will further engage with residents of streets including Mersey Street, Severn Street, Thames Street, Nancy Avenue, Kensington Avenue, Flockton Street and Francis Avenue to develop proposed traffic calming solutions for the streets. These proposals will be reported back to the Community Board and Council for approval to proceed to detailed design and construction.
7. Notes that that Council staff will engage with residents of McFaddens Road, Knowles Street and Weston Road to ensure the implications of any potential turning restrictions are fully understood. These proposals will be reported back to the Community Board and Council for approval to proceed to detailed design and construction.

3. Joint Meeting - Linwood-Central-Heathcote and Papanui-Innes Community Boards Recommendation to Council

Part A

That the Papanui-Innes Community Board and Linwood-Central-Heathcote Community Board, recommends that Council:













1. Approves the scheme design, as detailed in Attachment A, as attached to the Agenda for this meeting, of:
 - a. Main road upgrade between Innes Road And Berwick Street,
 - b. Intersection upgrades and new signalised intersections,
 - c. Pedestrian safety and crossing improvements,
 - d. 14 Speed zones,
 - e. Safe cycling improvements, and
 - f. Turning restrictions and intersection improvements.
2. Approves the scheme design for the Cranford Street to Rutland Reserve shared path connection, as detailed in Attachment F, as attached to the Agenda for this meeting.
3. Approves the detailed traffic resolutions for all proposed changes, as noted in Attachment B, as attached to the Agenda for this meeting.
4. Approves the removal of the identified trees to allow implementation of the proposed scheme, a detailed in Attachment A, as attached to the Agenda for this meeting.
5. Approves the purchase of land parcels to complete the implementation of the scheme, as detailed in Attachment A, as attached to the Agenda for this meeting.
6. Notes that that Council staff will further engage with residents of streets including Mersey Street, Severn Street, Thames Street, Nancy Avenue, Kensington Avenue,

Flockton Street and Francis Avenue to develop proposed traffic calming solutions for the streets. These proposals will be reported back to the Community Board and Council for approval to proceed to detailed design and construction.

7. Notes that that Council staff will engage with communities affected by the proposed turning restrictions at Knowles Street, Weston and McFaddens Roads to ensure the implications of any potential turning restrictions are fully understood. These proposals will be reported back to the Community Board and Council for approval to proceed to detailed design and construction.
8. That the clearways are not resolved at this stage with a view to considering the implementation of Travel Demand Management to address traffic volume concerns, and the Council will work as detailed in resolution 9 below.
9. That the Boards request that Council prioritise measures to stem the flow of vehicles from the Christchurch Northern Corridor into St Albans and note the previous Council decisions on 13 June 2019:
 - a. Request staff work with the strategic partners (NZTA, Environment Canterbury and Waimakariri District Council) to deliver the package of Travel Demand Management measures outlined in the report with a view to these being implemented prior to the opening of the Christchurch Northern Corridor. Reporting on progress will occur back to the Infrastructure, Transport and Environment Committee as part of the bi-monthly transport report, and a further consideration of the matter be brought to Council if there are any undue delays in delivering the Travel Demand Management package of works.
 - b. Request that staff investigate and report back to the Infrastructure, Transport and Environment Committee on the following:
 - i) A park and ride facility near QE2 drive.
 - ii) Pricing mechanisms to manage future traffic demand.
 - iii) North and south-bound peak-time Public Transport lanes on Cranford and Sherborne Streets.
10. Request staff use experiential consultation where possible, for example trialling traffic calming so that residents can see the impacts prior to submitting.
11. That staff are authorised to make any corresponding changes to the detailed traffic resolutions in order to give effect to the decisions of the Boards and seek the approval of the Chair of the joint meeting of the Boards prior to consideration by the Council.

Attachments / Ngā Tāpirihanga

No.	Report Title	Page
1	Christchurch Northern Corridor Downstream Effects Projects	34

No.	Title	Page
A 	CNC Downstream Projects For Approval Drawings	56
B 	Traffic Resolutions <i>(Under Separate Cover)</i>	
C 	Draft feasibility assessment report - continuing the southbound High Occupancy Vehicle lane on Cranford Street <i>(Under Separate Cover)</i>	
D 	Report - North and Southbound Peak Time Public Transport lanes on Cranford Street and Sherborne Street <i>(Under Separate Cover)</i>	
E 	Draft scoping paper - Pricing strategies to manage future traffic demands <i>(Under Separate Cover)</i>	
F 	Local Cycleway Northern arterial link Cranford to Rutland Reserve <i>(Under Separate Cover)</i>	
G 	Consultation booklet <i>(Under Separate Cover)</i>	
H 	Additional Consultation Drawings <i>(Under Separate Cover)</i>	
I 	Parking rationales for added, removed and time restricted - Preferred Option <i>(Under Separate Cover)</i>	
J 	Consultation Report <i>(Under Separate Cover)</i>	
K 	Media and Communication report <i>(Under Separate Cover)</i>	
L 	AMENDED Attachment B - Updated Detailed Traffic Resolutions - Amended from Joint Board Decision 13 September 2019	67

Christchurch Northern Corridor Downstream Effects Projects

Reference: 19/1048054

Presenter(s): Andy Richards, Luke Thomas

1. Purpose of Report

1.1 The purpose of the report is to:

- 1.1.1 Provide information to the Papanui-Innes Community Board and Linwood-Central-Heathcote Community Boards on the outcomes of the consultation and engagement process for the Christchurch Northern Corridor Downstream Effects Projects and recommend changes to the proposed design following community feedback received, and further technical work.
- 1.1.2 Provide information to the Papanui-Innes Community Board and Linwood-Central-Heathcote Community Boards on the outcomes of the consultation and engagement process for the Cranford to Rutland Reserve shared path connection.
- 1.1.3 Seek a recommendation to Council from the Papanui-Innes Community Board and Linwood-Central-Heathcote Community Boards for the projects to proceed to detailed design and construction.

2. Executive Summary

- 2.1 On 13 June 2019, Council resolved that staff should proceed with the design and consultation of the Stage 1A and 1B recommendations to mitigate the effects of the Christchurch Northern Corridor.
- 2.2 These transport projects proposed in this report are designed to:
 - Help mitigate the impacts of the extra traffic as a result of the Christchurch Northern Corridor; or
 - Address community concerns; and
 - Complement other related workstreams - including the High Occupancy Vehicle (HOV) Lane on the Christchurch Northern Corridor and other travel demand management (TDM) measures, such as, the proposed park & ride scheme in the Waimakariri District, investigations into the provision of express bus services and a central city parking strategy.
- 2.3 Christchurch City Council received more than 250 public submissions on the proposed transport projects.
- 2.4 As a result of this consultation procedure, the following key changes to the proposed scheme that staff are recommending include:
 - Not installing the southbound clearway on Cranford and Sherborne Street, south of Berwick Street.
 - Reinstating the left turn from Berwick Street into Cranford Street.
 - Removing the second right turning lane from Warrington Street into Barbadoes Street to provide more parking around the shops in the area.
 - Safety improvements on Canon Street and Purchas Street.

- Introducing time restricted parking around the shopping areas.
- 2.5 This modified option is the preferred Option staff are presenting in this report.

3. Staff Recommendations

That the Papanui-Innes Community Board and Linwood-Central-Heathcote Community Board, recommends that Council:

1. Approves the scheme design, as detailed in Attachment A, of:
 - a. Main road upgrade between Innes Road And Berwick Street,
 - b. Intersection upgrades and new signalised intersections,
 - c. Pedestrian safety and crossing improvements,
 - d. 14 Speed zones,
 - e. Safe cycling improvements, and
 - f. Turning restrictions and intersection improvements.
2. Approves the scheme design for the Cranford Street to Rutland Reserve shared path connection, as detailed in Attachment F.
3. Approves the detailed traffic resolutions for all proposed changes, as noted in Attachment B.
4. Approves the removal of the identified trees to allow implementation of the proposed scheme, as detailed in Attachment A.
5. Approves the purchase of land parcels to complete the implementation of the scheme, as detailed in Attachment A.
6. Notes that that Council staff will further engage with residents of streets including Mersey Street, Severn Street, Thames Street, Nancy Avenue, Kensington Avenue, Flockton Street and Francis Avenue to develop proposed traffic calming solutions for the streets. These proposals will be reported back to the Community Board and Council for approval to proceed to detailed design and construction.
7. Notes that that Council staff will engage with residents of McFaddens Road, Knowles Street and Weston Road to ensure the implications of any potential turning restrictions are fully understood. These proposals will be reported back to the Community Board and Council for approval to proceed to detailed design and construction.

4. Context/Background

- 4.1 The Christchurch Northern Corridor is due to open for use in mid-2020. The opening of the corridor is anticipated to have an effect on the transport network downstream of the Cranford/ Innes Road intersection.
- 4.2 The relevant Consent Order for the construction of the Christchurch Northern Corridor included a number of conditions that Christchurch City Council must affect prior to opening, to mitigate the effects of the increased traffic. These conditions were detailed in previous reports to Council and the relevant Community Boards.

- 4.3 On 13 June 2019, Council resolved that staff should proceed with the design and consultation of the Stage 1A and 1B recommendations to mitigate the effects of the Christchurch Northern Corridor. The projects include:
- Stage 1A – Recommendations required in order to meet the Designation conditions:
- 4.3.1 Major road upgrades.
 - 4.3.2 Intersection upgrades.
 - 4.3.3 Traffic Calming.
 - 4.3.4 Traffic Monitoring.
- Stage 1B – Recommendations to address community concerns:
- 4.3.5 Environmental Monitoring.
 - 4.3.6 Speed Limit Reductions.
 - 4.3.7 Pedestrian safety improvements.
 - 4.3.8 Initiate safe access to school and safe cycling studies.
- 4.4 This report focuses on the work proposed in the St Albans, Edgware and Mairehau areas.
- 4.5 The aim is to ensure any works undertaken also future proofs infrastructure options for other projects being undertaken to support travel demand management along the corridor.

Proposed Interventions

Major road and intersection upgrades

- 4.6 Major road upgrades are required to encourage vehicles travelling to and from the Christchurch Northern Corridor to remain on preferred vehicle routes (i.e. main roads and not local roads). Efficiency upgrades to major roads and intersections are therefore important to mitigating the effects the Christchurch Northern Corridor. These upgrades are future proofing the main road infrastructure, to ensure that future travel demand measures can be installed quickly, easily and cost effectively.
- 4.7 Major road upgrades aim to reallocate road space and allow for increased peak hour flows. These can be clearways, bus lanes or High Occupancy Vehicle lanes.
- 4.8 Prior to the preferred route being consulted with the community, a route selection study was undertaken that considered a number of potential options between the Cranford/ Innes Road intersection and Bealey Avenue.
- 4.9 The signalisation of intersections is undertaken to manage traffic flows and improve accessibility for pedestrians and cyclists.
- 4.10 Existing signalised intersections require upgrading to improve the layout legibility, safety for pedestrians, signal phasing or upgraded standards.

Turning restrictions

- 4.11 Rat-running traffic along local streets was a key concern raised by a number of stakeholders in this and previous community engagement processes.
- 4.12 Reducing vehicle flows along streets by restricting entry to that street is an effective way to reduce rat-running traffic. However, it does disrupt local resident's daily trips.

- 4.13 Turning restrictions also have the advantage of increasing safety at the intersections and along the streets. Traffic is not turning across on-coming traffic and traffic volumes along a street are reduced.
- 4.14 Through the engagement process feedback was received from emergency services and local residents on how potential access changes would impact the accessibility of their neighbourhoods.

Intersection interventions

- 4.15 A number of stakeholders raised safety concerns at intersections where major and local roads intersect. The speed of vehicles utilising the intersections was of particular concern.
- 4.16 Intersection narrowing does not affect access into or out of a street however, narrowing the width of the street reduces the turning speed of vehicles as they exit from major roads onto local roads. Therefore improving safety by reducing vehicle speeds.

Traffic calming

- 4.17 Traffic calming is installed to slow the speeds of traffic travelling along local streets. It also serves to discourage traffic from using local residential streets as a short cut.
- 4.18 Traffic calming is proposed on streets that could be impacted by an increase in traffic and for streets that have been identified as greenways.
- 4.19 No interventions have been proposed in this report on any specific streets. After an option is chosen and approved by Council, a further round of engagement will be conducted in early 2020 with residents on those streets to identify the preferred types of traffic calming.

Pedestrian Improvements

- 4.20 Stakeholders raised pedestrian access across major roads as a concern.
- 4.21 Options for improvement include:
 - Upgrades to signalised intersections including red light priority for pedestrians,
 - Mid-block signalised crossings, or
 - Pedestrian refuges.

Local cycle network

- 4.22 A key connection to the cycle network is the Cranford to Rutland Reserve shared path connection, which will allow users of the Christchurch Northern Corridor shared path to safely continue their journey across to join onto the existing Major Cycle Route - Papanui Parallel.
- 4.23 A local cycle network of on-road facilities to better link residential areas to the Central City and key destinations such as the parks, schools and shopping centres. The proposed cycle network links the existing cycle facilities to the:
 - West using the Papanui Parallel,
 - East, using the shared bus and cycle lane on Hills Road.
 - South, using the one way system in the Central City via Madras Street and Barbadoes Street.
- 4.24 On-road cycle lanes 1.8 metres wide will be added to main road routes. Green surfacing will be used to identify and highlight potential conflict points between drivers and cyclists.
- 4.25 Greenways are proposed on residential streets where vehicles and cyclists will be expected to share the road. These streets can be characterised as being slow speed streets, with low traffic

volumes and sharrows to indicate the need to share the space. No specific greenways are proposed in this report. In line with potential traffic calming changes, a further round of engagement will be undertaken early in 2020 on specifically identified streets.

Slow speed zones

- 4.26 In addition to the above physical changes to streets, there is also the proposed creation of up to 14 Safe Speed Zones either side of Cranford Street and Sherborne Street.
- 4.27 Under the current proposal, a 50 km/h speed limit would be retained on Cranford Street, Sherborne Street, Innes Road, Warrington Street, Madras Street, the southern part of Forfar Street, and Barbadoes Street. These roads generally define the boundaries of the proposed Safe Speed Zones. A safer speed limit of 40km/h is proposed for most of the streets within the zones, with an extended 30km/h speed limit zone proposed around the Edgware Village area, where there is a high concentration of active road users.
- 4.28 The proposed slow speed zones serve two primary functions:
- To reduce travel speeds and reduce the risk and severity of potential crashes.
 - To signal to drivers they are entering a community area and should be more attentive for pedestrians or other road users and to reduce the temptation of rat running through local roads.
- 4.29 Slowing down vehicle operating speeds saves lives, with a strong link between speed and safety. Having speed limits set at the appropriate level for the conditions is one of the most important ways Council can assist people to get where they want to go safely.
- 4.30 While it may not seem that a 10km/h reduction in speed from 50km/h to 40km/h will have a significant bearing on safety, a large and credible body of international research indicates reducing speeds has a direct impact on reducing deaths and injuries- particularly when more vulnerable road users such as pedestrians and cyclists are involved.
- 4.31 The probability that the pedestrian will die or be seriously injured increases rapidly with relatively small increases in speed. The risk of a pedestrian being killed or seriously injured if struck by a car roughly doubles between an impact speed of 30km/h and 40km/h and doubles again between 40km/h and 50km/h.
- 4.32 The proposed safe speed zones support the objectives of the national Speed Management Guide 2016, the statutory requirements of Land Transport Rule: Setting of Speed Limits 2017, and the overall vision of the Safer Journeys: Road Safety Strategy 2010-2020.
- 4.33 Council staff have engaged with key stakeholders and will ensure any concerns are addressed prior to implementation of the new speed limits. These groups include: Police, Road Transport Association, Automobile Association and the NZ Transport Agency.

Other related workstreams

- 4.34 Monitoring – A traffic monitoring programme has been developed in line with the requirements of the Downstream Effects Management Plan. Baseline information has already been collected. Independent expert advice is being sought to develop appropriate air, noise and vibration monitoring programmes with allowance for baseline data collection. Information will be fed back to the Community Board(s) or Council.
- 4.35 Healthy Streets Assessment – Staff have commissioned a Safe Access To School report and a Healthy Streets assessment. These will be reported back to the Community Board(s) and Council.

- 4.36 Council are working collaboratively with partners from the New Zealand Transport Agency, Waimakariri District Council and Environment Canterbury on the following suite of related workstreams.
- 4.37 High Occupancy Vehicle Lane
- The New Zealand Transport Agency will install a Southbound lane for vehicles with more than one person in them on State Highway 1 (morning peak), and the Christchurch Northern Corridor to encourage car-pooling. This lane ends just before the Cranford Street roundabout.
 - A draft feasibility assessment report (Attachment C) on continuing the southbound High Occupancy Vehicle lane on Cranford Street up to Innes Road is currently under review.
 - Modelling illustrating the impacts of an extended High Occupancy Vehicle lane to Bealey Avenue has been received and is currently being reviewed.
- 4.38 Express Bus services:
- Environment Canterbury has agreed to consider peak time express bus services from North Canterbury that would travel along the Christchurch Northern Corridor and Cranford Street and Sherborne Street. An outline of the impact of bus lanes along Cranford Street and Sherborne Street is provided below.
- 4.39 North and Southbound Peak Time Public Transport lanes on Cranford Street and Sherborne Street:
- A report (Attachment D) was commissioned by Council to provide an assessment on the likely impacts of installing bus lanes and/or High Occupancy Vehicle lanes on Cranford Street and Sherborne Street.
 - In total an optimistic view is that 10% of trips could be by bus with approximately half that from express buses servicing the Waimakariri District. Implementing a bus lane would likely cause severe congestion and rat running in the St Albans, Edgeware and Mairehau areas. The benefits of implementing this service would unlikely justify the cost, and the increased congestion would have associated adverse road safety impacts on all road users. Greater value could be added by providing new routes utilising the corridor and providing interchange hubs for those who do not have the Central City as their origin or destination, however trials, for the latter, in Christchurch have discouraged users due to delays in waiting for connecting services.
- 4.40 Park and Ride facilities:
- The Waimakariri District Council and New Zealand Transport Agency have agreed to co-fund park and ride facilities and are currently investigating suitable locations in the Waimakariri District.
 - Council have engaged a consultant to investigate the feasibility of park and ride facility near the Queen Elizabeth II Drive. It is envisaged that this analysis will be completed by the end of September.
- 4.41 Pricing Strategies to manage future traffic demands:
- Following the Council resolutions, staff have developed a draft scoping paper (Attachment E) looking at options and alternatives for pricing. This is a piece of work with a medium-long horizon and is currently being progressed as part of the update to the 2020 Christchurch Transport Strategic Plan. Pricing strategies will therefore not form part of this stream of work.

- Any pricing measure will have some level of congestion (demand) reducing impacts. However, that is not the only thing a scheme should focus on assessing. Pricing will also have varying degrees of impact on social, economic and environmental outcomes within the city raising questions about horizontal and vertical equity. These need to be well understood and considered within the context of selecting the most effective solution to achieve the stated outcomes.

Strategic Alignment

4.42 This report supports the [Council's Long Term Plan \(2018 - 2028\)](#):

4.42.1 Activity: Traffic Safety and Efficiency

- Level of Service: 10.0.1 Maintain journey reliability on strategic routes. - Peak 25m. Day 15m. Night 10m.

Decision Making Authority

- 4.43 These projects have components that are under the specific delegations of the Community Boards and other components that are under the delegation of the Council. Due to the nature of the physical changes associated with the project, it is impossible to separate these into specific resolutions for each Community Board and Council, as a change to a resolution may impact on a resolutions that is under the delegation of the other Community Board or Council. As a result the report has the resolutions going as a whole to the joint Community Boards who make a recommendation to Council so we avoid unexpected errors due to changes.
- 4.44 In relation to the specific delegations being used to approve the resolutions in this report, pursuant to clause 32 of Schedule 7 of the Local Government Act 2002, the Council had delegated the responsibilities, duties and powers under the Christchurch City Council Traffic and Parking Bylaw 2017 to Community Boards to exercise within their communities (as defined in the Local Government Act 2002). This delegation includes Clause 7 of the Bylaw to “*restrict the stopping, standing or parking of vehicles, or any class of vehicles, on any road; or...*” and under Clause 21 of the Bylaw to approve shared pathways (Part D – Sub Part 1 – Community Boards, Christchurch City Council Delegations Register, 18 Dec 2018).
- 4.45 Overarching the above delegations, any decision by a Community Board must be consistent with any policies or standards or resolutions adopted by the Council. The resolutions in this report are consistent with Council policies and standards.
- 4.46 To avoid the issue of separate resolutions for each Community Board and Council to resolve, the report recommends that the Joint Community Board recommend to Council to approve the entirety of the preferred option. This will then be considered and resolved by Council.
- 4.47 The Council has the authority to approve all the resolutions in this report as per Attachment B under the Local Government Act 2002, so is able to resolve them after receiving the recommendation of the joint Community Boards.

Previous Decisions

- 4.48 On 13 June 2019, Council resolved CNCL/2019/00115 that staff should proceed with Stage 1A and Stage 1B package of works, and continue with further consultation and engagement

Assessment of Significance and Engagement

- 4.49 The decisions in this report are of high significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 4.50 The level of significance was determined by comparing factors relating to this decision against the criteria set out in Council's Significance and Engagement Policy. The level of significance

reflects the high numbers of people affected and the high level of community interest and involvement in the Christchurch Northern Corridor project over many years.

- 4.51 The community engagement outlined in this report reflects the assessment and has been developed in accordance with the Designation conditions within the Consent Order approving the Northern Arterial, the Northern Arterial Extension and the Cranford Street Upgrade and previous feedback received.

5. Options Analysis

Options Considered

- 5.1 The following reasonably practicable options were considered and are assessed in this report:

- Option 1 – A revised option that incorporates changes because of the consultation feedback. Key changes include:
 - Maintaining the existing road cross section south of Berwick Street on Cranford Street and Sherborne Street.
 - Changes to the turning restrictions at Berwick Street, Dee Street, Canon Street and Purchase Street.
 - Additional safety improvements with local and main road intersections including road narrowing and speed humps.
 - Improvements made to the local cycle network including hook turns and advanced stop boxes.
 - Inclusion of time restricted parking in commercial areas.
 - Rationalisation of on-street car parking cross the entire suite of projects.
 - Staff will undertake additional engagement with the residents of Francis Avenue and Flockton Street on potential traffic calming measures.
- Option 2 - Consultation option.

Options Descriptions

- 5.2 **Preferred Option:** Option 1 - Post Consultation Option (preferred).

5.2.1 Option Description:

- All proposed changes are detailed in Attachment A, pages 1 to 11.
- Main road upgrades including:
 - Cranford Street between Innes Road and Berwick Streets – Addition of part time clearways (south bound morning peak 7am to 9am and north bound evening peak 3.30pm to 7pm).
 - Warrington Street between Berwick Street and Barbadoes Street - Introduction of a painted median and two traffic islands on Berwick Street/Warrington Street from Cranford Street to Barbadoes Street. The painted median is reduced in sections to reinstate some parking. The traffic islands are shortened to improve access to driveways.
 - Introducing a shared path on Cranford Street from Berwick Street to English Park.

- The existing cross-section on Sherborne Street/Cranford Street is to remain between Bealey Avenue and Berwick Street, noting that improvements are to be made to intersections along this route.
- Major Intersection upgrades on:
 - Cranford Street/Westminster Street.
 - Cranford Street/Berwick Street.
 - Sherborne Street/Edgeware Road.
 - Sherborne Street/Bealey Avenue.
 - Bealey Avenue/ Durham Street.
 - Edgeware Road/Madras Street.
 - Edgeware Road/Barbadoes Street.
- Minor Intersection upgrades, to include raised tables and/or build outs, to address safety concerns on:
 - Barbadoes Street/Purchas Street.
 - Barbadoes Street/Canon Street.
 - Cranford Street/ Winton Street.
 - Edgeware Road/Hills Road.
 - Innes Road/Thames Street.
 - Madras Street/Canon Street.
 - Madras Street/Purchas Street.
 - Sherborne Street/Cornwall Street.
 - Westminster Street/Forfar Street.
- New signalised intersections at:
 - Warrington Street /Forfar Street.
 - Warrington Street/Barbadoes Street.
- A new signalised crossing on Cranford Street at English Park with separate cycle and pedestrian facilities.
- Turning restrictions onto local roads from Sherborne Street and Cranford Street including:
 - Purchas Street, includes pedestrian refuge.
 - Canon Street, includes pedestrian refuge.
 - Dee Street
 - Malvern Street
- Restricting vehicle access at Forfar Street north (cul de sac) at the intersection with Warrington Street.
- Cycle connections to the Papanui Parallel major cycleway.
- Five new pedestrian refuges:

- Westminster Street between Aylesford Street and Kensington Avenue.
- Edgeware Road at Hills Road intersection.
- Innes Road east of Kensington Avenue.
- Forfar Street at St Albans Park.
- Barbadoes Street at St Albans Park.
- Upgrade of pedestrian refuges on Innes Road.
- Painted on road cycle lanes introduced on:
 - Innes Road – between Cranford Street and Hills Road.
 - Westminster Street – between Cranford Street and Hills Road.
 - Berwick Street/Warrington Street – between Cranford Street and Barbadoes Street.
 - Edgeware Road – between Sherborne Street and Hills Road.
 - Barbadoes Street – between Bealey Avenue and Warrington Street.
 - Madras Street/Forfar Street – Between Bealey Avenue and Warrington Street.
- A shared use cycle path connecting the Christchurch Northern Corridor cycleway to the Papanui Parallel via Rutland Reserve (Attachment F).
- Parking time restriction changes – Introduction of time restrictions for on-street car parking, particularly near commercial centres.
- The below bus stop changes:
 - Bus stop outside 59 Cranford Street will move to 67 Cranford Street.
 - Bus stop outside 64 Cranford Street will move to 2 Winton Street.
 - Bus stop outside 213 Cranford Street will move to 87 Malvern Street.
 - Bus stop outside 470 Innes Road will move to 462 Innes Road.
 - Bus stop outside 526 Barbadoes Street will move to 516 Barbadoes Street.
 - Bus stop outside 135 Edgeware Road will move to 151 Edgeware Road.
 - Bus stop outside 122 Edgeware Road will move to 132 Edgeware Road.
 - Bus stop outside 182 Edgeware Road is removed, as there is a bus stop close by on Barbadoes Street.

5.2.2 Option Advantages

- The intersection upgrades are expected to:
 - Increase pedestrian safety by providing a protected crossing movement.
 - Increase traffic efficiency by providing additional lanes for queuing and merging traffic.
- Installation of a mid-block signalised pedestrian crossing outside English Park on Cranford Street, and the introduction of a shared path between the Berwick Street/ Cranford Street and English Park will increase the safety of pedestrians (particularly school children) crossing Cranford Street.

- The intersections with major roads along Cranford Street and Sherborne Street are all proposed to be upgraded to accommodate the new road layout. Traffic lights will also be installed at the intersections of Warrington Street and Forfar Street, and Warrington Street and Barbadoes Street, to improve the safety of the intersections.
- The existing road layout on Cranford Street/ Sherborne Street is not changing between Bealey Avenue and Berwick Street, noting that improvements are to be made to the Edgeware road and Bealey Avenue intersections along this route. This enables Council to easily and cost effectively modify the road layout and provide for special vehicle lanes (High Occupancy Vehicles or Bus Lanes) if required in the future.
- Time restricted parking will provide high turnover parking for customers and visitors in the areas of these restrictions. There is currently a reasonable level of all day worker parking, that makes it difficult for customers and visitors to have available parking in the area.
- The 40km/h slow speed zones will:
 - Increase safety, reduce travel speeds and reduce the crash risk and severity.
 - Signal to drivers they are entering a community area and should be more attentive for pedestrians or other road users and to reduce the temptation of rat running through local roads.
- Increased landscaping and planting in areas where cul-de-sac and turning restrictions are proposed.
- The secondary cycle network increases connectively with the existing cycle network, including the Papanui Parallel and provide a safe cycling network. Mid-block crossings will allow safer access across Westminster Street and Innes Road.
- The installation of the painted cycle lanes visually narrows the road width. This will assist with lowering vehicle speeds as drivers slow with narrower lanes. In residential streets sharrows will have a similar effect and this improves safety for residents and users of the streets.
- Installation of mid-block crossings will assist pedestrians and cyclists crossing main roads.

5.2.3 Option Disadvantages

- Parking loss is due to proposed:
 - Intersection upgrades to increase safety, capacity and merging at the intersections.
 - Installation of painted cycle lanes.
 - Installation of midblock crossing points.
 - Improved egress for busses to bus stops.
- Loss of some foot path and berm due to road widening on Cranford Street between Innes and Berwick Street. Some tree removal along this route to accommodate the clearway. New trees will be planted in areas such as where turning restrictions have been proposed.
- Cul-de-sac of Forfar and turning restrictions will result in some severance issues for residents who may need to travel in a slightly different direction to get to or from their destinations.
- Some land will need to be purchased at Cranford Street/ Edgeware Road and Sherborne Street to provide an adequate footpath width.

5.3 Option 2 - Consultation Option.

5.3.1 **Option Description**

- All proposed changes for option 2 are detailed in the consultation documentation (Attachments G and H).
- Main road upgrades including:
 - Cranford Street between Innes Road and Berwick Streets – Addition of part time clearways (south bound morning peak 7am to 9am and north bound evening peak 3.30pm to 7pm).
 - Cranford Street/Sherborne Street between Berwick Street and Bealey Avenue – One lane in each direction with additional part time clearway southbound only (7am-9am), median strip, northbound cycle lane and no parking on west side of the road.
 - Warrington Street between Berwick Street and Barbadoes Street - Introduction of a painted median and two traffic islands on Berwick Street/Warrington Street from Cranford Street to Barbadoes Street.
 - Introducing a shared path on Cranford Street from Berwick Street to English Park.
- Major Intersection upgrades on:
 - Cranford Street/Westminster Street.
 - Cranford Street/Berwick Street.
 - Cranford Street/Edgeware Road/Sherborne Street.
 - Sherborne Street/Bealey Avenue.
 - Edgeware Road/Madras Street.
 - Edgeware Road/Barbadoes Street.
- Minor Intersection upgrades (raised tables and/or build outs) at:
 - Cranford Street/ Winton Street.
 - Edgeware Road/Hills Road.
 - Sherborne Street/Cornwall Street.
 - Westminster Street/Forfar Street.
- New signalisation on intersections at:
 - Warrington Street/Forfar Street.
 - Warrington Street/Barbadoes Street.
- A new signalised crossing on Cranford Street at English Park.
- Turning restrictions onto local roads from Sherborne Street and Cranford Street including:
 - Purchas Street, includes pedestrian refuge.
 - Canon Street, includes pedestrian refuge.
 - Dee Street.
 - Malvern Street.
 - Knowles Street.

- Weston Road.
- McFaddens Road.
- Restricting vehicle access at Forfar Street north (cul de sac) at the intersection with Warrington Street.
- Cycle connections to the Papanui Parallel major cycleway.
- Five new pedestrian refuges islands:
 - Westminster Street between Aylesford Street and Kensington Avenue.
 - Edgeware Road at Hills Road intersection.
 - Innes Road east of Kensington Avenue.
 - Forfar Street at St Albans Park.
 - Barbadoes Street at St Albans Park.
- Upgrade of pedestrian refuges on Innes Road.
- Painted on road cycle lanes introduced on:
 - Innes Road – between Cranford Street and Hills Road.
 - Westminster Street – between Cranford Street and Hills Road.
 - Berwick Street/Warrington Street – Between Cranford Street and Barbadoes Street.
 - Edgeware Road – Between Sherborne Street and Hills Road.
 - Barbadoes Street – Between Bealey Avenue and Warrington Street.
 - Madras Street/Forfar Street – Between Bealey Avenue and Warrington Street.
- A separated cycleway connecting the Christchurch Northern Corridor cycleway to the Papanui Parallel through Rutland Reserve (Attachment F).
- The below bus stop changes:
 - Bus stop outside 59 Cranford Street will move to 67 Cranford Street.
 - Bus stop outside 64 Cranford Street will move to 2 Winton Street.
 - Bus stop outside 213 Cranford Street will move to 87 Malvern Street.
 - Bus stop outside 470 Innes Road will move to 462 Innes Road.
 - Bus stop outside 526 Barbadoes Street will move to 516 Barbadoes Street.
 - Bus stop outside 135 Edgeware Road will move to 151 Edgeware Road.
 - Bus stop outside 122 Edgeware Road will move to 132 Edgeware Road.
 - Bus stop outside 182 Edgeware Road is removed, as there is a bus stop close by on Barbadoes Street.

5.3.2 Option Advantages

- More resilience due to greater capacity than preferred option due to the installation of a southbound clearway between Berwick Street and Bealey Avenue on Sherborne Street and Cranford Street.

- Lower cost than preferred option to convert southbound clearway between Berwick Street and Bealey Avenue on Sherborne Street and Cranford Street to a High Occupancy Vehicle or Bus Lane.
- Less cost than preferred option.

5.3.3 Option Disadvantages

- This option has more parking loss than the preferred option.
- This option does not take account of the feedback from submitters.

Analysis Criteria

- 5.4 Although Christchurch City Council is required to carry out this work under a designation condition, safety and impact to community and local business and were given the highest priority in deciding the preferred option.

Options Considerations

- 5.5 Considering the priority given to safety and impact to community and local businesses, the preferred option incorporates changes as a result of the consultation feedback. These changes can be summarised as:

5.5.1 General Changes

- Not installing clearways south of Berwick Street:
 - South of Berwick Street it is proposed to maintain the existing road layout. However, improvements are still proposed for pedestrian accessibility, landscaping and to the intersections at Edgware Road and Bealey Avenue.
- Warrington Street:
 - Raised median reduced in length to allow access to 2 Warrington Street.
 - Flush median reduced in length to allow retention of parking.
- Berwick Street:
 - Raised median narrowed to allow retention of parking.
- Warrington Street / Barbadoes Street Intersection:
 - Dedicated right turn lanes into Barbadoes Street have been reduced from two to one.

5.5.2 Safety Improvements

- Canon Street intersection with Barbadoes Street – road narrowing and a raised table added on either side of Barbadoes Street.
- Purchas Street intersection with Barbadoes Street – road narrowing and a raised table added on either side of Barbadoes Street.
- Canon Street intersection with Madras Street– road narrowing and a raised table added on either side of Madras Street.
- Purchase Street intersection with Madras Street– road narrowing and a raised table added on either side of Madras Street.
- Thames Street intersection with Innes Road – road narrowing and a raised table added on either side of Innes Road.

- A raised table added on Oxley Avenue at its intersection with Cranford Street.

5.5.3 Cycle Improvement

- Hook Turn Boxes added at:
 - Cranford Street / Westminster Street intersection – provided for all right turn movements.
 - Cranford Street / Edgeware Street / Sherborne Street intersection – provided for all right turn movements.
- Advanced Stop Boxes added at:
 - Cranford Street / Westminster Street intersection – north and south approach.
 - Berwick Street / Cranford Street intersection – north approach.
 - Cranford Street / Edgeware Street / Sherborne Street – north and south approach.
- Cycle crossings:
 - The proposed pedestrian crossing at English Park will be changed to include a cycle crossing, this will allow cyclists travelling from English Park, or the Papanui Parallel, to cross Cranford Street and then re-join the shared southbound lane on Cranford Street.
 - The waiting area for cyclists and pedestrians at the Cranford Street/ Berwick Street intersection will be swapped around to reduce conflict between pedestrians and cyclists.
 - Cycle crossing at Warrington Street / Forfar Street intersection realigned to allow cycle movements in both directions.

5.5.4 Neighbourhood Vehicle Access

- Dee Street has changed to left in left out from left in only.
- Purchase Street has been changed to left in on the western side of Cranford Street.
- Canon Street has been changed to left in on the western side of Cranford Street.
- Left turn from Berwick Street to Cranford Street reinstated.

5.5.5 Parking Added and Removed and Time Restricted Parking

- Following consultation, parking has been added or reinstated and in some cases removed or changed to time restricted parking compared to the preferred scheme.
- For a full rationale of these changes refer to Attachment I of this report.

6. Community Views and Preferences

- 6.1 Consultation on the projects planned to mitigate the effects of the Christchurch Northern Corridor was open for four weeks, closing on Monday 19 August 2019.
- 6.2 We delivered the consultation document to approximately 9000 properties and posted the document to 2244 absentee landowners. An email was also sent to key stakeholders and submitters who had been involved in the two previous engagements.
- 6.3 Information was available on the Have Your Say website for online submissions, we ran a Newsline article and several Facebook posts.

- 6.4 Two drop in sessions were held and approximately 20 people attended each session with good conversations, information shared as well as many questions answered by the project team.
- 6.5 The project team also met with local businesses, schools and residents on request where further discussions on site were requested or required.
- 6.6 At the close of consultation we received 253 submissions. A full analysis of these submissions refer to Attachment J.
- 6.7 The main themes that were raised from the feedback were:
 - 6.7.1 Impact on the ability for local residents to access their properties and travel through their community easily.
 - 6.7.2 Parking removal on Sherborne Street.
 - 6.7.3 Forfar Street/Warrington Street intersection changes and the associated impacts on other streets.
 - 6.7.4 Removal of the left turn from Berwick Street into Cranford Street.
 - 6.7.5 Turning restrictions.
 - 6.7.6 Cyclist safety.
 - 6.7.7 Parking loss in several areas.
 - 6.7.8 Extending the existing 30 km/h speed zone.
 - 6.7.9 Safety concerns at the Purchas Street – Madras Street intersection.
- 6.8 Staff will be using the feedback received as the basis for further engagement with directly affected residents in the streets proposed for traffic calming. This will occur early in 2020.
- 6.9 Changes as a result of consultation are captured in the Section 5.2 – Preferred Option.
- 6.10 All submitters have been provided with links to the consultation feedback and analysis, staff report, and details of the upcoming Community Board and Council meetings.
- 6.11 The Media and Communication report is detailed in attachment K.

7. Legal Implications

- 7.1 There is no legal impact for the majority of works set out in this report. Legal implications will only arise if the proposed works are inconsistent with the designation and its associated conditions.
- 7.2 Options 1 and 2 of this report incorporate the Stage 1 recommendations set out in the *Downstream Effects Management Plan Report and Recommendations* prepared by Dr Shane Turner (Dr Turner's report). The 13 June 2019 report set out a number of legal and reputational risks for Council if it failed to comply with Condition 26 of the Notice of Requirement (i.e. if it did not comply with the Stage 1 recommendations set in Dr Turner's report). As Options 1 and 2 of this report are to progress the Stage 1 works, failure to adopt either of these options would have the same implications and risks, which includes enforcement action, breach of Council's contractual obligations and failure to open and operate the road.
- 7.3 The proposals contained in the community engagement material (Attachment G) includes turning restrictions for the three intersections on Cranford Street to the north of Innes Road (McFaddens Road, Weston Road and Knowles Street). The turning restrictions proposed to the west of Cranford Street are in response to the recommendation made in stage 1 of Dr Turner's

- report. Council must undertake traffic calming in these areas because the more than 30 percent increase in traffic threshold contained in the designation conditions is triggered.
- 7.4 The turning restrictions proposed to the east of Cranford Street are included in Stage 3 of Dr Turner's report. Therefore they are in addition to the work required immediately to comply with the more than 30% increase in traffic threshold contained in the designation conditions.
 - 7.5 The risk with undertaking traffic calming such as this is that, for some people, the turning restrictions have the potential to materially and adversely alter their travel options.
 - 7.6 The latest round of consultation material distributed addressed numerous issues and included the turning restrictions. Only a small number of submissions received were in response to the turning restrictions.
 - 7.7 No amount of consultation will entirely eliminate the risk of challenge, but appropriate consultation will likely flag any sources of material risk, which Council can then focus on and analyse more deeply (if needed). This would reduce any risk and ensure that all affected parties fully understand the effects on them.
 - 7.8 The Legal Services Unit has recommended Council staff undertake more targeted and specific consultation to ensure the affected residents fully understand the impacts of these turning restrictions. Council staff have already included a proposal for this additional consultation in the recommendations in Resolution 7, page 2 of this report.

8. Risks

- 8.1 The implementation of the proposed main road upgrades, intersection upgrades, signalised crossings and proposed cycle lanes does result in some on street parking loss. Loss of parking is mostly attributed to either safety improvements or improved efficiency of the road network. However, parking loss has been kept to a minimum and staff have worked with effected parties to minimise the impact to primarily business and residents.
- 8.2 Not approving the proposed turning restrictions will likely encourage short cutting through residential streets. Council is required under the Designation Condition (2016) to implement traffic calming measures where this occurs. This will result in further community disruption through consultation and construction. Traffic calming will have to be implemented along an entire road or network of roads resulting in increased costs compared to the implementation of turning restrictions.
- 8.3 Not approving the Cranford to Rutland Reserve walking and cycling connection will force cyclists to continue down Cranford Street. Access to the Papanui Parallel can be achieved via McFaddens Road, however, this will not be an obvious continuation of the route, and give a relatively poor level of service compared with the shared path adjacent to the Christchurch Northern Corridor and the Papanui Parallel, and will not increase the community's patronage of either of these facilities.
- 8.4 There are some minor land purchases required to safely implement the proposal. However, we are able to construct a workable facility if that land purchase took longer than expected and then construct the final layout at completion of the land purchase.
- 8.5 There is a risk that enforcement of any clear-ways could be compromised due to the availability of tow trucks. An enforcement strategy will be developed, with mitigation measures prior to opening of any facilities.

9. Next Steps

- 9.1 If the project is approved, detailed design would commence immediately with construction in early 2020 to align with the opening of the Christchurch Northern Corridor. Additional mitigation measures may be required that are discovered as a result of continuing monitoring after the opening of the Christchurch Northern Corridor. Council staff will fully brief the Community Boards and Council on any further measures that may be required.

10. Options Matrix

		Issue Specific Criteria	
Criteria		Option 1 – Post Consultation (preferred option).	Option 2 – Consultation Option
Financial Implications	Cost to Implement	<ul style="list-style-type: none"> Preliminary estimate = approximately \$23.1 million 	<ul style="list-style-type: none"> Preliminary estimate = approximately \$22 million
		<ul style="list-style-type: none"> Note - The difference between Option 1 and Option 2 is primarily due to the provision of additional minor intersection upgrades. 	
	Maintenance/Ongoing	<ul style="list-style-type: none"> Increased Opex costs of \$116,000 per year. This is due to increased landscaped areas, new signalised intersections and increased green surfacing. The proposed peak hour clearway lane option will increase operational costs. This is estimated to be \$9,000. It is envisaged that some costs may be recovered through the enforcement measures. All additional costs would need to be planned for in future Long Term Plans. 	<ul style="list-style-type: none"> Increased Opex costs of \$116,000 per year. This is due to increased landscaped areas, new signalised intersections and increased green surfacing. The proposed peak hour clearway lane option will increase operational costs. This is estimated to be \$12,000. It is envisaged that some costs may be recovered through the enforcement measures. All additional costs would need to be planned for in future Long Term Plans.
	Funding Source	<p>The preferred option does meet current New Zealand Transport Agency funding criteria and is likely to receive New Zealand Transport Agency subsidy.</p> <p>The current funding available under the 2018-28 Long Term Plan is sufficient to implement the preferred option:</p> <ul style="list-style-type: none"> ID#17088 RONS Downstream Intersection Improvements : Cranford Street Downstream ID#41976 Route Improvement: Barbadoes St & Madras St (Bealey to Warrington) 	<p>This option does meet current New Zealand Transport Agency funding criteria and is likely to receive New Zealand Transport Agency subsidy.</p> <p>The current funding available under the 2018-28 Long Term Plan is sufficient to implement this option:</p> <ul style="list-style-type: none"> ID#17088 RONS Downstream Intersection Improvements : Cranford Street Downstream

		<ul style="list-style-type: none"> ID#17214 Local Cycleway: Northern arterial link Cranford to Rutland Reserve ID#163 Carriageway Smoothing AC>40mm Total available budget - \$25,345,747 	<ul style="list-style-type: none"> ID#41976 Route Improvement: Barbadoes St & Madras St (Bealey to Warrington) ID#17214 Local Cycleway: Northern arterial link Cranford to Rutland Reserve ID#163 Carriageway Smoothing AC>40mm Total available budget - \$25,345,747
	Impact on Rates	Nil – consistent with 2018-28 long Term Plan and 2019/20 Annual Plan	Nil – consistent with 2018-28 long Term Plan and 2019/20 Annual Plan
Criteria 1 - Climate Change Impacts		<ul style="list-style-type: none"> This option will be consistent with and can support the Northern Corridor Travel Demand Management measures. The aim of this is to encourage mode shift by supporting alternatives to single occupancy vehicle trips. This option supports journey time reliability for: <ol style="list-style-type: none"> Public Transport Corridor (Main North Road/ Papanui Road) Major Cycle Route (Papanui Parallel). Delivery of additional cycle infrastructure and cycle improvements and a secondary cycle route on the eastern side of Cranford Street and connect this route to the existing Papanui Parallel using east-west secondary cycle routes. The traffic analysis confirmed that this option will not induce any additional traffic on the network. 	<ul style="list-style-type: none"> This option will be consistent with and can support the Northern Corridor Travel Demand Management measures. The aim of this is to encourage mode shift by supporting alternatives to single occupancy vehicle trips. This option supports journey time reliability for: <ol style="list-style-type: none"> Public Transport Corridor (Main North Road/ Papanui Road) Major Cycle Route (Papanui Parallel). Delivery of additional cycle infrastructure and cycle improvements and a secondary cycle route on the eastern side of Cranford Street and connect this route to the existing Papanui Parallel using east-west secondary cycle routes. The traffic analysis confirmed that this option will not induce any additional traffic on the network.
Criteria 2 – Maintains connectivity to local business and parks		<ul style="list-style-type: none"> This option maintains and improves connectivity to local business and parks by increasing pedestrian access and minimising parking loss. 	<ul style="list-style-type: none"> This option maintains and improves connectivity to local parks by increasing pedestrian access.

		<ul style="list-style-type: none"> This option has more parking loss than the preferred option.
Criteria 3 - Transport Congestion	<ul style="list-style-type: none"> This option proposes interventions to reduce traffic re-routing through the local residential areas and other key Public Transport and Major Cycle Route corridors. Overall it improves network capacity for all modes. 	<ul style="list-style-type: none"> This option proposes interventions to reduce traffic re-routing through the local residential areas and other key Public Transport and Major Cycle Route corridors. Overall it improves network capacity for all modes.
Criteria 4 - Impact on partnership relationship	<ul style="list-style-type: none"> Is consistent with work being undertaken on the Christchurch Northern Corridor and Northern Corridor Travel Demand Management Measures. 	<ul style="list-style-type: none"> Is consistent with work being undertaken on the Christchurch Northern Corridor and Northern Corridor Travel Demand Management Measures.
Criteria 5 - Timing	<ul style="list-style-type: none"> Delay in approving this option will create significant pressure to deliver the recommendations as proposed within the Plan. 	<ul style="list-style-type: none"> Delay in approving this option will create significant pressure to deliver the recommendations as proposed within the Plan.

Attachments

No.	Title	Page
A	CNC Downstream Projects For Approval Drawings	
B	Traffic Resolutions	
C	Draft feasibility assessment report - continuing the southbound High Occupancy Vehicle lane on Cranford Street	
D	Report - North and Southbound Peak Time Public Transport lanes on Cranford Street and Sherborne Street	
E	Draft scoping paper - Pricing strategies to manage future traffic demands	
F	Local Cycleway Northern arterial link Cranford to Rutland Reserve	
G	Consultation booklet	
H	Additional Consultation Drawings	
I	Parking rationales for added, removed and time restricted - Preferred Option	
J	Consultation Report	
K	Media and Communication report	

Confirmation of Statutory Compliance

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

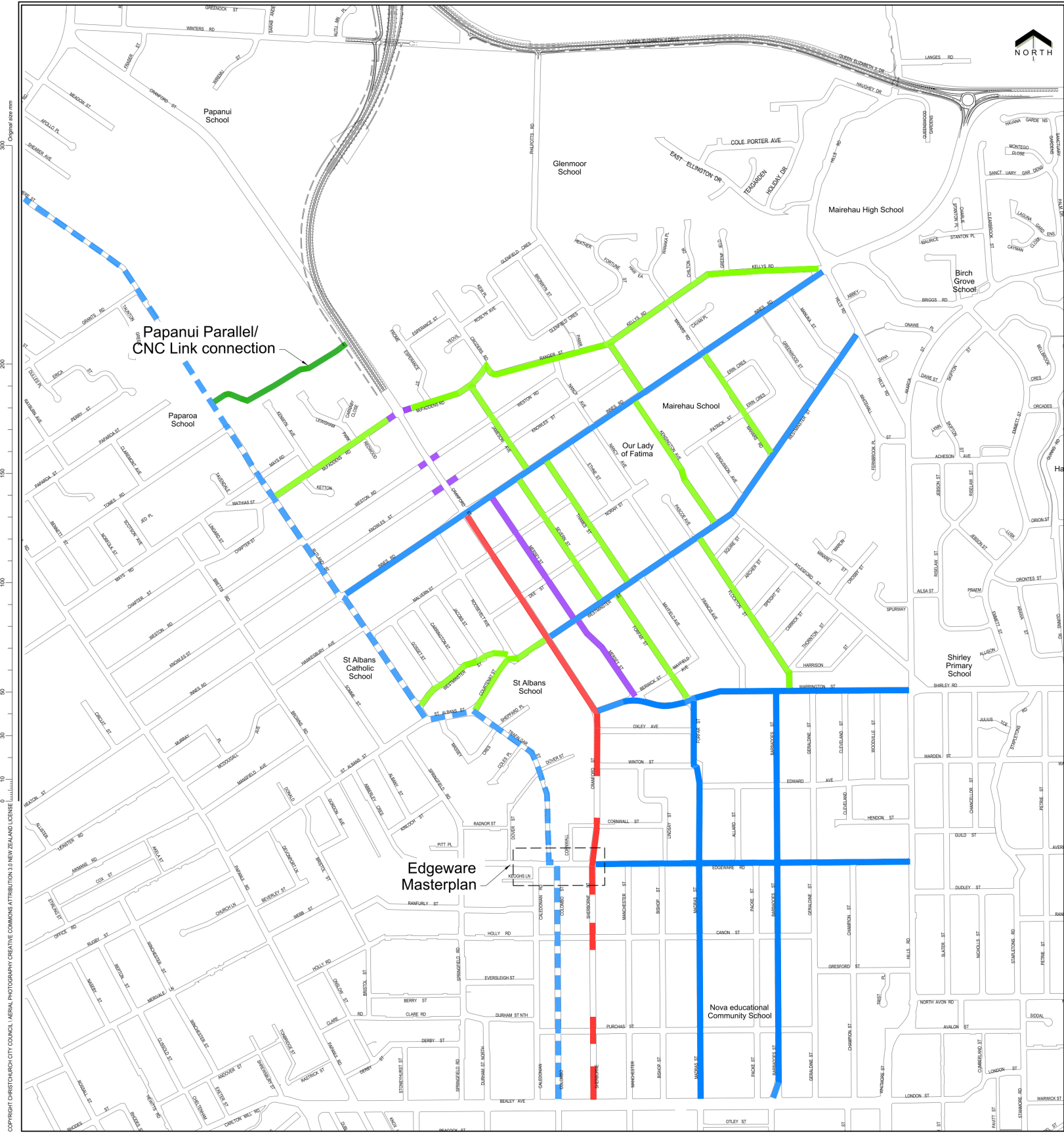
(a) This report contains:

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

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

Signatories

Authors	<p>Andy Richards - Project Manager</p> <p>Luke Thomas - Project Manager</p> <p>Ann Campbell - Senior Engagement Advisor</p> <p>Dave King - Project Manager</p> <p>Polly Leeming - Corporate Counsel</p> <p>Lynette Ellis - Manager Planning and Delivery Transport</p>
Approved By	<p>Richard Osborne - Head of Transport</p> <p>Peter Langbein - Finance Business Partner</p> <p>David Adamson - General Manager City Services</p>



K E Y	
—	Papanui Parallel MCR
—	Cranford Sherborne Upgrade
—	Future Green Way
—	Cycle Lanes
—	Future Traffic Calmed

A	For Council Approval	09/2019
ISSUE	AMENDMENTS	SIGNED DATE

DOCUMENT NUMBER 16/17-	ORIGINAL SHEET SIZE A1	SCALES 1:600
CAD DRAWING FILE REF. RD3716		
TSD PROJECT FILE NUMBER CP503353-06	SHEET 01	OF 11

Christchurch
City Council

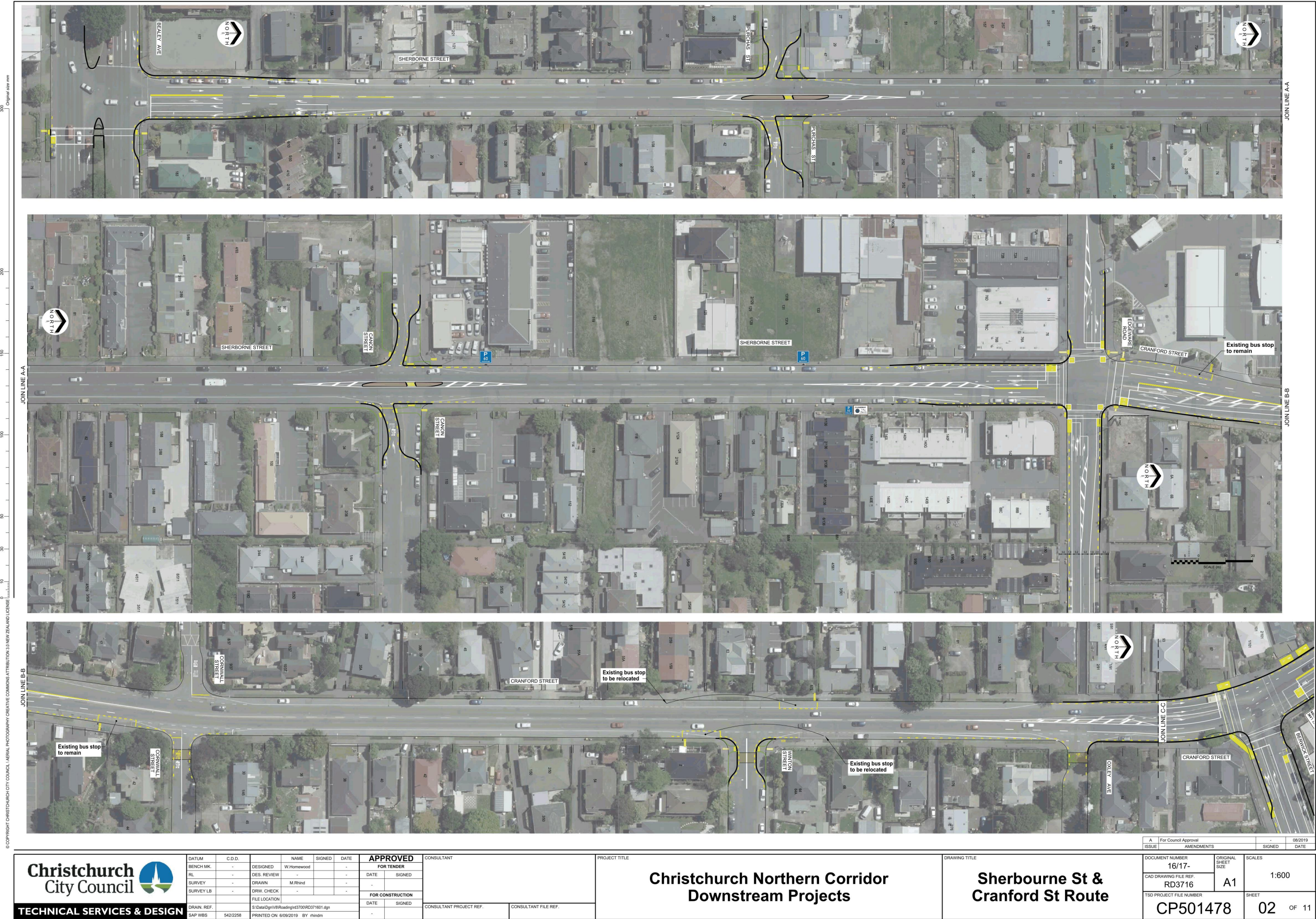
TECHNICAL SERVICES & DESIGN

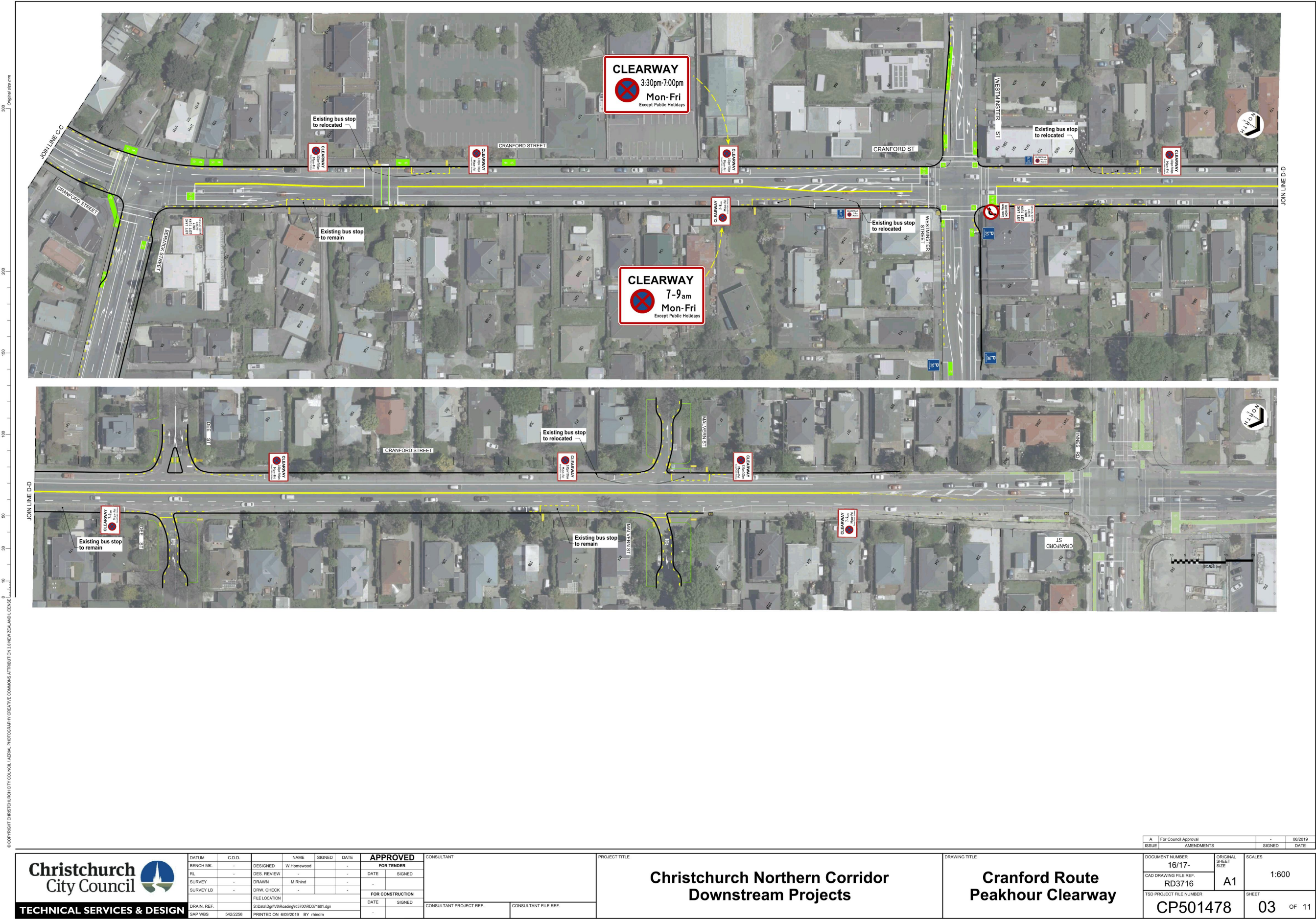
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SURVEY	-	DRAWN	M.Rhind	-	-
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CONSULTANT PROJECT REF.	CONSULTANT FILE REF.

**Christchurch Northern Corridor
Downstream Projects**

Overview Plan







Sherborne St and Bealey Ave

Sherborne St and Edgeware Rd

<div><div>Christchurch City Council</div><div></div></div> <div>TECHNICAL SERVICES & DESIGN</div>	DATUM	C.D.D.	DESIGNED	NAME	SIGNED	DATE	APPROVED		CONSULTANT	PROJECT TITLE	Christchurch Northern Corridor Downstream Projects	DRAWING TITLE	Intersection Upgrades Bealey Ave & Sherbourne St & Edgeware Rd	DOCUMENT NUMBER	ORIGINAL SHEET SIZE	SCALES	SHEET		
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	RL	-	DES. REVIEW	-	-	-	DATE	SIGNED											
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<div><div>Christchurch City Council</div><div></div><div>TECHNICAL SERVICES & DESIGN</div></div>	DATUM	C.D.D.		NAME	SIGNED	DATE	APPROVED		CONSULTANT	PROJECT TITLE	Christchurch Northern Corridor Downstream Projects	DRAWING TITLE	Westminister St Cycle Lanes	DOCUMENT NUMBER		ORIGINAL SHEET SIZE	SCALES
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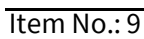
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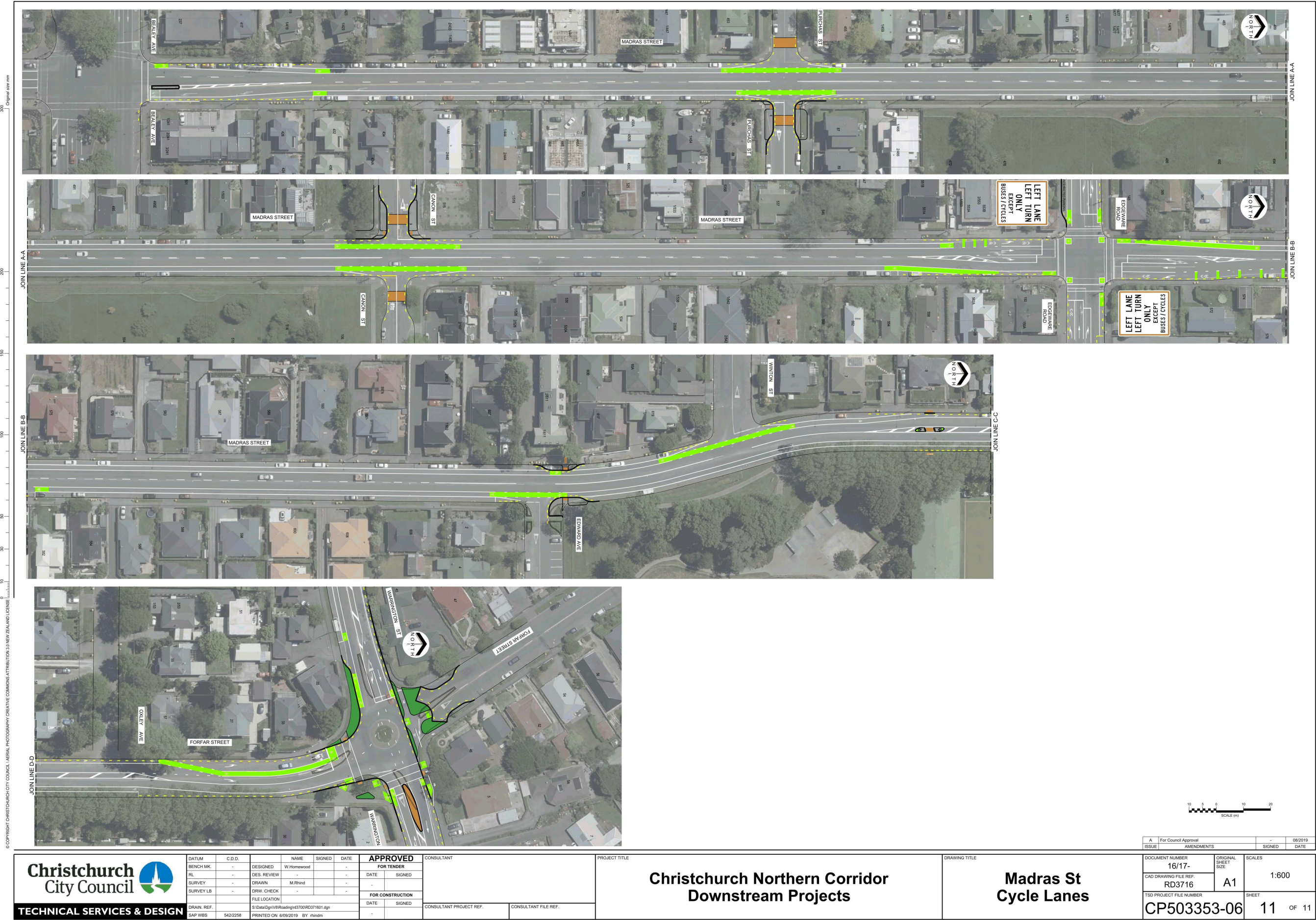


Item No.: 9



<div><div>Christchurch City Council</div><div></div></div> <div>TECHNICAL SERVICES & DESIGN</div>	DATE		C.D.D.		NAME		SIGNED		DATE		APPROVED		CONSULTANT		PROJECT TITLE		DRAWING TITLE		DOCUMENT NUMBER		ORIGINAL SHEET SIZE		SCALES			
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Attachment A - Resolutions

Staff Recommendations

For the purposes of the following resolutions: (1) An intersection of roadways is defined by the position of kerbs on each intersecting roadway ; and (2) The resolution is to take effect from the commencement of physical road works associated with the project as detailed in this report; and (3) If the resolution states "Note 1 applies", any distance specified in the resolution relates the kerb line location referenced as exists on the road immediately prior to the Community Board meeting of 9th September 2019; and (4) If the resolution states "Note 2 applies", any distance specified in the resolution relates to the approved kerb line location on the road resulting from the Council resolutions on the NAE and CSU, at the Council meeting of 12th July 2018.

That the Linwood – Central – Heathcote Community Board and the Papanui – Innes

1. *Existing Barbadoes Street Corridor - Bealey Avenue to Warrington Street - Traffic Controls*
 - a. Approve that all traffic controls on Barbadoes Street from its intersection with Bealey Avenue to its intersection with Warrington Street be revoked. Note 2 applies.
2. *New Barbadoes Street Corridor - Bealey Avenue to Edgeware Road - Traffic Controls*
 - a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes on Barbadoes Street from its intersection with Bealey Avenue to its intersection with Edgeware Road, as detailed in Attachment B.
 - b. Approve that under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, a special vehicle lane for the use of north bound bicycles only, be established on the west side of Barbadoes Street along the existing kerb commencing at a point 11 metres north of its intersection with Bealey Avenue and extending in a north east then north direction for a distance of 788 metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the traffic parking bylaw 2008.
 - c. Approve that under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, a special vehicle lane for the use of south bound bicycles only, be established on the east side of Barbadoes Street along the existing kerb commencing at a point six metres south of its intersection with Edgeware Road and extending in a south then south west direction for a distance of 795 metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the traffic parking bylaw 2008.

- d. Approve that a pedestrian crossing be duly established and marked in accordance section 8.2 of the Land Transport Rule - Traffic Control Devices: 2004 on Barbadoes Street located on the east side and at a point 11 metres north of its intersection with Bealey Avenue, as detailed on Attachment B.
- 3. *Existing Purchas Street / Barbadoes Street Intersection - Traffic Controls*
 - a. Approve that all traffic controls at the intersection of Purchas Street and Barbadoes Street be revoked.
- 4. *New Purchas Street / Barbadoes Street Intersection - Traffic Controls*
 - a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Purchas Street and Barbadoes Street, as detailed in Attachment B.
 - b. Approve that a Stop control be placed against Purchas Street at its intersection with the east side of Barbadoes Street, as detailed in Attachment B.
 - c. Approve that a Stop control be placed against Purchas Street at its intersection with the west side of Barbadoes Street, as detailed in Attachment B.
- 5. *Existing Canon Street / Barbadoes Street Intersection - Traffic Controls*
 - a. Approve that all traffic controls at the intersection of Canon Street and Barbadoes Street be revoked.
- 6. *New Canon Street / Barbadoes Street Intersection - Traffic Controls*
 - a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Canon Street and Barbadoes Street, as detailed in Attachment B.
 - b. Approve that a Stop control be placed against Canon Street at its intersection with the east side of Barbadoes Street, as detailed in Attachment B.
 - c. Approve that a Stop control be placed against Canon Street at its intersection with the west side of Barbadoes Street, as detailed in Attachment B.
- 7. *New Edgeware Road / Barbadoes Street Intersection - Traffic Controls*
 - a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Edgeware Road and Barbadoes Street, as detailed in Attachment B.
 - b. Approve that the intersection of Edgeware Road and Barbadoes Street be controlled with traffic signals in accordance with Section 6 of the Land Transport Act - Traffic Control Devices Rule: 2004 as detailed in Attachment B.

8. *New Barbadoes Street Corridor - Edgeware Road to Warrington Street - Traffic Controls*
 - a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes on Barbadoes Street from its intersection with Edgeware Road to its intersection with Warrington Street, as detailed in Attachment B.
 - b. Approve that under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, a special vehicle lane for the use of north bound bicycles only, be established on the west side of Barbadoes Street along the existing kerb commencing at a point eight metres north of its intersection with Edgeware Road and extending in a north direction for a distance of 556 metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the traffic parking bylaw 2008.
 - c. Approve that under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, a special vehicle lane for the use of south bound bicycles only, be established on the east side of Barbadoes Street along the existing kerb commencing at a point 10 metres south of its intersection with Warrington Street and extending in a south direction for a distance of 556 metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the traffic parking bylaw 2008.
9. *New Edwards Ave / Barbadoes Street Intersection - Traffic Controls*
 - a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Edwards Ave and Barbadoes Street, as detailed in Attachment B.
 - b. Approve that a Stop control be placed against Edwards Ave at its intersection with the east side of Barbadoes Street, as detailed in Attachment B.
 - c. Approve that a Stop control be placed against Edwards Ave at its intersection with the west side of Barbadoes Street, as detailed in Attachment B.
10. *New Warrington Street / Barbadoes Street Intersection - Traffic Controls*
 - a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Warrington Street and Barbadoes Street, as detailed in Attachment B.
 - b. Approve that the intersection of Warrington Street and Barbadoes Street be controlled with traffic signals in accordance with Section 6 of the Land Transport Act - Traffic Control Devices Rule: 2004 as detailed in Attachment B.
11. *Existing Barbadoes Street Corridor - Bealey Avenue to Warrington Street - Stopping and Parking*

- a. Approve that all parking and stopping restrictions on both sides of Barbadoes Street from its intersection with Bealey Avenue to its intersection with Warrington Street be revoked.
12. *New Barbadoes Street Corridor - Bealey Avenue to Warrington Street - Stopping and Parking*
- a. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Barbadoes Street commencing at a distance 11 metres north of its intersection with Bealey Avenue, and extending in a north direction for a distance of 14 metres. The restriction is to apply at all times. Note 1 applies.
- b. Approves that under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a bus stop be installed on the west side of Barbadoes Street commencing at a distance 25 metres north of its intersection with Bealey Avenue, and extending in a north direction for a distance of 14 metres.
- c. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Barbadoes Street commencing at a distance 39 metres north of its intersection with Bealey Avenue, and extending in a north direction for a distance of seven metres. The restriction is to apply at all times. Note 1 applies.
- d. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Barbadoes Street commencing at its intersection with Purchas Street, and extending in a south direction for a distance of 23 metres. The restriction is to apply at all times. Note 1 applies.
- e. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Barbadoes Street commencing at its intersection with Purchas Street, and extending in a north direction for a distance of 11 metres. The restriction is to apply at all times. Note 2 applies.
- f. Approves that under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a bus stop be installed on the west side of Barbadoes Street commencing at a distance 11 metres north of its intersection with Purchas Street, and extending in a north direction for a distance of 14 metres.
- g. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Barbadoes Street commencing at a distance 25 metres north of its intersection with Purchas Street, and extending in a north direction for a distance of five metres. The restriction is to apply at all times. Note 1 applies.

- h. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Barbadoes Street commencing at its intersection with Canon Street, and extending in a south direction for a distance of 16 metres. The restriction is to apply at all times. Note 2 applies.
- i. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Barbadoes Street commencing at its intersection with Canon Street, and extending in a north direction for a distance of 32 metres. The restriction is to apply at all times. Note 1 applies.
- j. Approves that under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a bus stop be installed on the west side of Barbadoes Street commencing at a distance 32 metres north of its intersection with Canon Street, and extending in a north direction for a distance of 14 metres.
- k. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Barbadoes Street commencing at a distance 46 metres north of its intersection with Canon Street, and extending in a north direction for a distance of six metres. The restriction is to apply at all times. Note 1 applies.
- l. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Barbadoes Street commencing at a distance 41 metres south of its intersection with Edgeware Road, and extending in a north direction for a distance of seven metres. The restriction is to apply at all times. Note 2 applies.
- m. Approves that under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of vehicles be restricted to a maximum period of 60 minutes on the west side of Barbadoes Street commencing at a distance 14 metres south of its intersection with Edgeware Road, and extending in a north direction for a distance of 20 metres. The restriction is to apply Monday to Sunday between the hours of 8am to 6pm. Note 2 applies.
- n. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Barbadoes Street commencing at a distance five metres south of its intersection with Edgeware Road, and extending in a south direction for a distance of nine metres. The restriction is to apply at all times. Note 2 applies.
- o. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Barbadoes Street commencing at a distance four metres north of its intersection with Edgeware Road, and extending in a north direction for a distance of 2 metres. The restriction is to apply at all times. Note 2 applies.

- p. Approves that under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of vehicles be restricted to a maximum period of 60 on the west side of Barbadoes Street commencing at a distance six metres north of its intersection with Edgeware Road, and extending in a north direction for a distance of 23 metres. The restriction is to apply Monday to Sunday between the hours of 8am to 6pm. Note 2 applies.
- q. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Barbadoes Street commencing at a distance 29 metres north of its intersection with Edgeware Road, and extending in a north direction for a distance of nine metres. The restriction is to apply at all times. Note 2 applies.
- r. Approves that under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a bus stop be installed on the west side of Barbadoes Street commencing at a distance 38 metres north of its intersection with Edgeware Road, and extending in a north direction for a distance of 14 metres.
- s. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Barbadoes Street commencing at a distance 52 metres north of its intersection with Edgeware Road, and extending in a north direction for a distance of five metres. The restriction is to apply at all times. Note 1 applies.
- t. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Barbadoes Street commencing at a distance 59 metres south of its intersection with Edward Avenue, and extending in a north direction for a distance of 12 metres. The restriction is to apply at all times. Note 1 applies.
- u. Approves that under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a bus stop be installed on the west side of Barbadoes Street commencing at a distance 33 metres south of its intersection with Edward Avenue, and extending in a south direction for a distance of 14 metres.
- v. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Barbadoes Street commencing at a distance 28 metres south of its intersection with Edward Avenue, and extending in a south direction for a distance of five metres. The restriction is to apply at all times. Note 1 applies.
- w. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Barbadoes Street commencing at its intersection with Edward Avenue, and extending in a south direction for a distance of 15 metres. The restriction is to apply at all times. Note 1 applies.

- x. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Barbadoes Street commencing at its intersection with Edward Avenue, and extending in a north direction for a distance of 23 metres. The restriction is to apply at all times. Note 2 applies.
- y. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Barbadoes Street commencing at a distance 109 metres north of its intersection with Edward Avenue, and extending in a north direction for a distance of 51 metres. The restriction is to apply at all times. Note 1 applies.
- z. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Barbadoes Street commencing at a distance 103 metres south of its intersection with Warrington Street, and extending in a north direction for a distance of 12 metres. The restriction is to apply at all times. Note 2 applies.
- aa. Approves that under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a bus stop be installed on the west side of Barbadoes Street commencing at a distance 91 metres south of its intersection with Warrington Street, and extending in a north direction for a distance of 14 metres.
- ab. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Barbadoes Street commencing at a distance eight metres south of its intersection with Warrington Street, and extending in a south direction for a distance of 68 metres. The restriction is to apply at all times. Note 2 applies.
- ac. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Barbadoes Street commencing at its intersection with Warrington Street, and extending in a south direction for a distance of six metres. The restriction is to apply at all times. Note 2 applies.
- ad. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the east side of Barbadoes Street commencing at its intersection with Bealey Avenue, and extending in a north direction for a distance of 21 metres. The restriction is to apply at all times. Note 1 applies.
- ae. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the east side of Barbadoes Street commencing at a distance 62 metres north of its intersection with Bealey Avenue, and extending in a north direction for a distance of five metres. The restriction is to apply at all times. Note 1 applies.

- af. Approves that under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a bus stop be installed on the east side of Barbadoes Street commencing at a distance 67 metres north of its intersection with Bealey Avenue, and extending in a north direction for a distance of 14 metres.
- ag. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the east side of Barbadoes Street commencing at a distance 31 metres south of its intersection with Purchas Street, and extending in a north direction for a distance of five metres. The restriction is to apply at all times. Note 1 applies.
- ah. Approves that under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a bus stop be installed on the east side of Barbadoes Street commencing at a distance 26 metres south of its intersection with Purchas Street, and extending in a north direction for a distance of 14 metres.
- ai. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the east side of Barbadoes Street commencing at its intersection with Purchas Street, and extending in a south direction for a distance of 12 metres. The restriction is to apply at all times. Note 2 applies.
- aj. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the east side of Barbadoes Street commencing at its intersection with Purchas Street, and extending in a north direction for a distance of 20 metres. The restriction is to apply at all times. Note 2 applies.
- ak. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the east side of Barbadoes Street commencing at a distance 24 metres south of its intersection with Canon Street, and extending in a north direction for a distance of seven metres. The restriction is to apply at all times. Note 1 applies.
- al. Approves that under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a bus stop be installed on the east side of Barbadoes Street commencing at a distance four metres south of its intersection with Canon Street, and extending in a south direction for a distance of 14 metres.
- am. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the east side of Barbadoes Street commencing at its intersection with Canon Street, and extending in a south direction for a distance of four metres. The restriction is to apply at all times. Note 1 applies.
- an. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the east side of Barbadoes Street commencing at its intersection with Canon Street, and extending in a north direction for a distance of 11 metres. The restriction is to apply at all times. Note 1 applies.

- ao. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the east side of Barbadoes Street commencing at a distance six metres south of its intersection with Edgeware Road, and extending in a south direction for a distance of 49 metres. The restriction is to apply at all times. Note 2 applies.
- ap. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the east side of Barbadoes Street commencing at its intersection with Edgeware Road, and extending in a south direction for a distance of two metres. The restriction is to apply at all times. Note 2 applies.
- aq. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the east side of Barbadoes Street commencing at its intersection with Edgeware Road, and extending in a north direction for a distance of two metres. The restriction is to apply at all times. Note 2 applies.
- ar. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the east side of Barbadoes Street commencing at a distance five metres north of its intersection with Edgeware Road, and extending in a north direction for a distance of 41 metres. The restriction is to apply at all times. Note 2 applies.
- as. Approves that under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a bus stop be installed on the east side of Barbadoes Street commencing at a distance 46 metres north of its intersection with Edgeware Road, and extending in a north direction for a distance of 14 metres.
- at. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the east side of Barbadoes Street commencing at a distance 60 metres north of its intersection with Edgeware Road, and extending in a north direction for a distance of 10 metres. The restriction is to apply at all times. Note 1 applies.
- au. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the east side of Barbadoes Street commencing at a distance 40 metres south of its intersection with Edward Avenue, and extending in a north direction for a distance of five metres. The restriction is to apply at all times. Note 1 applies.
- av. Approves that under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a bus stop be installed on the east side of Barbadoes Street commencing at a distance 21 metres south of its intersection with Edward Avenue, and extending in a south direction for a distance of 14 metres.

- aw. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the east side of Barbadoes Street commencing at its intersection with Edward Avenue, and extending in a south direction for a distance of 21 metres. The restriction is to apply at all times. Note 1 applies.
- ax. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the east side of Barbadoes Street commencing at its intersection with Edward Avenue, and extending in a north direction for a distance of 20 metres. The restriction is to apply at all times. Note 2 applies.
- ay. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the east side of Barbadoes Street commencing at a distance 130 metres north of its intersection with Edward Avenue, and extending in a north direction for a distance of 22 metres. The restriction is to apply at all times. Note 1 applies.
- az. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the east side of Barbadoes Street commencing at a distance 100 metres south of its intersection with Warrington Street, and extending in a north direction for a distance of 19 metres. The restriction is to apply at all times. Note 2 applies.
- ba. Approves that under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a bus stop be installed on the east side of Barbadoes Street commencing at a distance 81 metres south of its intersection with Warrington Street, and extending in a north direction for a distance of 14 metres.
- bb. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the east side of Barbadoes Street commencing at a distance 43 metres south of its intersection with Warrington Street, and extending in a south direction for a distance of 24 metres. The restriction is to apply at all times. Note 2 applies.
- bc. Approves that under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of vehicles be restricted to a maximum period of 60 minutes on the east side of Barbadoes Street commencing at a distance 14 metres south of its intersection with Warrington Street, and extending in a south direction for a distance of 29 metres. The restriction is to apply Monday to Sunday between the hours of 8am to 6pm. Note 2 applies.
- bd. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the east side of Barbadoes Street commencing at a distance eight metres south of its intersection with Warrington Street, and extending in a south direction for a distance of six metres. The restriction is to apply at all times. Note 2 applies.

- be. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the east side of Barbadoes Street commencing at its intersection with Warrington Street, and extending in a south direction for a distance of five metres. The restriction is to apply at all times. Note 2 applies.
- 13. *Existing Madras Street Corridor - Bealey Avenue to Winton Street - Traffic Controls*
 - a. Approve that all traffic controls on Madras Street from its intersection with Bealey Avenue to its intersection with Winton Street be revoked. Note 2 applies.
- 14. *New Madras Street Corridor - Bealey Avenue to Winton Street - Traffic Controls*
 - a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes on Madras Street from its intersection with Bealey Avenue to its intersection with Winton Street, as detailed in Attachment B.
 - b. Approve that under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, a special vehicle lane for the use of north bound bicycles only, be established on the west side of Madras Street along the existing kerb, commencing at its intersection with Bealey Avenue and extending in a north direction to its intersection with Edgeware Road. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the traffic parking bylaw 2008.
 - c. Approve that under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, a special vehicle lane for the use of north bound bicycles only, be established on the west side of Madras Street along the existing kerb, commencing at its intersection with Edgeware Road and extending in a north direction to its intersection with Winton Street. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the traffic parking bylaw 2008.
 - d. Approve that under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, a special vehicle lane for the use of south bound bicycles only, be established on the east side of Madras Street along the existing kerb, commencing at its intersection with Winton Street and extending in a south direction to its intersection with Edgeware Road. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the traffic parking bylaw 2008.
 - e. Approve that under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, a special vehicle lane for the use of south bound bicycles only, be established on the east side of Madras Street along the existing kerb, commencing at its intersection with Edgeware Road and extending in a south direction to its intersection with Bealey Avenue. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the traffic parking bylaw 2008.

15. *Existing Madras Street / Purchas Street Intersection - Traffic Controls*
 - a. Approve that all traffic controls at the intersection of Madras Street and Purchas Street be revoked.
16. *New Madras Street / Purchas Street Intersection - Traffic Controls*
 - a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Madras Street and Purchas Street, as detailed in Attachment B.
 - b. Approve that a Stop control be placed against Purchas Street at its intersection with the west side of Madras Street, as detailed in Attachment B.
 - c. Approve that a Stop control be placed against Purchas Street at its intersection with the east side of Madras Street, as detailed in Attachment B.
17. *Existing Madras Street / Canon Street Intersection - Traffic Controls*
 - a. Approve that all traffic controls at the intersection of Madras Street and Canon Street be revoked.
18. *New Madras Street / Canon Street Intersection - Traffic Controls*
 - a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Madras Street and Canon Street, as detailed in Attachment B.
 - b. Approve that a Stop control be placed against Canon Street at its intersection with the west side of Madras Street, as detailed in Attachment B.
 - c. Approve that a Stop control be placed against Canon Street at its intersection with the east side of Madras Street, as detailed in Attachment B.
19. *Existing Madras Street / Edgeware Road Intersection - Traffic Controls*
 - a. Approve that all traffic controls at the intersection of Madras Street and Edgeware Road be revoked.
20. *New Madras Street / Edgeware Road Intersection - Traffic Controls*
 - a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Madras Street and Edgeware Road, as detailed in Attachment B.
 - b. Approve that the intersection of Madras Street and Edgeware Road be controlled with traffic signals in accordance with Section 6 of the Land Transport Act - Traffic Control Devices Rule: 2004 as detailed in Attachment B.
21. *Existing Madras Street / Edward Avenue Intersection - Traffic Controls*

- a. Approve that all traffic controls at the intersection of Madras Street and Edward Avenue be revoked.
22. *New Madras Street / Edward Avenue Intersection - Traffic Controls*
- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Madras Street and Edward Avenue, as detailed in Attachment B.
 - b. Approve that a Give Way control be placed against Edward Avenue at its intersection with the east side of Madras Street, as detailed in Attachment B.
23. *Existing Madras Street / Winton Street Intersection - Traffic Controls*
- a. Approve that all traffic controls at the intersection of Madras Street and Winton Street be revoked.
24. *New Madras Street / Winton Street Intersection - Traffic Controls*
- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Madras Street and Winton Street, as detailed in Attachment B.
 - b. Approve that a Give Way control be placed against Winton Street at its intersection with the west side of Madras Street, as detailed in Attachment B.
25. *Existing Madras Street Corridor - Bealey Avenue to Winton Street - Stopping and Parking*
- a. Approve that all parking and stopping restrictions on both sides of Madras Street from its intersection with Bealey Avenue to its intersection with Winton Street be revoked.
26. *New Madras Street Corridor - Bealey Avenue to Winton Street - Stopping and Parking*
- a. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Madras Street commencing at a distance three metres north of its intersection with Bealey Avenue, and extending in a north direction for a distance of 62 metres. The restriction is to apply at all times. Note 1 applies.
 - b. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Madras Street commencing at its intersection with Purchas Street, and extending in a south direction for a distance of 18 metres. The restriction is to apply at all times. Note 1 applies.

- c. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Madras Street commencing at its intersection with Purchas Street, and extending in a north direction for a distance of 19 metres. The restriction is to apply at all times. Note 1 applies.
- d. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Madras Street commencing at its intersection with Canon Street, and extending in a south direction for a distance of 22 metres. The restriction is to apply at all times. Note 2 applies.
- e. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Madras Street commencing at its intersection with Canon Street, and extending in a north direction for a distance of 17 metres. The restriction is to apply at all times. Note 2 applies.
- f. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Madras Street commencing at a distance four metres south of its intersection with Edgeware Road, and extending in a south direction for a distance of 50 metres. The restriction is to apply at all times. Note 1 applies.
- g. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Madras Street commencing at a distance four metres north of its intersection with Edgeware Road, and extending in a north direction for a distance of 52 metres. The restriction is to apply at all times. Note 1 applies.
- h. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Madras Street commencing at a distance 48 metres south of its intersection with Winton Street, and extending in a south direction for a distance of 17 metres. The restriction is to apply at all times. Note 2 applies.
- i. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Madras Street commencing at its intersection with Winton Street, and extending in a south direction for a distance of 19 metres. The restriction is to apply at all times. Note 1 applies.
- j. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the east side of Madras Street commencing at its intersection with Bealey Avenue, and extending in a north direction for a distance of 65 metres. The restriction is to apply at all times. Note 1 applies.

- k. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the east side of Madras Street commencing at its intersection with Purchas Street, and extending in a south direction for a distance of 17 metres. The restriction is to apply at all times. Note 2 applies.
 - l. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the east side of Madras Street commencing at its intersection with Purchas Street, and extending in a north direction for a distance of 26 metres. The restriction is to apply at all times. Note 2 applies.
 - m. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the east side of Madras Street commencing at its intersection with Canon Street, and extending in a south direction for a distance of 16 metres. The restriction is to apply at all times. Note 1 applies.
 - n. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the east side of Madras Street commencing at its intersection with Canon Street, and extending in a north direction for a distance of 27 metres. The restriction is to apply at all times. Note 1 applies.
 - o. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the east side of Madras Street commencing at a distance three metres south of its intersection with Edgeware Road, and extending in a south direction for a distance of 59 metres. The restriction is to apply at all times. Note 1 applies.
 - p. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the east side of Madras Street commencing at a distance 4 metres north of its intersection with Edgeware Road, and extending in a north direction for a distance of 66 metres. The restriction is to apply at all times. Note 1 applies.
 - q. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the east side of Madras Street commencing at its intersection with Edward Avenue, and extending in a south direction for a distance of 11 metres. The restriction is to apply at all times. Note 1 applies.
 - r. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the east side of Madras Street commencing at its intersection with Edward Avenue, and extending in a north direction for a distance of 17 metres. The restriction is to apply at all times. Note 2 applies.
27. *Existing Forfar Street Corridor - Winton Street to Westminster Street - Traffic Controls*

- a. Approve that all traffic controls on Forfar Street from its intersection with Winton Street to its intersection with Westminster Street be revoked. Note 2 applies.
28. *New Forfar Street Corridor - Winton Street to Westminster Street - Traffic Controls*
- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes on Forfar Street from its intersection with Winton Street to its intersection with Westminster Street, as detailed in Attachment B.
 - b. Approve that under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, a special vehicle lane for the use of north bound bicycles only, be established on the west side of Forfar Street along the existing kerb, commencing at its intersection with Winton Street and extending in a north direction to its intersection with Warrington Street. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the traffic parking bylaw 2008.
 - c. Approve that under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, a special vehicle lane for the use of south bound bicycles only, be established on the east side of Forfar Street along the existing kerb, commencing at its intersection with Warrington Street and extending in a south direction to its intersection with Winton Street. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the traffic parking bylaw 2008.
29. *Existing Forfar Street / Oxley Avenue Intersection - Traffic Controls*
- a. Approve that all traffic controls at the intersection of Forfar Street and Oxley Avenue be revoked.
30. *New Forfar Street / Oxley Avenue Intersection - Traffic Controls*
- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Forfar Street and Oxley Avenue, as detailed in Attachment B.
 - b. Approve that a Give Way control be placed against Oxley Avenue at its intersection with the west side of Forfar Street, as detailed in Attachment B.
31. *Existing Forfar Street / Warrington Street Intersection - Traffic Controls*
- a. Approve that all traffic controls at the intersection of Forfar Street and Warrington Street be revoked.
32. *New Forfar Street / Warrington Street Intersection - Traffic Controls*

- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Forfar Street and Warrington Street, as detailed in Attachment B.
 - b. Approve that the intersection of Forfar Street and Warrington Street be controlled with traffic signals in accordance with Section 6 of the Land Transport Act - Traffic Control Devices Rule: 2004 as detailed in Attachment B.
 - c. Approve that the straight through movement from the south approach of Forfar Street at its intersection with Warrington Street is prohibited.
 - d. Approve that the straight through movement from the north approach of Forfar Street at its intersection with Warrington Street is prohibited.
 - e. Approve that the left turn movement from the north approach of Forfar Street at its intersection with Warrington Street is prohibited.
 - f. Approve that the right turn movement from the north approach of Forfar Street at its intersection with Warrington Street is prohibited.
 - g. Approve that the right turn movement from the east approach of Warrington Street at its intersection with Forfar Street is prohibited.
 - h. Approve that the left turn movement from the west approach of Warrington Street at its intersection with Forfar Street is prohibited.
 - i. Approve that a bi-directional shared pedestrian/bicycle path be established on the north side of Warrington Street commencing at its intersection with Forfar Street and extending in a east direction for a distance of 30 metres, as detailed on Attachment , in accordance with sections 11.4 of the Land Transport Act - Traffic Control Devices Rule: 2004 and Clause 1.6 of the Land Transport (Road User) Rule 2004. Note 2 applies.
 - j. Approve that a bi-directional shared pedestrian/bicycle path be established on the south side of Warrington Street commencing at its intersection with Forfar Street and extending in a east direction for a distance of 15 metres, as detailed on Attachment , in accordance with sections 11.4 of the Land Transport Act - Traffic Control Devices Rule: 2004 and Clause 1.6 of the Land Transport (Road User) Rule 2004. Note 2 applies.
 - k. Approve that a bi-directional shared pedestrian/bicycle path be established on the east side of Forfar Street commencing at its intersection with Warrington Street and extending in a south direction for a distance of 18 metres, as detailed on Attachment , in accordance with sections 11.4 of the Land Transport Act - Traffic Control Devices Rule: 2004 and Clause 1.6 of the Land Transport (Road User) Rule 2004. Note 2 applies.
33. *Existing Forfar Street Corridor - Winton Street to Warrington Street - Stopping and Parking*

- a. Approve that all parking and stopping restrictions on both sides of Forfar Street from its intersection with Winton Street to its intersection with Warrington Street be revoked.
34. *New Forfar Street Corridor - Winton Street to Warrington Street - Stopping and Parking*
- a. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Forfar Street commencing at its intersection with Winton Street, and extending in a north direction for a distance of 12 metres. The restriction is to apply at all times. Note 1 applies.
 - b. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Forfar Street commencing at its intersection with Oxley Avenue, and extending in a south direction for a distance of 68 metres. The restriction is to apply at all times. Note 1 applies.
 - c. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Forfar Street commencing at its intersection with Oxley Avenue, and extending in a north direction for a distance of 83 metres. The restriction is to apply at all times. Note 2 applies.
 - d. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Forfar Street commencing at its intersection with Warrington Street, and extending in a south direction for a distance of six metres. The restriction is to apply at all times. Note 2 applies.
 - e. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the east side of Forfar Street commencing at a distance 121 metres south of its intersection with Warrington Street, and extending in a south direction for a distance of 26 metres. The restriction is to apply at all times. Note 1 applies.
 - f. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the east side of Forfar Street commencing at a distance 11 metres south of its intersection with Warrington Street, and extending in a south direction for a distance of 80 metres. The restriction is to apply at all times. Note 2 applies.
35. *Existing Forfar Street Corridor - Warrington Street to Westminster Street - Traffic Controls*
- a. Approve that all traffic controls on Forfar Street from its intersection with Warrington Street to a point 27 metres northwest of its intersection with Warrington Street be revoked. Note 2 applies.

36. *New Forfar Street Corridor - Warrington Street to Westminster Street - Traffic Controls*
- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes on Forfar Street from its intersection with Warrington Street to a point 27 metres northwest of its intersection with Warrington Street, as detailed in Attachment B.
37. *Existing Forfar Street Corridor - Warrington Street to Westminster Street - Stopping and Parking*
- a. Approve that all parking and stopping restrictions on both sides of Forfar Street from its intersection with Warrington Street to a point 27 metres northwest be revoked. Note 2 applies.
38. *New Forfar Street Corridor - Warrington Street to Westminster Street - Stopping and Parking*
- a. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Forfar Street commencing at a distance 27 metres north of its intersection with Warrington Street, and extending in a south direction, then following the southern and western kerb line (around the cul-de-sac) to a point on the east side of Forfar Street, 27m north of its intersection with Warrington Street. The restriction is to apply at all times. Note 2 applies.
39. *Existing Forfar Street / Westminster Street Intersection - Traffic Controls*
- a. Approve that all traffic controls at the intersection of Forfar Street and Westminster Street be revoked.
40. *New Forfar Street / Westminster Street Intersection - Traffic Controls*
- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Forfar Street and Westminster Street, as detailed in Attachment B.
- b. Approve that a Give Way control be placed against Forfar Street at its intersection with the southeast side of Westminster Street, as detailed in Attachment B.
41. *Existing Edgeware Road Corridor - Cornwall Street to Hills Road - Traffic Controls*
- a. Approve that all traffic controls on Edgeware Road from its intersection with Cornwall Street to its intersection with Hills Road be revoked. Note 2 applies.
42. *New Edgeware Road Corridor - Cornwall Street to Hills Road - Traffic Controls*

- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes on Edgeware Road from its intersection with Cornwall Street to its intersection with Hills Road, as detailed in Attachment B.
- b. Approve that under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, a special vehicle lane for the use of east bound bicycles only, be established on the north side of Edgeware Road along the existing kerb commencing at a point 17 metres west of its intersection with Sherborne Street and extending in a east direction for a distance of 12 metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the traffic parking bylaw 2008.
- c. Approve that under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, a special vehicle lane for the use of east bound bicycles only, be established on the north side of Edgeware Road along the existing kerb commencing at a point five metres east of its intersection with Sherborne Street and extending in a east direction for a distance of 343 metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the traffic parking bylaw 2008.
- d. Approve that under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, a special vehicle lane for the use of east bound bicycles only, be established on the north side of Edgeware Road along the existing kerb commencing at a point five metres east of its intersection with Madras Street and extending in a east direction for a distance of 240 metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the traffic parking bylaw 2008.
- e. Approve that under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, a special vehicle lane for the use of east bound bicycles only, be established on the north side of Edgeware Road along the existing kerb commencing at a point six metres east of its intersection with Barbadoes Street and extending in a east direction for a distance of 400 metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the traffic parking bylaw 2008.
- f. Approve that under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, a special vehicle lane for the use of west bound bicycles only, be established on the south side of Edgeware Road along the existing kerb commencing at a point five metres east of its intersection with Sherborne Street and extending in a east direction for a distance of 342 metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the traffic parking bylaw 2008.

- g. Approve that under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, a special vehicle lane for the use of west bound bicycles only, be established on the south side of Edgeware Road along the existing kerb commencing at a point nine metre east of its intersection with Madras Street and extending in a east direction for a distance of 238 metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the traffic parking bylaw 2008.
 - h. Approve that under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, a special vehicle lane for the use of west bound bicycles only, be established on the south side of Edgeware Road along the existing kerb commencing at a point eight metre east of its intersection with Barbadoes Street and extending in a east direction for a distance of 431 metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the traffic parking bylaw 2008.
43. *Existing Edgeware Road Corridor - Sherborne Street to Hills Road - Stopping and Parking*
- a. Approve that all parking and stopping restrictions on both sides of Edgeware Road from its intersection with Sherborne Street to its intersection with Hills Road be revoked.
44. *New Edgeware Road Corridor - Sherborne Street to Hills Road - Stopping and Parking*
- a. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the north side of Edgeware Road commencing at a distance five metres east of its intersection with Sherborne Street, and extending in a east direction for a distance of 51 metres. The restriction is to apply at all times. Note 2 applies.
 - b. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the north side of Edgeware Road commencing at a distance six metres west of its intersection with Madras Street, and extending in a west direction for a distance of 98 metres. The restriction is to apply at all times. Note 1 applies.
 - c. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the north side of Edgeware Road commencing at a distance five metres east of its intersection with Madras Street, and extending in a east direction for a distance of 16 metres. The restriction is to apply at all times. Note 1 applies.
 - d. Approves that under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a bus stop be installed on the north side of Edgeware Road commencing at a distance 21 metres east of its intersection with Madras Street, and extending in a east direction for a distance of 14 metres.

- e. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the north side of Edgeware Road commencing at a distance 35 metres east of its intersection with Madras Street, and extending in a east direction for a distance of 30 metres. The restriction is to apply at all times. Note 1 applies.
- f. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the north side of Edgeware Road commencing at its intersection with Allard Street, and extending in a west direction for a distance of six metres. The restriction is to apply at all times. Note 1 applies.
- g. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the north side of Edgeware Road commencing at its intersection with Allard Street, and extending in a east direction for a distance of eight metres. The restriction is to apply at all times. Note 1 applies.
- h. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the north side of Edgeware Road commencing at a distance four metres east of its intersection with Barbadoes Street, and extending in a west direction for a distance of 54 metres. The restriction is to apply at all times. Note 1 applies.
- i. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the north side of Edgeware Road commencing at a distance four metres west of its intersection with Barbadoes Street, and extending in a east direction for a distance of 64 metres. The restriction is to apply at all times. Note 1 applies.
- j. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the north side of Edgeware Road commencing at its intersection with Geraldine Street, and extending in a west direction for a distance of seven metres. The restriction is to apply at all times. Note 1 applies.
- k. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the north side of Edgeware Road commencing at its intersection with Geraldine Street, and extending in a east direction for a distance of eight metres. The restriction is to apply at all times. Note 1 applies.
- l. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the north side of Edgeware Road commencing at its intersection with Hills Road, and extending in a west direction for a distance of 38 metres. The restriction is to apply at all times. Note 1 applies.

- m. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south side of Edgeware Road commencing at a distance four metres east of its intersection with Sherborne Street, and extending in a east direction for a distance of 101 metres. The restriction is to apply at all times. Note 1 applies.
- n. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south side of Edgeware Road commencing at its intersection with Manchester Street, and extending in a east direction for a distance of seven metres. The restriction is to apply at all times. Note 1 applies.
- o. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south side of Edgeware Road commencing at its intersection with Bishop Street, and extending in a west direction for a distance of seven metres. The restriction is to apply at all times. Note 1 applies.
- p. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south side of Edgeware Road commencing at its intersection with Bishop Street, and extending in a east direction for a distance of seven metres. The restriction is to apply at all times. Note 1 applies.
- q. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south side of Edgeware Road commencing at a distance 66 metres west of its intersection with Madras Street, and extending in a east direction for a distance of 22 metres. The restriction is to apply at all times. Note 2 applies.
- r. Approves that under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a bus stop be installed on the south side of Edgeware Road commencing at a distance 44 metres west of its intersection with Madras Street, and extending in a east direction for a distance of 14 metres.
- s. Approves that under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of vehicles be restricted to a maximum period of 30 minutes on the south side of Edgeware Road commencing at a distance 30 metres west of its intersection with Madras Street, and extending in a east direction for a distance of 20 metres. The restriction is to apply Monday to Sunday between the hours of 8am to 6pm. Note 2 applies.
- t. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south side of Edgeware Road commencing at a distance 10 metres west of its intersection with Madras Street, and extending in a east direction for a distance of seven metres. The restriction is to apply at all times. Note 2 applies.

- u. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south side of Edgeware Road commencing at a distance five metres east of its intersection with Madras Street, and extending in a east direction for a distance of 41 metres. The restriction is to apply at all times. Note 1 applies.
- v. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south side of Edgeware Road commencing at its intersection with Packe Street, and extending in a west direction for a distance of 12 metres. The restriction is to apply at all times. Note 1 applies.
- w. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south side of Edgeware Road commencing at its intersection with Packe Street, and extending in a east direction for a distance of 17 metres. The restriction is to apply at all times. Note 1 applies.
- x. Approves that under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of vehicles be restricted to a maximum period of 60 minutes on the south side of Edgeware Road commencing at a distance 10 metres west of its intersection with Barbadoes Street, and extending in a west direction for a distance of 36 metres. The restriction is to apply Monday to Sunday between the hours of 8am to 6pm. Note 2 applies.
- y. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south side of Edgeware Road commencing at a distance 10 metres west of its intersection with Barbadoes Street, and extending in a east direction for a distance of five metres. The restriction is to apply at all times. Note 2 applies.
- z. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south side of Edgeware Road commencing at a distance 5 metres east of its intersection with Barbadoes Street, and extending in a east direction for a distance of nine metres. The restriction is to apply at all times. Note 2 applies.
- aa. Approves that under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of vehicles be restricted to a maximum period of 60 minutes on the south side of Edgeware Road commencing at a distance 14 metres east of its intersection with Barbadoes Street, and extending in a east direction for a distance of 23 metres. The restriction is to apply Monday to Sunday between the hours of 8am to 6pm. Note 2 applies.
- ab. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south side of Edgeware Road commencing at its intersection with Geraldine Street, and extending in a west direction for a distance of nine metres. The restriction is to apply at all times. Note 1 applies.

- ac. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south side of Edgeware Road commencing at its intersection with Geraldine Street, and extending in a east direction for a distance of 10 metres. The restriction is to apply at all times. Note 1 applies.
- ad. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south side of Edgeware Road commencing at its intersection with Champion Street, and extending in a west direction for a distance of 12 metres. The restriction is to apply at all times. Note 1 applies.
- ae. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south side of Edgeware Road commencing at its intersection with Champion Street, and extending in a east direction for a distance of 11 metres. The restriction is to apply at all times. Note 1 applies.
- af. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south side of Edgeware Road commencing at its intersection with Hills Road, and extending in a west direction for a distance of 31 metres. The restriction is to apply at all times. Note 2 applies.
- 45. *Existing Berwick Street Corridor - Cranford Street to Berwick Street Slip Lane - Traffic Controls*
 - a. Approve that all traffic controls on Berwick Street from its intersection with Cranford Street to its intersection with Berwick Street Slip Lane be revoked. Note 2 applies.
- 46. *New Berwick Street Corridor - Cranford Street to Berwick Street Slip Lane - Traffic Controls*
 - a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes on Berwick Street from its intersection with Cranford Street to its intersection with Berwick Street Slip Lane, as detailed in Attachment B.
 - b. Approve that under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, a special vehicle lane for the use of east bound bicycles only, be established on the north side of Berwick Street along the existing kerb commencing at a point 14 metre east of its intersection with Cranford Street and extending in a east direction for a distance of 108 metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the traffic parking bylaw 2008.

- c. Approve that under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, a special vehicle lane for the use of west bound bicycles only, be established on the south side of Berwick Street along the existing kerb commencing at a point 32 metres east of its intersection with Cranford Street and extending in a east direction for a distance of 86 metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the traffic parking bylaw 2008.
 - d. Approve that a Give Way control be placed against Berwick Street at its intersection with the northwest side of Mersey Street, as detailed in Attachment B.
 - e. Approve that Berwick Street be one way south to north from its intersection with Warrington Street to a point 17 metres northeast of its intersection with Warrington Street as detailed in Attachment B. This one way section was added to the Register of One Way Streets in the Traffic and Parking Bylaw 2008.
47. *Existing Berwick Street Corridor - Cranford Street to Berwick Street Slip Lane - Stopping and Parking*
- a. Approve that all parking and stopping restrictions on both sides of Berwick Street from its intersection with Cranford Street to its intersection with Berwick Street Slip Lane be revoked.
48. *New Berwick Street Corridor - Cranford Street to Berwick Street Slip Lane - Stopping and Parking*
- a. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the north side of Berwick Street commencing at a distance 4 metres east of its intersection with Cranford Street, and extending in a east direction for a distance of 10 metres. The restriction is to apply at all times. Note 2 applies.
 - b. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the north side of Berwick Street commencing at its intersection with Berwick Street Slip Lane, and extending in a west direction for a distance of 32 metres. The restriction is to apply at all times. Note 2 applies.
 - c. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south side of Berwick Street commencing at a distance 35 metres east of its intersection with Cranford Street, and extending in a east direction for a distance of 70 metres. The restriction is to apply at all times. Note 1 applies.
49. *Existing Warrington Street Corridor - Berwick Street Slip Lane to Forfar Street - Traffic Controls*
- a. Approve that all traffic controls on Warrington Street from its intersection with Berwick Street Slip Lane to its intersection with Forfar Street be revoked. Note 2 applies.

50. *New Warrington Street Corridor - Berwick Street to Forfar Street - Traffic Controls*
- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes on Warrington Street from its intersection with Berwick Street to its intersection with Forfar Street, as detailed in Attachment B.
 - b. Approve that under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, a special vehicle lane for the use of east bound bicycles only, be established on the north side of Warrington Street along the existing kerb commencing at a point 14 metre east of its intersection with Cranford Street and extending in a east direction for a distance of 299 metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the traffic parking bylaw 2008.
 - c. Approve that under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, a special vehicle lane for the use of west bound bicycles only, be established on the southeast side of Warrington Street along the existing kerb commencing at a point 11 metres west of its intersection with Forfar Street and extending in a west direction for a distance of 280 metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the traffic parking bylaw 2008.
 - d. Approve that a bi-directional shared pedestrian/bicycle path be established on the south side of Warrington Street commencing at its intersection with Cranford Street and extending in a east direction for a distance of 32 metres, as detailed on Attachment , in accordance with sections 11.4 of the Land Transport Act - Traffic Control Devices Rule: 2004 and Clause 1.6 of the Land Transport (Road User) Rule 2004. Note 2 applies.
51. *Existing Warrington Street Corridor - Berwick Street Slip Lane to Forfar Street - Stopping and Parking*
- a. Approve that all parking and stopping restrictions on both sides of Berwick Street Slip Lane from its intersection with Cranford Street to its intersection with Forfar Street be revoked.
52. *New Warrington Street Corridor - Berwick Street Slip Lane to Forfar Street - Stopping and Parking*
- a. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Berwick Street Slip Lane commencing at its intersection with Warrington Street, and extending in a north direction for a distance of 10 metres. The restriction is to apply at all times. Note 2 applies.

- b. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the north side of Warrington Street commencing at its intersection with Berwick Street Slip Lane, and extending in a east direction for a distance of 210 metres. The restriction is to apply at all times. Note 2 applies.
 - c. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south side of Warrington Street commencing at its intersection with Forfar Street, and extending in a west direction for a distance of 30 metres. The restriction is to apply at all times. Note 2 applies.
53. *Existing Warrington Street Corridor - Forfar Street to Barbadoes Street - Traffic Controls*
- a. Approve that all traffic controls on Warrington Street from its intersection with Forfar Street to its intersection with Barbadoes Street be revoked. Note 2 applies.
54. *New Warrington Street Corridor - Forfar Street to Barbadoes Street - Traffic Controls*
- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes on Warrington Street from its intersection with Forfar Street to its intersection with Barbadoes Street, as detailed in Attachment B.
 - b. Approve that under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, a special vehicle lane for the use of east bound bicycles only, be established on the north side of Warrington Street along the existing kerb commencing at a point eight metreseast of its intersection with Forfar Street and extending in a east direction for a distance of 281 metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the traffic parking bylaw 2008.
 - c. Approve that under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, a special vehicle lane for the use of west bound bicycles only, be established on the south side of Warrington Street along the existing kerb commencing at a point seven metreswest of its intersection with Barbadoes Street and extending in a west direction for a distance of 266 metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the traffic parking bylaw 2008.
55. *Existing Warrington Street / Francis Avenue Intersection - Traffic Controls*
- a. Approve that all traffic controls at the intersection of Warrington Street and Francis Avenue be revoked.
56. *New Warrington Street / Francis Avenue Intersection - Traffic Controls*

- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Warrington Street and Francis Avenue, as detailed in Attachment B.
 - b. Approve that a Give Way control be placed against Francis Avenue at its intersection with the north side of Warrington Street, as detailed in Attachment B.
57. *Existing Warrington Street Corridor - Forfar Street to Barbadoes Street - Stopping and Parking*
- a. Approve that all parking and stopping restrictions on both sides of Warrington Street from its intersection with Forfar Street to its intersection with Barbadoes Street be revoked.
58. *New Warrington Street Corridor - Forfar Street to Barbadoes Street - Stopping and Parking*
- a. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the north side of Warrington Street commencing at a distance six metres east of its intersection with Forfar Street, and extending in a east direction for a distance of 46 metres. The restriction is to apply at all times. Note 1 applies.
 - b. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the north side of Warrington Street commencing at its intersection with Francis Avenue, and extending in a west direction for a distance of 89 metres. The restriction is to apply at all times. Note 1 applies.
 - c. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the north side of Warrington Street commencing at a distance seven metres east of its intersection with Francis Avenue, and extending in a east direction for a distance of 61 metres. The restriction is to apply at all times. Note 1 applies.
 - d. Approves that under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of vehicles be restricted to a maximum period of 60 minutes on the north side of Warrington Street commencing at a distance 68 metres east of its intersection with Francis Avenue, and extending in a east direction for a distance of 32 metres. The restriction is to apply Monday to Sunday between the hours of 8am to 6pm. Note 2 applies.
 - e. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the north side of Warrington Street commencing at a distance 106 metres east of its intersection with Francis Avenue, and extending in a east direction for a distance of 15 metres. The restriction is to apply at all times. Note 2 applies.

- f. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south side of Warrington Street commencing at a distance 9 metres east of its intersection with Forfar Street, and extending in a east direction for a distance of 57 metres. The restriction is to apply at all times. Note 2 applies.
 - g. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south side of Warrington Street commencing at its intersection with Barbadoes Street, and extending in a west direction for a distance of 79 metres. The restriction is to apply at all times. Note 1 applies.
59. *Existing Warrington Street Corridor - Barbadoes Street to Flockton Street - Traffic Controls*
- a. Approve that all traffic controls on Warrington Street from its intersection with Barbadoes Street to its intersection with Flockton Street be revoked. Note 2 applies.
60. *New Warrington Street Corridor - Barbadoes Street to Flockton Street - Traffic Controls*
- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes on Warrington Street from its intersection with Barbadoes Street to its intersection with Flockton Street, as detailed in Attachment B.
 - b. Approve that under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, a special vehicle lane for the use of east bound bicycles only, be established on the north side of Warrington Street along the existing kerb commencing at a point 30 metreswest of its intersection with Flockton Street and extending in a east direction for a distance of 25 metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the traffic parking bylaw 2008.
 - c. Approve that under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, a special vehicle lane for the use of west bound bicycles only, be established on the south side of Warrington Street along the existing kerb commencing at a point 47 metreseast of its intersection with Barbadoes Street and extending in a west direction for a distance of 38 metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the traffic parking bylaw 2008.
61. *Existing Warrington Street Corridor - Barbadoes Street to Flockton Street - Stopping and Parking*
- a. Approve that all parking and stopping restrictions on both sides of Warrington Street from its intersection with Barbadoes Street to its intersection with Flockton Street be revoked.

- b. Approve that all parking and stopping restrictions on the west side of Flockton Street from its intersection with Warrington Street to a point 12 metres north be revoked. Note 2 applies.

62. *New Warrington Street Corridor - Barbadoes Street to Flockton Street - Stopping and Parking*

- a. Approves that under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of vehicles be restricted to a maximum period of 60 minutes on the north side of Warrington Street commencing at a distance 29 metres west of its intersection with Flockton Street, and extending in a east direction for a distance of 17 metres. The restriction is to apply Monday to Sunday between the hours of 8am to 6pm. Note 2 applies.
- b. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the north side of Warrington Street commencing at its intersection with Flockton Street, and extending in a west direction for a distance of 12 metres. The restriction is to apply at all times. Note 2 applies.
- c. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Flockton Street commencing at its intersection with Warrington Street, and extending in a north direction for a distance of 12 metres. The restriction is to apply at all times. Note 2 applies.

63. *Existing Westminster Street Corridor - Cranford Street to Hills Road - Traffic Controls*

- a. Approve that all traffic controls on Westminster Street from its intersection with Hills Road to a point 56 metres northeast of its intersection with Cranford Street be revoked. Note 2 applies.

64. *New Westminster Street Corridor - Cranford Street to Hills Road - Traffic Controls*

- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes on Westminster Street from its intersection with Hills Road to a point 56 metres northeast of its intersection with Cranford Street, as detailed in Attachment B.
- b. Approve that under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, a special vehicle lane for the use of southwest bound bicycles only, be established on the south side of Westminster Street along the existing kerb commencing at a point 56 metres northeast of its intersection with Cranford Street and extending in a northeast direction for a distance of 1436 metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the traffic parking bylaw 2008.

- c. Approve that under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, a special vehicle lane for the use of northeast bound bicycles only, be established on the north side of Westminster Street along the existing kerb commencing at a point 56 metres northeast of its intersection with Cranford Street and extending in a northeast direction for a distance of 1429 metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the traffic parking bylaw 2008.
 - d. Approve that a Give Way control be placed against Westminster Street at its intersection with the west side of Hills Road, as detailed in Attachment B.
65. *Existing Westminster Street Corridor - Cranford Street to Hills Road - Stopping and Parking*
- a. Approve that all parking and stopping restrictions on both sides of Westminster Street from its intersection with Hills Road to a point 56 metres northeast be revoked. Note 2 applies.
66. *New Westminster Street Corridor - Cranford Street to Hills Road - Stopping and Parking*
- a. Approves that under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of vehicles be restricted to a maximum period of 30 minutes on the south side of Westminster Street commencing at a distance 56 metres northeast of its intersection with Cranford Street, and extending in a northeast direction for a distance of 26 metres. The restriction is to apply Monday to Sunday between the hours of 8am to 6pm. Note 1 applies.
 - b. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south side of Westminster Street commencing at a distance seven metres northeast of its intersection with Flockton Street, and extending in a northeast direction for a distance of five metres. The restriction is to apply at all times. Note 1 applies.
 - c. Approves that under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a bus stop be installed on the south side of Westminster Street commencing at a distance 12 metres northeast of its intersection with Flockton Street, and extending in a northeast direction for a distance of 14 metres.
 - d. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south side of Westminster Street commencing at a distance 26 metres northeast of its intersection with Flockton Street, and extending in a northeast direction for a distance of nine metres. The restriction is to apply at all times. Note 1 applies.
 - e. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south side of Westminster Street commencing at its intersection with Aylesford Street, and extending in a southwest direction for a distance of 38 metres. The restriction is to apply at all times. Note 2 applies.

- f. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south side of Westminster Street commencing at its intersection with Aylesford Street, and extending in a northeast direction for a distance of 65 metres. The restriction is to apply at all times. Note 1 applies.
- g. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south side of Westminster Street commencing at a distance 140 metres northeast of its intersection with Aylesford Street, and extending in a northeast direction for a distance of 10 metres. The restriction is to apply at all times. Note 1 applies.
- h. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south side of Westminster Street commencing at a distance 162 metres northeast of its intersection with Aylesford Street, and extending in a northeast direction for a distance of 17 metres. The restriction is to apply at all times. Note 1 applies.
- i. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south side of Westminster Street commencing at a distance 320 metres southwest of its intersection with Whitehall Street, and extending in a northeast direction for a distance of 97 metres. The restriction is to apply at all times. Note 1 applies.
- j. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south side of Westminster Street commencing at its intersection with Whitehall Street, and extending in a southwest direction for a distance of 14 metres. The restriction is to apply at all times. Note 1 applies.
- k. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south side of Westminster Street commencing at its intersection with Whitehall Street, and extending in a northeast direction for a distance of 16 metres. The restriction is to apply at all times. Note 1 applies.
- l. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south side of Westminster Street commencing at its intersection with Hills Road, and extending in a southwest direction for a distance of 42 metres. The restriction is to apply at all times. Note 1 applies.
- m. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the north side of Westminster Street commencing at a distance 15 metres northeast of its intersection with Pascoe Ave, and extending in a northeast direction for a distance of 12 metres. The restriction is to apply at all times. Note 1 applies.

- n. Approves that under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a bus stop be installed on the north side of Westminster Street commencing at a distance 27 metres northeast of its intersection with Pascoe Ave, and extending in a northeast direction for a distance of 14 metres.
- o. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the north side of Westminster Street commencing at a distance 41 metres northeast of its intersection with Pascoe Ave, and extending in a northeast direction for a distance of 34 metres. The restriction is to apply at all times. Note 1 applies.
- p. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the north side of Westminster Street commencing at a distance seven metres northeast of its intersection with Kensington Avenue, and extending in a northeast direction for a distance of 88 metres. The restriction is to apply at all times. Note 1 applies.
- q. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the north side of Westminster Street commencing at a distance 12 metres northeast of its intersection with Fergusson Avenue, and extending in a northeast direction for a distance of 153 metres. The restriction is to apply at all times. Note 1 applies.
- r. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the north side of Westminster Street commencing at a distance 12 metres northeast of its intersection with Mahars Road, and extending in a northeast direction for a distance of 146 metres. The restriction is to apply at all times. Note 1 applies.
- s. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the north side of Westminster Street commencing at a distance 12 metres southwest of its intersection with Greenwood Close, and extending in a southwest direction for a distance of 56 metres. The restriction is to apply at all times. Note 1 applies.
- t. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the north side of Westminster Street commencing at a distance 10 metres northeast of its intersection with Greenwood Close, and extending in a northeast direction for a distance of 108 metres. The restriction is to apply at all times. Note 1 applies.
- u. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the north side of Westminster Street commencing at a distance 54 metres northeast of its intersection with Greenwood Close, and extending in a northeast direction for a distance of 61 metres. The restriction is to apply at all times. Note 1 applies.

- v. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the north side of Westminster Street commencing at a distance 5 metres northeast of its intersection with Manuka Street, and extending in a northeast direction for a distance of 15 metres. The restriction is to apply at all times. Note 1 applies.
 - w. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the north side of Westminster Street commencing at a distance 55 metres northeast of its intersection with Manuka Street, and extending in a northeast direction for a distance of 10 metres. The restriction is to apply at all times. Note 1 applies.
67. *Existing Westminster Street / Forfar Street Intersection - Stopping and Parking*
- a. Approve that all parking and stopping restrictions on both sides of Forfar Street from its intersection with Westminster Street to a point 17 metres southeast be revoked. Note 2 applies.
 - b. Approve that all parking and stopping restrictions on the south side of Westminster Street from its intersection with Forfar Street to a point eight metres southwest be revoked. Note 2 applies.
 - c. Approve that all parking and stopping restrictions on the south side of Westminster Street from its intersection with Forfar Street to a point 10 metres northeast be revoked. Note 2 applies.
68. *New Westminster Street / Forfar Street Intersection - Stopping and Parking*
- a. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south side of Westminster Street commencing at its intersection with Forfar Street, and extending in a northeast direction for a distance of 10 metres. The restriction is to apply at all times. Note 2 applies.
 - b. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south side of Westminster Street commencing at its intersection with Forfar Street, and extending in a southwest direction for a distance of eight metres. The restriction is to apply at all times. Note 2 applies.
 - c. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the east side of Forfar Street commencing at its intersection with Westminster Street, and extending in a southeast direction for a distance of 17 metres. The restriction is to apply at all times. Note 2 applies.

- d. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Forfar Street commencing at its intersection with Westminster Street, and extending in a southeast direction for a distance of 17 metres. The restriction is to apply at all times. Note 2 applies.
- 69. *Existing Innes Road Corridor - Jameson Avenue to Hills Road - Traffic Controls*
 - a. Approve that all traffic controls on Innes Road from its intersection with Jameson Avenue to its intersection with Hills Road be revoked. Note 1 applies.
- 70. *New Innes Road Corridor - Jameson Avenue to Hills Road - Traffic Controls*
 - a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes on Innes Road from its intersection with Jameson Avenue to its intersection with Hills Road, as detailed in Attachment B.
 - b. Approve that under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, a special vehicle lane for the use of northeast bound bicycles only, be established on the north side of Innes Road along the existing kerb, commencing at its intersection with Jameson Avenue and extending in a northeast direction to its intersection with Hills Road. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the traffic parking bylaw 2008.
 - c. Approve that under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, a special vehicle lane for the use of southwest bound bicycles only, be established on the south side of Innes Road along the existing kerb, commencing at its intersection with Jameson Avenue and extending in a northeast direction to its intersection with Hills Road. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the traffic parking bylaw 2008.
 - d. Approve that a pedestrian crossing be duly established and marked in accordance section 8.2 of the Land Transport Rule - Traffic Control Devices: 2004 on Innes Road located on the south side and at a point 88 metres northeast of its intersection with Nancy Avenue, as detailed on Attachment B.
 - e. Approve that a pedestrian crossing be duly established and marked in accordance section 8.2 of the Land Transport Rule - Traffic Control Devices: 2004 on Innes Road located on the north side and at a point 78 metres northeast of its intersection with Philpotts Road, as detailed on Attachment B.
- 71. *Existing Innes Road Corridor - Jameson Avenue to Hills Road - Stopping and Parking*
 - a. Approve that all parking and stopping restrictions on both sides of Innes Road from its intersection with Jameson Avenue to its intersection with Hills Road be revoked.

72. *New Innes Road Corridor - Jameson Avenue to Hills Road - Stopping and Parking*

- a. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the north side of Innes Road commencing at its intersection with Jameson Avenue, and extending in a northeast direction for a distance of 36 metres. The restriction is to apply at all times. Note 1 applies.
- b. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the north side of Innes Road commencing at its intersection with Nancy Avenue, and extending in a southwest direction for a distance of 20 metres. The restriction is to apply at all times. Note 1 applies.
- c. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the north side of Innes Road commencing at its intersection with Nancy Avenue, and extending in a northeast direction for a distance of 20 metres. The restriction is to apply at all times. Note 1 applies.
- d. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the north side of Innes Road commencing at a distance 70 metres northeast of its intersection with Nancy Avenue, and extending in a northeast direction for a distance of 32 metres. The restriction is to apply at all times. Note 1 applies.
- e. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the north side of Innes Road commencing at its intersection with Philpotts Road, and extending in a southwest direction for a distance of 24 metres. The restriction is to apply at all times. Note 1 applies.
- f. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the north side of Innes Road commencing at a distance 9 metres northeast of its intersection with Philpotts Road, and extending in a northeast direction for a distance of 38 metres. The restriction is to apply at all times. Note 1 applies.
- g. Approves that under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of vehicles be restricted to a maximum period of 10 minutes on the north side of Innes Road commencing at a distance 54 metres northeast of its intersection with Philpotts Road, and extending in a northeast direction for a distance of 53 metres. The restriction is to apply Monday to Sunday between the hours of 8am to 6pm. Note 1 applies.

- h. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the north side of Innes Road commencing at a distance 64 metres northeast of its intersection with Philpotts Road, and extending in a northeast direction for a distance of 36 metres. The restriction is to apply at all times. Note 1 applies.
- i. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the north side of Innes Road commencing at a distance 108 metres northeast of its intersection with Philpotts Road, and extending in a northeast direction for a distance of 12 metres. The restriction is to apply at all times. Note 1 applies.
- j. Approves that under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a bus stop be installed on the north side of Innes Road commencing at a distance 120 metres northeast of its intersection with Philpotts Road, and extending in a northeast direction for a distance of 14 metres.
- k. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the north side of Innes Road commencing at a distance 134 metres northeast of its intersection with Philpotts Road, and extending in a northeast direction for a distance of five metres. The restriction is to apply at all times. Note 1 applies.
- l. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the north side of Innes Road commencing at its intersection with Mahars Road, and extending in a southwest direction for a distance of 31 metres. The restriction is to apply at all times. Note 1 applies.
- m. Approves that under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a bus stop be installed on the north side of Innes Road commencing at a distance 159 metres northeast of its intersection with Mahars Road, and extending in a northeast direction for a distance of 11 metres.
- n. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the north side of Innes Road commencing at a distance 6 metres southwest of its intersection with Hills Road, and extending in a southwest direction for a distance of 98 metres. The restriction is to apply at all times. Note 1 applies.
- o. Approves that under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a bus stop be installed on the north side of Innes Road commencing at a distance 93 metres southwest of its intersection with Hills Road, and extending in a southwest direction for a distance of 14 metres.
- p. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the north side of Innes Road commencing at a distance 112 metres southwest of its intersection with Hills Road, and extending in a southwest direction for a distance of 11 metres. The restriction is to apply at all times. Note 1 applies.

- q. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south side of Innes Road commencing at its intersection with Jameson Avenue, and extending in a northeast direction for a distance of 38 metres. The restriction is to apply at all times. Note 1 applies.
- r. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south side of Innes Road commencing at its intersection with Thames Road, and extending in a southwest direction for a distance of 14 metres. The restriction is to apply at all times. Note 2 applies.
- s. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south side of Innes Road commencing at its intersection with Thames Road, and extending in a northeast direction for a distance of 22 metres. The restriction is to apply at all times. Note 2 applies.
- t. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south side of Innes Road commencing at its intersection with Nancy Avenue, and extending in a southwest direction for a distance of 18 metres. The restriction is to apply at all times. Note 1 applies.
- u. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south side of Innes Road commencing at its intersection with Nancy Avenue, and extending in a northeast direction for a distance of 19 metres. The restriction is to apply at all times. Note 1 applies.
- v. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south side of Innes Road commencing at its intersection with Kensington Avenue, and extending in a southwest direction for a distance of 87 metres. The restriction is to apply at all times. Note 1 applies.
- w. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south side of Innes Road commencing at its intersection with Kensington Avenue, and extending in a northeast direction for a distance of 48 metres. The restriction is to apply at all times. Note 2 applies.
- x. Approves that under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of vehicles be restricted to a maximum period of 30 minutes on the south side of Innes Road commencing at a distance 60 metres northeast of its intersection with Kensington Avenue, and extending in a northeast direction for a distance of 38 metres. The restriction is to apply Monday to Sunday between the hours of 8am to 6pm. Note 2 applies.

- y. Approves that under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of vehicles be restricted to a maximum period of 10 minutes on the south side of Innes Road commencing at a distance 98 metres northeast of its intersection with Kensington Avenue, and extending in a northeast direction for a distance of nine metres. The restriction is to apply Monday to Sunday between the hours of 8am to 6pm. Note 2 applies.
- z. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south side of Innes Road commencing at a distance 143 metres southwest of its intersection with Mahars Road, and extending in a southwest direction for a distance of 26 metres. The restriction is to apply at all times. Note 2 applies.
- aa. Approves that under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of vehicles be restricted to a maximum period of 10 minutes on the south side of Innes Road commencing at a distance 143 metres southwest of its intersection with Mahars Road, and extending in a northeast direction for a distance of 18 metres. The restriction is to apply Monday to Sunday between the hours of 8am to 6pm. Note 1 applies.
- ab. Approves that under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of vehicles be restricted to a maximum period of 30 minutes on the south side of Innes Road commencing at a distance 115 metres southwest of its intersection with Mahars Road, and extending in a northeast direction for a distance of 22 metres. The restriction is to apply Monday to Friday between the hours of 8am to 6pm. Note 1 applies.
- ac. Approves that under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a bus stop be installed on the south side of Innes Road commencing at a distance 39 metres southwest of its intersection with Mahars Road, and extending in a southwest direction for a distance of 11 metres.
- ad. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south side of Innes Road commencing at its intersection with Mahars Road, and extending in a southwest direction for a distance of 15 metres. The restriction is to apply at all times. Note 1 applies.
- ae. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south side of Innes Road commencing at its intersection with Mahars Road, and extending in a northeast direction for a distance of 10 metres. The restriction is to apply at all times. Note 1 applies.
- af. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south side of Innes Road commencing at a distance 115 metres southwest of its intersection with Manuka Street, and extending in a northeast direction for a distance of five metres. The restriction is to apply at all times. Note 1 applies.

- ah. Approves that under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a bus stop be installed on the south side of Innes Road commencing at a distance 110 metres southwest of its intersection with Manuka Street, and extending in a northeast direction for a distance of 14 metres.
- ai. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south side of Innes Road commencing at a distance 96 metres southwest of its intersection with Manuka Street, and extending in a northeast direction for a distance of nine metres. The restriction is to apply at all times. Note 1 applies.
- aj. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south side of Innes Road commencing at a distance 86 metres southwest of its intersection with Hills Road, and extending in a northeast direction for a distance of 40 metres. The restriction is to apply at all times. Note 1 applies.
- ak. Approves that under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a bus stop be installed on the south side of Innes Road commencing at a distance 46 metres southwest of its intersection with Hills Road, and extending in a northeast direction for a distance of 14 metres.
- al. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south side of Innes Road commencing at a distance 6 metres southwest of its intersection with Hills Road, and extending in a southwest direction for a distance of 26 metres. The restriction is to apply at all times. Note 1 applies.
- 73. *Existing Innes Road / Thames Road Intersection - Traffic Controls*
 - a. Approve that all traffic controls at the intersection of Innes Road and Thames Road be revoked.
- 74. *New Innes Road / Thames Road Intersection - Traffic Controls*
 - a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Innes Road and Thames Road, as detailed in Attachment B.
 - b. Approve that a Give Way control be placed against Thames Road at its intersection with the south side of Innes Road, as detailed in Attachment B.
- 75. *Existing Innes Road / Thames Road Intersection - Stopping and Parking*
 - a. Approve that all parking and stopping restrictions on both sides of Thames Road from its intersection with Innes Road to a point 20 metres southeast be revoked. Note 2 applies.
- 76. *New Innes Road / Thames Road Intersection - Stopping and Parking*

- a. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the southwest side of Thames Road commencing at its intersection with Innes Road, and extending in a southeast direction for a distance of 20 metres. The restriction is to apply at all times. Note 2 applies.
 - b. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the northeast side of Thames Road commencing at its intersection with Innes Road, and extending in a southeast direction for a distance of 20 metres. The restriction is to apply at all times. Note 2 applies.
77. *Existing Sherborne Street Corridor - Bealey Avenue to Purchas Street - Traffic Controls*
- a. Approve that all traffic controls on Sherborne Street from its intersection with Bealey Avenue to its intersection with Purchas Street be revoked. Note 2 applies.
78. *New Sherborne Street Corridor - Bealey Avenue to Purchas Street - Traffic Controls*
- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes on Sherborne Street from its intersection with Bealey Avenue to its intersection with Purchas Street, as detailed in Attachment B.
79. *Existing Sherborne Street Corridor - Bealey Avenue to Purchas Street - Stopping and Parking*
- a. Approve that all parking and stopping restrictions on both sides of Sherborne Street from its intersection with Bealey Avenue to its intersection with Purchas Street be revoked.
80. *New Sherborne Street Corridor - Bealey Avenue to Purchas Street - Stopping and Parking*
- a. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Sherborne Street commencing at its intersection with Bealey Avenue, and extending in a north direction for a distance of 68metres. The restriction is to apply at all times. Note 2 applies.
 - b. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Sherborne Street commencing at its intersection with Bealey Avenue, and extending in a north direction for a distance of 93metres. The restriction is to apply at all times. Note 2 applies.
81. *Existing Sherborne Street / Purchas Street Intersection - Traffic Controls*

- a. Approve that all traffic controls at the intersection of Sherborne Street and Purchas Street be revoked.

82. *New Sherborne Street / Purchas Street Intersection - Traffic Controls*

- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Sherborne Street and Purchas Street, as detailed in Attachment B.
- b. Approve that Purchas Street be one way east to Westminster Street from its intersection with Sherborne Street to a point 12 metres west of its intersection with Sherborne Street as detailed in Attachment B. This one way section was added to the Register of One Way Streets in the Traffic and Parking Bylaw 2008.
- c. Approve that the right turn movement from the north approach of Sherborne Street at its intersection with Purchas Street is prohibited.
- d. Approve that Purchas Street be one way east to west from its intersection with Sherborne Street to a point 19 metres east of its intersection with Sherborne Street as detailed in Attachment B. This one way section was added to the Register of One Way Streets in the Traffic and Parking Bylaw 2008.
- e. Approve that a Stop control be placed against Purchas Street at its intersection with the east side of Sherborne Street, as detailed in Attachment B.
- f. Approve that the left turn movement from the north approach of Sherborne Street at its intersection with Purchas Street is prohibited.
- g. Approve that the right turn movement from the south approach of Sherborne Street at its intersection with Purchas Street is prohibited.
- h. Approve that the straight through movement from the east approach of Purchas Street at its intersection with Sherborne Street is prohibited.

83. *Existing Sherborne Street / Purchas Street Intersection - Stopping and Parking*

- a. Approve that all parking and stopping restrictions on both sides of Sherborne Street from its intersection with Purchas Street to a point 28 metres north be revoked. Note 2 applies.
- b. Approve that all parking and stopping restrictions on both sides of Sherborne Street from its intersection with Purchas Street to a point 18 metres south be revoked. Note 2 applies.
- c. Approve that all parking and stopping restrictions on both sides of Purchas Street from its intersection with Sherborne Street to a point 26 metres east be revoked. Note 2 applies.

- d. Approve that all parking and stopping restrictions on both sides of Purchas Street from its intersection with Sherborne Street to a point 19 metres west be revoked. Note 2 applies.

84. *New Sherborne Street / Purchas Street Intersection - Stopping and Parking*

- a. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Sherborne Street commencing at its intersection with Purchas Street, and extending in a north direction for a distance of 28metres. The restriction is to apply at all times. Note 2 applies.
- b. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Sherborne Street commencing at its intersection with Purchas Street, and extending in a south direction for a distance of 18metres. The restriction is to apply at all times. Note 2 applies.
- c. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the east side of Sherborne Street commencing at its intersection with Purchas Street, and extending in a north direction for a distance of 22metres. The restriction is to apply at all times. Note 2 applies.
- d. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the east side of Sherborne Street commencing at its intersection with Purchas Street, and extending in a south direction for a distance of 11metres. The restriction is to apply at all times. Note 2 applies.
- e. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the north side of Purchas Street commencing at its intersection with Sherborne Street, and extending in a east direction for a distance of 26metres. The restriction is to apply at all times. Note 2 applies.
- f. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the north side of Purchas Street commencing at its intersection with Sherborne Street, and extending in a west direction for a distance of 18metres. The restriction is to apply at all times. Note 2 applies.
- g. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south side of Purchas Street commencing at its intersection with Sherborne Street, and extending in a east direction for a distance of 23metres. The restriction is to apply at all times. Note 2 applies.

- h. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south side of Purchas Street commencing at its intersection with Sherborne Street, and extending in a west direction for a distance of 16metres. The restriction is to apply at all times. Note 2 applies.
- 85. *Existing Sherborne Street Corridor - Purchas Street to Canon Street - Traffic Controls*
 - a. Approve that all traffic controls on Sherborne Street from its intersection with Purchas Street to its intersection with Canon Street be revoked. Note 1 applies.
- 86. *New Sherborne Street Corridor - Purchas Street to Canon Street - Traffic Controls*
 - a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes on Sherborne Street from its intersection with Purchas Street to its intersection with Canon Street, as detailed in Attachment B.
- 87. *Existing Sherborne Street / Canon Street Intersection - Traffic Controls*
 - a. Approve that all traffic controls at the intersection of Sherborne Street and Canon Street be revoked.
- 88. *New Sherborne Street / Canon Street Intersection - Traffic Controls*
 - a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Sherborne Street and Canon Street, as detailed in Attachment B.
 - b. Approve that Canon Street be one way east to west from its intersection with Sherborne Street to a point 17 metreswest of its intersection with Sherborne Street as detailed in Attachment B. This one way section was added to the Register of One Way Streets in the Traffic and Parking Bylaw 2008.
 - c. Approve that the right turn movement from the north approach of Sherborne Street at its intersection with Canon Street is prohibited.
 - d. Approve that Canon Street be one way east to west from its intersection with Sherborne Street to a point 23 metreseast of its intersection with Sherborne Street as detailed in Attachment B. This one way section was added to the Register of One Way Streets in the Traffic and Parking Bylaw 2008.
 - e. Approve that a Stop control be placed against Canon Street at its intersection with the east side of Sherborne Street, as detailed in Attachment B.
 - f. Approve that the left turn movement from the north approach of Sherborne Street at its intersection with Canon Street is prohibited.

- g. Approve that the right turn movement from the south approach of Sherborne Street at its intersection with Canon Street is prohibited.
 - h. Approve that the straight through movement from the east approach of Canon Street at its intersection with Sherborne Street is prohibited.
89. *Existing Sherborne Street / Canon Street Intersection - Stopping and Parking*
- a. Approve that all parking and stopping restrictions on both sides of Sherborne Street from its intersection with Canon Street to a point 31 metres north be revoked. Note 2 applies.
 - b. Approve that all parking and stopping restrictions on both sides of Sherborne Street from its intersection with Canon Street to a point 11 metres south be revoked. Note 2 applies.
 - c. Approve that all parking and stopping restrictions on both sides of Canon Street from its intersection with Sherborne Street to a point 26 metres east be revoked. Note 2 applies.
 - d. Approve that all parking and stopping restrictions on both sides of Canon Street from its intersection with Sherborne Street to a point 27 metres west be revoked. Note 2 applies.
90. *New Sherborne Street / Canon Street Intersection - Stopping and Parking*
- a. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the east side of Sherborne Street commencing at its intersection with Canon Street, and extending in a north direction for a distance of 29metres. The restriction is to apply at all times. Note 2 applies.
 - b. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the east side of Sherborne Street commencing at its intersection with Canon Street, and extending in a south direction for a distance of 11metres. The restriction is to apply at all times. Note 2 applies.
 - c. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Sherborne Street commencing at its intersection with Canon Street, and extending in a north direction for a distance of 31metres. The restriction is to apply at all times. Note 2 applies.
 - d. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Sherborne Street commencing at its intersection with Canon Street, and extending in a south direction for a distance of sevenmetres. The restriction is to apply at all times. Note 2 applies.

- e. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the north side of Canon Street commencing at its intersection with Sherborne Street, and extending in a east direction for a distance of 26metres. The restriction is to apply at all times. Note 2 applies.
 - f. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the north side of Canon Street commencing at its intersection with Sherborne Street, and extending in a west direction for a distance of 27metres. The restriction is to apply at all times. Note 2 applies.
 - g. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south side of Canon Street commencing at its intersection with Sherborne Street, and extending in a east direction for a distance of 23metres. The restriction is to apply at all times. Note 2 applies.
 - h. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south side of Canon Street commencing at its intersection with Sherborne Street, and extending in a west direction for a distance of 23metres. The restriction is to apply at all times. Note 2 applies.
91. *Existing Sherborne Street Corridor - Canon Street to Edgeware Road - Traffic Controls*
- a. Approve that all traffic controls on Sherborne Street from its intersection with Canon Street to its intersection with Edgeware Road be revoked. Note 2 applies.
92. *New Sherborne Street Corridor - Canon Street to Edgeware Road - Traffic Controls*
- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes on Sherborne Street from its intersection with Canon Street to its intersection with Edgeware Road, as detailed in Attachment B.
 - b. Approve that under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, a special vehicle lane for the use of north bound bicycles only, be established on the west side of Sherborne Streetinsert "along/in the"existing kerb commencing at a point fivemetressouth of its intersection with Edgeware Road and extending in a south direction for a distance of 24 metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the traffic parking bylaw 2008.
93. *Existing Sherborne Street Corridor - Canon Street to Edgeware Road - Stopping and Parking*

- a. Approve that all parking and stopping restrictions on both sides of Sherborne Street from a point 31metresnorth of its intersection with Canon Street to a point fivemetressouth of its intersection with Edgeware Road be revoked. Note 1 applies.
94. *New Sherborne Street Corridor - Canon Street to Edgeware Road - Stopping and Parking*
- a. Approves that under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of vehicles be restricted to a maximum period of 60 minutes on the west side of Sherborne Street commencing at a distance 31 metres north of its intersection with Canon Street, and extending in a north for a distance of 117 metres. The restriction is to apply Monday to Sunday between the hours of 8am to 6pm. Note 1 applies.
 - b. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Sherborne Street commencing at a distance 5 metres south of its intersection with Edgeware Road, and extending in a south direction for a distance of 74 metres. The restriction is to apply at all times. Note 1 applies.
 - c. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the east side of Sherborne Street commencing at a distance 5 metres south of its intersection with Edgeware Road, and extending in a south direction for a distance of 55 metres. The restriction is to apply at all times. Note 2 applies.
 - d. Approves that under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of vehicles be restricted to a maximum period of 60 minutes on the east side of Sherborne Street commencing at a distance 60 metres south of its intersection with Edgeware Road, and extending in a south direction for a distance of 24 metres. The restriction is to apply Monday to Sunday between the hours of 8am to 6pm. Note 2 applies.
95. *Existing Sherborne Street / Edgeware Road Intersection - Traffic Controls*
- a. Approve that all traffic controls at the intersection of Sherborne Street and Edgeware Road be revoked.
96. *New Sherborne Street / Edgeware Road Intersection - Traffic Controls*
- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Sherborne Street and Edgeware Road, as detailed in Attachment B.
 - b. Approve that the intersection of Sherborne Street and Edgeware Road be controlled with traffic signals in accordance with Section 6 of the Land Transport Act - Traffic Control Devices Rule: 2004 as detailed in Attachment B.

- c. Approve that under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, a special vehicle lane for the use of south bound bicycles only, be established on the east side of Sherborne Street along the existing kerb commencing at a point 10metresnorth of its intersection with Edgeware Road and extending in a south direction for a distance of three metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the traffic parking bylaw 2008.
97. *Existing Cranford Street Corridor - Edgeware Road to Cornwall Street - Traffic Controls*
- a. Approve that all traffic controls on Cranford Street from its intersection with Edgeware Road to its intersection with Cornwall Street be revoked. Note 2 applies.
98. *New Cranford Street Corridor - Edgeware Road to Cornwall Street - Traffic Controls*
- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes on Cranford Street from its intersection with Edgeware Road to its intersection with Cornwall Street, as detailed in Attachment B.
99. *Existing Cranford Street Corridor - Edgeware Road to Cornwall Street - Stopping and Parking*
- a. Approve that all parking and stopping restrictions on both sides of Cranford Street from a point sixmetresnorth of its intersection with Edgeware Road to a point 14 metres south of its intersection with Cornwall Street be revoked. Note 2 applies.
100. *New Cranford Street Corridor - Edgeware Road to Cornwall Street - Stopping and Parking*
- a. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Cranford Street commencing at a distance six metres north of its intersection with Edgeware Road, and extending in a north direction for a distance of 18 metres. The restriction is to apply at all times. Note 2 applies.
 - b. Approves that under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a bus stop be installed on the west side of Cranford Street commencing at a distance 24 metres north of its intersection with Edgeware Road, and extending in a north direction for a distance of 14 metres.
 - c. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the east side of Cranford Street commencing at a distance six metres north of its intersection with Edgeware Road, and extending in a north direction for a distance of 86 metres. The restriction is to apply at all times. Note 2 applies.

- d. Approves that under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a bus stop be installed on the east side of Cranford Street commencing at a distance 92 metres north of its intersection with Edgeware Road, and extending in a north direction for a distance of 14 metres.
101. *Existing Cranford Street / Cornwall Street Intersection - Traffic Controls*
- a. Approve that all traffic controls at the intersection of Cranford Street and Cornwall Street be revoked.
102. *New Cranford Street / Cornwall Street Intersection - Traffic Controls*
- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Cranford Street and Cornwall Street, as detailed in Attachment B.
 - b. Approve that a Stop control be placed against Cornwall Street at its intersection with the east side of Cranford Street, as detailed in Attachment B.
 - c. Approve that a Stop control be placed against Cornwall Street at its intersection with the west side of Cranford Street, as detailed in Attachment B.
103. *Existing Cranford Street / Cornwall Street Intersection - Stopping and Parking*
- a. Approve that all parking and stopping restrictions on the east side of Cranford Street from its intersection with Cornwall Street to a point 14 metres south be revoked. Note 1 applies.
 - b. Approve that all parking and stopping restrictions on the east side of Cranford Street from its intersection with Cornwall Street to a point 15 metres north be revoked. Note 1 applies.
 - c. Approve that all parking and stopping restrictions on both sides of Cornwall Street from its intersection with Cranford Street to a point 18 metres east be revoked. Note 1 applies.
104. *New Cranford Street / Cornwall Street Intersection - Stopping and Parking*
- a. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the east side of Cranford Street commencing at its intersection with Cornwall Street, and extending in a north direction for a distance of 15 metres. The restriction is to apply at all times. Note 1 applies.
 - b. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the east side of Cranford Street commencing at its intersection with Cornwall Street, and extending in a south direction for a distance of 14 metres. The restriction is to apply at all times. Note 1 applies.

- c. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the north side of Cornwall Street commencing at its intersection with Cranford Street, and extending in a east direction for a distance of 18 metres. The restriction is to apply at all times. Note 1 applies.
 - d. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south side of Cornwall Street commencing at its intersection with Cranford Street, and extending in a east direction for a distance of 15 metres. The restriction is to apply at all times. Note 1 applies.
105. *Existing Cranford Street Corridor - Cornwall Street to Winton Street - Traffic Controls*
- a. Approve that all traffic controls on Cranford Street from its intersection with Cornwall Street to its intersection with Winton Street be revoked. Note 2 applies.
106. *New Cranford Street Corridor - Cornwall Street to Winton Street - Traffic Controls*
- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes on Cranford Street from its intersection with Cornwall Street to its intersection with Winton Street, as detailed in Attachment B.
107. *Existing Corridor - Cornwall Street to Winton Street - Stopping and Parking*
- a. Approve that all parking and stopping restrictions on both sides of Cranford Street from its intersection with to its intersection with Winton Street be revoked.
108. *New Cranford Street Corridor - Cornwall Street to Winton Street - Stopping and Parking*
- a. Approves that under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a bus stop be installed on the east side of Cranford Street commencing at a distance 6 metres south of its intersection with Winton Street, and extending in a south direction for a distance of 14 metres.
 - b. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the east side of Cranford Street commencing at a distance 25 metres south of its intersection with Winton Street, and extending in a south direction for a distance of five metres. The restriction is to apply at all times. Note 1 applies.
109. *Existing Cranford Street / Winton Street Intersection - Traffic Controls*
- a. Approve that all traffic controls at the intersection of Cranford Street and Winton Street be revoked.
110. *New Cranford Street / Winton Street Intersection - Traffic Controls*

- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Cranford Street and Winton Street, as detailed in Attachment B.
111. *Existing Cranford Street / Winton Street Intersection - Stopping and Parking*
- a. Approve that all parking and stopping restrictions on the east side of Cranford Street from its intersection with Winton Street to a point 14 metres north be revoked. Note 2 applies.
 - b. Approve that all parking and stopping restrictions on the east side of Cranford Street from its intersection with Winton Street to a point six metres south be revoked. Note 2 applies.
 - c. Approve that all parking and stopping restrictions on both sides of Winton Street from its intersection with Cranford Street to a point 19 metres east be revoked. Note 2 applies.
112. *New Cranford Street / Winton Street Intersection - Stopping and Parking*
- a. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the east side of Cranford Street commencing at its intersection with Winton Street, and extending in a north direction for a distance of 14 metres. The restriction is to apply at all times. Note 2 applies.
 - b. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the east side of Cranford Street commencing at its intersection with Winton Street, and extending in a south direction for a distance of six metres. The restriction is to apply at all times. Note 2 applies.
 - c. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the north side of Winton Street commencing at its intersection with Cranford Street, and extending in a east direction for a distance of 19 metres. The restriction is to apply at all times. Note 2 applies.
 - d. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south side of Winton Street commencing at its intersection with Cranford Street, and extending in a east direction for a distance of 18 metres. The restriction is to apply at all times. Note 2 applies.
113. *Existing Cranford Street Corridor - Winton Street to Berwick Street - Traffic Controls*
- a. Approve that all traffic controls on Cranford Street from its intersection with Winton Street to its intersection with Berwick Street be revoked. Note 2 applies.

114. *New Cranford Street Corridor - Winton Street to Berwick Street - Traffic Controls*
- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes on Cranford Street from its intersection with Winton Street to its intersection with Berwick Street, as detailed in Attachment B.
115. *Existing Cranford Street / Oxley Avenue Intersection - Traffic Controls*
- a. Approve that all traffic controls at the intersection of Cranford Street and Oxley Avenue be revoked.
116. *New Cranford Street / Oxley Avenue Intersection - Traffic Controls*
- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Cranford Street and Oxley Avenue, as detailed in Attachment B.
117. *Existing Cranford Street Corridor - Winton Street to Berwick Street - Stopping and Parking*
- a. Approve that all parking and stopping restrictions on both sides of Cranford Street from its intersection with Winton Street to its intersection with Berwick Street be revoked.
118. *New Cranford Street Corridor - Winton Street to Berwick Street - Stopping and Parking*
- a. Approves that under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a bus stop be installed on the west side of Cranford Street commencing at a distance 212 metres north of its intersection with Cornwall Street, and extending in a north direction for a distance of 14 metres.
- b. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Cranford Street commencing at a distance 6 metres south of its intersection with Berwick Street, and extending in a south direction for a distance of 63 metres. The restriction is to apply at all times. Note 2 applies.
- c. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the east side of Cranford Street commencing at its intersection with Oxley Avenue, and extending in a south direction for a distance of 63 metres. The restriction is to apply at all times. Note 1 applies.

- d. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the east side of Cranford Street commencing at its intersection with Oxley Avenue, and extending in a north direction for a distance of 52 metres. The restriction is to apply at all times. Note 2 applies.
- 119. *Existing Cranford Street / Berwick Street Intersection - Traffic Controls*
 - a. Approve that all traffic controls at the intersection of Cranford Street and Berwick Street be revoked.
- 120. *New Cranford Street / Berwick Street Intersection - Traffic Controls*
 - a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Cranford Street and Berwick Street, as detailed in Attachment B.
 - b. Approve that the intersection of Cranford Street and Berwick Street be controlled with traffic signals in accordance with Section 6 of the Land Transport Act - Traffic Control Devices Rule: 2004 as detailed in Attachment B.
 - c. Approve that the left turn movement from the east approach of Berwick Street at its intersection with Cranford Street is prohibited.
 - d. Approve that a pedestrian and bicycle crossing, controlled by traffic signals in accordance with sections 6 and 8.5(3) of the Land Transport Act - Traffic Control Devices Rule 2004, be installed on Cranford Street at a point three metres south of its intersection with Berwick Street.
 - e. Approve that a bi-directional shared pedestrian/bicycle path be established on the Westminister Street side of Cranford Street commencing at its intersection with Berwick Street and extending in a north direction for a distance of 25 metres, as detailed on Attachment , in accordance with sections 11.4 of the Land Transport Act - Traffic Control Devices Rule: 2004 and Clause 1.6 of the Land Transport (Road User) Rule 2004. Note 2 applies.
 - f. Approve that a bi-directional shared pedestrian/bicycle path be established on the south side of Berwick Street commencing at its intersection with Cranford Street and extending in a east direction for a distance of 35 metres, as detailed on Attachment , in accordance with sections 11.4 of the Land Transport Act - Traffic Control Devices Rule: 2004 and Clause 1.6 of the Land Transport (Road User) Rule 2004. Note 2 applies.
- 121. *Existing Cranford Street / Berwick Street Intersection - Stopping and Parking*
 - a. Approve that all parking and stopping restrictions on the west side of Cranford Street from a point six metres south of its intersection with Berwick Street to a point 47metresnorth of its intersection with Berwick Street be revoked. Note 2 applies.

- b. Approve that all parking and stopping restrictions on the north side of Berwick Street from its intersection with Cranford Street to a point 15metreseast be revoked. Note 2 applies.

122. *New Cranford Street / Berwick Street Intersection - Stopping and Parking*

- a. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Cranford Street commencing at a distance 6 metres north of its intersection with the south side of Berwick Street, and extending in a north direction for a distance of 55 metres. The restriction is to apply at all times. Note 2 applies.
- b. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the north side of Berwick Street commencing at its intersection with Cranford Street, and extending in a east direction for a distance of 15 metres. The restriction is to apply at all times. Note 2 applies.
- c. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the east side of Cranford Street commencing at its intersection with Berwick Street, and extending in a north direction for a distance of 47 metres. The restriction is to apply at all times. Note 2 applies.

123. *Existing Cranford Street Corridor - Berwick Street to Westminster Street - Traffic Controls*

- a. Approve that all traffic controls on Cranford Street from its intersection with Berwick Street to its intersection with Westminster Street be revoked. Note 2 applies.

124. *New Cranford Street Corridor - Berwick Street to Westminster Street - Traffic Controls*

- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes on Cranford Street from its intersection with Berwick Street to its intersection with Westminster Street, as detailed in Attachment B.
- b. Approve that a bi-directional shared pedestrian/bicycle path be established on the west side of Cranford Street commencing at its intersection with Berwick Street and extending in a north direction to its intersection with Westminster Street, as detailed on Attachment A, in accordance with sections 11.4 of the Land Transport Act - Traffic Control Devices Rule: 2004 and Clause 1.6 of the Land Transport (Road User) Rule 2004. Note 2 applies.
- c. Approve that a bi-directional shared pedestrian/bicycle path be established on the east side of Cranford Street commencing at its intersection with Berwick Street and extending in a north direction for a distance of 81 metres, as detailed on Attachment , in accordance with sections 11.4 of the Land Transport Act - Traffic Control Devices Rule: 2004 and Clause 1.6 of the Land Transport (Road User) Rule 2004. Note 2 applies.

- d. Approve that a pedestrian and bicycle crossing, controlled by traffic signals in accordance with sections 6 and 8.5(3) of the Land Transport Action - Traffic Control Devices Rule 2004, be installed on Cranford Street at a point 76 metres north of its intersection with Berwick Street.
125. *Existing Cranford Street Corridor - Berwick Street to Westminster Street - Stopping and Parking*
- a. Approve that all parking and stopping restrictions on both sides of Cranford Street from its intersection with Berwick Street to its intersection with Westminster Street be revoked.
126. *New Cranford Street Corridor - Berwick Street to Westminster Street - Stopping and Parking*
- a. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Cranford Street commencing at a distance 80 metres north of its intersection with Berwick Street, and extending in a north direction for a distance of eight metres. The restriction is to apply at all times. Note 2 applies.
 - b. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Cranford Street commencing at a distance 94 metres north of its intersection with Berwick Street, and extending in a north direction for a distance of eight metres. The restriction is to apply at all times. Note 2 applies.
 - c. Approves that under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a bus stop be installed on the west side of Cranford Street commencing at a distance 102 metres north of its intersection with Berwick Street, and extending in a north direction for a distance of 14 metres.
 - d. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Cranford Street commencing at a distance 116 metres north of its intersection with Berwick Street, and extending in a north direction for a distance of five metres. The restriction is to apply at all times. Note 2 applies.
 - e. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Cranford Street commencing at a distance six metres south of its intersection with Westminster Street, and extending in a south direction for a distance of 65 metres. The restriction is to apply at all times. Note 2 applies.
 - f. Approves that under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a bus stop be installed on the east side of Cranford Street commencing at a distance 47 metres north of its intersection with Berwick Street, and extending in a north direction for a distance of 14 metres.

- g. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the east side of Cranford Street commencing at a distance 61 metres north of its intersection with Berwick Street, and extending in a north direction for a distance of 18 metres. The restriction is to apply at all times. Note 2 applies.
 - h. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the east side of Cranford Street commencing at a distance 85 metres north of its intersection with Berwick Street, and extending in a north direction for a distance of 14 metres. The restriction is to apply at all times. Note 2 applies.
 - i. Approves that under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a bus stop be installed on the east side of Cranford Street commencing at a distance 55 metres south of its intersection with Westminster Street, and extending in a south direction for a distance of 14 metres.
 - j. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the east side of Cranford Street commencing at a distance 46 metres south of its intersection with Westminster Street, and extending in a south direction for a distance of 9 metres. The restriction is to apply at all times. Note 2 applies.
 - k. Approves that under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of vehicles be restricted to a maximum period of 15 minutes on the east side of Cranford Street commencing at a distance 22 metres south of its intersection with Westminster Street, and extending in a south direction for a distance of 24 metres. The restriction is to apply Monday to Sunday between the hours of 8am to 6pm. Note 2 applies.
 - l. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the east side of Cranford Street commencing at a distance 4 metres south of its intersection with Westminster Street, and extending in a south direction for a distance of 18 metres. The restriction is to apply at all times. Note 2 applies.
127. *Existing Cranford Street / Westminster Street Intersection - Traffic Controls*
- a. Approve that all traffic controls at the intersection of Cranford Street and Westminster Street be revoked.
128. *New Cranford Street / Westminster Street Intersection - Traffic Controls*
- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Cranford Street and Westminster Street, as detailed in Attachment B.
 - b. Approve that the intersection of Cranford Street and Westminster Street be controlled with traffic signals in accordance with Section 6 of the Land Transport Act - Traffic Control Devices Rule: 2004 as detailed in Attachment B.

- c. Approve that the right turn movement from the north approach of Cranford Street at its intersection with Westminster Street is prohibited.
 - d. Approve that under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, a special vehicle lane for the use of north bound bicycles only, be established on the west side of Cranford Street along the existing kerb commencing at a point six metres south of its intersection with Westminster Street and extending in a south direction for a distance of three metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the traffic parking bylaw 2008.
 - e. Approve that under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, a special vehicle lane for the use of west bound bicycles only, be established on the south side of Westminster Street insert "along/in the" existing kerb commencing at a point four metres west of its intersection with Cranford Street and extending in a west direction for a distance of 60 metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the traffic parking bylaw 2008.
 - f. Approve that under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, a special vehicle lane for the use of east bound bicycles only, be established on the north side of Westminster Street insert "along/in the" existing kerb commencing at a point four metres west of its intersection with Cranford Street and extending in a west direction for a distance of 10 metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the traffic parking bylaw 2008.
 - g. Approve that under Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, a special vehicle lane for the use of south bound bicycles only, be established on the east side of Cranford Street insert "along/in the" existing kerb commencing at a point five metres north of its intersection with Westminster Street and extending in a north direction for a distance of three metres. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the traffic parking bylaw 2008.
129. *Existing Cranford Street / Westminster Street Intersection - Stopping and Parking*
- a. Approve that all parking and stopping restrictions on the south side of Westminster Street from its intersection with Cranford Street to a point 60 metres west be revoked. Note 2 applies.
 - b. Approve that all parking and stopping restrictions on the north side of Westminster Street from its intersection with Cranford Street to a point 23 metres west be revoked. Note 2 applies.
130. *New Cranford Street / Westminster Street Intersection - Stopping and Parking*

- a. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the north side of Westminster Street commencing at a distance four metres west of its intersection with Cranford Street, and extending in a west direction for a distance of 23 metres. The restriction is to apply at all times. Note 2 applies.
 - b. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south side of Westminster Street commencing at a distance four metres west of its intersection with Cranford Street, and extending in a west direction for a distance of 60 metres. The restriction is to apply at all times. Note 2 applies.
 - c. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the north side of Westminster Street commencing at a distance three metres east of its intersection with Cranford Street, and extending in a east direction for a distance of 10 metres. The restriction is to apply at all times. Note 2 applies.
 - d. Approves that under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of vehicles be restricted to a maximum period of 30 minutes on the south side of Westminster Street commencing at a distance 10 metres east of its intersection with Cranford Street, and extending in a east for a distance of 46metres. The restriction is to apply Monday to Sunday between the hours of 8am to 6pm. Note 2 applies.
 - e. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south side of Westminster Street commencing at a distance three metres east of its intersection with Cranford Street, and extending in a east direction for a distance of 53 metres. The restriction is to apply at all times. Note 2 applies.
131. *Existing Cranford Street Corridor - Westminster Street to Dee Street - Traffic Controls*
- a. Approve that all traffic controls on Cranford Street from its intersection with Westminster Street to its intersection with Dee Street be revoked. Note 2 applies.
132. *New Cranford Street Corridor - Westminster Street to Dee Street - Traffic Controls*
- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes on Cranford Street from its intersection with Westminster Street to its intersection with Dee Street, as detailed in Attachment B.
133. *Existing Cranford Street Corridor - Westminster Street to Dee Street - Stopping and Parking*
- a. Approve that all parking and stopping restrictions on both sides of Cranford Street from its intersection with Westminster Street to its intersection with Dee Street be revoked.

134. *New Cranford Street Corridor - Westminster Street to Dee Street - Stopping and Parking*
- a. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Cranford Street commencing at a distance three metres north of its intersection with Westminster Street, and extending in a north direction for a distance of seven metres. The restriction is to apply at all times. Note 2 applies.
 - b. Approves that under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the parking of vehicles be restricted to a maximum period of 30 minutes on the west side of Cranford Street commencing at a distance 10 metres north of its intersection with Westminster Street, and extending in a north direction for a distance of 25 metres. The restriction is to apply Monday to Sunday between the hours of 8am to 6pm. Note 1 applies.
 - c. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Cranford Street commencing at a distance 35 metres north of its intersection with Westminster Street, and extending in a north direction for a distance of 10 metres. The restriction is to apply at all times. Note 2 applies.
 - d. Approves that under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a bus stop be installed on the west side of Cranford Street commencing at a distance 46 metres north of its intersection with Westminster Street, and extending in a north direction for a distance of 14 metres.
 - e. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Cranford Street commencing at a distance 66 metres north of its intersection with Westminster Street, and extending in a north direction for a distance of six metres. The restriction is to apply at all times. Note 2 applies.
 - f. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the east side of Cranford Street commencing at a distance five metres north of its intersection with Westminster Street, and extending in a north direction for a distance of 58 metres. The restriction is to apply at all times. Note 2 applies.
135. *Existing Cranford Street / Dee Street Intersection - Traffic Controls*
- a. Approve that all traffic controls at the intersection of Cranford Street and Dee Street be revoked.
136. *New Cranford Street / Dee Street Intersection - Traffic Controls*
- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Cranford Street and Dee Street, as detailed in Attachment B.

- b. Approve that Dee Street be one way east to west from its intersection with Cranford Street to a point 28 metre east of its intersection with Cranford Street as detailed in Attachment B. This one way section was added to the Register of One Way Streets in the Traffic and Parking Bylaw 2008.
 - c. Approve that the left turn movement from the north approach of Cranford Street at its intersection with Dee Street is prohibited.
 - d. Approve that the right turn movement from the south approach of Cranford Street at its intersection with Dee Street is prohibited.
 - e. Approve that the right turn movement from the west approach of Dee Street at its intersection with Cranford Street is prohibited.
 - f. Approve that the right turn movement from the east approach of Dee Street at its intersection with Cranford Street is prohibited.
 - g. Approve that the straight through movement from the west approach of Dee Street at its intersection with Cranford Street is prohibited.
 - h. Approve that the straight through movement from the east approach of Dee Street at its intersection with Cranford Street is prohibited.
137. *Existing Cranford Street / Dee Street Intersection - Stopping and Parking*
- a. Approve that all parking and stopping restrictions on both sides of Dee Street from its intersection with Cranford Street to a point 18 metres west be revoked. Note 2 applies.
 - b. Approve that all parking and stopping restrictions on both sides of Dee Street from its intersection with Cranford Street to a point 28 metres east be revoked. Note 2 applies.
 - c. Approve that all parking and stopping restrictions on both sides of Cranford Street from its intersection with Dee Street to a point 28 metres north be revoked. Note 2 applies.
 - d. Approve that all parking and stopping restrictions on both sides of Cranford Street from its intersection with Dee Street to a point 16 metres south be revoked. Note 2 applies.
138. *New Cranford Street / Dee Street Intersection - Stopping and Parking*
- a. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the north side of Dee Street commencing at its intersection with Cranford Street, and extending in a west direction for a distance of 18 metres. The restriction is to apply at all times. Note 2 applies.

- b. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south side of Dee Street commencing at its intersection with Cranford Street, and extending in a west direction for a distance of 18 metres. The restriction is to apply at all times. Note 2 applies.
 - c. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the north side of Dee Street commencing at its intersection with Cranford Street, and extending in a east direction for a distance of 27 metres. The restriction is to apply at all times. Note 2 applies.
 - d. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south side of Dee Street commencing at its intersection with Cranford Street, and extending in a east direction for a distance of 28 metres. The restriction is to apply at all times. Note 2 applies.
 - e. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the east side of Cranford Street commencing at its intersection with Dee Street, and extending in a north direction for a distance of 13 metres. The restriction is to apply at all times. Note 2 applies.
 - f. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Cranford Street commencing at its intersection with Dee Street, and extending in a north direction for a distance of 28 metres. The restriction is to apply at all times. Note 2 applies.
 - g. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the east side of Cranford Street commencing at its intersection with Dee Street, and extending in a south direction for a distance of 12 metres. The restriction is to apply at all times. Note 2 applies.
 - h. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Cranford Street commencing at its intersection with Dee Street, and extending in a south direction for a distance of 16 metres. The restriction is to apply at all times. Note 2 applies.
139. *Existing Cranford Street Corridor - Dee Street to Malvern Street - Traffic Controls*
- a. Approve that all traffic controls on Cranford Street from its intersection with Dee Street to its intersection with Malvern Street be revoked. Note 2 applies.
140. *New Cranford Street Corridor - Dee Street to Malvern Street - Traffic Controls*
- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes on Cranford Street from its intersection with Dee Street to its intersection with Malvern Street, as detailed in Attachment B.

141. *Existing Cranford Street Corridor - Dee Street to Malvern Street - Stopping and Parking*
- a. Approve that all parking and stopping restrictions on the east side of Cranford Street from its intersection with Dee Street to a point 29metressouth be revoked. Note 2 applies.
142. *New Cranford Street Corridor - Dee Street to Malvern Street - Stopping and Parking*
- a. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the east side of Cranford Street commencing at a distance 48 metres south of its intersection with Malvern Street, and extending in a north direction for a distance of five metres. The restriction is to apply at all times. Note 2 applies.
- b. Approves that under clause 8 of the Christchurch City Council Traffic and Parking Bylaw 2017, that a bus stop be installed on the east side of Cranford Street commencing at a distance 43 metres north of its intersection with Malvern Street, and extending in a north direction for a distance of 14 metres.
143. *Existing Cranford Street / Malvern Street Intersection - Traffic Controls*
- a. Approve that all traffic controls at the intersection of Cranford Street and Malvern Street be revoked.
144. *New Cranford Street / Malvern Street Intersection - Traffic Controls*
- a. Approve the lane marking changes, kerb alignment changes, islands and road surface changes at the intersection of Cranford Street and Malvern Street, as detailed in Attachment B.
- b. Approve that Malvern Street be one way east to west from its intersection with Cranford Street to a point 27 metreswest of its intersection with Cranford Street as detailed in Attachment B. This one way section was added to the Register of One Way Streets in the Traffic and Parking Bylaw 2008.
- c. Approve that Malvern Street be one way east to west from its intersection with Cranford Street to a point 27 metreseast of its intersection with Cranford Street as detailed in Attachment B. This one way section was added to the Register of One Way Streets in the Traffic and Parking Bylaw 2008.
- d. Approve that the left turn movement from the north approach of Cranford Street at its intersection with Malvern Street is prohibited.
- e. Approve that the right turn movement from the east approach of Malvern Street at its intersection with Cranford Street is prohibited.

- f. Approve that the right turn movement from the south approach of Cranford Street at its intersection with Malvern Street is prohibited.
 - g. Approve that the straight through movement from the east approach of Malvern Street at its intersection with Cranford Street is prohibited.
 - h. Approve that the straight through movement from the west approach of Malvern Street at its intersection with Cranford Street is prohibited.
145. *Existing Cranford Street / Malvern Street Intersection - Stopping and Parking*
- a. Approve that all parking and stopping restrictions on both sides of Malvern Road from its intersection with Cranford Street to a point 27 metres east be revoked. Note 2 applies.
 - b. Approve that all parking and stopping restrictions on both sides of Malvern Road from its intersection with Cranford Street to a point 27 metres west be revoked. Note 2 applies.
 - c. Approve that all parking and stopping restrictions on both sides of Cranford Street from its intersection with Malvern Street to a point 29 metres south be revoked. Note 2 applies.
 - d. Approve that all parking and stopping restrictions on both sides of Cranford Street from its intersection with Malvern Street to a point 14 metres north be revoked. Note 2 applies.
146. *New Cranford Street / Malvern Street Intersection - Stopping and Parking*
- a. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the north side of Malvern Street commencing at its intersection with Cranford Street, and extending in a west direction for a distance of 27 metres. The restriction is to apply at all times. Note 2 applies.
 - b. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south side of Malvern Street commencing at its intersection with Cranford Street, and extending in a west direction for a distance of 26 metres. The restriction is to apply at all times. Note 2 applies.
 - c. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the north side of Malvern Street commencing at its intersection with Cranford Street, and extending in a east direction for a distance of 27 metres. The restriction is to apply at all times. Note 2 applies.

- d. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the south side of Malvern Street commencing at its intersection with Cranford Street, and extending in a east direction for a distance of 26 metres. The restriction is to apply at all times. Note 2 applies.
- e. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the east side of Cranford Street commencing at its intersection with Malvern Street, and extending in a north direction for a distance of 13 metres. The restriction is to apply at all times. Note 2 applies.
- f. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Cranford Street commencing at its intersection with Malvern Street, and extending in a north direction for a distance of 14 metres. The restriction is to apply at all times. Note 2 applies.
- g. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the east side of Cranford Street commencing at its intersection with Malvern Street, and extending in a south direction for a distance of 29 metres. The restriction is to apply at all times. Note 2 applies.
- h. Approves that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited on the west side of Cranford Street commencing at its intersection with Malvern Street, and extending in a south direction for a distance of 17 metres. The restriction is to apply at all times. Note 2 applies.
- 147. Approves that the pathway as detailed on Attachment F, be resolved as a shared pedestrian bi-directional cycle pathway in accordance with Clause 21(1)(a) of the Christchurch City Council Traffic and Parking Bylaw 2017.
- 148. **Approve, pursuant to Part 4 clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017 and Land Transport Rule: Setting of Speed Limits 2017, that the speed limits on the following roads be revoked and set as identified in Attachment A and detailed below in a) to hi) including resultant changes made to the Christchurch City Council Register of Speed Limits and associated Speed Limit Maps.**
 - a. Revoke the existing permanent speed limit of 50 kilometres per hour on Mays Road commencing at its intersection with Rutland Street and extending in a north east direction to its intersection with Kenwyn Avenue.
 - b. Approve that the permanent speed limit on Mays Road commencing at its intersection with Rutland Street and extending in a north east direction to its intersection with Kenwyn Avenue be set at 40 kilometres per hour.

- c. Revoke the existing permanent speed limit of 50 kilometres per hour on McFaddens Road commencing at its intersection with Rutland Street and extending in a north east direction to its intersection with Cranford Street.
- d. Approve that the permanent speed limit on McFaddens Road commencing at its intersection with Rutland Street and extending in a north east direction to its intersection with Cranford Street be set at 40 kilometres per hour.
- e. Revoke the existing permanent speed limit of 50 kilometres per hour on McFaddens Road commencing at its intersection with Cranford Street and extending in a north east direction to its intersection with Jameson Avenue.
- f. Approve that the permanent speed limit on McFaddens Road commencing at its intersection with Cranford Street and extending in a north east direction to its intersection with Jameson Avenue be set at 40 kilometres per hour.
- g. Revoke the existing permanent speed limit of 50 kilometres per hour on Roslyn Avenue commencing at its intersection with Croziers Road and extending in a north east direction to its intersection with Glenfield Crescent.
- h. Approve that the permanent speed limit on Roslyn Avenue commencing at its intersection with Croziers Road and extending in a north east direction to its intersection with Glenfield Crescent be set at 40 kilometres per hour.
- i. Revoke the existing permanent speed limit of 50 kilometres per hour on Bronwyn Street commencing at its intersection with Glenfield Crescent and extending in a north west direction to its intersection with Glenfield Crescent.
- j. Approve that the permanent speed limit on Bronwyn Street commencing at its intersection with Glenfield Crescent and extending in a north west direction to its intersection with Glenfield Crescent be set at 40 kilometres per hour.
- k. Revoke the existing permanent speed limit of 50 kilometres per hour on Pamir Street commencing at its intersection with Ranger Street and extending in a north west direction to its intersection with Glenfield Crescent.
- l. Approve that the permanent speed limit on Pamir Street commencing at its intersection with Ranger Street and extending in a north west direction to its intersection with Glenfield Crescent be set at 40 kilometres per hour.
- m. Revoke the existing permanent speed limit of 50 kilometres per hour on Ranger Street commencing at its intersection with McFaddens Road and extending in a east direction to its intersection with Philpotts Road.
- n. Approve that the permanent speed limit on Ranger Street commencing at its intersection with McFaddens Road and extending in a east direction to its intersection with Philpotts Road be set at 40 kilometres per hour.

- o. Revoke the existing permanent speed limit of 50 kilometres per hour on Mahars Road commencing at its intersection with Innes Road and extending in a north west direction to its intersection with Kellys Road.
- p. Approve that the permanent speed limit on Mahars Road commencing at its intersection with Innes Road and extending in a north west direction to its intersection with Kellys Road be set at 40 kilometres per hour.
- q. Revoke the existing permanent speed limit of 50 kilometres per hour on Mahars Road commencing at its intersection with Westminster Street and extending in a north west direction to its intersection with Innes Road.
- r. Approve that the permanent speed limit on Mahars Road commencing at its intersection with Westminster Street and extending in a north west direction to its intersection with Innes Road be set at 40 kilometres per hour.
- s. Revoke the existing permanent speed limit of 50 kilometres per hour on Nancy Avenue commencing at its intersection with Innes Road and extending in a north west direction to its intersection with Ranger Street.
- t. Approve that the permanent speed limit on Nancy Avenue commencing at its intersection with Innes Road and extending in a north west direction to its intersection with Ranger Street be set at 40 kilometres per hour.
- u. Revoke the existing permanent speed limit of 50 kilometres per hour on Weston Road commencing at its intersection with Rutland Street and extending in a north east direction to its intersection with Cranford Street.
- v. Approve that the permanent speed limit on Weston Road commencing at its intersection with Rutland Street and extending in a north east direction to its intersection with Cranford Street be set at 40 kilometres per hour.
- w. Revoke the existing permanent speed limit of 50 kilometres per hour on Weston Road commencing at its intersection with Cranford Street and extending in a north east direction to its intersection with Nancy Avenue.
- x. Approve that the permanent speed limit on Weston Road commencing at its intersection with Cranford Street and extending in a north east direction to its intersection with Nancy Avenue be set at 40 kilometres per hour.
- y. Revoke the existing permanent speed limit of 50 kilometres per hour on Knowles Street commencing at its intersection with Rutland Street and extending in a north east direction to its intersection with Cranford Street.
- z. Approve that the permanent speed limit on Knowles Street commencing at its intersection with Rutland Street and extending in a north east direction to its intersection with Cranford Street be set at 40 kilometres per hour.

- aa. Revoke the existing permanent speed limit of 50 kilometres per hour on Knowles Street commencing at its intersection with Cranford Street and extending in a north east direction to its intersection with Philpotts Road.
- ab. Approve that the permanent speed limit on Knowles Street commencing at its intersection with Cranford Street and extending in a north east direction to its intersection with Philpotts Road be set at 40 kilometres per hour.
- ac. Revoke the existing permanent speed limit of 50 kilometres per hour on Jameson Avenue commencing at its intersection with Innes Road and extending in a north west direction to its intersection with Croziers Road.
- ad. Approve that the permanent speed limit on Jameson Avenue commencing at its intersection with Innes Road and extending in a north west direction to its intersection with Croziers Road be set at 40 kilometres per hour.
- ae. Revoke the existing permanent speed limit of 50 kilometres per hour on Malvern Street commencing at its intersection with Rutland Street and extending in a north east direction to its intersection with Cranford Street.
- af. Approve that the permanent speed limit on Malvern Street commencing at its intersection with Rutland Street and extending in a north east direction to its intersection with Cranford Street be set at 40 kilometres per hour.
- ag. Revoke the existing permanent speed limit of 50 kilometres per hour on Malvern Street commencing at its intersection with Cranford Street and extending in a north east direction to its intersection with Thames Street.
- ah. Approve that the permanent speed limit on Malvern Street commencing at its intersection with Cranford Street and extending in a north east direction to its intersection with Thames Street be set at 40 kilometres per hour.
- ai. Revoke the existing permanent speed limit of 50 kilometres per hour on Gosset Street commencing at its intersection with Westminster Street and extending in a north west direction to its intersection with Malvern Street.
- aj. Approve that the permanent speed limit on Gosset Street commencing at its intersection with Westminster Street and extending in a north west direction to its intersection with Malvern Street be set at 40 kilometres per hour.
- ak. Revoke the existing permanent speed limit of 50 kilometres per hour on Carrington Street commencing at its intersection with Westminster Street and extending in a north west direction to its intersection with Malvern Street.
- al. Approve that the permanent speed limit on Carrington Street commencing at its intersection with Westminster Street and extending in a north west direction to its intersection with Malvern Street be set at 40 kilometres per hour.

- am. Revoke the existing permanent speed limit of 50 kilometres per hour on Jacobs Street commencing at its intersection with Westminster Street and extending in a north west direction to its intersection with Malvern Street.
- an. Approve that the permanent speed limit on Jacobs Street commencing at its intersection with Westminster Street and extending in a north west direction to its intersection with Malvern Street be set at 40 kilometres per hour.
- ao. Revoke the existing permanent speed limit of 50 kilometres per hour on Roosevelt Avenue commencing at its intersection with Westminster Street and extending in a north west direction to its intersection with Innes Road.
- ap. Approve that the permanent speed limit on Roosevelt ave commencing at its intersection with Westminster Street and extending in a north west direction to its intersection with Innes Road be set at 40 kilometres per hour.
- aq. Revoke the existing permanent speed limit of 50 kilometres per hour on Dee Street commencing at its intersection with Roosevelt Avenue and extending in a north east direction to its intersection with Cranford Street.
- ar. Approve that the permanent speed limit on Dee Street commencing at its intersection with Roosevelt Avenue and extending in a north east direction to its intersection with Cranford Street be set at 40 kilometres per hour.
- as. Revoke the existing permanent speed limit of 50 kilometres per hour on Dee Street commencing at its intersection with Cranford Street and extending in a north east direction to its intersection with Thames Street.
- at. Approve that the permanent speed limit on Dee Street commencing at its intersection with Cranford Street and extending in a north east direction to its intersection with Thames Street be set at 40 kilometres per hour.
- au. Revoke the existing permanent speed limit of 50 kilometres per hour on Mersey Street commencing at its intersection with Berwick Street and extending in a north west direction to its intersection with Innes Road.
- av. Approve that the permanent speed limit on Mersey Street commencing at its intersection with Berwick Street and extending in a north west direction to its intersection with Innes Road be set at 40 kilometres per hour.
- aw. Revoke the existing permanent speed limit of 50 kilometres per hour on Severn Street commencing at its intersection with Westminster Street and extending in a north west direction to its intersection with Innes Road.
- ax. Approve that the permanent speed limit on Severn Street commencing at its intersection with Westminster Street and extending in a north west direction to its intersection with Innes Road be set at 40 kilometres per hour.

- ay. Revoke the existing permanent speed limit of 50 kilometres per hour on Thames Street commencing at its intersection with Westminster Street and extending in a north west direction to its intersection with Innes Road.
- az. Approve that the permanent speed limit on Thames Street commencing at its intersection with Westminster Street and extending in a north west direction to its intersection with Innes Road be set at 40 kilometres per hour.
- ba. Revoke the existing permanent speed limit of 50 kilometres per hour on Ethne Street commencing at its intersection with Norah Street and extending in a north west direction to its intersection with Innes Road.
- bb. Approve that the permanent speed limit on Ethne Street commencing at its intersection with Norah Street and extending in a north west direction to its intersection with Innes Road be set at 40 kilometres per hour.
- bc. Revoke the existing permanent speed limit of 50 kilometres per hour on Nancy Avenue commencing at its intersection with Norah Street and extending in a north west direction to its intersection with Innes Road.
- bd. Approve that the permanent speed limit on Nancy Avenue commencing at its intersection with Norah Street and extending in a north west direction to its intersection with Innes Road be set at 40 kilometres per hour.
- be. Revoke the existing permanent speed limit of 50 kilometres per hour on Francis Avenue commencing at its intersection with Warrington Street and extending in a north west direction to its intersection with Norah Street.
- bf. Approve that the permanent speed limit on Francis Avenue commencing at its intersection with Warrington Street and extending in a north west direction to its intersection with Norah Street be set at 40 kilometres per hour.
- bg. Revoke the existing permanent speed limit of 50 kilometres per hour on Kensington Ave commencing at its intersection with Westminster Street and extending in a north west direction to its intersection with Innes Road.
- bh. Approve that the permanent speed limit on Kensington Ave commencing at its intersection with Westminster Street and extending in a north west direction to its intersection with Innes Road be set at 40 kilometres per hour.
- bi. Revoke the existing permanent speed limit of 50 kilometres per hour on Fergusson Avenue commencing at its intersection with Westminster Street and extending in a north west direction to its intersection with Patrick Street.
- bj. Approve that the permanent speed limit on Fergusson Avenue commencing at its intersection with Westminster Street and extending in a north west direction to its intersection with Patrick Street be set at 40 kilometres per hour.

- bk. Revoke the existing permanent speed limit of 50 kilometres per hour on Greenwood Close commencing at its intersection with Westminster Street and extending in a north west direction to its intersection with Innes Road.
- bl. Approve that the permanent speed limit on Greenwood Close commencing at its intersection with Westminster Street and extending in a north west direction to its intersection with Innes Road be set at 40 kilometres per hour.
- bm. Revoke the existing permanent speed limit of 50 kilometres per hour on Manuka Street commencing at its intersection with Westminster Street and extending in a north west direction to its intersection with Innes Road.
- bn. Approve that the permanent speed limit on Manuka Street commencing at its intersection with Westminster Street and extending in a north west direction to its intersection with Innes Road be set at 40 kilometres per hour.
- bo. Revoke the existing permanent speed limit of 50 kilometres per hour on Westminster Street commencing at its intersection with Rutland Street and extending in a north east direction to its intersection with Cranford Street.
- bp. Approve that the permanent speed limit on Westminster Street commencing at its intersection with Rutland Street and extending in a north east direction to its intersection with Cranford Street be set at 40 kilometres per hour.
- bq. Revoke the existing permanent speed limit of 50 kilometres per hour on Westminster Street commencing at its intersection with Cranford Street and extending in a north east direction to its intersection with Hills Road.
- br. Approve that the permanent speed limit on Westminster Street commencing at its intersection with Cranford Street and extending in a north east direction to its intersection with Hills Road be set at 40 kilometres per hour.
- bs. Revoke the existing permanent speed limit of 50 kilometres per hour on St Albans Street commencing at its intersection with Rutland Street and extending in a east direction to its intersection with Trafalgar Street.
- bt. Approve that the permanent speed limit on St Albans Street commencing at its intersection with Rutland Street and extending in a east direction to its intersection with Trafalgar Street be set at 40 kilometres per hour.
- bu. Revoke the existing permanent speed limit of 50 kilometres per hour on Courtenay Street commencing at its intersection with Trafalgar Street and extending in a north east direction to its intersection with Westminster Street.
- bv. Approve that the permanent speed limit on Courtenay Street commencing at its intersection with Trafalgar Street and extending in a north east direction to its intersection with Westminster Street be set at 40 kilometres per hour.

- bw. Revoke the existing permanent speed limit of 50 kilometres per hour on Berwick Street commencing at its intersection with Mersey Street and extending in a north east direction to its intersection with Forfar Street.
- bx. Approve that the permanent speed limit on Berwick Street commencing at its intersection with Mersey Street and extending in a north east direction to its intersection with Forfar Street be set at 40 kilometres per hour.
- by. Revoke the existing permanent speed limit of 50 kilometres per hour on Forfar Street commencing at its intersection with Warrington Street and extending in a north west direction to its intersection with Westminster Street.
- bz. Approve that the permanent speed limit on Forfar Street commencing at its intersection with Warrington Street and extending in a north west direction to its intersection with Westminster Street be set at 40 kilometres per hour.
- ca. Revoke the existing permanent speed limit of 50 kilometres per hour on Flockton Street commencing at its intersection with Warrington Street and extending in a north west direction to its intersection with Westminster Street.
- cb. Approve that the permanent speed limit on Flockton Street commencing at its intersection with Warrington Street and extending in a north west direction to its intersection with Westminster Street be set at 40 kilometres per hour.
- cc. Revoke the existing permanent speed limit of 50 kilometres per hour on Squire Street commencing at its intersection with Flockton Street and extending in a north east direction to its intersection with Aylesford Street.
- cd. Approve that the permanent speed limit on Squire Street commencing at its intersection with Flockton Street and extending in a north east direction to its intersection with Aylesford Street be set at 40 kilometres per hour.
- ce. Revoke the existing permanent speed limit of 50 kilometres per hour on Archer Street commencing at its intersection with Flockton Street and extending in a north east direction to its intersection with Aylesford Street.
- cf. Approve that the permanent speed limit on Archer Street commencing at its intersection with Flockton Street and extending in a north east direction to its intersection with Aylesford Street be set at 40 kilometres per hour.
- cg. Revoke the existing permanent speed limit of 50 kilometres per hour on Carrick Street commencing at its intersection with Flockton Street and extending in a north east direction to its intersection with Aylesford Street.
- ch. Approve that the permanent speed limit on Carrick Street commencing at its intersection with Flockton Street and extending in a north east direction to its intersection with Aylesford Street be set at 40 kilometres per hour.

- ci. Revoke the existing permanent speed limit of 50 kilometres per hour on Thornton Street commencing at its intersection with Flockton Street and extending in a north east direction to its intersection with Aylesford Street.
- cj. Approve that the permanent speed limit on Thornton Street commencing at its intersection with Flockton Street and extending in a north east direction to its intersection with Aylesford Street be set at 40 kilometres per hour.
- ck. Revoke the existing permanent speed limit of 50 kilometres per hour on Aylesford Street commencing at its intersection with Hills Road and extending in a north west direction to its intersection with Westminster Street.
- cl. Approve that the permanent speed limit on Aylesford Street commencing at its intersection with Hills Road and extending in a north west direction to its intersection with Westminster Street be set at 40 kilometres per hour.
- cm. Revoke the existing permanent speed limit of 50 kilometres per hour on Whitehall Street commencing at its intersection with Westminster Street and extending in a north west direction to its intersection with Hills Road.
- cn. Approve that the permanent speed limit on Whitehall Street commencing at its intersection with Westminster Street and extending in a north west direction to its intersection with Hills Road be set at 40 kilometres per hour.
- co. Revoke the existing permanent speed limit of 50 kilometres per hour on Oxley Avenue commencing at its intersection with Cranford Street and extending in a east direction to its intersection with Forfar Street.
- cp. Approve that the permanent speed limit on Oxley Avenue commencing at its intersection with Cranford Street and extending in a east direction to its intersection with Forfar Street be set at 40 kilometres per hour.
- cq. Revoke the existing permanent speed limit of 50 kilometres per hour on Winton Street commencing at its intersection with Cranford Street and extending in a east direction to its intersection with Madras Street.
- cr. Approve that the permanent speed limit on Winton Street commencing at its intersection with Cranford Street and extending in a east direction to its intersection with Madras Street be set at 40 kilometres per hour.
- cs. Revoke the existing permanent speed limit of 50 kilometres per hour on Cornwall St commencing at its intersection with Cranford Street and extending in a east direction to its intersection with Lindsay St.
- ct. Approve that the permanent speed limit on Cornwall Street commencing at its intersection with Cranford Street and extending in a east direction to its intersection with Lindsay Street be set at 40 kilometres per hour.

- cu. Revoke the existing permanent speed limit of 50 kilometres per hour on Edward Avenue commencing at its intersection with Madras Street and extending in a east direction to its intersection with Barbadoes Street.
- cv. Approve that the permanent speed limit on Edward Avenue commencing at its intersection with Madras Street and extending in a east direction to its intersection with Barbadoes Street be set at 40 kilometres per hour.
- cw. Revoke the existing permanent speed limit of 50 kilometres per hour on Edward Avenue commencing at its intersection with Barbadoes Street and extending in a east direction to its intersection with Hills Road.
- cx. Approve that the permanent speed limit on Edward Avenue commencing at its intersection with Barbadoes Street and extending in a east direction to its intersection with Hills Road be set at 40 kilometres per hour.
- cy. Revoke the existing permanent speed limit of 50 kilometres per hour on Allard Street commencing at its intersection with Edgware Road and extending in a north direction to its intersection with Edward Avenue.
- cz. Approve that the permanent speed limit on Allard Street commencing at its intersection with Edgware Road and extending in a north direction to its intersection with Edward Avenue be set at 40 kilometres per hour.
- da. Revoke the existing permanent speed limit of 50 kilometres per hour on Geraldine Street commencing at its intersection with Bealey Avenue and extending in a north direction to its intersection with Edgware Road.
- db. Approve that the permanent speed limit on Geraldine Street commencing at its intersection with Bealey Avenue and extending in a north direction to its intersection with Edgware Road be set at 40 kilometres per hour.
- dc. Revoke the existing permanent speed limit of 50 kilometres per hour on Geraldine Street commencing at its intersection with Edgware Road and extending in a north direction to its intersection with Warrington Street.
- dd. Approve that the permanent speed limit on Geraldine Street commencing at its intersection with Edgware Road and extending in a north direction to its intersection with Warrington Street be set at 40 kilometres per hour.
- de. Revoke the existing permanent speed limit of 50 kilometres per hour on Cleveland Street commencing at its intersection with Hendon Street and extending in a north direction to its intersection with Edward Avenue.
- df. Approve that the permanent speed limit on Cleveland Street commencing at its intersection with Hendon Street and extending in a north direction to its intersection with Edward Avenue be set at 40 kilometres per hour.

- dg. Revoke the existing permanent speed limit of 50 kilometres per hour on Cleveland Street commencing at its intersection with Edward Avenue and extending in a north direction to its intersection with Warrington Street.
- dh. Approve that the permanent speed limit on Cleveland Street commencing at its intersection with Edward Avenue and extending in a north direction to its intersection with Warrington Street be set at 40 kilometres per hour.
- di. Revoke the existing permanent speed limit of 50 kilometres per hour on Woodville Street commencing at its intersection with Edward Avenue and extending in a north direction to its intersection with Warrington Street.
- dj. Approve that the permanent speed limit on Woodville Street commencing at its intersection with Edward Avenue and extending in a north direction to its intersection with Warrington Street be set at 40 kilometres per hour.
- dk. Revoke the existing permanent speed limit of 50 kilometres per hour on Ranfurly Street commencing at its intersection with Springfield Road and extending in a east direction to its intersection with Caledonian Road.
- dl. Approve that the permanent speed limit on Ranfurly Street commencing at its intersection with Springfield Road and extending in a east direction to its intersection with Caledonian Road be set at 40 kilometres per hour.
- dm. Revoke the existing permanent speed limit of 50 kilometres per hour on Holly Road commencing at its intersection with Springfield Road and extending in a east direction to its intersection with Caledonian Road.
- dn. Approve that the permanent speed limit on Holly Road commencing at its intersection with Springfield Road and extending in a east direction to its intersection with Caledonian Road be set at 40 kilometres per hour.
- do. Revoke the existing permanent speed limit of 50 kilometres per hour on Canon Street commencing at its intersection with Caledonian Road and extending in a east direction to its intersection with Sherborne Street.
- dp. Approve that the permanent speed limit on Canon Street commencing at its intersection with Caledonian Road and extending in a east direction to its intersection with Sherborne Street be set at 40 kilometres per hour.
- dq. Revoke the existing permanent speed limit of 50 kilometres per hour on Canon Street commencing at its intersection with Sherborne Street and extending in a east direction to its intersection with Madras Street.
- dr. Approve that the permanent speed limit on Canon Street commencing at its intersection with Sherborne Street and extending in a east direction to its intersection with Madras Street be set at 40 kilometres per hour.

- ds. Revoke the existing permanent speed limit of 50 kilometres per hour on Canon Street commencing at its intersection with Madras Street and extending in a east direction to its intersection with Barbadoes Street.
- dt. Approve that the permanent speed limit on Canon Street commencing at its intersection with Madras Street and extending in a east direction to its intersection with Barbadoes Street be set at 40 kilometres per hour.
- du. Revoke the existing permanent speed limit of 50 kilometres per hour on Canon Street commencing at its intersection with Barbadoes Street and extending in a east direction to its intersection with Geraldine Street.
- dv. Approve that the permanent speed limit on Canon Street commencing at its intersection with Barbadoes Street and extending in a east direction to its intersection with Geraldine Street be set at 40 kilometres per hour.
- dw. Revoke the existing permanent speed limit of 50 kilometres per hour on Champion Street commencing at its intersection with Bealey Avenue and extending in a north direction to its intersection with Edgeware Road.
- dx. Approve that the permanent speed limit on Champion Street commencing at its intersection with Bealey Avenue and extending in a north direction to its intersection with Edgeware Road be set at 40 kilometres per hour.
- dy. Revoke the existing permanent speed limit of 50 kilometres per hour on Gresford Street commencing at its intersection with Geraldine Street and extending in a east direction to its intersection with Hills Road.
- dz. Approve that the permanent speed limit on Gresford Street commencing at its intersection with Geraldine Street and extending in a east direction to its intersection with Hills Road be set at 40 kilometres per hour.
- ea. Revoke the existing permanent speed limit of 50 kilometres per hour on Packe Street commencing at its intersection with Bealey Avenue and extending in a north direction to its intersection with Edgeware Road.
- eb. Approve that the permanent speed limit on Packe Street commencing at its intersection with Bealey Avenue and extending in a north direction to its intersection with Edgeware Road be set at 40 kilometres per hour.
- ec. Revoke the existing permanent speed limit of 50 kilometres per hour on Bishop Street commencing at its intersection with Bealey Avenue and extending in a north direction to its intersection with Edgeware Road.
- ed. Approve that the permanent speed limit on Bishop Street commencing at its intersection with Bealey Avenue and extending in a north direction to its intersection with Edgeware Road be set at 40 kilometres per hour.

- ee. Revoke the existing permanent speed limit of 50 kilometres per hour on Manchester Street commencing at its intersection with Bealey Avenue and extending in a north direction to its intersection with Edgeware Road.
- ef. Approve that the permanent speed limit on Manchester Street commencing at its intersection with Bealey Avenue and extending in a north direction to its intersection with Edgeware Road be set at 40 kilometres per hour.
- eg. Revoke the existing permanent speed limit of 50 kilometres per hour on Eversleigh Street commencing at its intersection with Springfield Road and extending in a east direction to its intersection with Caledonian Road.
- eh. Approve that the permanent speed limit on Eversleigh Street commencing at its intersection with Springfield Road and extending in a east direction to its intersection with Caledonian Road be set at 40 kilometres per hour.
- ei. Revoke the existing permanent speed limit of 50 kilometres per hour on Purchas Street commencing at its intersection with Caledonian Road and extending in a east direction to its intersection with Sherborne Street.
- ej. Approve that the permanent speed limit on Purchas Street commencing at its intersection with Caledonian Road and extending in a east direction to its intersection with Sherborne Street be set at 40 kilometres per hour.
- ek. Revoke the existing permanent speed limit of 50 kilometres per hour on Purchas Street commencing at its intersection with Sherborne Street and extending in a east direction to its intersection with Madras Street.
- el. Approve that the permanent speed limit on Purchas Street commencing at its intersection with Sherborne Street and extending in a east direction to its intersection with Madras Street be set at 40 kilometres per hour.
- em. Revoke the existing permanent speed limit of 50 kilometres per hour on Purchas Street commencing at its intersection with Madras Street and extending in a east direction to its intersection with Barbadoes Street.
- en. Approve that the permanent speed limit on Purchas Street commencing at its intersection with Madras Street and extending in a east direction to its intersection with Barbadoes Street be set at 40 kilometres per hour.
- eo. Revoke the existing permanent speed limit of 50 kilometres per hour on Purchas Street commencing at its intersection with Barbadoes Street and extending in a east direction to its intersection with Geraldine Street.
- ep. Approve that the permanent speed limit on Purchas Street commencing at its intersection with Barbadoes Street and extending in a east direction to its intersection with Geraldine Street be set at 40 kilometres per hour.

- eq. Revoke the existing permanent speed limit of 50 kilometres per hour on Caledonian Road commencing at its intersection with Bealey Avenue and extending in a north direction to its intersection with Ranfurly Street.
- er. Approve that the permanent speed limit on Caledonian Road commencing at its intersection with Bealey Avenue and extending in a north direction to its intersection with Ranfurly Street be set at 40 kilometres per hour.
- es. Revoke the existing permanent speed limit of 50 kilometres per hour on Caledonian Road commencing at its intersection with Ranfurly Street and extending in a north direction to its intersection with Edgeware Road.
- et. Approve that the permanent speed limit on Caledonian Road commencing at its intersection with Ranfurly Street and extending in a north direction to its intersection with Edgeware Road be set at 30 kilometres per hour.
- eu. Revoke the existing permanent speed limit of 50 kilometres per hour on Edgeware Road commencing at its intersection with Dover Street and extending in a east direction to its intersection with Sherborne Street.
- ev. Approve that the permanent speed limit on Edgeware Road commencing at its intersection with Dover Street and extending in a east direction to its intersection with Sherborne Street be set at 30 kilometres per hour.
- ew. Revoke the existing permanent speed limit of 50 kilometres per hour on Dover Street commencing at its intersection with Edgeware Road and extending in a north east direction to its intersection with Trafalgar Street.
- ex. Approve that the permanent speed limit on Dover Street commencing at its intersection with Edgeware Road and extending in a north east direction to its intersection with Trafalgar Street be set at 30 kilometres per hour.
- ey. Revoke the existing permanent speed limit of 50 kilometres per hour on Radnor Street commencing at its intersection with Springfield Road and extending in a east direction to its intersection with Dover Street.
- ez. Approve that the permanent speed limit on Radnor Street commencing at its intersection with Springfield Road and extending in a east direction to its intersection with Dover Street be set at 30 kilometres per hour.
- fa. Revoke the existing permanent speed limit of 50 kilometres per hour on Harrison Street commencing at its intersection with Thornton Street and extending in a north east direction to its intersection with Aylesford Street.
- fb. Approve that the permanent speed limit on Harrison Street commencing at its intersection with Thornton Street and extending in a north east direction to its intersection with Aylesford Street be set at 40 kilometres per hour.
- fc. Revoke the existing permanent speed limit of 50 kilometres per hour on Kenwyn Avenue (entire length).

- fd. Approve that the permanent speed limit on Kenwyn Avenue (entire length) be set at 40 kilometres per hour.
- fe. Revoke the existing permanent speed limit of 50 kilometres per hour on Lewisham Park (entire length).
- ff. Approve that the permanent speed limit on Lewisham Park (entire length) be set at 40 kilometres per hour.
- fg. Revoke the existing permanent speed limit of 50 kilometres per hour on Carnaby Close (entire length).
- fh. Approve that the permanent speed limit on Carnaby Close (entire length) be set at 40 kilometres per hour.
- fi. Revoke the existing permanent speed limit of 50 kilometres per hour on Ketton Place (entire length).
- fj. Approve that the permanent speed limit on Ketton Place (entire length) be set at 40 kilometres per hour.
- fk. Revoke the existing permanent speed limit of 50 kilometres per hour on Redwood Place (entire length).
- fl. Approve that the permanent speed limit on Redwood Place (entire length) be set at 40 kilometres per hour.
- fm. Revoke the existing permanent speed limit of 50 kilometres per hour on Frome Place (entire length).
- fn. Approve that the permanent speed limit on Frome Place (entire length) be set at 40 kilometres per hour.
- fo. Revoke the existing permanent speed limit of 50 kilometres per hour on Yeovil Place (entire length).
- fp. Approve that the permanent speed limit on Yeovil Place (entire length) be set at 40 kilometres per hour.
- fq. Revoke the existing permanent speed limit of 50 kilometres per hour on Croziers Road (entire length).
- fr. Approve that the permanent speed limit on Croziers Road (entire length) be set at 40 kilometres per hour.
- fs. Revoke the existing permanent speed limit of 50 kilometres per hour on Kew Place (entire length).

- ft. Approve that the permanent speed limit on Kew Place (entire length) be set at 40 kilometres per hour.
- fu. Revoke the existing permanent speed limit of 50 kilometres per hour on Heather Place (entire length).
- fv. Approve that the permanent speed limit on Heather Place (entire length) be set at 40 kilometres per hour.
- fw. Revoke the existing permanent speed limit of 50 kilometres per hour on Kellys Road (entire length).
- fx. Approve that the permanent speed limit on Kellys Road (entire length) be set at 40 kilometres per hour.
- fy. Revoke the existing permanent speed limit of 50 kilometres per hour on Greenfield Place (entire length).
- fz. Approve that the permanent speed limit on Greenfield Place (entire length) be set at 40 kilometres per hour.
- ga. Revoke the existing permanent speed limit of 50 kilometres per hour on Chilton Drive (entire length).
- gb. Approve that the permanent speed limit on Chilton Drive (entire length) be set at 40 kilometres per hour.
- gc. Revoke the existing permanent speed limit of 50 kilometres per hour on Wanaka Place (entire length).
- gd. Approve that the permanent speed limit on Wanaka Place (entire length) be set at 40 kilometres per hour.
- ge. Revoke the existing permanent speed limit of 50 kilometres per hour on Hawea Place (entire length).
- gf. Approve that the permanent speed limit on Hawea Place (entire length) be set at 40 kilometres per hour.
- gg. Revoke the existing permanent speed limit of 50 kilometres per hour on Cavan Place (entire length).
- gh. Approve that the permanent speed limit on Cavan Place (entire length) be set at 40 kilometres per hour.
- gi. Revoke the existing permanent speed limit of 50 kilometres per hour on Payling Lane (entire length).
- gj. Approve that the permanent speed limit on Payling Lane (entire length) be set at 40 kilometres per hour.

- gk. Revoke the existing permanent speed limit of 50 kilometres per hour on Norah Street (entire length).
- gl. Approve that the permanent speed limit on Norah Street (entire length) be set at 40 kilometres per hour.
- gm. Revoke the existing permanent speed limit of 50 kilometres per hour on Pascoe Avenue (entire length).
- gn. Approve that the permanent speed limit on Pascoe Avenue (entire length) be set at 40 kilometres per hour.
- go. Revoke the existing permanent speed limit of 50 kilometres per hour on Patrick Street (entire length).
- gp. Approve that the permanent speed limit on Patrick Street (entire length) be set at 40 kilometres per hour.
- gq. Revoke the existing permanent speed limit of 50 kilometres per hour on Speight Street (entire length).
- gr. Approve that the permanent speed limit on Speight Street (entire length) be set at 40 kilometres per hour.
- gs. Revoke the existing permanent speed limit of 50 kilometres per hour on Crosby Street (entire length).
- gt. Approve that the permanent speed limit on Crosby Street (entire length) be set at 40 kilometres per hour.
- gu. Revoke the existing permanent speed limit of 50 kilometres per hour on Minaret Street (entire length).
- gv. Approve that the permanent speed limit on Minaret Street (entire length) be set at 40 kilometres per hour.
- gw. Revoke the existing permanent speed limit of 50 kilometres per hour on Marlin Place (entire length).
- gx. Approve that the permanent speed limit on Marlin Place (entire length) be set at 40 kilometres per hour.
- gy. Revoke the existing permanent speed limit of 50 kilometres per hour on Fernbrook Place (entire length).
- gz. Approve that the permanent speed limit on Fernbrook Place (entire length) be set at 40 kilometres per hour.

- ha. Revoke the existing permanent speed limit of 50 kilometres per hour on Hendon Street (entire length).
- hb. Approve that the permanent speed limit on Hendon Street (entire length) be set at 40 kilometres per hour.
- hc. Revoke the existing permanent speed limit of 50 kilometres per hour on Keoghs Lane (entire length).
- hd. Approve that the permanent speed limit on Keoghs Lane (entire length) be set at 40 kilometres per hour.
- he. Revoke the existing permanent speed limit of 50 kilometres per hour on Olympic Lane (entire length).
- hf. Approve that the permanent speed limit on Olympic Lane (entire length) be set at 40 kilometres per hour.
- hg. Revoke the existing permanent speed limit of 50 kilometres per hour on Trist Place (entire length).
- hh. Approve that the permanent speed limit on Trist Place (entire length) be set at 40 kilometres per hour.
- hi. Revoke the existing permanent speed limit of 50 kilometres per hour on Elderwood Lane (entire length).
- hj. Approve that the permanent speed limit on Elderwood Lane (entire length) be set at 40 kilometres per hour.
- hk. Revoke the existing permanent speed limit of 50 kilometres per hour on Durham Street North commencing its intersection with Caledonian Street and extending in a west direction to a point 175 metres west of its intersection with Caledonian Street.
- hl. Approve that the permanent speed limit on Durham Street North commencing its intersection with Caledonian Street and extending in a west direction to a point 175 metres west of its intersection with Caledonian Street be set at 40kilometres per hour.
- hm. Revoke the existing permanent speed limit of 50 kilometres per hour on Colombo Street commencing its intersection with Bealey Avenue and extending in a north direction to a point 100 metres north of its intersection with Canon Street.
- hn. Approve that the permanent speed limit on Colombo Street commencing its intersection with Bealey Avenue and extending in a north direction to a point 100 metres north of its intersection with Canon Street be set at 40kilometres per hour.
- ho. Revoke the existing permanent speed limit of 50 kilometres per hour on Colombo Street commencing its intersection with Edgware Road and extending in a south direction to a point 150 metres south of its intersection with Edgware Road.

- hp. Approve that the permanent speed limit on Colombo Street commencing its intersection with Edgware Road and extending in a south direction to a point 150 metres south of its intersection with Edgware Road be set at 30kilometres per hour.
- hq. Revoke the existing permanent speed limit of 50 kilometres per hour on Philpotts Road commencing its intersection with Innes Road and extending in a north west direction to a point 50 metres north west of its intersection with Glenfield Crescent.
- hr. Approve that the permanent speed limit on Philpotts Road commencing its intersection with Innes Road and extending in a north west direction to a point 50 metres north west of its intersection with Glenfield Crescent be set at 40kilometres per hour.
- hs. Revoke the existing permanent speed limit of 50 kilometres per hour on Esperance Street (entire length).
- ht. Approve that the permanent speed limit on Esperance Street (entire length) be set at 40 kilometres per hour.
- hu. Revoke the existing permanent speed limit of 50 kilometres per hour on Magnolia Lane (entire length).
- hv. Approve that the permanent speed limit on Magnolia Lane (entire length) be set at 40 kilometres per hour.
- hw. Revoke the existing permanent speed limit of 50 kilometres per hour on Glenfield Crescent (entire length).
- hx. Approve that the permanent speed limit on Glenfield Crescent (entire length) be set at 40 kilometres per hour.
- hy. Revoke the existing permanent speed limit of 50 kilometres per hour on Fortune Street (entire length).
- hz. Approve that the permanent speed limit on Fortune Street (entire length) be set at 40 kilometres per hour.
- ia. Revoke the existing permanent speed limit of 50 kilometres per hour on Mayfield Avenue (entire length).
- ib. Approve that the permanent speed limit on Mayfield Avenue (entire length) be set at 40 kilometres per hour.
- ic. Revoke the existing permanent speed limit of 50 kilometres per hour on Massey Crescent (entire length).
- id. Approve that the permanent speed limit on Massey Crescent (entire length) be set at 40 kilometres per hour.
- ie. Revoke the existing permanent speed limit of 50 kilometres per hour on Cornwall Street (entire length).

- if. Approve that the permanent speed limit on Cornwall Street (entire length) be set at 30 kilometres per hour.
- ig. Revoke the existing permanent speed limit of 50 kilometres per hour on Lindsay Street (entire length).
- ih. Approve that the permanent speed limit on Lindsay Street (entire length) be set at 40 kilometres per hour.
- ii. Revoke the existing permanent speed limit of 50 kilometres per hour on Harrison Street (entire length).
- ij. Approve that the permanent speed limit on Harrison Street (entire length) be set at 40 kilometres per hour.
- ik. Revoke the existing permanent speed limit of 50 kilometres per hour on Erin Crescent (entire length).
- il. Approve that the permanent speed limit on Erin Crescent (entire length) be set at 40 kilometres per hour.

10. Council Minutes - 29 August 2019

Reference: 19/1012952

Presenter(s): Samantha Kelly – Committee and Hearings Advisor

1. Purpose of Report

For the Council to confirm the minutes from the Council meeting held 29 August 2019.

2. Recommendation to Council

That the Council confirm the Minutes from the Council meeting held 29 August 2019.

Attachments

No.	Title	Page
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Signatories

Author	Samantha Kelly - Committee and Hearings Advisor
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Christchurch City Council MINUTES

Date: Thursday 29 August 2019
Time: 9.35am
Venue: Council Chambers, Civic Offices,
53 Hereford Street, Christchurch

Present

Chairperson
Deputy Chairperson
Members

Mayor Lianne Dalziel
Deputy Mayor Andrew Turner
Councillor Vicki Buck
Councillor Jimmy Chen
Councillor Phil Clearwater
Councillor Pauline Cotter
Councillor Mike Davidson
Councillor David East
Councillor Anne Galloway
Councillor James Gough
Councillor Yani Johanson
Councillor Glenn Livingstone
Councillor Raf Manji
Councillor Tim Scandrett
Councillor Deon Swiggs
Councillor Sara Templeton

29 August 2019

Principal Advisor

Mary Richardson
Acting Chief Executive
Tel: 941 8999

Samantha Kelly
Committee and Hearings Advisor
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The agenda was dealt with in the following order.

1. Apologies

Council Resolved CNCL/2019/00191

That the apology from Councillor Keown for absence and the apologies from the Mayor and Councillors East and Manji for lateness be accepted.

Deputy Mayor/Councillor Cotter

Carried

2. Declarations of Interest

The following Councillors declared an interest in the following applications relating to item 5 and took no part in the decision making for those applications:

Councillor Davidson – Page 30 – Canterbury Neighbourhood Support Inc
Councillor Livingstone – Page 50 – Nga Maata Waka Enterprises Limited
Councillor Livingstone – Page 54 – Presbyterian Support (Upper South Island)
Councillor Livingstone – Page 124 – The Home and Family Society Christchurch Inc
Councillor Templeton – Page 130 – Woolston Brass Inc
Deputy Mayor Turner – Page 106 – Okains Bay Maori and Colonial Museum Trust

3. Public Participation

3.1 Public Forum

3.1.1 Peter Wakeman presented to the Council regarding the Chamber of Commerce.

3.2 Deputations by Appointment

There were no deputations by appointment.

4. Presentation of Petitions

There was no presentation of petitions.

11. Resolution to Include Supplementary Reports

Council Resolved CNCL/2019/00192

That the reports be received and considered at the Council meeting on Thursday, 29 August 2019.

Open Items

12. Hagley Oval proposed amendments to the District Plan - feedback to Regenerate Christchurch
13. Drinking Water Supply Update
14. Delegation to the Finance and Performance Committee of the Whole

Deputy Mayor/Councillor Clearwater

Carried

8. Community Resilience Partnership Fund

Council Resolved CNCL/2019/00193

That the Council:

1. Makes a grant of \$20,000 to Barrier Free New Zealand Trust from the Community Resilience Partnership Fund towards implementation of the Accessibility Charter.
2. Makes a grant of \$27,682 to Exchange Christchurch Trust from the Community Resilience Partnership Fund towards the Six Community Projects initiative.
3. Makes a grant of \$48,880 to Mt. Pleasant Memorial Community Centre and Residents Association from the Community Resilience Partnership Fund for Year One of the Community Activator initiative.
4. Subject to the return of a satisfactory monitoring report, the Council makes a grant of \$48,880 to Mt. Pleasant Memorial Community Centre and Residents Association from the Community Resilience Partnership Fund for Year Two of the Community Activator initiative.
5. Makes a grant of \$7,000 to Papanui Youth Development Trust from the Community Resilience Partnership Fund for Year One of the Disability Project.
6. Subject to the return of a satisfactory monitoring report, the Council makes a grant of \$7,000 to Papanui Youth Development Trust from the Community Resilience Partnership Fund for Year Two of the Disability Project.
7. Makes a grant of \$18,330 to The Parenting Place Charitable Trust from the Community Resilience Partnership Fund for Building Awesome Whānau Programmes.
8. Makes a grant of \$20,000 to Renew Brighton from the Community Resilience Partnership Fund for Year One of the New Brighton Community Development initiative.
9. Subject to the return of a satisfactory monitoring report, the Council makes a grant of \$20,000 to Renew Brighton from the Community Resilience Partnership Fund for Year Two of the New Brighton Community Development initiative.

Councillor Templeton/Councillor Davidson

Carried

5. 2019/20 - Metropolitan Strengthening Communities Fund

Council Resolved CNCL/2019/00194

That the Council:

1. Consider all applications and recommendations for the 2019/20 Metropolitan Strengthening Communities Fund.
2. Approve allocations from the 2019/20 Metropolitan Strengthening Communities Fund detailed in Attachment C of this report as amended in the table below and attached to the minutes.
3. Approve \$260,339 from the 2019/20 Metropolitan Strengthening Communities Fund to the eight Community Early Learning Centres as below:
 - a. Hoon Hay Community Preschool - \$19,000
 - b. Moa Kids Early Childhood Centre - \$32,889
 - c. New Beginnings Preschool Inc - \$39,600
 - d. New Brighton Community Preschool and Nursery - \$18,200
 - e. Redwood Early Childhood Centre - \$36,000
 - f. Springs Community Early Learning Centre - \$36,750
 - g. St Albans Community Preschool Inc - \$35,000
 - h. Woolston Preschool - \$42,900
4. Refer application 59459, The Volunteer Army Foundation for consideration from the Community Resilience Partnership Fund.
5. Approve the transfer of any remaining unallocated monies from the 2019/20 Metropolitan Strengthening Communities Fund to the 2019/20 Metropolitan Discretionary Response Fund.
6. That the Christchurch Vegan Society funding application be referred for consideration to the Discretionary Response Fund.
7. Note that the Food Resilience Network has already made an application to the Innovation and Sustainability Fund.
8. Request Council staff to work with Keep Christchurch Beautiful on an application for a community activator to the Community Resilience and Partnership Fund.
9. Request staff provide a report to Council regarding the implementation of the Healthy Food Action Plan to the 26 September 2019 Council meeting.

Councillor Scandrett/Councillor Davidson

Carried

Attachments

- A Item 5 - Metro Strengthening Communities Fund Allocation Spreadsheet - 29 August 2019

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Councillor Manji joined the meeting at 10.08am during consideration of item 7.

Councillor Gough left the meeting at 10.09am and reconvened at 10.16am during debate of item 7.

7. Capital Endowment Fund Applications: 2019/20 Round 1

Council Resolved CNCL/2019/00195

That the Council:

1. Makes a grant of \$172,075 from the 2019/20 Capital Endowment Fund Round 1 to be released as one instalment to Eastern Community Sport and Recreation for the Rawhiti Domain Canopy Project towards professional fees and construction fees.
 - a. Final reporting is to be submitted 12 months following payment or completion of the Rawhiti Domain Canopy project, whichever comes first.
2. Makes a grant of \$50,000 from the 2019/20 Capital Endowment Fund Round 1 to be released as one instalment to Huntsbury Community Centre Inc for the Earthquake Strengthening of Huntsbury Community Centre.
 - a. Final reporting is to be submitted 12 months following payment or completion of the Earthquake Strengthening of Huntsbury Community Centre, whichever comes first.
3. Makes a grant of \$250,000 from the 2019/20 Capital Endowment Fund Round 1 to be released as one instalment to South Brighton Surf Life Saving Club for the Clubrooms towards construction costs.
 - a. Final reporting is to be submitted 12 months following payment or completion of the Clubrooms project, whichever comes first.
4. Makes a grant of \$100,000 from the 2019/20 Capital Endowment Fund Round 1 to The Art & Industry Biennial Trust (trading as SCAPE Public Art) for the Gateway Public Artwork: Totara Highway/Cranford Street.
 - a. Payment will be released in one instalment to The Art & Industry Biennial Trust (trading as SCAPE Public Art) subject to:
 - i. Evidence of the project being fully funded is provided to the Community Funding Team Leader. If funding requirements are not met by 30 June 2021 the approved amount will be rescinded and returned to the Capital Endowment Fund.
 - ii. A satisfactory 10 year maintenance plan is provided to the Parks Asset Planning and Management Team Leader that will ensure Tōtara will not result in unbudgeted operational or capital expenditure for Council.
 - b. Final reporting is to be submitted 12 months following payment or completion of the Gateway Public Artwork: Totara Highway/Cranford Street project, whichever comes first.

Deputy Mayor/Councillor Scandrett

Carried

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The meeting adjourned at 10.22am and reconvened at 10.44am at which time the Councillor East and the Mayor joined the meeting and the Mayor assumed Chair. Councillor Buck was not present at this time.

Councillor Buck returned to the meeting at 10.47am during consideration of item 6.

6. Southshore South New Brighton Earthquake Legacy Project

Council Resolved CNCL/2019/00196

That the Council:

Area wide

1. Requests staff to develop a continuous walkway/cycleway adjacent to the estuary edge, including renewal of the existing Estuary Walkway from Evans Ave to Ebbside Street in South New Brighton and from Ebbside Street through the red zone to the south end of Southshore. The track improvement component of the work will be funded by \$150,000 of the regeneration initiatives capital funding in 2019/20.
 - a. Notes that funding for any proposed bund track for Southshore will be sought as part of the 2020/21 Annual Plan Process.

South New Brighton – north of Bridge Street

2. Requests staff to undertake a stopbank condition assessment and an update of previous investigations into the life-safety risk of flooding from a breach or overtopping of the stopbanks between Pages Road and Bridge Street to account for the updated 2018 high tide statistics and to report the result of that investigation to the Council and the community.
 - a. Note that the process for accessing risk will be undertaken in accordance with ISO31000 (2018).

South New Brighton – south of Bridge Street

3. Request staff to proceed with the following:
 - a. For the Estuary Edge, Bridge Street to Jetty area, acknowledge the current salt marsh and implement engineered set back bunds giving protection to the South New Brighton School and Seaford Place.
 - b. For the Estuary Edge, Yacht Club to the boardwalk, implement a restoration of the edge as per earthquake legacy edge repairs using reno mattresses and gabion baskets as previously existed pre earthquake.
4. Requests staff to report separately on any flood protection measures that may be required for the area, in the context of this report.
5. Resolve works will be funded by \$750,000 of the regeneration initiatives capital funding in 2019/20, with any short fall to be reported back to Council as a matter of urgency.

Southshore

6. Requests staff to investigate immediate and longer-term erosion options in Southshore (including options for the privately owned edge structures).
 - a. Requests that a collaborative group be established which includes a technical expert nominated by the Southshore community, to investigate the immediate Earthquake Legacy edge issues for the Estuary Edge repair and protection

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including the development of a suitable erosion mitigation plan with costings (including options for the formerly, privately-owned edge structures, and the position of the 11.4 m bund).

- b. Notes the above Southshore Erosion Mitigation Plan will be presented in the first instance to the Southshore Residents Association and the Coastal-Burwood Community Board for comment before presentation to Council in early 2020.
- c. Recommend that funding be made available for implementation of the estuary edge earthquake legacy repair in 2020 and urgently prioritised.

Other recommendations

- 7. Resolves that the investigations referred to in resolutions 2 and 4 above for north of Bridge Street and for resolution 6 for Southshore estimated at \$400,000 will be funded from the \$1.3 million regeneration funding available for these areas.
- 8. Notes that the implementation of some of these actions is subject to obtaining necessary resource consents from Environment Canterbury and/or the Christchurch City Council and request staff to ensure that options under the Greater Christchurch Regeneration Act are considered to expedite processes.

Mayor/Councillor East

Carried

Councillor Clearwater requested his vote against resolution 3b be recorded.

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29 August 2019



The meeting adjourned at 11.58am and reconvened at 12.11pm. Councillor Gough was not present at this time.

Councillor Gough returned to the meeting at 12.21pm during consideration of item 12.

Councillor Swiggs left the meeting at 12.45pm during consideration of item 12.

The Mayor left the meeting at 12.55pm during consideration of item 12 at which time Deputy Mayor Turner resumed the Chair.

12. Hagley Oval proposed amendments to the District Plan - feedback to Regenerate Christchurch

Council Resolved CNCL/2019/00197

That the Council:

1. Approves the amended feedback on the Proposal to change to the District Plan (as tabled at the meeting), with the additional inclusion of a section on parking, which will be sent to Regenerate Christchurch as per the Council's resolution of 22 August 2019 (CNCL/2019/00186).
2. Delegates to the Manager Hearings & Council Support, the power to approve the composition of the membership of the Hearings Panel to include any persons who are non-elected members, should the Hearings Panel need to proceed during the period when no elected members are able to act following the triennial local body elections.
3. Requests Regenerate Christchurch to provide regular updates to the Council regarding the process.
4. Strengthen the feedback on our opposition to a change in the District Plan to allow a "major sports facility" in Hagley Park.

Councillor Scandrett/Councillor Davidson

Carried

Councillors Buck, Cotter and Johanson requested their votes against resolution 2. be recorded.

Councillors East and Gough requested their votes against resolution 4. Be recorded.

Councillor Manji requested his vote against all resolutions be recorded.

Attachments

- A Item 12 - Hagley Oval proposed amendments to the District Plan - DRAFT Feedback to Regenerate Christchurch - 29 August 2019

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The meeting adjourned at 1.14pm and reconvened at 2.03pm.
Councillor East left at the adjournment for the remainder of the meeting.
The Mayor and Councillors Davidson, Livingstone, Manji, Swiggs and Templeton were not present at this time.

Councillors Davidson and Templeton returned to the meeting at 2.04pm during consideration of item 10.

Councillor Davidson left the meeting at 2.06pm and returned at 2.08pm during consideration of item 10.

The Mayor returned to the meeting at 2.08pm during consideration of item 10 at which time she resumed the Chair.

Councillor Swiggs returned to the meeting at 2.08pm during consideration of item 10.

10. 2019/20 Strategy and Policy Forward Work Programme

Council Resolved CNCL/2019/00198

That the Council:

1. Review the attached policy work programme for 2019/20 and provide feedback.
2. Note that the next update on the policy work programme will be scheduled for after the local body elections and cover work planned for the next triennium.

Councillor Cotter/Councillor Swiggs

Carried

Councillor Scandrett left for the remainder of the meeting at 2.14pm during consideration of item 13.

Councillor Livingstone returned to the meeting at 2.16pm during consideration of item 13.

Councillor Manji returned to the meeting at 2.22pm during consideration of item 13.

Councillor Gough left the meeting at 2.39pm and returned at 2.41pm during consideration of item 13.

13. Drinking Water Supply Update

Dr Alistair Humphrey, Medical Officer of Health joined the table for this item.

Council Resolved CNCL/2019/00199

That the Council:

1. Notes the report and advice from staff contained within it.
2. Confirms our position that we continue to oppose changes to the regulatory policy for drinking water that would require mandatory residual disinfection and, if such a provision is introduced, will seek an exemption for the Christchurch and Lyttelton Harbour Basin Supply.
3. Confirms our desire to remove any temporary chlorine dosing from the Christchurch Supply with urgency, with the exception being chlorine required in any emergency situation as per current Water Safety Plan.
4. Requests that staff reports to Council on 12 September 2019 regarding the progress the on the updated Water Safety Plan and the earliest date that temporary chlorination can be removed.
5. Requests that staff provide regular reports on the development, assessment and approval of the Water Safety Plan, and the consequential work programme that will lead towards gaining exemption from residual disinfection.
6. Request that staff seek confirmation from the Ministry of Health that the Christchurch and Lyttelton Harbour Basin Water Safety Plan will be approved by Christmas 2019.
7. Request that staff seek an explanation for the direction that the Drinking Water Assessor no longer sign-off the upgraded well heads.
8. Request that the Mayor meet with the Minister of Health and Ministry officials to seek an undertaking that once the Christchurch and Lyttelton Harbour Basin Water Safety Plan is approved it will be able to stand for five years without any increase in requirements.
9. Meet with local MP's to brief them on the current situation as soon as possible.
10. Reinforce with central government the urgency of source water protection from nitrates.

Mayor/Councillor Swiggs

Carried

14. Delegation to the Finance and Performance Committee of the Whole

Council Resolved CNCL/2019/00200

That the Council:

1. Delegates to the Finance and Performance Committee of the Whole the approval of any operational, capital or other carry forward requests and the use of operating surpluses as the case may be which are required as part of the financial year end.

Councillor Templeton/Deputy Mayor

Carried

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The Mayor left the meeting at 3.14pm at the conclusion of item 14 at which time Deputy Mayor Turner resumed the Chair.

Councillor Gough left the meeting at 3.14pm and returned at 3.15pm during consideration of item 9.

Report from Infrastructure, Transport and Environment Committee - 7 August 2019

9. Victoria Street - Revitalisation

Council Resolved CNCL/2019/00201

That the Council:

1. Approves the revised scheme design including all layout changes as detailed in option 1 of this report (Victoria Street Revitalisation) as per **Attachment A**.
2. Request staff to report back to Council or the relevant delegated Committee on all detailed traffic resolutions at the completion of the detailed design phase for this project and prior to the beginning of construction.
3. Requests staff to alter the intersection layouts of Victoria, Durham and Kilmore Streets (layout A), and Victoria and Bealey Avenue to incorporate cycle lanes instead of shared lanes as per the memorandum dated 13/08/2019.
4. Requests staff to investigate more cycle parking options.
5. Requests staff to work on a parking guide for businesses.
6. Requests staff to increase green planting where possible.
7. Notes that there is a plan to address time-restricted parking on Salisbury Street prior to delivery of this project.

Councillor Davidson/Councillor Cotter

Carried

Councillors Gough and Johanson requested their votes against the resolutions be recorded.

Attachments

A Item 9 - Victoria Street - Revitalisation Memo

Meeting concluded at 3.51pm.

CONFIRMED THIS 26TH DAY OF SEPTEMBER 2019.

**MAYOR LIANNE DALZIEL
CHAIRPERSON**

11. Council Minutes - 12 September 2019

Reference / Te Tohutoro: 19/1068288

Presenter(s) / Te kaipāhō: Christopher Turner-Bullock – Community Governance Manager

1. Purpose of Report / Te Pūtake Pūrongo

For the Council to confirm the minutes from the Council meeting held 12 September 2019.

2. Recommendation to Council

That the Council confirm the Minutes from the Council meeting held 12 September 2019.

Attachments / Ngā Tāpirihanga

No.	Title	Page
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Signatories / Ngā Kaiwaitohu

Author	Christopher Turner-Bullock - Manager Community Governance, Spreydon-Cashmere
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Christchurch City Council MINUTES

Date: Thursday 12 September 2019
Time: 9.36am
Venue: Council Chambers, Civic Offices,
53 Hereford Street, Christchurch

Present

Chairperson
Deputy Chairperson
Members

Mayor Lianne Dalziel
Deputy Mayor Andrew Turner
Councillor Vicki Buck
Councillor Jimmy Chen
Councillor Phil Clearwater
Councillor Pauline Cotter
Councillor Mike Davidson
Councillor David East
Councillor Anne Galloway
Councillor James Gough
Councillor Yani Johanson
Councillor Aaron Keown
Councillor Glenn Livingstone
Councillor Raf Manji
Councillor Tim Scandrett
Councillor Deon Swiggs
Councillor Sara Templeton

12 September 2019

Principal Advisor

Mary Richardson
Acting Chief Executive
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The agenda was dealt with in the following order.

1. Apologies / Ngā Whakapāha

Council Resolved CNCL/2019/00202

That the apology from Councillor Manji for lateness be accepted.

Councillor Chen/Councillor Keown

Carried

2. Declarations of Interest / Ngā Whakapuaki Aronga

There were no declarations of interest recorded.

Minutes

Council Resolved CNCL/2019/00203

That the Council receives the Minutes from the Audit and Risk Management Committee meeting held 28 August 2019 (Item 5).

AND

That the Council receives the Minutes from the Infrastructure, Transport and Environment Committee meeting held 26 August 2019 (Item 6).

AND

That the Council receives the Minutes from the Innovation and Sustainable Development Committee meeting held 26 August 2019 (Item 7).

AND

That the Council receives the Minutes from the Banks Peninsula Water Management Zone Committee meeting held 20 August 2019 (Item 8).

AND

That the Council receives the Minutes from the Christchurch West Melton Water Management Zone Committee meeting held 22 August 2019 (Item 9).

AND

That the Council receives the Minutes from the Selwyn Waihora Zone Committee meeting held on 6 August 2019 (Item 10).

AND

That the Council receives the Minutes from the Social, Community Development and Housing Committee meeting held 4 September 2019 (Item 11).

Council
12 September 2019



AND

That the Council receives the Minutes from the Innovation and Sustainable Development Committee meeting held 28 August 2019 (Item 35).

Councillor Livingstone/Councillor Cotter

Carried

46. Resolution to Include Supplementary Reports

Council Resolved CNCL/2019/00204

That the reports be received and considered at the Council meeting on Thursday, 12 September 2019.

Open Items

47. Updated Water Safety Plan Progress

48. Funding and Financing Options for Improving Warmth and Dryness of Social Housing

Councillor Templeton/Councillor Clearwater

Carried

3. Public Participation

3.1 Public Forum / Te Huinga Tūmatanui

3.1.1 Kirsty Brennan introduced the following students of Ilam School: Zachary Brett, Medha Baadkar, Anya Fang and Khanh Le and their teacher, Nigel Marsh, and they presented to Council regarding Nature Agents and the EOS Ecology Programme.

3.1.2 Teresa Kiddell presented to Council regarding Bee Aware Month and presented Councillors with a copy of her book "Gwendolyn Bear and the Honey Bees".

3.2 Deputations by Appointment / Ngā Huinga Whakaritenga

There were no deputations by appointment.

4. Presentation of Petitions / Ngā Pākikitanga

- 4.1 Mark Peters presented an updated Petition regarding the proposed new Hornby Library, Pool, and Southwest Leisure Centre on Kyle Park, Hornby to the Council at its meeting on 12 September 2019. The Prayer of the Petition states:

Our Hornby community petition you to please vote to proceed with urgency to the concept planning of the new Hornby Library, Pool, and Southwest Leisure Centre on Kyle Park, Hornby in spite the alarming decision of the Waipuna, Halswell-Hornby-Riccarton Community Board on 27th August!

*Our community desperately needs this facility as soon as possible without further delay!
Please help this progress onwards now!*

Attachments

- A Item 4.1 Petition - Proposed new Hornby Library, Pool and Southwest Leisure Centre on Kyle Park

Report from Halswell-Hornby-Riccarton Community Board - 27 August 2019

25. (H-H-R) Hornby Library, Customer Services, and South West Leisure Centre - Building Scope

Council Resolved CNCL/2019/00205

That the Council:

1. Confirm the eastern end of Kyle Park, as shown outlined in yellow in the agenda staff report Attachment A, as the location for the Hornby Library, Customer Services, and South West Leisure Centre.
2. Approve the recommended on-budget scope option for the Hornby Library, Customer Services, and South West Leisure Centre.
3. Note that if additional funding becomes available or efficiencies are identified in the concept design process then desirable components identified in the agenda staff report Attachment B would be prioritised and included within the scope of the project.
4. Approve staff to proceed with procurement and development of a concept design for the Hornby Library, Customer Services, and South West Leisure Centre.
5. Report to the Council through the Waipuna/Halswell-Hornby-Riccarton Community Board with the concept design and updated cost estimate for approval.
6. Report to the Council through the Waipuna/ Halswell-Hornby-Riccarton Community Board with options for the disposal of the current Hornby Library building.
7. Retain governance of this project until the incoming Council confirms Community Board delegations.

Councillor Chen/Councillor Galloway

Carried Unanimously

The meeting adjourned at 10.32am and reconvened at 10.49am. Councillor Manji joined the meeting at this time.

Council
12 September 2019



Karolin Potter, Community Board Chairperson, Melanie Coker, Community Board Deputy Chairperson and Christopher Turner-Bullock, Community Governance Manager joined the table for item 18.

18. Waihoru/Spreydon-Cashmere Community Board Report to Council

Council Resolved CNCL/2019/00206

That the Council:

1. Receive the Waihoru/Spreydon-Cashmere Community Board report for August and September 2019.
2. Acknowledge and thank Phil Clearwater for his service to the Community Board.

Councillor Clearwater/Councillor Scandrett

Carried

Report from Spreydon-Cashmere Community Board - 6 August 2019

30. (S-C) Notice of Motion

Council Resolved CNCL/2019/00207

That the Council:

1. Recognises the values of the riparian margins of our rivers and waterways as part of its strategic priority on safe sustainable water supply and waterways, and investigates the implementation of riparian margin measures directed at the eradication of weeds and the prevention of weed spread through the ecological restoration of the riparian margins by densely planting competitive native plants, and reducing mowing and cutting of margins to prevent active spread of seeds.
2. Request that the Chief Executive provide an urgent update on the immediate implementation of the above requested actions to the incoming Council and relevant Community Boards.
3. Acknowledge and thank Helene Mautner for her contribution to the Community and the Heathcote River.

Councillor Scandrett/Councillor Clearwater

Carried

Pam Richardson, Community Board Chairperson, Tyrone Fields, Community Board Deputy Chairperson and Joan Blatchford, Community Governance Manager joined the table for item 12.

12. Te Pātaka o Rākahautū/Banks Peninsula Community Board Report to Council

Council Resolved CNCL/2019/00208

That the Council:

1. Receive the Te Pātaka o Rākahautū/Banks Peninsula Community Board report for August 2019.
2. Acknowledge and thank Pam Richardson, Felix Dawson, John McLister, Jed O'Donoghue and Janis Haley for their service to the Community.

Deputy Mayor/Councillor Clearwater

Carried

Council
12 September 2019



Tim Sintes, Community Board Deputy Chairperson and Jo Wells, Community Governance Manager joined the table for item 13.

Councillor Gough and Keown left the meeting at 11.31am and returned at 11.35am, during consideration of item 13.

Councillor Templeton left the meeting at 11.33am during consideration of item 13.

13. Waitai/Coastal-Burwood Community Board Report to Council

Council Resolved CNCL/2019/00209

That the Council:

1. Receive the Waitai/Coastal-Burwood Community Board report for August 2019.
2. Acknowledge and thank Kim Money, Tim Sintes and Tim Baker for their service to the Community.

Councillor East/Councillor Livingstone

Carried

Sam MacDonald, Community Board Chairperson and Maryanne Lomax, Community Governance Manager joined the table for item 14.

Councillor Templeton returned to the meeting at 11.43am during consideration of item 14.

14. Waimāero/Fendalton-Waimairi-Harewood Community Board Report to Council

Council Resolved CNCL/2019/00210

That the Council:

1. Receive the Waimāero/Fendalton-Waimairi-Harewood Community Board report for August 2019.
2. Acknowledge and thank Raf Manji and Aaron Campbell for their service to the Community.

Councillor Gough/Councillor Keown

Carried

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Mike Mora, Community Board Chairperson and Matthew Pratt, Community Governance Manager joined the table for item 15.

15. Waipuna/Halswell-Hornby-Riccarton Community Board Report to Council
Council Resolved CNCL/2019/00211

That the Council:

1. Receive the Waipuna/Halswell-Hornby-Riccarton Community Board report for August 2019.
2. Acknowledge and thank Vicki Buck for her service to the Community Board.
3. Acknowledge Council staff for the support provided to the Community Board.

Councillor Chen/Councillor Galloway

Carried

16. Waikura/Linwood-Central-Heathcote Community Board Report to Council
Council Resolved CNCL/2019/00212

That the Council:

1. Receives the Waikura/Linwood-Central-Heathcote Community Board Report for August 2019.
2. Note the support for the need to act urgently on eradication of invasive weed species on the city's waterways.
3. Acknowledge and thank Brenda Lowe-Johnson for her service to the Community.

Councillor Templeton/Councillor Swiggs

Carried

17. Waipapa/Papanui-Innes Community Board Report to Council
Council Resolved CNCL/2019/00213

That the Council:

1. Receive the Waipapa/Papanui-Innes Community Board report for the month of August 2019.

Councillor Davidson/Councillor Cotter

Carried

Report from Banks Peninsula Community Board - 5 August 2019

19. (B-P) Banks Peninsula Speed Limit Review- Inner Harbour Route & Gebbies Pass Areas

Council Resolved CNCL/2019/00214

That the Council:

1. Approve, pursuant to Part 4 Section 27 of the Christchurch City Council Traffic and Parking Bylaw 2017 and the Land Transport Rule: Setting of Speed Limits 2017, that the speed limits on the following roads be revoked and set as listed below in clauses 1a-1qq, and shown in **Attachment A**.
 - a. Revoke the existing permanent speed limit of 60 kilometres per hour on Governors Bay Road commencing at a point 480 metres west of its intersection with Bayview Place and extending in a westerly direction to a point 376 metres west of its intersection with Omaru Road.
 - b. Approve that the permanent speed limit on Governors Bay Road commencing at a point 480 metres west of its intersection with Bayview Place and extending in a westerly direction to a point 376 metres west of its intersection with Omaru Road be set at 50 kilometres per hour.
 - c. Revoke the existing permanent speed limit of 100 kilometres per hour on Governors Bay Road commencing at a point 376 metres west of its intersection with Omaru Road and extending in a south westerly direction to a point 862 metres east of its intersection with Sandy Beach Road.
 - d. Approve that the permanent speed limit on Governors Bay Road commencing at a point 376 metres west of its intersection with Omaru Road and extending in a south westerly direction to a point 862 metres east of its intersection with Sandy Beach Road be set at 60 kilometres per hour.
 - e. Revoke the existing permanent speed limit of 70 kilometres per hour on Governors Bay - Teddington Road commencing at a point 370 metres south of its intersection with Church Lane and extending in a southerly direction to a point 290 metres east of its intersection with Bamfords Road.
 - f. Revoke the existing permanent speed limit of 100 kilometres per hour on Governors Bay - Teddington Road commencing at a point 290 metres east of its intersection with Bamfords Road and extending in a southerly direction to its intersection Gebbies Pass Road.
 - g. Approve that the permanent speed limit on Governors Bay- Teddington Road commencing at a point 370 metres south of its intersection with Church Lane and extending in a southerly direction to a point 970 metres north of its intersection with Foleys Road be set at 60 kilometres per hour.
 - h. Approve that the permanent speed limit on Governors Bay - Teddington Road commencing at a point 970 metres north of its intersection with Foleys Road and extending to its intersection with Gebbies Pass Road be set at 80 kilometres per hour.

- i. Revoke the existing permanent speed limit of 100 kilometres per hour on Bamfords Road commencing at its intersection with Governors Bay - Teddington Road and extending in a south westerly direction to its end.
- j. Approve that the permanent speed limit on Bamfords Road, commencing at its intersection with Governors Bay - Teddington Road and extending in a south westerly direction to its end be set at 60 kilometres per hour.
- k. Revoke the existing permanent speed limit of 100 kilometres per hour on Foleys Road commencing at its intersection with Governors Bay - Teddington Road and extending in a westerly direction to its end.
- l. Approve that the permanent speed limit on Foleys Road commencing at its intersection with Governors Bay - Teddington Road and extending in a westerly direction to its end be set at 80 kilometres per hour.
- m. Revoke the existing permanent speed limit of 100 kilometres per hour on Gebbies Pass Road commencing at its intersection with Governors Bay - Teddington Road and extending in a south-westerly direction to its intersection with Park Hill Road.
- n. Approve that the permanent speed limit on Gebbies Pass Road commencing at its intersection with Governors Bay - Teddington Road and extending in a south-westerly direction for a distance of 1360 metres be set at 80 kilometres per hour. (Gebbies Teddington)
- o. Approve that the permanent speed limit on Gebbies Pass Road commencing at a point 1360 metres south west of its intersection with Governors Bay - Teddington Road and extending in a south westerly direction to a point 200 metres north east of its intersection with Millers Road be set at 60 kilometres per hour.
- p. Approve that the permanent speed limit on Gebbies Pass Road commencing at its intersection with Park Hill Road and extending in a north easterly direction to a point 200 metres north east of its intersection with Millers Road be set at 80 kilometres per hour.
- q. Revoke the existing permanent speed limit of 100 kilometres per hour on Withells Road commencing at its intersection with Gebbies Pass Road and extending in a south easterly direction to its intersection with Millers Road.
- r. Approve that the permanent speed limit on Withells Road commencing at its intersection with Gebbies Pass Road and extending in a south easterly direction to its intersection with Millers Road be set at 60 kilometres per hour.
- s. Revoke the existing permanent speed limit of 100 kilometres per hour on Millers Road commencing at its intersection with Gebbies Pass Road and extending in a southerly direction to its intersection with Christchurch Akaroa Road (SH75).
- t. Approve that the permanent speed limit on Millers Road commencing at its intersection with Gebbies Pass Road and extending in a southerly direction to its intersection with Christchurch Akaroa Road (SH75) be set at 80 kilometres per hour.
- u. Revoke the existing permanent speed limit of 100 kilometres per hour on McQueens Valley Road commencing at its intersection with Millers Road and

- extending in a north easterly direction, then a south easterly direction, to its intersection with Streeters Road.
- v. Approve that the permanent speed limit on McQueens Valley Road commencing at its intersection with Millers Road and extending in a north easterly direction, then a south easterly direction, to its intersection with Streeters Road be 80 kilometres per hour.
- w. Revoke the existing permanent speed limit of 100 kilometres per hour on Streeters Road commencing at its intersection with McQueens Valley Road and extending in a southerly direction to its end.
- x. Approve that the permanent speed limit on Streeters Road commencing at its intersection with McQueens Valley Road and extending in a southerly direction to its end be set at 60 kilometres per hour.
- y. Revoke the existing permanent speed limit of 100 kilometres per hour on McQueens Valley Road commencing at its intersection with Streeters Road and extending in a north easterly direction to its end.
- z. Approve that the permanent speed limit on McQueens Valley Road commencing at its intersection with Streeters Road and extending in a north easterly direction to its end be set at 60 kilometres per hour.
- aa. Revoke the existing permanent speed limit of 100 kilometres per hour on Charteris Bay Road commencing at its intersection with Gebbies Pass Road and extending in an easterly direction to its intersection with Marine Drive.
- bb. Revoke the existing permanent speed limit of 70 kilometres per hour on Marine Drive commencing at a point 694 metres west of its southern intersection with Andersons Road and extending to a point 498 metres north of its southern intersection with Andersons Road.
- cc. Approve that the permanent speed limit on Charteris Bay Road commencing at its intersection with Gebbies Pass Road and extending in a north easterly direction for a distance of 1580 metres be set at 80 kilometres per hour.
- dd. Approve that the permanent speed limit on Charteris Bay Road commencing at a point 1580 metres north east of its intersection with Gebbies Pass Road and extending in an easterly direction to its intersection with Marine Drive be set at 60 kilometres per hour.
- ee. Approve that the permanent speed limit on Marine Drive, commencing at its intersection with Charteris Bay Road and extending an easterly, then a northerly direction to a point 498 metres north of its southern intersection with Andersons Road be set at 60 kilometres per hour.
- ff. Revoke the existing permanent speed limit of 50 kilometres per hour on Andersons Road commencing at its western intersection with Marine Drive and extending in an easterly direction to its eastern intersection with Marine Drive.
- gg. Approve that the permanent speed limit on Andersons Road, commencing at its western intersection with Marine Drive and extending in an easterly direction to its eastern intersection with Marine Drive be set at **30** kilometres per hour.
- hh. Revoke the existing permanent speed limit of 50 kilometres per hour on Bayview Road, commencing at its intersection with Marine Drive and extending

- in an easterly direction to its intersection with the Diamond Harbour Urban Traffic Area.
- ii. Revoke the existing permanent speed limit of 100 kilometres per hour on Bayview Road commencing at its western intersection with the Diamond Harbour Urban Traffic Area and extending in an easterly direction to its intersection with Waipapa Avenue.
- jj. Approve that the permanent speed limit on Bayview Road commencing at its intersection with Marine Drive and extending in an easterly direction to its intersection with Waipapa Avenue be set at 40 kilometres per hour.
- kk. Revoke the existing permanent speed limit of 50 kilometres per hour on Doris Faigen Lane commencing at its intersection with Bayview Road and extending in a south westerly direction to its end.
- ll. Approve that the permanent speed limit on Doris Faigen commencing at its intersection with Bayview Road and extending in a south westerly direction to its end be set at 40 kilometres per hour.
- mm. Revoke the existing permanent speed limit of 100 kilometres per hour on Hunters Road commencing at its intersection with Bayview Road and extending in a northerly direction to its intersection with the Diamond Harbour Urban Traffic Area.
- nn. Approve that the permanent speed limit on Hunters Road commencing at its intersection with Bayview Road and extending in a northerly direction to its intersection with the Diamond Harbour Urban Traffic Area be set at 40 kilometres per hour.
- oo. Revoke the existing permanent speed limit of 70 kilometre per hour on Purau Avenue commencing at a point 550 metres south of its intersection with Rawhiti Street and extending in a southerly direction to a point 230 metres north west of its intersection with Monalua Avenue.
- pp. Approve that the permanent speed limit on Purau Avenue commencing at a point 550 metres south of its intersection with Rawhiti Street and extending in a southerly direction to a point 230 metres north west of its intersection with Monalua Avenue be set at 50 kilometres per hour.
- qq. Revoke the existing permanent speed limit of 100 kilometres per hour on Camp Bay Road commencing at a point 150 metres east of its intersection with Purau- Port Levy Road, and extending to its end.
- rr. Approve that the permanent speed limit on Camp Bay Road commencing at a point 150 metres east of its intersection with Purau- Port Levy Road and extending to its end be set at 40 kilometres per hour.
2. Request that staff review the change point for the speed restrictions listed in subclauses cc. and dd. within six months.

Deputy Mayor/Councillor Scandrett

Carried

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Report from Coastal-Burwood Community Board - 5 August 2019

20. (C-B) Mairehau/Burwood Roads Intersection Safety Improvements

Council Resolved CNCL/2019/00215

That the Council:

1. Seeks advice to enable the allocation of funding in the Council's 2020/2021 Draft Annual Plan to enable the Mairehau/Burwood Road's intersection safety improvements project to be brought forward.

Councillor Livingstone/Councillor East

Carried

Councillor Swiggs left the meeting at 12.15pm and returned at 12.18pm during consideration of item 21.

The Mayor left the meeting at 12.19pm during consideration of item 21 at which time Deputy Mayor Turner assumed the Chair.

Report from Joint Meeting - Coastal-Burwood and Papanui-Innes Community Board - 9 August 2019

21. (C-B/P-I) Marshland, Spencerville and Kainga Area Speed Management Plan

The motion was moved and seconded

That the Council:

6. Support Option 1 excluding the section of Marshland Road from a point 250 metres south of its intersection with Main North Road/Spencerville Road to Prestons Road, as reflected in recommendations 7a – 7ggg below. The excluded section of Marshland Road will be voted on following a report back from staff within a three month period relating to information on safety improvements and funding as discussed in the joint Papanui-Innes and Coastal-Burwood Community Board meeting of 9 August 2019.
7. Approve, pursuant to Part 4 clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017 and Land Transport Rule: Setting of Speed Limits 2017, that the speed limits on the following roads be revoked and set as identified in **Attachment A** and detailed below in 7a – 7ggg including resultant changes made to the Christchurch City Council Register of Speed Limits and associated Speed Limit Maps.
 - a. Revoke the existing permanent speed limit of 80 kilometres per hour on Harbour Road commencing at a point 150 metres west of its intersection with Lower Styx Road and extending in a south westerly direction to its intersection with Kainga Road.
 - b. Revoke the existing permanent speed limit of 80 kilometres per hour on Kainga Road commencing at its intersection with Harbour Road and extending in a south westerly direction to a point 500 metres northeast of its intersection with Gillespies Road.
 - c. Approve that the permanent speed limit on Harbour Road commencing at a point 150 metres west of its intersection with Lower Styx Road and extending in a westerly direction to its intersection with Kainga Road be set at 60 kilometres per hour.

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- d. Approve that the permanent speed limit on Kainga Road commencing at its intersection with Harbour Road and extending in a south westerly direction to a point 70 metres northeast of Riverlea Estate Drive be set at 60 kilometres per hour.
- e. Approve that the permanent speed limit on Kainga Road commencing at a point 70 metres northeast of its intersection with Riverlea Estate Drive and extending in a south westerly direction to a point 500 metres northeast of its intersection with Gillespies Road be set at 50 kilometres per hour.
- f. Revoke the existing permanent speed limits of 70 kilometres per hour and 80 kilometres per hour on Main North Road commencing at the Waimakariri River Bridge (boundary with Waimakariri District Council) and extending in a southerly direction to its intersection with Marshland Road / Spencerville Road.
- g. Approve that the permanent speed limit on Main North Road commencing at the Waimakariri River Bridge (boundary with Waimakariri District Council) and extending in a southerly direction to its intersection with Marshland Road / Spencerville Road be set at 60 kilometres per hour.
- h. Revoke the existing permanent speed limits of 80 kilometres per hour on Main North Road commencing at its intersection with State Highway 1 / Dickies Road and extending in a north easterly direction to its intersection with Marshland Road / Spencerville Road.
- i. Approve that the permanent speed limit on Main North Road commencing at its intersection with State Highway 1 / Dickies Road and extending in a north easterly direction to its intersection with Marshland Road / Spencerville Road be set at 60 kilometres per hour.
- j. Revoke the existing permanent speed limit of 80 kilometres per hour on Spencerville Road commencing at its intersection with Marshland Road / Main North Road and extending in an easterly direction to a point 50 metres west of its intersection with Lower Styx Road.
- k. Approve that the permanent speed limit on Spencerville Road commencing at its intersection with Marshland Road / Main North Road and extending in an easterly direction to a point 50 metres west of its intersection with Lower Styx Road be set at 60 kilometres per hour.
- l. Revoke the existing permanent speed limit of 80 kilometres per hour on Farrells Road (entire length).
- m. Approve that the permanent speed limit on Farrells Road (entire length) be set at 60 kilometres per hour.
- n. Revoke the existing permanent speed limit of 80 kilometres per hour on Turners Road (entire length).
- o. Approve that the permanent speed limit on Turners Road (entire length) be set at 60 kilometres per hour.
- p. Revoke the existing permanent speed limit of 80 kilometres per hour on Teapes Road (entire length).
- q. Approve that the permanent speed limit on Teapes Road (entire length) be set at 60 kilometres per hour.
- r. Revoke the existing permanent speed limit of 80 kilometres per hour on Lower Styx Road commencing at its intersection with Marshland Road / Hawkins Road and extending in a north easterly direction to a point 320 metres south of its intersection with Heyders Road.
- s. Approve that the permanent speed limit on Lower Styx Road commencing at its intersection with Marshland Road / Hawkins Road and extending in a north easterly direction to a point 230 metres north east of its intersection with Te Korari Street be set at 60 kilometres per hour.

- t. Approve that the permanent speed limit on Lower Styx Road commencing at a point 230 metres north east of its intersection with Te Korari Street and extending in a north easterly direction to a point 320 metres south of its intersection with Heyders Road be set at 80 kilometres per hour.
- u. Revoke the existing permanent speed limit of 70 kilometres per hour on Marshland Road commencing at its intersection with Main North Road / Spencerville Road and extending in a southerly direction to a point 250 metres south of its intersection with Main North Road / Spencerville Road.
- v. Approve that the permanent speed limit on Marshland Road commencing at its intersection with Main North Road / Spencerville Road and extending in a southerly direction to a point 250 metres south of its intersection with Main North Road / Spencerville Road be set at 60 kilometres per hour
- w. Revoke the existing permanent speed limit of 70 kilometres per hour on Marshland Road commencing at its intersection with Prestons Road and extending in a southerly direction to a point 230 metres north of its intersection with Briggs Road / Lake Terrace Road
- x. Approve that the permanent speed limit on Marshland Road commencing at its intersection with Prestons Road and extending in a southerly direction to its intersection with Queen Elizabeth II Drive (SH 74) be set at 60 kilometres per hour.
- y. Approve that the permanent speed limit on Marshland Road commencing at its intersection with Queen Elizabeth II Drive (SH 74) and extending in a southerly direction to a point 230 metres north of its intersection with Briggs Road / Lake Terrace Road be set at 50 kilometres per hour.
- z. Revoke the existing permanent speed limit of 80 kilometres per hour on Mairehau Road commencing at its intersection with Marshland Road and extending in an easterly direction to a point 300 metres west of its intersection with Burwood Road.
- aa. Approve that the permanent speed limit on Mairehau Road commencing at its intersection with Marshland Road and extending in an easterly direction to a point 300 metres west of its intersection with Burwood Road be set at 60 kilometres per hour.
- bb. Revoke the existing permanent speed limit of 50 kilometres per hour on Chenery Avenue (entire length).
- cc. Approve that the permanent speed limit on Chenery Avenue (entire length) be set at 20 kilometres per hour.
- dd. Revoke the existing permanent speed limit of 80 kilometres per hour on Guthries Road (entire length).
- ee. Approve that the permanent speed limit on Guthries Road (entire length) be set at 60 kilometres per hour.
- ff. Revoke the existing permanent speed limit of 80 kilometres per hour on MacDonalds Road (entire length).
- gg. Approve that the permanent speed limit on MacDonalds Road (entire length) be set at 60 kilometres per hour.
- hh. Revoke the existing permanent speed limit of 80 kilometres per hour on Fords Road (entire length).
- ii. Approve that the permanent speed limit on Fords Road (entire length) be set at 60 kilometres per hour.
- jj. Revoke the existing permanent speed limit of 80 kilometres per hour on Belfast Road commencing at its intersection with Marshland Road and extending in a north westerly direction to a point 50 metres south east of its intersection with Blakes Road.

- kk. Approve that the permanent speed limit on Belfast Road commencing at its intersection with Marshland Road and extending in a north westerly direction to a point 50 metres south east of its intersection with Blakes Road be set at 60 kilometres per hour.
- ll. Revoke the existing permanent speed limit of 80 kilometres per hour on Crawford Road (entire length).
- mm. Approve that the permanent speed limit on Crawford Road (entire length) be set at 60 kilometres per hour.
- nn. Revoke the existing permanent speed limit of 80 kilometres per hour on Hawkins Road (entire length).
- oo. Approve that the permanent speed limit on Hawkins Road (entire length) be set at 60 kilometres per hour.
- pp. Revoke the existing permanent speed limit of 80 kilometres per hour on Radcliffe Road commencing at a point 50 metres east of the railway line (340 metres east of Main North Road – SH 74) and extending in an easterly direction to its intersection with Marshland Road.
- qq. Approve that the permanent speed limit on Radcliffe Road commencing at a point 50 metres east of the railway line (340 metres east of Main North Road – SH 74) and extending in an easterly direction to its intersection with Marshland Road be set at 60 kilometres per hour.
- rr. Revoke the existing permanent speed limit of 80 kilometres per hour on Blakes Road commencing at its intersection with Radcliffe Road and extending in a northerly direction to a point 110 metres north of its intersection with Radcliffe Road.
- ss. Approve that the permanent speed limit on Blakes Road commencing at its intersection with Radcliffe Road and extending in a northerly direction to a point 110 metres north of its intersection with Radcliffe Road be set at 60 kilometres per hour.
- tt. Revoke the existing permanent speed limit of 80 kilometres per hour on Quaid's Road (entire length).
- uu. Approve that the permanent speed limit on Quaid's Road (entire length) be set at 60 kilometres per hour.
- vv. Revoke the existing permanent speed limit of 80 kilometres per hour on Selkirk Place (entire length).
- ww. Approve that the permanent speed limit on Selkirk Place (entire length) be set at 60 kilometres per hour.
- xx. Revoke the existing permanent speed limit of 80 kilometres per hour on Prestons Road commencing at a point 500 metres east of its intersection with Grimseys Road and extending in an easterly direction to a point 50 metres east of its intersection with Marshland Road.
- yy. Revoke the existing 40 kilometres per hour variable speed limit (school speed zone) on Prestons Road commencing at a point 60 metres west of its intersection with Marshland Road and extending in a westerly direction to a point 472 metres west of its intersection with Marshland Road.
- zz. Approve that the permanent speed limit on Prestons Road commencing at a point 500 metres east of its intersection with Grimseys Road and extending in an easterly direction to a point 70 metres east of its intersection with Mills Road be set at 50 kilometres per hour.
- aaa. Approve that the permanent speed limit on Prestons Road commencing at a point 70 metres east of its intersection with Mills Road and extending in an easterly

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- direction to a point 50 metres east of its intersection with Marshland Road be set at 60 kilometres per hour.
- bbb. Revoke the existing permanent speed limit of 70 kilometres per hour on Hills Road commencing at its intersection with Queen Elizabeth II Drive (SH 74) and extending in a northerly direction, generally, to its intersection with Prestons Road.
- ccc. Approve that the permanent speed limit on Hills Road commencing at its intersection with Queen Elizabeth II Drive (SH 74) and extending in a northerly direction, generally, to its intersection with Prestons Road be set at 60 kilometres per hour.
- ddd. Revoke the existing permanent speed limit of 70 kilometres per hour on Walters Road (entire length).
- eee. Approve that the permanent speed limit on Walters Road (entire length) be set at 60 kilometres per hour.
- fff. Revoke the existing permanent speed limit of 70 kilometres per hour on McSavenys Road (entire length).
- ggg. Approve that the permanent speed limit on McSavenys Road (entire length) be set at 60 kilometres per hour.
8. Approve that the speed limit changes listed above in clauses 7a – 7ggg come into force following the date of Council approval plus the installation of all required infrastructure (signage and/or markings) and removal of any redundant infrastructure.

Councillor Livingstone/Councillor Cotter

Councillor David East moved by way of amendment that the Council:

Amend resolutions 7g, 7i and 7v to retain the current speed limit.

The amendment was seconded by Councillor Keown and when put to the meeting was declared lost.

Councillor East/Councillor Keown

Lost

Council Resolved CNCL/2019/00216

That the Council:

6. Support Option 1 excluding the section of Marshland Road from a point 250 metres south of its intersection with Main North Road/Spencerville Road to Prestons Road, as reflected in recommendations 7a – 7ggg below. The excluded section of Marshland Road will be voted on following a report back from staff within a three month period relating to information on safety improvements and funding as discussed in the joint Papanui-Innes and Coastal-Burwood Community Board meeting of 9 August 2019.
7. Approve, pursuant to Part 4 clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017 and Land Transport Rule: Setting of Speed Limits 2017, that the speed limits on the following roads be revoked and set as identified in **Attachment A** and detailed below in 7a – 7ggg including resultant changes made to the Christchurch City Council Register of Speed Limits and associated Speed Limit Maps.
- a. Revoke the existing permanent speed limit of 80 kilometres per hour on Harbour Road commencing at a point 150 metres west of its intersection with Lower Styx Road and extending in a south westerly direction to its intersection with Kainga Road.

- b. Revoke the existing permanent speed limit of 80 kilometres per hour on Kainga Road commencing at its intersection with Harbour Road and extending in a south westerly direction to a point 500 metres northeast of its intersection with Gillespies Road.
- c. Approve that the permanent speed limit on Harbour Road commencing at a point 150 metres west of its intersection with Lower Styx Road and extending in a westerly direction to its intersection with Kainga Road be set at 60 kilometres per hour.
- d. Approve that the permanent speed limit on Kainga Road commencing at its intersection with Harbour Road and extending in a south westerly direction to a point 70 metres northeast of Riverlea Estate Drive be set at 60 kilometres per hour.
- e. Approve that the permanent speed limit on Kainga Road commencing at a point 70 metres northeast of its intersection with Riverlea Estate Drive and extending in a south westerly direction to a point 500 metres northeast of its intersection with Gillespies Road be set at 50 kilometres per hour.
- f. Revoke the existing permanent speed limits of 70 kilometres per hour and 80 kilometres per hour on Main North Road commencing at the Waimakariri River Bridge (boundary with Waimakariri District Council) and extending in a southerly direction to its intersection with Marshland Road / Spencerville Road.
- g. Approve that the permanent speed limit on Main North Road commencing at the Waimakariri River Bridge (boundary with Waimakariri District Council) and extending in a southerly direction to its intersection with Marshland Road / Spencerville Road be set at 60 kilometres per hour.
- h. Revoke the existing permanent speed limits of 80 kilometres per hour on Main North Road commencing at its intersection with State Highway 1 / Dickies Road and extending in a north easterly direction to its intersection with Marshland Road / Spencerville Road.
- i. Approve that the permanent speed limit on Main North Road commencing at its intersection with State Highway 1 / Dickies Road and extending in a north easterly direction to its intersection with Marshland Road / Spencerville Road be set at 60 kilometres per hour.
- j. Revoke the existing permanent speed limit of 80 kilometres per hour on Spencerville Road commencing at its intersection with Marshland Road / Main North Road and extending in an easterly direction to a point 50 metres west of its intersection with Lower Styx Road.
- k. Approve that the permanent speed limit on Spencerville Road commencing at its intersection with Marshland Road / Main North Road and extending in an easterly direction to a point 50 metres west of its intersection with Lower Styx Road be set at 60 kilometres per hour.
- l. Revoke the existing permanent speed limit of 80 kilometres per hour on Farrells Road (entire length).
- m. Approve that the permanent speed limit on Farrells Road (entire length) be set at 60 kilometres per hour.
- n. Revoke the existing permanent speed limit of 80 kilometres per hour on Turners Road (entire length).
- o. Approve that the permanent speed limit on Turners Road (entire length) be set at 60 kilometres per hour.
- p. Revoke the existing permanent speed limit of 80 kilometres per hour on Teapes Road (entire length).
- q. Approve that the permanent speed limit on Teapes Road (entire length) be set at 60 kilometres per hour.

- r. Revoke the existing permanent speed limit of 80 kilometres per hour on Lower Styx Road commencing at its intersection with Marshland Road / Hawkins Road and extending in a north easterly direction to a point 320 metres south of its intersection with Heyders Road.
- s. Approve that the permanent speed limit on Lower Styx Road commencing at its intersection with Marshland Road / Hawkins Road and extending in a north easterly direction to a point 230 metres north east of its intersection with Te Korari Street be set at 60 kilometres per hour.
- t. Approve that the permanent speed limit on Lower Styx Road commencing at a point 230 metres north east of its intersection with Te Korari Street and extending in a north easterly direction to a point 320 metres south of its intersection with Heyders Road be set at 80 kilometres per hour.
- u. Revoke the existing permanent speed limit of 70 kilometres per hour on Marshland Road commencing at its intersection with Main North Road / Spencerville Road and extending in a southerly direction to a point 250 metres south of its intersection with Main North Road / Spencerville Road.
- v. Approve that the permanent speed limit on Marshland Road commencing at its intersection with Main North Road / Spencerville Road and extending in a southerly direction to a point 250 metres south of its intersection with Main North Road / Spencerville Road be set at 60 kilometres per hour
- w. Revoke the existing permanent speed limit of 70 kilometres per hour on Marshland Road commencing at its intersection with Prestons Road and extending in a southerly direction to a point 230 metres north of its intersection with Briggs Road / Lake Terrace Road
- x. Approve that the permanent speed limit on Marshland Road commencing at its intersection with Prestons Road and extending in a southerly direction to its intersection with Queen Elizabeth II Drive (SH 74) be set at 60 kilometres per hour.
- y. Approve that the permanent speed limit on Marshland Road commencing at its intersection with Queen Elizabeth II Drive (SH 74) and extending in a southerly direction to a point 230 metres north of its intersection with Briggs Road / Lake Terrace Road be set at 50 kilometres per hour.
- z. Revoke the existing permanent speed limit of 80 kilometres per hour on Mairehau Road commencing at its intersection with Marshland Road and extending in an easterly direction to a point 300 metres west of its intersection with Burwood Road.
- aa. Approve that the permanent speed limit on Mairehau Road commencing at its intersection with Marshland Road and extending in an easterly direction to a point 300 metres west of its intersection with Burwood Road be set at 60 kilometres per hour.
- bb. Revoke the existing permanent speed limit of 50 kilometres per hour on Chenery Avenue (entire length).
- cc. Approve that the permanent speed limit on Chenery Avenue (entire length) be set at 20 kilometres per hour.
- dd. Revoke the existing permanent speed limit of 80 kilometres per hour on Guthries Road (entire length).
- ee. Approve that the permanent speed limit on Guthries Road (entire length) be set at 60 kilometres per hour.
- ff. Revoke the existing permanent speed limit of 80 kilometres per hour on MacDonalds Road (entire length).
- gg. Approve that the permanent speed limit on MacDonalds Road (entire length) be set at 60 kilometres per hour.

- hh. Revoke the existing permanent speed limit of 80 kilometres per hour on Fords Road (entire length).
- ii. Approve that the permanent speed limit on Fords Road (entire length) be set at 60 kilometres per hour.
- jj. Revoke the existing permanent speed limit of 80 kilometres per hour on Belfast Road commencing at its intersection with Marshland Road and extending in a north westerly direction to a point 50 metres south east of its intersection with Blakes Road.
- kk. Approve that the permanent speed limit on Belfast Road commencing at its intersection with Marshland Road and extending in a north westerly direction to a point 50 metres south east of its intersection with Blakes Road be set at 60 kilometres per hour.
- ll. Revoke the existing permanent speed limit of 80 kilometres per hour on Crawford Road (entire length).
- mm. Approve that the permanent speed limit on Crawford Road (entire length) be set at 60 kilometres per hour.
- nn. Revoke the existing permanent speed limit of 80 kilometres per hour on Hawkins Road (entire length).
- oo. Approve that the permanent speed limit on Hawkins Road (entire length) be set at 60 kilometres per hour.
- pp. Revoke the existing permanent speed limit of 80 kilometres per hour on Radcliffe Road commencing at a point 50 metres east of the railway line (340 metres east of Main North Road – SH 74) and extending in an easterly direction to its intersection with Marshland Road.
- qq. Approve that the permanent speed limit on Radcliffe Road commencing at a point 50 metres east of the railway line (340 metres east of Main North Road – SH 74) and extending in an easterly direction to its intersection with Marshland Road be set at 60 kilometres per hour.
- rr. Revoke the existing permanent speed limit of 80 kilometres per hour on Blakes Road commencing at its intersection with Radcliffe Road and extending in a northerly direction to a point 110 metres north of its intersection with Radcliffe Road.
- ss. Approve that the permanent speed limit on Blakes Road commencing at its intersection with Radcliffe Road and extending in a northerly direction to a point 110 metres north of its intersection with Radcliffe Road be set at 60 kilometres per hour.
- tt. Revoke the existing permanent speed limit of 80 kilometres per hour on Quaid's Road (entire length).
- uu. Approve that the permanent speed limit on Quaid's Road (entire length) be set at 60 kilometres per hour.
- vv. Revoke the existing permanent speed limit of 80 kilometres per hour on Selkirk Place (entire length).
- ww. Approve that the permanent speed limit on Selkirk Place (entire length) be set at 60 kilometres per hour.
- xx. Revoke the existing permanent speed limit of 80 kilometres per hour on Prestons Road commencing at a point 500 metres east of its intersection with Grimseys Road and extending in an easterly direction to a point 50 metres east of its intersection with Marshland Road.
- yy. Revoke the existing 40 kilometres per hour variable speed limit (school speed zone) on Prestons Road commencing at a point 60 metres west of its intersection with

- Marshland Road and extending in a westerly direction to a point 472 metres west of its intersection with Marshland Road.
- zz. Approve that the permanent speed limit on Prestons Road commencing at a point 500 metres east of its intersection with Grimseys Road and extending in an easterly direction to a point 70 metres east of its intersection with Mills Road be set at 50 kilometres per hour.
- aaa. Approve that the permanent speed limit on Prestons Road commencing at a point 70 metres east of its intersection with Mills Road and extending in an easterly direction to a point 50 metres east of its intersection with Marshland Road be set at 60 kilometres per hour.
- bbb. Revoke the existing permanent speed limit of 70 kilometres per hour on Hills Road commencing at its intersection with Queen Elizabeth II Drive (SH 74) and extending in a northerly direction, generally, to its intersection with Prestons Road.
- ccc. Approve that the permanent speed limit on Hills Road commencing at its intersection with Queen Elizabeth II Drive (SH 74) and extending in a northerly direction, generally, to its intersection with Prestons Road be set at 60 kilometres per hour.
- ddd. Revoke the existing permanent speed limit of 70 kilometres per hour on Walters Road (entire length).
- eee. Approve that the permanent speed limit on Walters Road (entire length) be set at 60 kilometres per hour.
- fff. Revoke the existing permanent speed limit of 70 kilometres per hour on McSaveney's Road (entire length).
- ggg. Approve that the permanent speed limit on McSaveney's Road (entire length) be set at 60 kilometres per hour.
8. Approve that the speed limit changes listed above in clauses 7a – 7ggg come into force following the date of Council approval plus the installation of all required infrastructure (signage and/or markings) and removal of any redundant infrastructure.

Councillor Livingstone/Councillor Cotter

Carried

Councillor East requested his vote against resolutions 7g, 7i and 7v be recorded.

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Report from Joint Meeting - Coastal-Burwood and Papanui-Innes Community Board - 9 August 2019

22. (C-B/P-I) Marshland Road Proposed Signalised Intersection

Council Resolved CNCL/2019/00217

That the Council:

1. Approve the installation of new traffic signals outside 215 Marshland Road in accordance with **Attachment A** to the agenda.
2. Revoke the current special vehicle lane for the use of northbound cycles on the west side of Marshland Road, commencing at a point 196 metres north of the Briggs Road intersection and extending in a northerly direction for a distance of 217 metres.
3. Approve that a special vehicle lane for the use of northbound cycles only, be established on the west side of Marshland Road, commencing at a point 196 metres north of the Briggs Road intersection and extending in a northerly direction for a distance of 217 metres as shown on **Attachment A** to the agenda.
4. Approve that under clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, that the stopping of vehicles be prohibited at any time on the west side of Marshland Road, commencing at a point 196 metres north of the Briggs Road intersection and extending in a northerly direction for a distance of 217 metres as shown on **Attachment A** to the agenda.
5. Approve the scheme design as shown on **Attachment A** to the agenda including all road marking, signage, kerb alignment, central islands and road surface treatments.
6. Revoke any previous resolutions pertaining to traffic controls made pursuant to any bylaw to the extent that they are in conflict with the traffic controls described in this report.
7. Install a stop control in the left hand slip lane of the development instead of the give way control.
8. Request staff to review the left hand slip lane of Homebase with the view of creating consistency with the new development and report back to the relevant community boards.

Councillor Davidson/Councillor Scandrett

Carried

Councillors Cotter, Gough, Johanson, Livingstone and Swiggs requested their votes against the resolutions be recorded.

The meeting adjourned at 1.02pm and reconvened at 2.02pm. Councillor and Manji was not present at this time.

Report from Halswell-Hornby-Riccarton Community Board - 13 August 2019

23. (H-H-R) Hornby and Halswell Wards - Speed Management Plan

Council Resolved CNCL/2019/00218

That the Council:

1. Approve, pursuant to Part 4 Section 27 of the Christchurch City Council Traffic and Parking Bylaw 2017 and Land Transport Rule: Setting of Speed Limits 2017, that the speed limits on the following roads be revoked and set as identified in the agenda report in Attachment A, and detailed in clauses 1a.-1xx. below, including resultant changes made to the Christchurch City Council Register of Speed Limits and associated Speed Limit Maps.
 - a. Revoke the existing permanent speed limit of 60 kilometres per hour on Cashmere Road commencing at a point 80 metres south of its intersection with Hendersons Road and extending in an easterly direction to a point 190 metres west of its intersection with Kaiwara Street.
 - b. Approve that the permanent speed limit on Cashmere Road commencing at a point 80 metres south of its intersection with Hendersons Road and extending in an easterly direction to a point 190 metres west of its intersection with Kaiwara Street be set at 50 kilometres per hour.
 - c. Revoke the existing permanent speed limit of 60 kilometres per hour on Hendersons Road commencing at its intersection with Cashmere Road and extending in a north westerly direction to a point 200 metres north west of its intersection with Cashmere Road.
 - d. Approve that the permanent speed limit on Hendersons Road commencing at its intersection with Cashmere Road and extending in a north westerly direction to a point 200 metres north west of its intersection with Cashmere Road be set at 50 kilometres per hour.
 - e. Revoke the existing permanent speed limit of 70 kilometres per hour on Cashmere Road commencing at its intersection with Kennedys Bush Road and extending in a north easterly direction to a point 280 metres south west of its intersection with Happy Home Road.
 - f. Approve that the permanent speed limit on Cashmere Road commencing at its intersection with Kennedys Bush Road and extending in an easterly direction to a point 300 metres east of its intersection with Kennedys Bush Road be set at 50 kilometres per hour.
 - g. Approve that the permanent speed limit on Cashmere Road commencing at a point 300 metres east of its intersection with Kennedys Bush Road and extending in a north easterly direction to a point 280 metres south west of its intersection with Happy Home Road be set at 60 kilometres per hour.
 - h. Revoke the existing permanent speed limit of 70 kilometres per hour on Hoon Hay Valley Road commencing at its intersection with Cashmere Road and extending in a south westerly direction to a point 800 metres south west of its intersection with Cashmere Road.
 - i. Approve that the permanent speed limit on Hoon Hay Valley Road commencing at its intersection with Cashmere Road and extending in a south westerly direction to

- a point 800 metres south west of its intersection with Cashmere Road be set at 60 kilometres per hour.
- j. Revoke all existing permanent speed limits on Sutherlands Road (entire length).
 - k. Approve that the permanent speed limit on Sutherlands Road (entire length) be set at 60 kilometres per hour.
 - l. Revoke all existing permanent speed limits on Kennedys Bush Road (entire length).
 - m. Approve that the permanent speed limit on Kennedys Bush Road (entire length) be set at 50 kilometres per hour.
 - n. Revoke the existing permanent speed limit of 80 kilometres per hour on Sabys Road commencing at a point 50 metres south west of its intersection with Quaifes Road and extending in a south westerly direction to its intersection with Trices Road (Selwyn District boundary).
 - o. Approve that the permanent speed limit on Sabys Road commencing at a point 50 metres south west of its intersection with Quaifes Road and extending in a south westerly direction to its intersection with Trices Road (Selwyn District boundary) be set at 60 kilometres per hour.
 - p. Revoke all existing permanent speed limits on Candys Road (entire length).
 - q. Approve that the permanent speed limit on Candys Road (entire length) be set at 60 kilometres per hour.
 - r. Revoke the existing permanent speed limit of 70 kilometres per hour on Quaifes Road commencing at a point 770 metres north west of its intersection with Sabys Road and extending in a north westerly direction to a point 100 metres southeast of Whincops Road.
 - s. Revoke the existing permanent speed limit of 50 kilometres per hour on Quaifes Road commencing at a point 100 metres south east of its intersection with Whincops Road and extending in a north westerly direction to its intersection with Whincops Road.
 - t. Approve that the permanent speed limit on Quaifes Road commencing at a point 770 metres north west of its intersection with Sabys Road and extending in a north westerly direction to its intersection with Whincops Road be set at 60 kilometres per hour.
 - u. Revoke the existing permanent speed limit of 50 kilometres per hour on Whincops Road commencing at its intersection with Quaifes Road and extending in a southerly direction to a point 120 metres south of its intersection with Quaifes Road.
 - v. Revoke the existing permanent speed limit of 80 kilometres per hour on the Christchurch City Council sections of Whincops Road commencing at a point 120 metres south of its intersection with Quaifes Road and extending in a southerly direction to its intersection with Longstaffs Road.
 - w. Approve that the permanent speed limit on the Christchurch City Council sections of Whincops Road commencing at its intersection with Quaifes Road and extending in a southerly direction to its intersection with Longstaffs Road be set at 60 kilometres per hour.

- x. Revoke the existing permanent speed limit of 80 kilometres per hour on Downies Road (entire length).
- y. Approve that the permanent speed limit on Downies Road (entire length) be set at 60 kilometres per hour.
- z. Revoke the existing permanent speed limit of 80 kilometres per hour on the Christchurch City Council sections of Longstaffs Road commencing at its intersection with Whincops Road and extending in a northerly direction to its intersection with Hodgens Road.
- aa. Approve that the permanent speed limit on the Christchurch City Council sections of Longstaffs Road commencing at its intersection with Whincops Road and extending in a northerly direction to its intersection with Hodgens Road be set at 60 kilometres per hour.
- bb. Revoke the existing permanent speed limit of 80 kilometres per hour on Fountains Road (entire length).
- cc. Approve that the permanent speed limit on Fountains Road (entire length) be set at 60 kilometres per hour.
- dd. Revoke the existing permanent speed limit of 50 kilometres per hour on Marshs Road commencing at its intersection with Whincops Road and extending in a north westerly direction to a point 100 metres north west of its intersection with Whincops Road.
- ee. Revoke the existing permanent speed limit of 70 kilometres per hour on Marshs Road commencing at a point 100 metres north west of its intersection with Whincops Road and extending in a north westerly direction to its intersection with Springs Road.
- ff. Approve that the permanent speed limit on Marshs Road commencing at its intersection with Whincops Road and extending in a north westerly direction to its intersection with Springs Road be set at 60 kilometres per hour.
- gg. Revoke the existing permanent speed limit of 80 kilometres per hour on the Christchurch City Council sections of Hodgens Road (entire length).
- hh. Approve that the permanent speed limit on the Christchurch City Council sections of Hodgens Road (entire length) be set at 60 kilometres per hour.
- ii. Revoke the existing permanent speed limit of 80 kilometres per hour on John Paterson Drive (entire length).
- jj. Approve that the permanent speed limit on John Paterson Drive (entire length) be set at 40 kilometres per hour.
- kk. Revoke the existing permanent speed limit of 60 kilometres per hour on Halswell Junction Road commencing at its intersection with Denali Street and extending in a north westerly direction to a point 121 metres southeast of its eastern most intersection with the Christchurch Southern Motorway (State Highway 76).
- ll. Revoke the existing permanent speed limit of 70 kilometres per hour on Halswell Junction Road commencing at its eastern most intersection with the Christchurch Southern Motorway (State Highway 76) intersection and extending in a south easterly direction for a distance of 121 metres.

- mm. Approve that the permanent speed limit on Halswell Junction Road commencing at its intersection with Denali Street and extending in a north westerly direction to its eastern most intersection with the Christchurch Southern Motorway (State Highway 76) be set at 50 kilometres per hour.
- nn. Revoke the existing permanent speed limit of 70 kilometres per hour on Springs Road commencing at its intersection with Halswell Junction Road (State Highway 76) and extending in a northerly direction to a point 100 metres south of its intersection with Boston Avenue.
- oo. Approve that the permanent speed limit on Springs Road commencing at its intersection with Halswell Junction Road (State Highway 76) and extending in a northerly direction to a point 100 metres south of its intersection with Boston Avenue be set at 60 kilometres per hour.
- pp. Revoke all existing permanent speed limits on the Christchurch City Council sections of Springs Road commencing at its intersection with Halswell Junction Road (State Highway 76) and extending in a south westerly direction to its intersection with Hodgens Road.
- qq. Approve that the permanent speed limit on the Christchurch City Council sections of Springs Road commencing at its intersection with Halswell Junction Road (State Highway 76) and extending in a south westerly direction to its intersection with Hodgens Road be set at 60 kilometres per hour.
- rr. Revoke all existing permanent speed limits on the Christchurch City Council sections of Marshs Road commencing at its intersection with Springs Road and extending in a north westerly direction to its intersection with Main South Road (State Highway 1).
- ss. Approve that the permanent speed limit on the Christchurch City Council sections of Marshs Road commencing at its intersection with Springs Road and extending in a north westerly direction to its intersection with Main South Road (State Highway 1) be set at 60 kilometres per hour.
- tt. Revoke the existing permanent speed limit of 70 kilometres per hour on Shands Road commencing at its intersection with Halswell Junction Road (State Highway 76) and extending in a north easterly direction to a point 170 metres north east of its intersection with Halswell Junction Road (State Highway 76).
- uu. Approve that the permanent speed limit on Shands Road commencing at its intersection with Halswell Junction Road (State Highway 76) and extending in a north easterly direction to a point 170 metres north east of its intersection with Halswell Junction Road (State Highway 76) be set at 60 kilometres per hour.
- vv. Revoke all existing permanent speed limits on Shands Road commencing at its intersection with Halswell Junction Road (State Highway 76) and extending in a south westerly direction to its intersection with Marshs Road.
- ww. Approve that the permanent speed limit on Shands Road commencing at its intersection with Halswell Junction Road (State Highway 76) and extending in a south westerly direction to its intersection with Marshs Road be set at 60 kilometres per hour.
- xx. Approve that the permanent speed limit on any roads developed and vested with Christchurch City Council within the land parcels legally described as Section 2

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SOP 498740 (197 Halswell Junction Road) and Lot 2 DP 33729 (57 Murphys Road), or subsequent subdivision of those land parcels, be set at 40 kilometres per hour (Note - In accordance with Clause 3.4(3)(a) of Land Transport Rule: Setting of Speed Limits 2017, this will override a default permanent speed limit of 50 kilometres per hour that would otherwise apply as a result of the identified land parcels being located within the existing Christchurch City Area Urban Traffic Area).

2. Approve that the speed limit changes listed in clauses 1a. to 1xx. above, come into force following the date of Council approval plus the installation of all required infrastructure (signage and/or markings) and the removal of any redundant infrastructure.

Councillor Buck/Councillor Chen

Carried

Unconfirmed

Report from Papanui-Innes Community Board - 23 August 2019

**28. (P-I) Sisson Drive / Langdons Road / Restell Street / Winston Avenue
Proposed 30km/h Speed Zone**

Council Resolved CNCL/2019/00219

That the Council:

1. Pursuant to Part 4 Section 27 of the Christchurch City Council Traffic and Parking Bylaw 2017 and the Land Transport Rule: Setting of Speed Limits 2017, that the speed limits be revoked and set as listed below in clauses 1a to 1h, and the resulting changes be included into the Christchurch City Council Register of Speed Limits & Speed Limit Maps:
 - a. Revokes the existing 40 kilometres per hour speed limit applied to Sisson Drive commencing at its intersection with Sawyers Arms Road and extending in a south westerly direction to its intersection with Langdons Road.
 - b. Approves that a permanent speed limit on Sisson Drive commencing at its intersection with Sawyers Arms Road and extending in a south westerly direction to its intersection with Langdons Road be set to 30 kilometres per hour.
 - c. Revokes the existing 50 kilometres per hour speed limit applied to Langdons Road commencing at its intersection with Main North Road and extending in a north westerly direction to its intersection with Chapel Street.
 - d. Approves that a permanent speed limit on Langdons Road commencing at its intersection with Main North Road and extending in a north westerly direction to its intersection with Chapel Street be set to 30 kilometres per hour.
 - e. Revokes the existing 50 kilometres per hour speed limit applied to Restell Street commencing at its intersection with Langdons Road and extending in a south westerly direction to its intersection with Harewood Road.
 - f. Approves that a permanent speed limit on Restell Street commencing at its intersection with Langdons Road and extending in a south westerly direction to its intersection with Harewood Road be set to 30 kilometres per hour.
 - g. Revokes the existing 50 kilometres per hour speed limit applied to Winston Avenue commencing at its intersection with Main North Road and extending in a north westerly direction to its intersection with Restell Street.
 - h. Approves that a permanent speed limit on Winston Avenue commencing at its intersection with Main North Road and extending in a north westerly direction to its intersection with Restell Street be set to 30 kilometres per hour.
2. Approves that the speed limit changes listed above in clauses 1a to 1h come into force following the date of council approval and the installation of all the required infrastructure (signage and/or markings) as indicated on Attachment A, (Approximately Oct/Nov 2019).

Councillor Davidson/Councillor Cotter

Carried

Report from Linwood-Central-Heathcote Community Board - 21 August 2019

27. (L-C-H) Woolston Village and Sumner Village - 30KPH Speed Restrictions

Council Resolved CNCL/2019/00220

That the Council:

1. Approves, pursuant to Part 4 Section 27 of the Christchurch City Council Traffic and Parking Bylaw 2017, and Land Transport Rule: Setting of Speed Limits 2017, that speed limits as identified in Attachment A and listed below in Clauses 1a – 1eeee including resultant changes made to the Christchurch City Council Register of Speed Limits and associated Speed Limit Maps:

Sumner -

- a. Revokes the existing 50 kilometres per hour speed limit applied to Nayland Street commencing at its intersection with Marriner Street and extending in a south easterly direction to its intersection with Heberden Avenue.
- b. Revokes the existing 50 kilometres per hour speed limit applied to Wiggins Street commencing at its intersection with Wakefield Avenue and extending in a south easterly direction to its intersection with Heberden Avenue.
- c. Revokes the existing 50 kilometres per hour speed limit applied to Dryden Street commencing at its intersection with Stoke Street and extending in a south easterly direction for a distance of 61 metres.
- d. Revokes the existing 50 kilometres per hour speed limit applied to Dryden Street commencing at its intersection with Hardwicke Street and extending in a south easterly direction to its intersection with Head Street.
- e. Revokes the existing 50 kilometres per hour speed limit applied to Colenso Avenue commencing at its intersection with Wakefield Avenue and extending in a south easterly direction to its intersection with Heberden Avenue.
- f. Revokes the existing 50 kilometres per hour speed limit applied to Arnold Street commencing at its intersection with Wakefield Avenue and extending in a south easterly direction to its intersection with Heberden Avenue.
- g. Revokes the existing 50 kilometres per hour speed limit applied to Denman Street commencing at its intersection with Wakefield Avenue and extending in a south easterly direction to its intersection with Duncan Street.
- h. Revokes the existing 50 kilometres per hour speed limit applied to Duncan Street commencing at its intersection with Denman Street and extending in an easterly direction to its intersection with Clark Street.
- i. Revokes the existing 50 kilometres per hour speed limit applied to Campbell Street commencing at its intersection with Wakefield Avenue and extending in a south easterly direction to its intersection with Heberden Avenue.

- j. Revokes the existing 50 kilometres per hour speed limit applied to Truro Street commencing at its intersection with Wakefield Avenue and extending in a south easterly direction to its intersection with Heberden Avenue.
- k. Revokes the existing 50 kilometres per hour speed limit applied to Paisley Street commencing at its intersection with Wakefield Avenue and extending in a south easterly direction to its intersection with Van Asch Street.
- l. Revokes the existing 50 kilometres per hour speed limit applied to Stoke Street commencing at its intersection with Wakefield Avenue and extending in a north easterly direction to its intersection with Nayland Street.
- m. Revokes the existing 50 kilometres per hour speed limit applied to Hardwicke Street commencing at its intersection with Colenso Street and extending in a north easterly direction to its intersection with Nayland Street.
- n. Revokes the existing 50 kilometres per hour speed limit applied to Menzies Street commencing at its intersection with Colenso Street and extending in a north easterly direction to its intersection with Nayland Street.
- o. Revokes the existing 50 kilometres per hour speed limit applied to Head Street commencing at its intersection with Colenso Street and extending in a north easterly direction to its intersection with Nayland Street.
- p. Revokes the existing 50 kilometres per hour speed limit applied to Thorpe Street commencing at its intersection with Arnold Street and extending in a north easterly direction to its intersection with Colenso Street.
- q. Revokes the existing 50 kilometres per hour speed limit applied to Van Asch Street commencing at its intersection with Denman Street and extending in a north easterly direction to its intersection with Colenso Street.
- r. Revokes the existing 50 kilometres per hour speed limit applied to Van Asch Street commencing at a point 55 metres Southwest of its intersection with Paisley Street and extending in a north easterly direction to its intersection with Campbell Street.
- s. Revokes the existing 50 kilometres per hour speed limit applied to St Leonards Square commencing at its intersection with Campbell Street and extending in a north easterly direction to its intersection with Denman Street.
- t. Revokes the existing 50 kilometres per hour speed limit applied to Clark Street commencing at its intersection with Campbell Street and extending in a north easterly direction to its intersection with Colenso Street.
- u. Revokes the existing 50 kilometres per hour speed limit applied to Whitfield Street commencing at its intersection with Truro Street and extending in a northerly direction to its intersection with Campbell Street.
- v. Revokes the existing 50 kilometres per hour speed limit applied to Whitfield Street commencing at its intersection with Denman Street and extending in a northerly direction to its intersection with Colenso Street.
- w. Revokes the existing 50 kilometres per hour speed limit applied to Duncan Street commencing at its intersection with Wakefield Avenue and extending in an easterly direction to its intersection with Campbell Street.
- x. Revokes the existing 50 kilometres per hour speed limit applied to Heberden Avenue commencing at its intersection with Evans Pass Road and

- Wakefield Avenue and extending in a north easterly direction to a point 200 metres north of its intersection with Esplanade.
- y. Revokes the existing 50 kilometres per hour speed limit applied to Ocean View Terrace between its intersection with Heberden Avenue and Evans Pass Road.
- z. Revokes the existing 50 kilometres per hour speed limit applied to Sumnervale Drive (upper) commencing at its intersection with Evans Pass Road and extending in a westerly direction for a distance of 354 metres to the end of road.
- aa. Revokes the existing 50 kilometres per hour speed limit applied to Sumnervale Drive (lower) commencing at its intersection with Wakefield Avenue and extending in a westerly direction for a distance of 370 metres to the end of road.
- bb. Revokes the existing 50 kilometres per hour speed limit applied to Cascade Place commencing at its intersection with Sumnervale Drive and extending in a south easterly direction to the end of road.
- cc. Revokes the existing 50 kilometres per hour speed limit applied to Finnarsby Place commencing at its intersection with Sumnervale Drive and extending in a northerly direction to the end of road.
- dd. Revokes the existing 40 kilometres per hour speed limit applied to Burgess Street commencing at its intersection with Marriner Street and extending in a north easterly direction to its intersection with Esplanade.
- ee. Revokes the existing 40 kilometres per hour speed limit applied to Marriner Street commencing at its intersection with Wakefield Avenue and extending to its intersection with Esplanade.
- ff. Revokes the existing 40 kilometres per hour speed limit applied to Stoke Street commencing at its intersection with Nayland Street and extending to its intersection with Esplanade.
- gg. Revokes the existing 40 kilometres per hour speed limit applied to Hardwicke Street commencing at its intersection with Nayland Street and extending to its intersection with Esplanade.
- hh. Revokes the existing 40 kilometres per hour speed limit applied to Menzies Street commencing at its intersection with Nayland Street and extending to its intersection with Esplanade.
- ii. Revokes the existing 40 kilometres per hour speed limit applied to Hardwicke Street commencing at its intersection with Nayland Street and extending to its intersection with Esplanade.
- jj. Revokes the existing 40 kilometres per hour speed limit applied to Head Street commencing at its intersection with Nayland Street and extending to its intersection with Esplanade.
- kk. Revokes the existing 50 kilometres per hour speed limit applied to Marriner Street commencing at a point 33 metres north west of its intersection with Nayland Street and extending in a south easterly direction to its intersection with Wakefield Avenue.

- ll. Revokes the existing 50 kilometres per hour speed limit applied to Wakefield Avenue commencing at its intersection with Marriner Street and extending in a south westerly direction to its intersection with Ocean View Terrace and Evans Pass Road.
- mm. Revokes the existing 50 kilometres per hour speed limit applied to Evans Pass Road commencing at its intersection with Wakefield Avenue and Ocean View Terrace and extending in a south westerly direction to a point 130 metres south west of its intersection with Ocean View Terrace.
- nn. Revokes the existing 40 kilometres per hour speed limit applied to Esplanade commencing at its intersection with Marriner Street and extending in a south easterly direction its intersection with Heberden Avenue.
- 40 km/h zone**
- oo. Approves that a permanent speed limit on Nayland Street commencing at a point 30 metres south of its intersection with Marriner Street and extending in a south easterly direction to a point 75 metres north west of its intersection with Wakefield Avenue be set at 40 Kilometres per hour.
- pp. Approves that a permanent speed limit on Nayland Street commencing at a point 60 metres south of its intersection with Wakefield Avenue and extending in a south easterly direction to its intersection with Heberden Avenue be set at 40 Kilometres per hour.
- qq. Approves that a permanent speed limit on Wiggins Street commencing at its intersection with Wakefield Avenue and extending in a south easterly direction to its intersection with Heberden Avenue be set at 40 Kilometres per hour.
- rr. Approves that a permanent speed limit on Dryden Street commencing at its intersection with Stoke Street and extending in a south easterly direction for a distance of 61 metres be set at 40 Kilometres per hour.
- ss. Approves that a permanent speed limit on Dryden Street commencing at its intersection with Hardwicke Street and extending in a south easterly direction to its intersection with Head Street be set at 40 Kilometres per hour.
- tt. Approves that a permanent speed limit on Colenso Street commencing at its intersection with Wakefield Avenue and extending in a south easterly direction to its intersection with Heberden Avenue be set at 40 Kilometres per hour.
- uu. Approves that a permanent speed limit on Arnold Street commencing at its intersection with Wakefield Avenue and extending in a south easterly direction to its intersection with Heberden Avenue be set at 40 Kilometres per hour.
- vv. Approves that a permanent speed limit on Denman Street commencing at its intersection with Wakefield Avenue and extending in a south easterly direction to its intersection with Duncan Street be set at 40 Kilometres per hour.
- ww. Approves that a permanent speed limit on Duncan Street commencing at its intersection with Denman Street and extending in an easterly direction to its intersection with Clark Street be set at 40 Kilometres per hour.
- xx. Approves that a permanent speed limit on Campbell Street commencing at its intersection with Wakefield Avenue and extending in a south easterly direction to its intersection with Heberden Avenue be set at 40 Kilometres per hour.

- yy. Approves that a permanent speed limit on Truro Street commencing at its intersection with Wakefield Avenue and extending in a south easterly direction to its intersection with Heberden Avenue be set at 40 Kilometres per hour.
- zz. Approves that a permanent speed limit on Paisley Street commencing at its intersection with Wakefield Avenue and extending in a south easterly direction to its intersection with Van Asch Street be set at 40 Kilometres per hour.
- aaa. Approves that a permanent speed limit on Stoke Street commencing at its intersection with Wakefield Avenue and extending in a north easterly direction to a point 20 metres southwest of its intersection with Esplanade be set at 40 Kilometres per hour.
- bbb. Approves that a permanent speed limit on Hardwicke Street commencing at its intersection with Colenso Avenue and extending in a north easterly direction to a point 20 metres southwest of its intersection with Esplanade be set at 40 Kilometres per hour.
- ccc. Approves that a permanent speed limit on Menzies Street commencing at its intersection with Colenso Avenue and extending in a north easterly direction to a point 20 metres southwest of its intersection with Esplanade be set at 40 Kilometres per hour.
- ddd. Approves that a permanent speed limit on Head Street commencing at its intersection with Colenso Avenue and extending in a north easterly direction to a point 20 metres southwest of its intersection with Esplanade be set at 40 Kilometres per hour.
- eee. Approves that a permanent speed limit on Thorpe Street commencing at its intersection with Arnold Street and extending in a north easterly direction to intersection with Colenso Street be set at 40 Kilometres per hour.
- fff. Approves that a permanent speed limit on Van Asch Street commencing at its intersection with Denman Street and extending in a north easterly direction to intersection with Colenso Street be set at 40 Kilometres per hour.
- ggg. Approves that a permanent speed limit on Van Asch Street commencing at a point 55 metres Southwest of its intersection with Paisley Street and extending in a north easterly direction to its intersection with Campbell Street be set at 40 Kilometres per hour.
- hhh. Approves that a permanent speed limit on Clark Street commencing at its intersection with Campbell Street and extending in a north easterly direction to intersection with Colenso Street be set at 40 Kilometres per hour.
- iii. Approves that a permanent speed limit on Whitfield Street commencing at its intersection with Truro Street and extending in a northerly direction to intersection with Campbell Street be set at 40 Kilometres per hour.
- jjj. Approves that a permanent speed limit on Whitfield Street commencing at its intersection with Denman Street and extending in a northerly direction to intersection with Colenso Street be set at 40 Kilometres per hour.
- kkk. Approves that a permanent speed limit on Duncan Street commencing at its intersection with Wakefield Avenue and extending in an easterly direction to intersection with Campbell Street be set at 40 Kilometres per hour.

- lll. Approves that a permanent speed limit on St Leonards Square commencing at its intersection with Campbell Street and extending in a north easterly direction to its intersection with Denman Street be set at 40 kilometres per hour.
- mmm. Approves that a permanent speed limit on Heberden Avenue commencing at its intersection with Evans Pass Road and Wakefield Avenue Street and extending in a north easterly direction to a point 200 metres north of its intersection with Esplanade be set at 40 Kilometres per hour.
- nnn. Approves that a permanent speed limit on Ocean View Terrace between its intersection with Heberden Avenue and Evans Pass Road be set at 40 Kilometres per hour.
- ooo. Approves that a permanent speed limit on Sumnervale Drive (upper) commencing at its intersection with Evans Pass Road and extending in a westerly direction for a distance of 354 metres to the end of road, be set at 40 Kilometres per hour.
- ppp. Approves that a permanent speed limit on Sumnervale Drive (lower) commencing at its intersection with Wakefield Avenue and extending in a westerly direction for a distance of 370 metres to the end of road, be set at 40 Kilometres per hour.
- qqq. Approves that a permanent speed limit on Cascade Place commencing at its intersection with Sumnervale Drive and extending in a south easterly direction to the end of road, be set at 40 Kilometres per hour.
- rrr. Approves that a permanent speed limit on Finnarsby Place commencing at its intersection with Sumnervale Drive and extending in a northerly direction to the end of road, be set at 40 Kilometres per hour.
- sss. Approves that a permanent speed limit on Wakefield Avenue commencing at a point 30 metres south of its intersection with Nayland Street and extending in a southwesterly direction to intersection with Ocean View Terrace and Evans Pass Road be set at 50 Kilometres per hour.
- ttt. Approves that a permanent speed limit on Evans Pass Road commencing at its intersection with Ocean View Terrace and Evans Pass Road and extending in a south westerly direction to a point 130 metres south west of its intersection with Ocean View Terrace be set at 50 Kilometres per hour.
- 30 km/h zone**
- uuu. Approves that a permanent speed limit on Head Street commencing at its intersection with Esplanade and extending in a south westerly direction for a distance of 20 metres be set at 30 Kilometres per hour.
- vvv. Approves that a permanent speed limit on Menzies Street commencing at its intersection with Esplanade and extending in a south westerly direction for a distance of 20 metres be set at 30 Kilometres per hour.
- www. Approves that a permanent speed limit on Hardwicke Street commencing at its intersection with Esplanade and extending in a south westerly direction for a distance of 20 metres be set at 30 Kilometres per hour.

- xxx. Approves that a permanent speed limit on Stoke Street commencing at its intersection with Esplanade and extending in a south westerly direction for a distance of 20 metres be set at 30 Kilometres per hour.
- yyy. Approves that a permanent speed limit on Nayland Street commencing at its intersection with Wakefield Avenue and extending in a south easterly direction for a distance of 60 metres be set at 30 Kilometres per hour.
- zzz. Approves that a permanent speed limit on Nayland Street commencing at its intersection with Wakefield Avenue and extending in a north westerly direction for a distance of 75 metres be set at 30 Kilometres per hour.
- aaaa. Approves that a permanent speed limit on Nayland Street commencing at its intersection with Marriner Street and extending in a southerly direction for a distance of 30 metres be set at 30 Kilometres per hour.
- bbbb. Approves that a permanent speed limit on Burgess Street commencing at its intersection with Marriner Street and extending in a north easterly direction to its intersection with Esplanade be set at 30 Kilometres per hour.
- cccc. Approves that a permanent speed limit on Marriner Street commencing at a point 33 metres north west of its intersection with Nayland Street and extending in a south easterly direction to its intersection with Esplanade be set at 30 Kilometres per hour.
- dddd. Approves that a permanent speed limit on Wakefield Avenue commencing at its intersection with Marriner Street and extending in a south westerly direction to a point 30 metres south west of its intersection with Nayland Street be set at 30 Kilometres per hour.
- eeee. Approves that a permanent speed limit on Esplanade commencing at its intersection with Marriner Street and extending in a south easterly direction its intersection with Heberden Avenue be set at 30 Kilometres per hour.
- Woolston-**
- ffff. Revokes the existing 50 kilometres per hour speed limit applied to Ferry Road commencing at a point 20 metres north west of its intersection with Portland Street and extending in a south easterly direction for a distance of 457 metres.
- gggg. Revokes the existing 50 kilometres per hour speed limit applied to Heathcote Street commencing at a point 20 metres south of its intersection with Ferry Road and extending to its intersection with Catherine Street.
- hhhh. Revokes the existing 50 kilometres per hour speed limit applied to Oak Street commencing at its intersection with Ferry Road and extending to its intersection with Heathcote Street.
- iiii. Revokes the existing 50 kilometres per hour speed limit applied to Catherine Street commencing at its intersection with Ferry Road and extending to its intersection with Maronan Street.
- jjjj. Revokes the existing 50 kilometres per hour speed limit applied to Maronan Street commencing at its intersection with Ferry Road and extending to its end.

- kkkk. Revokes the existing 50 kilometres per hour speed limit applied to Glenroy Street commencing at a point 20 metres east of its intersection with Hargood Street and extending to its intersection with St Johns Street.
- llll. Revokes the existing 50 kilometres per hour speed limit applied to Portman Street commencing at its intersection with Ferry Road and extending to its end.
- mmmm. Revokes the existing 50 kilometres per hour speed limit applied to St Johns Street commencing at its intersection with Ferry Road and extending in a north easterly direction for a distance of 340 metres.
- nnnn. Revokes the existing 50 kilometres per hour speed limit applied to Stacey Place commencing at its intersection with St Johns Street and extending to its end.

40 km/h zone

- oooo. Approves that a permanent speed limit on Heathcote Street commencing at a point 20 metres south of its intersection with Ferry Road and extending to its intersection with Catherine Street be set at 40 Kilometres per hour.
- pppp. Approves that a permanent speed limit on Oak Street commencing at a point 20 metres south of its intersection with Ferry Road and extending to its intersection with Heathcote Street be set at 40 Kilometres per hour.
- qqqq. Approves that a permanent speed limit on Catherine Street commencing at a point 20 metres south of its intersection with Ferry Road and extending to its intersection with Maronan Street be set at 40 Kilometres per hour.
- rrrr. Approves that a permanent speed limit on Maronan Street commencing at a point 20 metres south of its intersection with Ferry Road and extending to its end be set at 40 Kilometres per hour.
- ssss. Approves that a permanent speed limit on Portman Street commencing at a point 50 metres north of its intersection with Ferry Road and extending to its end be set at 40 Kilometres per hour.
- tttt. Approves that a permanent speed limit on Glenroy Street commencing at a point 20 metres east of its intersection with Hargood Street and extending to its intersection with St Johns Street be set at 40 Kilometres per hour.
- uuuu. Approves that a permanent speed limit on St Johns Street commencing at a point 20 metres north of its intersection with Ferry Road Street and extending in a north easterly direction for a distance of 320 metres be set at 40 Kilometres per hour.
- vvvv. Approves that a permanent speed limit on Stacey Place commencing at its intersection with St Johns Street and extending to its end be set at 40 Kilometres per hour.

30 km/h zone

- www. Approves that a permanent speed limit on Ferry Road commencing at a point 20 metres north west of its intersection with Portland Street and extending in a south easterly direction for a distance of 457 metres be set at 30 Kilometres per hour.

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- xxxx. Approves that a permanent speed limit on Oak Street commencing at its intersection with Ferry Road and extending in a south westerly direction for a distance of 20 metres be set at 30 Kilometres per hour.
- yyyy. Approves that a permanent speed limit on Catherine Street commencing at its intersection with Ferry Road and extending in a south westerly direction for a distance of 20 metres be set at 30 Kilometres per hour.
- zzzz. Approves that a permanent speed limit on Maronan Street commencing at its intersection with Ferry Road and extending in a south westerly direction for a distance of 20 metres be set at 30 Kilometres per hour.
- aaaaa. Approves that a permanent speed limit on St Johns Street commencing at its intersection with Ferry Road and extending in a north easterly direction for a distance of 20 metres be set at 30 Kilometres per hour.
- bbbbb. Approves that a permanent speed limit on Portman Street commencing at its intersection with Ferry Road and extending in a north easterly direction for a distance of 50 metres be set at 30 Kilometres per hour.
2. Approves the speed limit changes listed in Clauses 1a – 1bbbbb above come into force following the date of the Council approval, installation of all required infrastructure (signage and/or markings) and removal of obsolete infrastructure, and the required notice being provided to NZTA and NZ Police in accordance with Section 2.7(6) of Land Transport Rule: Setting of Speed Limits 2017.

Councillor Keown/Councillor Templeton

Carried

Report from Spreydon-Cashmere Community Board - 16 August 2019

29. (S-C) Wilsons Road South - Proposed Signalised Crossing

Council Resolved CNCL/2019/00221

That the Council:

1. Approve that a three metre wide pedestrian crossing, controlled by traffic signals be installed on Wilsons Road South located at a point 123 metres southeast of its intersection with St Martins Road.
2. Approve that these resolutions take effect when the traffic control devices that evidence the restrictions described in resolution 1 are in place.
3. Revoke any previous resolutions pertaining to traffic controls made pursuant to any bylaw to extent that they are in conflict with the traffic controls described in resolution 1.

Councillor Scandrett/Councillor Clearwater

Carried

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Report from Linwood-Central-Heathcote Community Board - 5 August 2019

26. (L-C-H) Lancaster Park Spatial Plan

Council Resolved CNCL/2019/00222

That the Council:

1. Approve the Lancaster Park Draft Spatial Plan.
2. Noting any future landscape plan for Lancaster Park will be considered by the Waikura/Linwood-Central-Heathcote Community Board.
3. Request staff to report back to the Council on the Lancaster Park Spatial Plan development in time for the plan to be considered in the 2020/21 draft Annual Plan.
4. Request staff to provide the incoming Council with an update on the Sports Facilities Plan in order to ensure there is a framework for decision-making around the future use of Lancaster Park.
5. Request staff communicate with key stakeholders and areas neighbouring Lancaster Park on the proposed timetable for demolition and information on what will happen after demolition.

Councillor Swiggs/Councillor Johanson

Carried

The Mayor and Councillor Manji returned to the meeting at 2.30pm at which time the Mayor resumed the Chair.

Report from Halswell-Hornby-Riccarton Community Board - 27 August 2019

24. (H-H-R) Templeton Cemetery and Sports Park Development Plan - Preparation

Council Resolved CNCL/2019/00223

That the Council:

1. Request staff prepare a draft development plan for a cemetery and sports park on Council owned land at 173 Maddisons Road, and to investigate options for augmenting the area of land available.
2. Agree that a hearings panel is appointed to hear any submitters who wish to be heard.

Councillor Buck/Councillor Chen

Carried

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**Report from Social, Community Development and Housing Committee - 4
September 2019**

31. Rod Donald Banks Peninsula Trust Working Party

Council Resolved CNCL/2019/00224

That Council:

1. Note the formation of the Working Party with a view to receiving recommendations regarding the future of the Trust by the end of 2019 to ensure their inclusion in the Long Term Planning Process.
2. Delegate to the Mayor, in consultation with the elected Councillor from Banks Peninsula, the decision of the appointment of a member to the Working Party following the 2019 Local Body Election.

Councillor Johanson/Councillor Cotter

Carried

Deputy Mayor Turner declared an interest and took no part in consideration of this item.

**Report from Social, Community Development and Housing Committee - 4
September 2019**

32. Adelaide Sister City Garden - Replacement Artwork

Council Resolved CNCL/2019/00225

That the Council:

1. Agree to the permanent installation of *Kauria Waiyū* in the Adelaide Sister City Garden, subject to the following:
 - a. All necessary consents and approvals are obtained and provided.
 - b. The Adelaide Sister City Committee confirms that all funding is in place
 - c. That future maintenance costs for *Kauria Waiyū* are already included in the Parks maintenance budget.
 - d. A condition report and long term maintenance and engineering plans are provided.
 - e. As part of the gifting process, Council's requirements shall be addressed in a contract agreement between Adelaide Sister City Committee, the Artist and Council.

Councillor East/Councillor Cotter

Carried

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**Report from Infrastructure, Transport and Environment Committee - 26
August 2019**

33. Harewood Road/Gardiners Road/Breens Road Intersection Improvements

Council Resolved CNCL/2019/00226

That the Council:

1. Approve in principle Option 3 of the agenda report, Traffic Signals (Consultation Option 2).
2. Request that staff investigate funding options and report back to Council in time for inclusion in the 20/21 Annual Plan.

Councillor Keown/Councillor Manji

Carried

Councillors Clearwater and Cotter requested their votes against the resolution be recorded.

Shane Whitfield, Habib Marwat and Candy Wu Zhang, representatives from the Office of Ethnic Communities, presented to the Council the condolence books to be included in the Tributes of Aroha exhibition at the Christchurch Art Gallery Te Puna o Waiwhetū, a showcase of love, support and solidarity from all around the world in response to the March 15 Mosque attacks.

Councillor Manji left for the remainder of the meeting at 3.01pm.

**Report from Innovation and Sustainable Development Committee - 28
August 2019**

34. Greenhouse Gas Emissions Targets for Christchurch

The following motion was moved and seconded.

That the Council:

1. Adopts the following targets for greenhouse gas emissions in Christchurch:
 - a. net zero greenhouse gas emissions by 2045 (excluding methane).

Councillor Templeton/Councillor Davidson

The following motion was moved and seconded.

That the Council:

1. Adopts the following targets for greenhouse gas emissions in Christchurch:
 - b. an interim target of a 50% reduction in greenhouse gas emissions by 2030 (from 2016/17 baseline levels, excluding methane),
 - c. at least a 50% reduction in methane emissions by 2045 (from 2016/17 baseline levels).
 - d. at least a 25% reduction in methane emissions by 2030 (from 2016/17 baseline levels).
 - e. That these targets be reviewed every three years and may be brought forward at that time.
2. Resolves to:
 - f. Develop a schedule of indicators to provide updates on achievement of these targets and that these be highly visible to the public.
 - g. Develop communications, engagement and education initiatives to encourage climate friendly behaviours, and outline why we need to change and how we can.
 - h. Following the request of the Spreydon-Cashmere Community Board, provide early climate change understanding information to community board and other elected members so they are well able to take a lead with their community on climate change initiatives.
 - i. Seek a target for all Council owned companies to be net carbon neutral by 2030 for their activities (in line with the Christchurch City Council's own target).
 - j. Ensure That the Council's procurement policy is proactive on emission reductions and ramps up the weighting for resource efficiency and greenhouse gas emissions reduction quickly over the next 3 years.
 - k. Explore the possibility of changing the District Plan to require more sustainable and energy efficient buildings.
 - l. Explore carbon forestry offsets being predominantly indigenous planting and natural regeneration on Council-owned land.

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- m. Note that the importance of public transport was repeatedly mentioned in public submissions, and the desire for action in this area was very strongly voiced. This could include the often-voiced suggestion that Council should control public transport.
- n. Note that the Committee was encouraged and inspired by the passion and knowledge of submitters and wants Council staff to work closely with all groups in the community to achieve the targets.
- o. Note and recognise that the recommendations will build upon the existing climate change programme.

Councillor Buck/Councillor Templeton

Carried/Lost

Councillor Clearwater moved by way of amendment and Councillor Cotter seconded the amendment:

That the Council:

- 1. Adopts the following targets for greenhouse gas emissions in Christchurch:
 - a. net zero greenhouse gas emissions by 2040 (excluding methane).

Councillor Clearwater/Councillor Cotter

Lost

The division was declared **lost** by 7 votes to 9 votes the voting being as follows:

For: Deputy Mayor Turner, Councillor Buck, Councillor Clearwater, Councillor Cotter, Councillor Johanson, Councillor Keown and Councillor Livingstone

Against: Mayor Dalziel, Councillor Chen, Councillor Davidson, Councillor East, Councillor Galloway, Councillor Gough, Councillor Scandrett, Councillor Swiggs and Councillor Templeton

The amendment was declared lost.

Council Resolved CNCL/2019/00227

That the Council:

- 1. Adopts the following targets for greenhouse gas emissions in Christchurch:
 - a. net zero greenhouse gas emissions by 2045 (excluding methane).

Councillor Templeton/Councillor Davidson

Carried

Council Resolved CNCL/2019/00228

That the Council:

- 1. Adopts the following targets for greenhouse gas emissions in Christchurch:
 - b. an interim target of a 50% reduction in greenhouse gas emissions by 2030 (from 2016/17 baseline levels, excluding methane),
 - c. at least a 50% reduction in methane emissions by 2045 (from 2016/17 baseline levels).

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- d. at least a 25% reduction in methane emissions by 2030 (from 2016/17 baseline levels).
- e. That these targets be reviewed every three years and may be brought forward at that time.
- 2. Resolves to:
 - f. Develop a schedule of indicators to provide updates on achievement of these targets and that these be highly visible to the public.
 - g. Develop communications, engagement and education initiatives to encourage climate friendly behaviours, and outline why we need to change and how we can.
 - h. Following the request of the Spreydon-Cashmere Community Board, provide early climate change understanding information to community board and other elected members so they are well able to take a lead with their community on climate change initiatives.
 - i. Seek a target for all Council owned companies to be net carbon neutral by 2030 for their activities (in line with the Christchurch City Council's own target).
 - j. Ensure That the Council's procurement policy is proactive on emission reductions and ramps up the weighting for resource efficiency and greenhouse gas emissions reduction quickly over the next 3 years.
 - k. Explore the possibility of changing the District Plan to require more sustainable and energy efficient buildings.
 - l. Explore carbon forestry offsets being predominantly indigenous planting and natural regeneration on Council-owned land.
 - m. Note that the importance of public transport was repeatedly mentioned in public submissions, and the desire for action in this area was very strongly voiced. This could include the often-voiced suggestion that Council should control public transport.
 - n. Note that the Committee was encouraged and inspired by the passion and knowledge of submitters and wants Council staff to work closely with all groups in the community to achieve the targets.
 - o. Note and recognise that the recommendations will build upon the existing climate change programme.

Councillor Buck/Councillor Templeton

Carried

37. Delegations Report

Council Resolved CNCL/2019/00229

That the Council:

1. Delegate to the Waitai/Coastal-Burwood Community Board decision making powers for the Deed of Lease – He Puna Taimoana Café Operator which the Community Board will be considering prior to the 2019 Local Body Elections (acknowledging that the Community Board will likely make subdelegations to the Property Consultancy Manager and Request for Proposal Evaluation Panel).
2. Delegate to the Waikura/Linwood-Central-Heathcote Community Board the final decision making powers for the Proposed Lease and Licence for the Taylors Mistake Surf Life Saving Club which the Community Board will be considering prior to the 2019 Local Body Elections.

Mayor/Councillor Chen

Carried

38. Chief Executive's Report - August 2019

Council Resolved CNCL/2019/00230

That the Council:

1. Receive the report.

Mayor/Deputy Mayor

Carried

Councillor Galloway left for the remainder of the meeting at 4.26pm, during consideration of item 36.

36. Draft Submission on ECan's Proposed Plan Change 7 Land & Water Regional Plan and Proposed Plan Change 2 Waimakariri River Regional Plan

Council Resolved CNCL/2019/00231

That the Council:

1. Approve the Council's draft submission on Environment Canterbury's Proposed Plan Change 7 to the Land & Water Regional Plan and Proposed Plan Change 2 to the Waimakariri River Regional Plan (updated Attachment A below) so that it can be lodged with Environment Canterbury by 13 September 2019.

Councillor Buck/Councillor Clearwater

Carried

Attachments

- A Item 36 - Draft Submission on Ecan's Proposed Plan Change 7 Land & Water Regional Plan and Proposed Plan and Proposed Plan Change 2 Waimakariri River Regional Plan

47. Updated Water Safety Plan Progress

Council Resolved CNCL/2019/00232

That the Council:

1. Notes the report and advice from staff contained within it.

Mayor/Councillor Cotter

Carried

Extension of Meeting Time

Council Resolved CNCL/2019/00233

It was resolved on the motion of Mayor Lianne Dalziel, seconded by Deputy Mayor Andrew Turner that pursuant to Standing Order 4.2 an extension of time of three hours sitting time and eight hours duration be granted.

Mayor/Deputy Mayor

Carried

The meeting adjourned at 5.10pm and reconvened at 5.16pm. Councillor East was not present at this time.

Councillor East returned to the meeting at 5.22pm during consideration of item 48.

The Mayor left for the remainder of the meeting at 5.22pm, during consideration of item 48, at which time Deputy Mayor Turner assumed the Chair.

48. Funding and Financing Options for Improving Warmth and Dryness of Social Housing

Council Resolved CNCL/2019/00234

That the Council:

1. Borrow a sum of up to ten million dollars (\$10,000,000) to allow the acceleration of warm and dry upgrades to social housing units that Council has an interest in.
2. Delegate authority to the Chief Financial Officer to approve all necessary steps to borrow, administer and repay this loan.
3. Note that the costs to accelerate the programme will be greater than the cost of undertaking it over 4 years, however, these costs are justified by the quicker achievement of social and other benefits.

Councillor Livingstone/Councillor Clearwater

Carried

39. Resolution to Exclude the Public

Council Resolved CNCL/2019/00235

That at 5.49pm the resolution to exclude the public set out on pages 971 to 973 of the agenda be adopted.

Mayor/Councillor Cotter

Carried

The public were re-admitted to the meeting at 6.13pm at which time the meeting concluded.

CONFIRMED THIS 24TH DAY OF SEPTEMBER 2019.

**MAYOR LIANNE DALZIEL
CHAIRPERSON**

Unconfirmed

**Report from Social, Community Development and Housing Committee – 4
September 2019**

12. Draft Multicultural Strategy- Implementation Plan and Multicultural Advisory Group Terms of Reference

Reference: 19/1027847

Presenter(s): Claire Phillips - Principal Advisor Community Partnerships and Planning

1. Multicultural Subcommittee and Social, Community Development and Housing Committee Consideration

1. The Multicultural Subcommittee met on 9 August 2019 to consider the staff report on the Implementation Plan for the Multicultural Strategy, as well as the Draft Terms of Reference for the Multicultural Advisory Group.
2. Amendments to the Draft Terms of Reference were suggested. These are to ensure any other elected member representing a multicultural group can attend in an ex-officio capacity, and to note that Multicultural Advisory Group members will also represent Non-Government Organisations.
3. The report was sent to the Social, Community Development and Housing Committee meeting of 4 September 2019.

2. Multicultural Subcommittee Recommendation to the Social, Community Development and Housing Committee

Part A

That the Social, Community Development and Housing Committee:

1. Support the draft Multicultural Strategy Implementation Plan and recommend it to Council for endorsement.
2. Support the Multicultural Advisory Group draft Terms of Reference with the suggested amendments and recommend it to Council for adoption.

3. Social, Community Development and Housing Committee Recommendation to Council

Part A

That the Council:

1. Endorses the Multicultural Strategy Implementation Plan as set out in Attachment A.
2. Adopts the Multicultural Advisory Group Terms of Reference as set out in Attachment B.

Attachments

No.	Report Title	Page
1	Draft Multicultural Strategy- Implementation Plan and Multicultural Working Party Terms of Reference.	

No.	Title	Page
A ↓	Draft Multicultural Strategy Implementation Plan	218
B ↓	Draft Multicultural Advisory Group Terms of Reference	246

Draft Multicultural Strategy- Implementation Plan and Multicultural Working Party Terms of Reference.

Reference: 19/826074

Presenter(s): Claire Phillips –Principal Advisor Community Partnerships and Planning

1. Purpose of Report

- 1.1 The purpose of the report is to present, for endorsement, the draft Multicultural Strategy Implementation Plan and the draft Multicultural Advisory Group Terms of Reference.

2. Executive Summary

- 2.1 The Council officially adopted the Christchurch Multicultural Strategy – Our Future Together in 2017 and staff have worked to, and updated the Multicultural Sub Committee on, an internal Implementation Plan during this time.
- 2.2 Staff and the Multicultural Sub Committee acknowledge the need, and the community's desire, for an outward facing plan with transparent lines of accountability. As a result, a comprehensive draft implementation plan, in consultation with key units of Council and external stakeholders, has been developed.
- 2.3 The intent of the Implementation Plan is provide, in partnership with others, a clear citywide framework for achieving the Strategy goals. It will be a publically accessible, living document whereby new initiatives and actions can be included.
- 2.4 The Christchurch Multicultural Strategy also commits to establishing a Multicultural Advisory Group. On 10 July 2019, Council staff and elected members met with the working group originally tasked with developing the Multicultural Strategy to seek their feedback on the draft Multicultural Advisory Group Terms of Reference and Implementation Plan. Their feedback has been taken into consideration in the development of both documents.

3. Staff Recommendations

That the Multicultural Subcommittee:

1. Support the draft Multicultural Strategy Implementation Plan and refer to the Social, Community Development and Housing Committee meeting of 4 September 2019 for endorsement.
2. Support the Multicultural Advisory Group draft Terms of Reference and refer to the Social, Community Development and Housing Committee meeting of 4 September 2019 for adoption.

4. Context/Background

Strategic Alignment

- 4.1 Both the draft Multicultural Strategy Implementation Plan and the draft Multicultural Advisory Group Terms of Reference support the Council's Long Term Plan (2018-2028). They give effect to the Council's Strategic Framework, drawing on the Council Vision and supports progress towards the Council's Community Outcomes. The Implementation Plan and Draft Advisory group Terms of Reference also seeks to support progress towards Council's, Strategic Priorities, in particular:

- 4.2.1 Enabling active citizenship and connected communities.
- 4.2.2 Maximising opportunities to develop a vibrant, prosperous and sustainable 21st Century city.
- 4.2 Both the draft Multicultural Strategy Implementation Plan and the draft Multicultural Advisory Group Terms of Reference align with Council's Multicultural Strategy 2017-2021.
- 4.3 This report supports the [Council's Long Term Plan \(2018 - 2028\)](#):
 - 4.3.1 Activity:
 - Level of Service: 4.1.27.2 Community development projects are provided, supported and promoted. - Community Board plans are developed and implemented.

Assessment of Significance and Engagement

- 4.4 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 4.5 The level of significance was determined by the fact that the required decisions aim to implement as existing strategy that was developed in partnership with the multicultural communities and extensively consulted upon. There are no proposed changes to levels of service or resources.
- 4.6 The community engagement and consultation outlined in this report reflect the assessment.

5. Options Analysis

Preferred Option

- 5.1 **Part 1.** That the Multicultural Subcommittee supports the draft Multicultural Strategy Implementation Plan and refers it to the Social Community Development and Housing Committee for endorsement.
 - 5.1.1 Option Advantages
 - The Implementation Plan is launched, publically accessible and an annual work plan is carried out.
 - This is a whole of Council approach, seeking to embed the aims and aspirations of the Multicultural Strategy into the organisational culture.
 - Framework allows for changes and new initiatives throughout the implementation process.
 - 5.1.2 Option Disadvantages
 - Possibly less flexibility to accommodate actions or initiatives not in or contrary to the draft implementation plan.
- 5.2 **Part 2.** That the Multicultural Subcommittee supports the draft Multicultural Advisory Group Terms of Reference and refers it to the Social Community Development and Housing Committee for adoption.
 - 5.2.1 **Option Advantages**
 - The establishment of the Multicultural Advisory Group can commence immediately.
 - Council staff and elected members met with the working group originally tasked with developing the Multicultural Strategy to seek their feedback on the draft Multicultural Advisory Group Terms of Reference and Implementation Plan. Their

feedback has been taken into consideration in the development of both documents.

5.2.2 **Option Disadvantages**

- Once Terms of Reference are established, there is less flexibility to change.

Other option

- 5.3 That the Multicultural Subcommittee do not support the draft Multicultural Strategy Implementation Plan or draft Multicultural Advisory Group Terms of Reference and refer back to Officers to consider and make changes to the Implementation Plan and Terms of Reference.

5.3.1 Option Advantages

- Provides the opportunity to make further changes if required.

5.4 **Option Disadvantages**

- Signals a delay at a time where stakeholders, following March 15 are keen to proceed in a manner consistent with the Strategy.
- By not adopting both the Implementation and Plan and Advisory Group terms of Reference it may have a negative impact on the numerous stakeholders who have informed the process to date and confidence in Council to “get on with it”.

6. Community Views and Preferences

- 6.1 On 10 July 2019, Council staff and elected members met with the working group (community representatives) originally tasked with developing the Multicultural Strategy to seek their feedback on the draft Multicultural Advisory Group Terms of Reference and Implementation Plan. Their feedback has been taken into consideration in the development of both documents.
- 6.2 Local communities, since the terror attack of 15 March, have shown an increased interest in the implementation of the Christchurch Multicultural Strategy and the role that all peoples can play in making Christchurch a place where they feel a sense of safety and belonging. This is evident in the multiple activities and forums across the city aimed at building a multicultural/ multi-ethnic society - many who reference the importance of the Strategy and its successful implementation.

7. Legal Implications

- 7.1 There is not a legal context, issue or implication relevant to this decision, legal advice has not been sought.

8. Risks

- 8.1 There are no significant risks associated with both the Implementation Plan and Terms of Reference. Any resulting changes and amendments to the Implementation Plan and/or Terms of Reference will be carried out in consultation with key stakeholders. Perhaps the most significant risk is not being seen to move forward, this is mitigated by the recommendations of this report.

9. Next Steps

- 9.1 Following the adoption of the Multicultural Advisory Group Terms of Reference, a recruitment process will commence. *See Attachment B -Multicultural Advisory Group Terms of Reference.* It is anticipated that an inaugural Multicultural Advisory Group will be appointed and in place by

November 2019. Should the Council not reinstate the Multicultural Subcommittee post 2019 elections, then the Council will appoint members to the selection committee.

- 9.2 Following the endorsement of the Multicultural Strategy Implementation Plan by the Social Community Development and Housing Committee, the document will be made available in print and online. Council officers will coordinate reporting to Council and the Community through the Multicultural sub-committee.

10. Options Matrix

Issue Specific Criteria				
Criteria		Option 1 -	Option 2 -	Option 3 -
Financial Implications	Cost to Implement	Sourced from existing budgets	No financial cost to implement	N/A
	Maintenance/Ongoing	Existing budgets	No financial cost to implement	
	Funding Source	Existing budgets	No Financial cost to implement	
	Impact on Rates	Nil	Nil	
(Criteria 1 e.g. Climate Change Impacts)		Not relevant	Not relevant	
(Criteria 2 e.g. Accessibility Impacts)		This enhances accessibility and inclusion	The resulting delay on coordinating the implementation of the Strategy would be detrimental to accessibility and inclusion	
(Criteria 3 e.g. Health & Safety Impacts)		None	None	
(Criteria 4 e.g. Future Generation Impacts)		The implementation of the Multicultural Strategy sets a framework for an inclusive society into the future.	By not adopting both the Implementation and Plan and Advisory Group terms of Reference it will have a negative impact Council efficacy and community development.	

Statutory Criteria			
Criteria	Option 1 -	Option 2 -	Option 3 -
Impact on Mana Whenua	The Strategy is written in partnership with Mana Whenua who are taking an active and inclusive role in its implementation.	This would be detrimental to our treaty relationship and our partnerships with diverse communities across the city.	
Alignment to Council Plans & Policies	Strengthening Communities Strategy	By not adopting, there will be delay in implementing multiple	

	Heritage Strategy Multicultural Strategy People and Capability Strategy	organisational strategy goals and outcomes.	
<enter Other Statutory Criteria>	None	None	

Attachments

No.	Title	Page
A	Draft Multicultural Strategy Implementation Plan	
B	Draft Multicultural Advisory Group Terms of Reference	

Confirmation of Statutory Compliance

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

(a) This report contains:

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

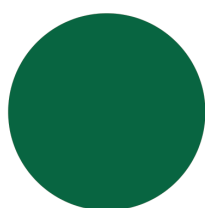
(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories

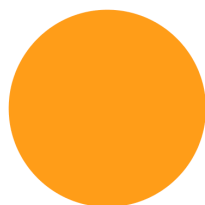
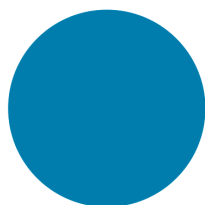
Author	Claire Phillips - Principal Strengthening Communities Advisor
Approved By	John Filsell - Head of Community Support, Governance and Partnerships Brent Smith - Acting General Manager Citizens & Community

Christchurch MULTICULTURAL STRATEGY

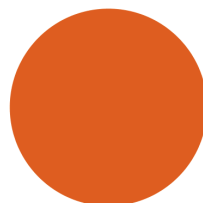
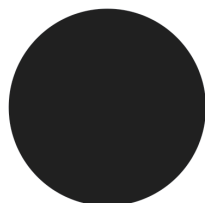
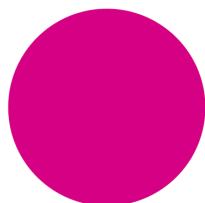
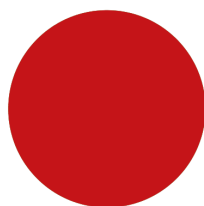
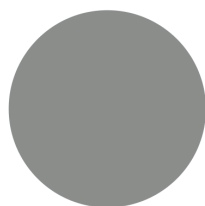
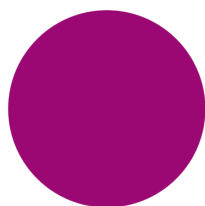
TE RAUTAKI MĀTĀWAKA RAU



*Our Future Together
Te Kohao Pounamu*



Implementation Plan
Priorities to 2021



MULTICULTURAL
STRATEGY 

Christchurch Multicultural Strategy 2017-2021 (adopted 2017)

Community Support, Governance and Partnerships Unit
Christchurch City Council
53 Hereford Street, Christchurch Central 8013

For more information

ccc.govt.nz/multicultural-strategy/
multicultural@ccc.govt.nz
03 941 8999

DRAFT IMPLEMENTATION PLAN

Tēnei mātou, ngā uri whakaheke
o Tahu Pōtiki e noho tūturu nei mō ngā tau waru rau.
Tēnei hoki e tuku mihi atu ki tēnā iwi, ki tēnā iwi, mai i tēnā
whenua, i tēnā whenua o ngā hau e whā. Tēnā koutou.

Nō te tau kotahi mano, waru rau, toru tekau ki nāia tonu nei, ka
tukuna te reo whakatau ki ngā iwi kua eke ki runga nei. E ai ki te
whakatauākī a te Ūpoko o Ngāi Tū Āhuriri, 'kia atawhai ki te iwi'.

Nāia te reo o Mihi ki ngā tāngata nō tāwāhi, nō tuawhenua
kua tau nei ki Ōtautahi, ki te papa tūwhenua o Kā Pākihi
Whakatekateka o Waitaha. Kei raro i te maunga tipua
o Aoraki me ngā pae maunga o Kā Tiritiri o te Moana.

Ka tau, ka tau ki kōnei i raro i te manaakitanga o te toka
tū moana o Ngāi Tahu me Te Kaunihera o Ōtautahi.

Ngāi Tahu have resided on these lands for more than 800 years, and
since 1830 have welcomed all people to our lands and held true to the
values instilled in the proverb, 'kia atawhai ki te iwi' / 'Care for the
people' expressed by Pita Te Hori, Ūpoko of Ngāi Tū Āhuriri. Today, we
continue to uphold these values when welcoming all those who now call
Ōtautahi/Christchurch home — no matter where you've come from.

*May you feel safe, under the guidance and support of
Ngāi Tahu and Christchurch City Council.*

Welcome!

DRAFT IMPLEMENTATION PLAN

Mayor's introductory letter

Ngai Tahu's introductory letter

Councillor Chen's introductory letter

The vision for Christchurch's
Multicultural Strategy is:

Christchurch/Ōtautahi is an
inclusive multicultural and
multi-lingual city that honours
Te Tiriti o Waitangi and values
our environment – a city where
all people belong.

**Christchurch
Multicultural
Strategy 2017-2021**
Our Future Together

**Te Rautaki
Matawaka
Rau 2017-2021**
Te Kohao Pounamu

**Aroha ki te whenua, te tuapapa o te manaaki:
Kia atawhai ke te iwi.**

*Love and respect to the land, which is the foundation of hospitality.
Care for the people.*

Ōtautahi Christchurch is an inclusive multicultural and multilingual city
that honours Te Tiriti o Waitangi and values our environment –
a city where all people belong.

Nga Pou Haumarū
*The sheltering
mountains – the land*

A safe place that people
are welcomed into, where
each person is cared for
and rangatiratanga is
respected.

Te Wairua Rahiri
*The welcoming spirit –
the home people*

A commitment to
welcoming all who arrive
to Ōtautahi with aroha
and manaakitanga.
A commitment to
reciprocity when given
such a welcome.

Te Waka Eke Noa
*A purpose and model –
the canoe we are all
part of*

An environment we can
access where we can
achieve common goals
and understand the
importance of working
together.

**IMPLEMENTATION PLAN
Priorities to 2021**

Ōtautahi/Christchurch is a multicultural city and the Christchurch City Council wants to lead the city in the benefits of a multicultural society and becoming a place where everybody is respected and accepted.

This Multicultural Strategy is a commitment by Christchurch City Council to support and embrace the diversity of all peoples in Ōtautahi/Christchurch.

The purpose of this document is to outline the identified priorities for the implementation of the Christchurch Multicultural Strategy through to 2021.

How do we get there?

Council will prioritise the following initiatives through to 2021 (pages 22-24). These actions have gained support from the community and endorsement by the Christchurch City Council's Multicultural Subcommittee and relevant staff units and many are underway or ongoing.

We will deliver on agreed outcomes by working together in a spirit of cooperation, collaboration partnership with the diverse communities of Christchurch at the forefront of service design and delivery.

Drivers for success include:

- Planning and Performance – The Council integrates the strategy goals in all its planning processes through the planning and policy cycle
- Data and Evidence – Council planning and services are informed by relevant and up-to-date data, gathered via traditional data sets or through community networks and active relationships
- Reporting and Monitoring – Accountability in and out of the organisation is imperative
- Leadership – Strong civic leadership and strengthening community

Critical to our success...



Leadership and community ownership

OBJECTIVE:

In partnership with Mana Whenua, we will show strong leadership and advocacy by championing diversity and inclusion. The city's leadership will carry the Strategy kaupapa and commit to working with the community to ensure its success. We will encourage all agencies, organisations to buy into the strategy goals. All peoples are encouraged to show leadership within their own families, friend groups, work places, churches, and institutions. The needs and aspirations of the community are at the heart of all decisions and actions.

PLANNED RESULTS:

We plan to	Strategy outcome area	What we'll report on	Who we'll work with	By when
Council and Ngai Tahu will work in partnership across the organisation and community.	Partnerships	Papatipu Runanga Committee	Ngai Tahu Advisors	Starting August 2019
Leverage local relationships with Sister City partners.	Partnerships	Examples of local/ international opportunities	International Relations CSGP	Ongoing
Council to provide strategic assistance to Council's Multicultural Subcommittee.	Responsive and accessible services / information	Two x monthly meetings Public deputations	All multicultural/ multi-faith communities. All units of Council	Ongoing
Strongly advocate through local, regional and national networks for the needs of diverse communities.	Championing and advocacy	Submissions and contributions to local and national strategies	NZ Settlement Strategy NZ Human Rights Heritage Strategy NZ Refugee Resettlement Strategy	Ongoing
Lead discussions at a civic level about racism, inclusion and diversity and work in partnership with community to raise awareness and develop solutions together.	Championing and advocacy	Initiatives undertaken throughout the year	Council Mayor's Office Multicultural Advisory Group All communities	Ongoing
Council elected members will champion the strategy in their respective wards and engage with all peoples at a neighbourhood level.	Championing and advocacy	Community board reports and local initiatives supported	Community governance teams Local communities	Ongoing

Planning and performance

OBJECTIVE:

We will consider diversity, access and equity issues in the development and reviews of Council policies and strategies. We will monitor and evaluate the Multicultural Strategy to ensure its effective implementation across all units and teams and report back to the Council and Community on progress.

PLANNED RESULTS:

We plan to	Strategy outcome area	What we'll report on	Who we'll work with	By when
Align with other strategies/plans across Council.	Monitoring and delivery	Heritage, Christchurch Arts and Libraries Strategies HR Policy/Strategies Engagement and Communications Strategies	Strategy leads across Council Monitoring and Research Strategy and Transformation	Underway
Develop Community Board Plans that reflect commitment to the Strategy goals and engage with diverse communities at a local level.	Monitoring and Delivery	Community Board Plans actions	Community Governance Teams	Underway
Use residents surveys, Life in Christchurch and Quality of Life to gauge citizen satisfaction, to inform and improve services.	Monitoring and delivery	Annual Diversity and Inclusion report to report on citizen satisfaction and sense of belonging	Research and Monitoring Team CSGP Unit	2020 Annual measure
Produce the first annual Diversity and Inclusion report to monitor and report on the strategy implementation and showcase the city's diversity.	Planning and performance	Report produced	Research and Monitoring Team CSGP Unit – Lead	By October 2019
Convene regular meetings with staff and organisations who have responsibility for actions in the Multicultural Strategy.	Monitoring and accountability	Monthly meetings Regular updates on progress	Unit Champions Group CSGP Unit – Lead	Start Sept 2019
Establish a Multicultural Council Advisory Group (MAG) to inform on issues related to diverse communities and monitor Strategy implementation.	Strategic Advice	Issues and themes identified Consultation opportunities Actions completed as a result of advice Advisory Groups recommendations/ review	Mayor's office CSGP unit Public Information and Participation Unit Elected members Ngai Tahu Council Advisory Group	Est. by end of 2019 Review of inaugural MAG by end of 2020
Provide strategic and operational assistance to Council's Multicultural Subcommittee and MAG to strengthen relationships and enhance Council decision-making.	Strategic advice	Numbers from Ethnic communities participating in Council processes Annual Diversity & Inclusion Report	CSGP Unit – Lead	Ongoing

DRAFT IMPLEMENTATION PLAN

9

The Christchurch Multicultural Strategy Goals

The Multicultural Strategy was created in partnership with leaders from the wider community. A Multicultural Working Group was established in mid-2015 with a membership made up of elected members and community representatives. Their role was to develop a framework for a strategy that harnessed the benefits of a richly diverse multicultural community with a strong bi-cultural framework. A draft Strategy was presented to community for consultation in July 2016 and officially adopted in 2017.

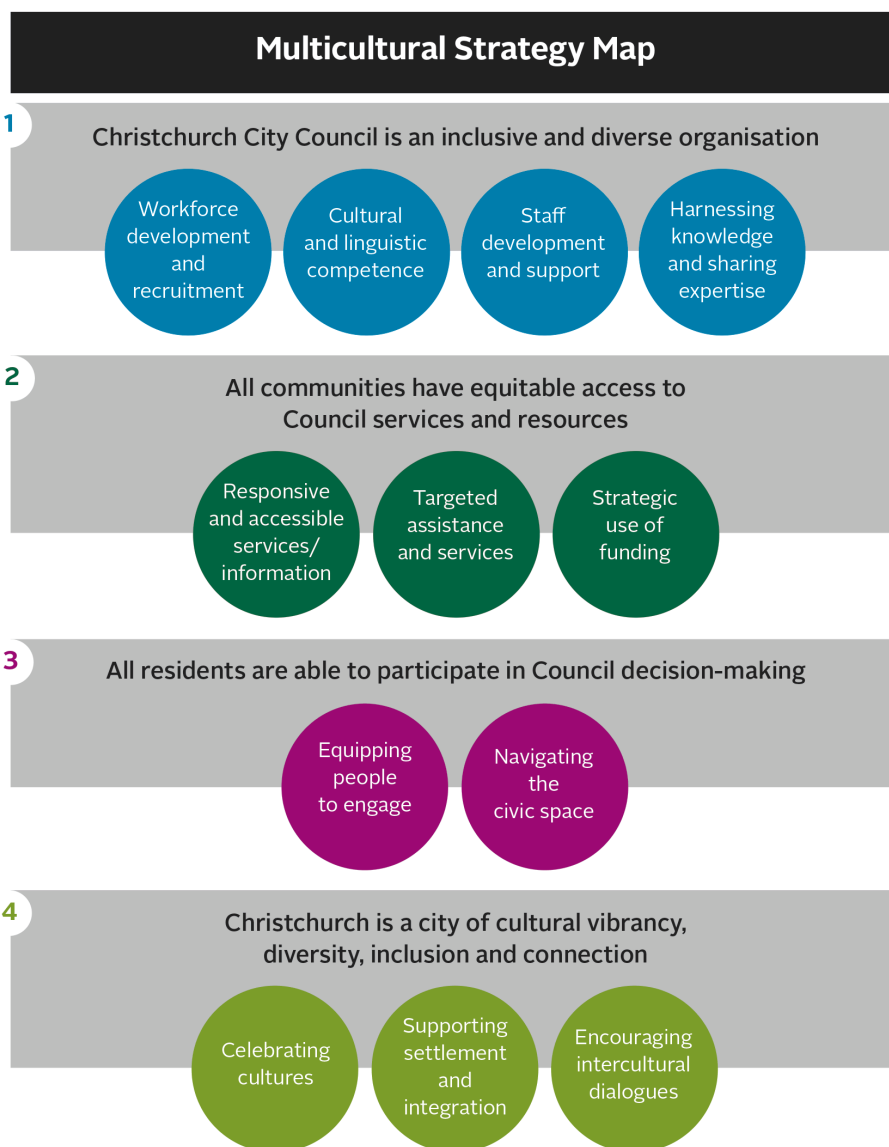
The Strategy has four main goals:



The Multicultural Strategy has been implemented through a wide range of activities and initiatives since its adoption and highlighted at a public one-year anniversary event in 2018.

Future outcomes reporting will be provided by way of an annual Diversity and Inclusion Report. This is due in October 2019. Ōtautahi/Christchurch has a strong, connected and active Multicultural Sector. This Strategy aims to leverage these relationships and expertise to create a city – one where everyone belongs – Our Future Together.

Strategy outcome areas



GOAL 1

Christchurch City Council is an inclusive and diverse organisation that reflects, understands and responds to the diversity of the individuals and communities it serves.

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GOAL 1

PRIORITY ACTION 1:

Highlight, promote and grow diversity and inclusion in Council

OBJECTIVE:

We will work across Council and community to promote and develop a culture of diversity and inclusion. We are committed to being an organisation that reflects and supports diversity at all levels. We commit to improving our understanding of cultural competency and cultural safety.

PLANNED RESULTS:

We plan to	Strategy outcome area	What we'll report on	Who we'll work with	By when
Identify organizational champions and provide them with cultural competency/safety training – developing a community of practice.	Cultural and linguistic competence	50% Council units have one or more champions # attending training	All Units CSGP Unit lead Ngai Tahu Advisors	By October 2019
Work with Councils People and Culture Committee on projects and events that increase intercultural awareness and dialogue including staff awards and recognition.	Workforce development and recruitment	1 project per year Diversity excellence category including in STAR and other Council staff recognition awards	People and Culture Committee Office of the CE Mayor's Office	Underway by end 2019
Ensure that the workforce is reflective of the city's diversity by positively promoting Local Government as a career to diverse communities, supporting internships and work experience.	Harnessing knowledge and expertise	Annual diversity stock take People and Capability Strategies (HR)	CSGP Unit HR Research and Monitoring team	End of 2019/20
Understand Council's capability to engage and relate to diverse communities through the development of annual unit based diversity plans.	Planning and performance Workforce Development	Embedding into Council levels of service reporting Number of plans completed	Performance Management Team Multicultural Advisory Group	2020

GOAL 1

PRIORITY ACTION 2:

The Council builds and maintains relationships with all communities and their organisations

OBJECTIVE:

We will work across Council and community to promote and develop a culture of diversity and inclusion. Build and maintain an inclusive network of leaders from diverse backgrounds to strengthen the connections between all communities and the Council.

PLANNED RESULTS:

We plan to	Strategy outcome area	What we'll report on	Who we'll work with	By when
Convene the Interagency Network for Refugees and Migrants – INFORM	Supporting settlement and integration Targeted assistance and services	6 weekly forums Key themes and issues identified	Sector agencies Multicultural communities	Ongoing
Ensure the needs of diverse communities are taken into consideration in local emergency welfare planning.	Responsive and accessible services and information	Regular updates # of community representatives/ organisations Availability of translation services	Civil Defence Communications Team CSGP Unit	End 2019
Maintain a comprehensive directory of key multicultural contacts to improve communication and the dissemination of information.	Responsive and accessible services	Directory completed and available across Council	CSGP Unit	End 2019
Support community organisations and groups to build leadership capability and capacity.	Building Community leadership capability	# forums and networking opportunities	CSGP Unit	Ongoing

GOAL 2

All communities have
equitable access to Council services
and resources.

GOAL 2

PRIORITY ACTION 1:

Identify and remove barriers to accessing Council facilities, events, services and processes experienced by people because of their identity, cultural or linguistic backgrounds

OBJECTIVE:

We will work across Council and community to improve data collection by working towards using consistent ethnicity categorizations to gain a better understanding of the community demographics. We will be present for customers, stakeholders, partners and communities demonstrating that we are inclusive and that we understand what is important to them.

PLANNED RESULTS:

We plan to	Strategy outcome area	What we'll report on	Who we'll work with	By when
Capture ethnicity data in a consistent way across Council to understand better community needs and participation rates.	Planning and performance	Relevant participation rates by ethnicity used for benchmarking – Annual measure	Continuous Improvement Team – LEAD Planning and Performance Team	2020 Annual measure
Incorporate diversity and equity considerations in Council funded service agreements and procurement procedures	Strategic use of funding	Evidence of responsiveness by applicants	Funding Team Procurement Team	For 2020/2021 funding round
Produce a directory of available venues, community centres and facilities and encourage diverse communities to use them.	Responsive and Accessible Services	Directory complete and distributed in hard copy and online	CSGP Unit – LEAD Facilities Team	By end of 2019
Develop a Multicultural communications framework to tailor messaging to the audience by using advice from communities to: Identify key messages across Council and ensure information is available in a range of formats.	Responsive and accessible services and information Targeted assistance and services	A phased approach to the roll out of use of translated material across Council # and nature of translated materials Type of platforms used Web interface improvements Key languages consistency used across Council Regular newsletter to communities	Public Information and Participation Unit – LEAD Council's Multicultural Advisory Group Advisory Group Council Champions – Community of Practice Group	2020 February 2020

GOAL 2

PLANNED RESULTS, cont'd:

We plan to	Strategy outcome area	What we'll report on	Who we'll work with	By when
Ensure Council staff are confident in the use of face-to-face interpreters and staff promote this service to communities in their communications.	Equipping people to engage	# of staff confident in using translation and interpreting services # staff/units that have undertaken training	Citizen and Customer services	Commence 2019-ongoing
Council buildings and public spaces are welcoming and reflective of the city's diversity and considers the phased implementation of universal signage.	Responsive and accessible services and information	Implementation of Council's wayfinding strategy	Facilities team Arts Team Urban Design	Ongoing Roll out commencing 2019
Increase participation across multicultural communities in sports and recreational opportunities (locally and city wide)	Responsive and accessible services and information	Programmes underway Number of participants Examples of participation	Sport and Recreation Team Community Governance teams	Ongoing
Support a range of cultural events to promote cultural and religious diversity across the city, strongly aligning with Council's Events, Arts, Heritage and Strengthening Communities strategies.	Celebrating cultures	Outcomes of the Toi Otautahi Christchurch Arts strategy	Policy Team CSGP Unit Arts Team Heritage Team	Ongoing

GOAL 3

All residents are able
to participate in Council
decision-making.

18

GOAL 3

PRIORITY ACTION:

Enable and promote participation in civic life and public decision-making by people from all communities

OBJECTIVE:

We will continue to work with communities to educate and inform them of the role of Council and the services available to them. We will work across Council and community to ensure that Community Board Plans include actions that align with the Multicultural Strategy and aspirations of diverse communities.

PLANNED RESULTS:

We plan to	Strategy outcome area	What we'll report on	Who we'll work with	By when
Work in partnership with others to hold regular workshops in active citizenship	Navigating the civic space	Number of Civic engagement education opportunities through the year	Parks Education Team Governance Team Council Secretary	Ongoing
Encourage mainstream services to better capture ethnicity data for planning and funding.	Strategic use of funding	Funding review completion Partnerships with other funders	Funding Team Funding Leaders Advisory Group (FLAG) Community Governance Teams	For 2020/21 funding round
Work in partnership with communities to encourage greater participation in local decision-making and ownership of the Multicultural Strategy.	Equipping people to engage	Submissions Deputations	Multicultural Advisory Group Community Governance Teams	Underway
Translate the "how to engage with community boards" and elections information in key languages.	Equipping people to engage	Number and nature of published resources	Governance Team	Underway
Ensure public engagements and consultations are relevant, accessible and appropriate to the needs of communities for example, translating the "How to engage with Community Boards" pamphlet and "Introduction to Local Government" workshops.	Equipping people to engage	Diversity of attendance at public engagements across Council # of specific and bespoke engagement opportunities	Engagement Team CSGP Unit	2019
Work with Neighborhoods and Residents Associations to increase membership and representation of diverse communities.	Equipping people to engage	Reflected in Community Board Plans through regular reporting to Council	Community Governance Teams	Ongoing

GOAL 4

Ōtautahi/Christchurch is a city
of cultural vibrancy, diversity,
inclusion and connection.

20

GOAL 4

PRIORITY ACTION 1:

Celebrate and foster linguistic diversity of all Christchurch peoples

OBJECTIVE:

We will work across Council and community to:

PLANNED RESULTS:

We plan to	Strategy outcome area	What we'll report on	Who we'll work with	By when
Ensure Council community grants reflect activities/organisations that enhance ethnic communities and promote intercultural communication and/or first language maintenance	Supporting settlement and integration. Strategic use of funding	Communities and organisations activities and outcomes (as agreed to in funding agreements)	Funding Team – LEAD Heritage team Community Governance Teams CSGP Unit	Ongoing
Observe and promote national and international days of community significance	Celebrating cultures	Matariki Language weeks World Refugee Day World Day's	Libraries Communications Team Web Team	Ongoing
Investigate the reinstatement of the Christchurch Intercultural Assembly	Intercultural Dialogues	Pre engagement consultations	Ngai Tahu Multicultural Council INFORM Council	By 2020

GOAL 4

PRIORITY ACTION 2:

Inform the wider community about the value of diversity In Christchurch

OBJECTIVE:

We will work across Council and with community to promote unit and understanding. We will encourage and support community initiatives aimed at increasing acceptance and participation.

PLANNED RESULTS:

We plan to	Strategy outcome area	What we'll report on	Who we'll work with	By when
Promote stories of success via online channels and other media	Celebrating cultures	# and nature of articles produced	Communications	Ongoing
Use community grant funding to support community-led activities that raise awareness and create opportunities to learn from each other.	Encouraging intercultural dialogues	City Unity work strand of the Our Future Together recovery plan post 15 March terror attacks	Funding Team	Ongoing
Capture and preserve the stories and history of diverse communities in Christchurch through heritage and arts projects.	Celebrating cultures	Projects undertaken	Heritage Team	Underway
Host and/or support community activities that increase cross cultural understanding (see Unity work strand of the city recovery plan post 15 March terror attack).	Encouraging intercultural dialogues	Activities and projects undertaken	Mayor's Office CSGP Unit	Underway

GOAL 4

PRIORITY ACTION 3:

Strengthen and connect all Christchurch people and communities

OBJECTIVE:

We will work across Council and with community to support communities to be active and thrive together. Council will facilitate networks and encourage opportunities for people to engage with each other.

PLANNED RESULTS:

We plan to	Strategy outcome area	What we'll report on	Who we'll work with	By when
Host community dialogues and forums aimed at enhancing intercultural/interfaith communication	Celebrating cultures	Intercultural Assembly membership Interfaith related events supported by Council	CSGP Unit Mayor's Office All communities	Ongoing
Identify and work closely with multicultural youth and link them into other youth groups and activities across council	Encouraging intercultural dialogues Equipping people to engage	Diverse representation in decision-making	CSGP Unit – youth liaison advisor Community Governance Teams	Ongoing
Partner with government, community, the third sector and neighborhoods to respond to community safety concerns – aligning to the Safer Christchurch strategy and local community board planning	Supporting settlement and integration	Community Board Plans/Reports evidence work in this area	Community Governance teams	Ongoing
Investigate the feasibility potential sites and operational models for the development of a Multicultural Hub in the city in partnership with diverse communities and other stakeholders and funders.	Supporting settlement and integration	Feasibility plan completed	CSGP Unit Facilities Team	By October 2019
Develop a strategy for holding regular welcoming events for newcomers to the city	Supporting settlement and integration	Strategy completed	CSGP Unit	By November 2019

MULTICULTURAL
STRATEGY 

Attachment A Item 12



MULTICULTURAL
STRATEGY 

Christchurch
City Council 

Christchurch City Council
Multicultural Advisory Group
DRAFT TERMS OF REFERENCE

Our Future Together
Te Kohao Pounamu

Aroha ki te whenua, te te tūāpapa o te manaaki: Kia atawhai ke te iwi
Love and respect to the land, which is the foundation of hospitality. Care for the people.
Ōtautahi/Christchurch is an inclusive multicultural and multilingual city that honours Te Tiriti o Waitangi and values our environment- A city where all people belong.

Ngā Pou Haumaru- The sheltering mountains- the land
A safe place that people are welcomed into, where each person is cared for and rangatiratanga is respected.

Te Wairua Rāhiri - The Welcoming spirit- the home people
A commitment to welcoming all who arrive to Ōtautahi/Christchurch with aroha and Manaakitanga. A commitment to reciprocity when given such a welcome.

Te Waka Eke Noa- A purpose and model- the canoe we are all part of
An environment we can access where we can achieve common goals and understand the importance of working together.

Background

The Christchurch Multicultural Strategy- *Our Future Together* is a partnership with Council, Ngāi Tahu and all of Christchurch's diverse communities. Launched in 2017, the Strategy commits to four goals.

1. The Council builds and maintains relationships with all communities and their organisations
2. All communities have equitable access to Council services and resources
3. All residents are able to participate in council decision making
4. Ōtautahi /Christchurch is a city of cultural vibrancy, diversity, inclusion and connection

Additionally the Multicultural Strategy commits to the establishment of a Multicultural Advisory Group (MAG).

The following Terms of Reference outlines the roles and responsibilities of the Multicultural Advisory Group.

Overarching Principles

The MAG will respect Te Tiriti o Waitangi, particularly in understanding the difference between Mana whenua and Tangata whenua and the role that Mana whenua has in welcoming those to Ōtautahi/Christchurch.

The MAG will work in a collegial, coordinated and collaborative manner cognizant that Multicultural communities are inclusive of all ethnicities and cultures in the city including Māori, Pakeha, Pasifika and other ethnic communities

Version 2: to be adopted by Social, Community Development and Housing Committee September 2019

Multicultural Advisory Group – Terms of Reference

Purpose

- To bring impartial, informed advice to the Council to facilitate participation and consultation on issues related to multicultural communities
- To advise the Christchurch City Council (Council) of the views, concerns and aspirations of all diverse communities.
- To raise awareness of the aspirations, needs and concerns of these communities, within government and the community.
- To facilitate interaction between the diverse cultural profile of all residents in Christchurch communities¹.

Roles and Responsibilities

- The MAG will sit outside of the Council, providing advice and consultation only.
- A close working and reporting relationship through the Council's Multicultural Subcommittee to the Social, Community Development and Housing Committee with Councils Citizens and Community Group, The Office of the Chief Executive and the Mayor's Office.
- To provide the Council with direct and well evidenced advice on matters relating to culturally, linguistically and ethnically diverse communities.
- To ensure a continued consultative approach to the implementation of the Christchurch Multicultural Strategy – *Our Future Together* taking a proactive role in monitoring the Strategy outcomes.
- The MAG will have oversight of Council's annual diversity audits and provide recommendations to Council.

Membership

- Council's Multicultural Subcommittee will appoint the MAG through a robust expression of interest process. The Chair of Council's Multicultural Subcommittee will sit on the Advisory group in an ex-officio capacity. Note: Should the Council not reinstate the Multicultural Subcommittee post 2019 elections, then the Council will appoint members to the selection committee
- The MAG will comprise up to 15 individuals who either live, work or study in Christchurch
- Membership of MAG will reflect the cultural, ethnic, religious and linguistic diversity of people residing in Christchurch including a gender and age balance.
- MAG members will be appointed either as representative members of peak community organisations, NGOs, or as individual members. The representative members will have links to their respective organisations. The representative members and community members are not simply speaking on behalf of their particular organisation or community. All MAG members are representing the views of culturally diverse communities throughout Christchurch of which there are more 170 – and will be expected to engage in representing the views of the broader community.
- Elected members form diverse communities and can attend meetings in an ex-officio capacity.
- Selection will be based on, but not limited to, the following criteria:

¹ Appendix I- Definition of ethnicity – Statistics NZ

- An understanding of Multicultural future and commitment to this through a treaty-based lens where the role of mana whenua is understood.
- Commitment and willingness to participate in Council activities;
- Ability to contribute to Council processes and consultation activities; and
- Commitment to reflecting the diverse range of experiences and views of Christchurch's population.

Term of Office

- The inaugural committee will be appointed for an initial period of 12 months, pending an independent review of actions and group efficacy.
- Based on this review, appointments to the MAG will be rolled over for another year.
- Appointments to the MAG are for two years thereafter.

Application Process

- Applicants will submit an expression of interest which will include:
 - A comprehensive CV including relevant qualifications and/or experience in this field
 - A minimum of 3 letters of support from a relevant source
 - A one page presentation of their suitability for the role
 - A commitment to attend an interview if requested to do so
 - Evidence of their understanding of the Treaty of Waitangi and Tikanga Māori

Office Holders

- The Chair and Vice Chair of the MAG will be appointed by the members annually.

Chairperson

- The Chair's role is to:
- Ensure the vision of the Christchurch Multicultural Strategy – *Our Future Together* remains the primary focus
- Act a public spokesperson for the MAG
- Facilitate all meetings to the MAG (with secretariat support from Council staff)
- Assist members to work together as a group by facilitating discussion and drawing participation from all members
- Maintain a positive and constructive atmosphere at MAG meetings by encouraging courtesy, respect and openness; and
- Ensure all members have equal opportunity to contribute to ideas, opinions, and concerns.
- Ensure adherence to the kaupapa of the Strategy and Implementation plan.

Resignation

- Members are required to notify the Principal Advisor in writing of their intention to resign from MAG. Vacancies due to resignation will be filled by the Multicultural Subcommittee of Council from a shortlist of people obtained through the selection process.
- Members may seek to obtain a leave of absence from the MAG, with the approval of the Chair.
- Membership will be revoked if:
 - The members term of appointment has expired
 - The member fails to attend three consecutive meetings without an apology

- The member resigns from the MAG or;
- The members appointment is terminated for the following reasons:
 - the member is unable to meet performance standards outlined in the code of conduct: or
- They break of Code of Conduct -*Appendix II*

MAG Meeting Structure

- The MAG will hold regular meetings every 6 weeks at time that suits the membership (to align with the Multicultural Subcommittee meeting schedule).
- Meetings will be facilitated by the Chair (or a nominated person in the Chairs absence)
- The meeting agenda will be developed with the support of Council's Principal Advisor and Committee Coordinator in consultation with the MAG Chair. Items for the agenda will be sought from members of the MAG and through Council staff/units. Minutes of the meetings will be compiled by the Secretariat and posted online.
- The quorum for decision machining at MAG meetings will be half of the current membership of MAG.
- Sub-committees of MAG can be formed to fulfil specific purposes; however, the sub committee's must have the MAG endorse all of the major decisions/proposals/position.
- Consultation with culturally diverse communities and other groups/individuals as deemed appropriate, (also seeking views of people not usually engaged) through appropriate engagement tools such as:
 - Face to face
 - Digital media
 - Surveys
 - Informal consultations
- MAG members will assist Council with the Annual Diversity and Inclusion Report.
- MAG members may be asked to participate on other committees, working parties and taskforces.

Reimbursement and out of pocket expenses

- Approval for additional out of pocket expenses is required from the Council, with requests made prior to making a claim where possible. When acting as a representative of the MAG, members must have received the endorsement of the Council to attend such events and act on their behalf prior to claiming expenses.
- Council will provide volunteer recognition.

Secretariat

The role of the secretariat, provided by the Christchurch City Council Community Planning and Partnerships Team, is to support and resource MAG members to undertake their duties.

The secretariat will support the Chair and MAG members by:

- Provision of strategic advice by Principal Adviser and a MAG secretary
- Organising meetings (arranging venues, providing refreshments, notifying members)
- Formalizing the agenda, in consultation with MAG members;
- Collating and distributing written material as required prior to each MAG meeting
- Preparing correspondence on behalf of MAG

Version 2: to be adopted by Social, Community Development and Housing Committee September 2019

- Preparing written material as required
- Any other duties that are negotiated by the Chair with the Principal Advisor at the request of MAG members
- Providing a copy of the agenda and minutes to the Chair of the Multicultural Subcommittee
- The Secretariat may, upon approval of the group, designate a group member, to undertake a specific task (s) relevant to the Strategy/Plan.

Conflict of Interest

The Council outlines appropriate conduct in relation to conflict of interest and other issues. This document will be provided to all MAG members. Each member will be required to sign the Conflict of Interest Declaration².

Member:

Signed:

Date:

Membership review date:

² Volunteer Code of Conduct- Appendix II

Appendix I

Definition of Ethnicity

Ethnicity is the ethnic group or groups that people that identify with or feel they belong to. Using this definition, ethnicity is seen as self-perceived and people can belong to more than one ethnic group.

An ethnic group is defined as social group whose members have the following characteristics:

- Share a sense of common origins
- Claim a common and distinctive history and destiny
- Possess one or more dimensions of collective cultural individuality
- Feel a sense of unique collective solidarity

Factors influencing ethnicity

Factors that may contribute to or influence a person's ethnicity and that are not often interrelated include:

Ancestry: ancestors are described as people from whom a person is descended; a forefather, a person regarded as the forerunner of another (Chambers 1991)

Culture: broadly speaking a person's way of life, which may include music, literature, dance, sport, cuisine, style of clothing, values, beliefs, patterns of work, marriage customs, family life, religious ceremonies, celebration days/event which have particular cultural significance, e.g. Chinese New Year (Giddens 1997).

Where a person lives and the social context: are they rural, village dwellers, landowners or city inhabitants?

Race: defined as the descendants of a common ancestor especially those who inherit a common set of characteristics: such a set of descendants, narrower than a species: a breed: ancestry: lineage, stock; a class or group, defined otherwise than by descent (Chambers, 1991). This often refers to physical characteristics such as skin colour, treated by members of community ethnically significant. There are no clear-cut characteristics by means of which human beings can be allocated to different races (Giddens, 1997).

Country of birth and nationality: nationality can be defined as membership of, or the fact or state of belonging to, a particular nation; a group or set having the character of a nation (Chambers 1991).

Citizenship: the status of being a citizen and the membership of a community, or having the rights and duties of a citizen (Chambers 1991).

Religion and language: religion can be a key element of an ethnic group, for example Jews. Language is also commonly a marker of an ethnic group.

Appendix II



Volunteer Code of Conduct

The Purpose of this code is to inform volunteers of the standards of conduct required at Christchurch City Council (the Council). Volunteers are expected to act honestly, conscientiously, reasonably and in good faith at all times when carrying out their duties and in their relationships or interactions with other people.

EXPECTED BEHAVIOURS

At all times, we expect volunteers to:

- Be present at the agreed times and tell us if you are not able to volunteer;
- Carry out duties and responsibilities in a safe efficient and competent way;
- Maintain a good standard of dress
- Comply with lawful and/or reasonable directions, instructions, policies;
- Respect the privacy of individuals and only use confidential information for the purposes of which it was intended;
- Neither use, nor allow the use of the council's property, resources, information, intellectual property or funds other than for authorized purposes;
- Maintain the confidentiality of any information obtained while volunteering; and

Observe safety procedures including:

- Keeping yourself and others safe at all times
- Notifying the Council about hazards or potential hazards in the working environment;
- Notifying the Council about any accident, incident or property damage; and
- Complying with New Zealand laws.

Volunteers will not:

- Create any liability for the Council without authorization
- Act in a way that may bring our organisation into disrepute (including use of email, social media and other internet sites, engaging with media etc.).
- Seek or accept any offers, gifts, rewards or benefits;
- Engage in any activity that may cause physical or mental harm (such as verbal abuse, physical abuse, assault, sexual or racial harassment, bullying, safety of yourself and others);
- Be affected by alcohol, medication or non-prescription drugs while volunteering;
- Provide a false or misleading statement, declaration or claim;
- Falsify or change any documents or records;
- Engage in any activity that may damage our property.
- Have unauthorized possession of property belonging to anyone else; or
- Engage in criminal activity in our workplace.

CONFLICTS OF INTEREST

Volunteers should avoid situations that may lead to conflicts of interest by:

- Consulting with your manager/supervisor before undertaking other roles in organisations whose goals, purposes or activities conflict with our organisation;
- Making sure your other commitments do not conflict with the performance of your duties at our organisation; and
- Advising your manager/supervisor immediately if a conflict of interest exists, occurs or could possibly occur.

BREACHES OF THE CODE OF CONDUCT

Breaches of the Code of Conduct may lead to a notification of unacceptable behaviors and a warning or the immediate end to your services as a volunteer. Repeated breaches of the Code of Conduct will lead to the immediate end of your services as a volunteer.

Name:

Signed:

Date:

Version 2: to be adopted by Social, Community Development and Housing Committee September 2019

Report from Regulatory Performance Committee – 4 September 2019

13. Proposed Amendments to the Port Hills Slope Instability Management Areas (Plan Change) in the District Plan

Reference: 19/1028988

Presenter(s): Mark Stevenson - Team Leader City Planning
Florian Risse - Assistant Policy Planner

Item 13

1. Regulatory Performance Committee Recommendation to Council

Original Staff Recommendations Accepted Without Change

Part A

That the Council:

1. Approve the limited notification of Proposed Plan Change 2 to directly affected persons and statutory bodies pursuant to Clauses 5 and 5A of Schedule 1 to the Resource Management Act 1991.
2. Delegate to staff to make minor amendments to the plan change and section 32 report up to notification to address any matters arising.

Attachments

No.	Report Title	Page
1	Proposed Amendments to the Port Hills Slope Instability Management Areas (Plan Change) in the District Plan	256

No.	Title	Page
A ↓	Plan Change for amendments to Port Hills Slope Instability Management Area overlays	268
B ↓	Section 32 Report for Plan Change on Port Hills Slope Instability Management Areas	286

Proposed Amendments to the Port Hills Slope Instability Management Areas (Plan Change) in the District Plan

Reference: 19/900360

Presenter(s): Mark Stevenson – Team Leader City Planning
Florian Risse – Assistant Policy Planner

1. Purpose of Report

- 1.1 The purpose of this report is to seek a recommendation for Council to approve limited notification of Proposed Plan Change 2 to the Christchurch District Plan, which amends the Port Hills Slope Instability Management Area overlay in the District Plan maps for 80 properties to reflect improved or new information on risk to life associated with rockfall, cliff collapse and mass movement.

2. Executive Summary

- 2.1 In January of this year the Regulatory Performance Committee discussed a list of high priority potential plan changes needed to the District Plan, one of which is to amend the Port Hills Slope Instability Management Areas as defined by overlays in the District Plan to reflect changes to the level of risk to life from rockfall, cliff collapse and mass movement.
- 2.2 New information has shown that there is different or lesser risk for specific properties identified through property owner enquiries, resource consent applications and certification processes. The change in the level and/or type of risk reflects site specific investigations and life risk modelling by specialist geotechnical consultants or Council's geotechnical advisor, and/or physical works that have removed the source of the hazard.
- 2.3 Council staff have prepared a proposed plan change to the District Plan, which changes the District Plan maps for the Slope Instability Management Areas for specific properties. It is proposed that the plan change is limited notified (rather than fully notified) to the owners of these properties and statutory bodies, enabling submissions to be made under Schedule 1 of the Resource Management Act. A standard plan change process is proposed rather than a s71 process under the Greater Christchurch Regeneration Act, which enables the inclusion of red-zoned properties while enabling engagement with all of those who are directly affected.

3. Staff Recommendations

That the Regulatory Performance Committee:

1. Recommend to Council approval for the limited notification of Proposed Plan Change 2 to directly affected persons and statutory bodies pursuant to Clauses 5 and 5A of Schedule 1 to the Resource Management Act 1991.
2. Recommend to Council that staff are delegated to make minor amendments to the plan change and section 32 report up to notification to address any matters arising.

4. Context/Background

Issue or Opportunity

- 4.1 Staff briefed the Regulatory Performance Committee on proposed amendments to the Slope Instability Management Areas on 3 April 2019. At the time, staff recommended to the Committee and to Council that a request be made to the Minister for Greater Christchurch Regeneration to use her powers under s71 of the Greater Christchurch Regeneration Act 2016 (GCRA) to amend the District Plan.
- 4.2 It is now proposed that Council follows a standard plan change process under Schedule 1 of the Resource Management Act 1991 to amend the District Plan. The change to a plan change process is in recognition that the amendments proposed to the District Plan can be achieved in a similar timeframe to a s71 process and enables the inclusion of all properties identified to date, including red-zoned properties. The GCRA does not provide for the Council to be the proponent for use of s71 concerning property that had been subject to red zone offers.
- 4.3 Staff now consider that there is not a necessity to use the s71 process, and a plan change process enables property owners to make a submission while demonstrating an ongoing commitment by Council.

Background

- 4.4 After the Canterbury earthquakes in 2010 and 2011, GNS slope instability modelling was undertaken in the Port Hills to identify properties affected by or deemed to be at risk from rockfall, cliff collapse or mass movement. The GNS risk models were developed over approximately three years and while the Port Hills Geotechnical Group 'ground-truthed' the results to a certain degree, GNS' life risk models effectively remained at a 'suburb' level.
- 4.5 The District Plan then translated this modelling into mapped hazard areas called Slope Instability Management Areas, represented by overlays in the District Plan. Notwithstanding this, there are cases where the existing District Plan overlays do not match the GNS risk models, which reflects the outcomes of the District Plan Review process. Within areas subject to the overlays, most activities including land use and development requires resource consent under provisions in Chapter 5 of the District Plan.

Proposed change

- 4.6 The proposed change amends the District Plan maps to change the Slope Instability Management Area overlays for 80 properties. The changes are summarised as follows:
 - Removal of the Rockfall Management Areas 1/ 2: 7 properties
 - Adjustment to the boundary of the Rockfall Management Area 1/ 2: 16 properties
 - Replacement of Rockfall Management Areas 1/ 2 with Remainder of Port Hills and Banks Peninsula Slope Instability Management Area: 47 properties
 - Removal of Mass Movement Area 2: 4 properties
 - Replacement of Cliff Collapse Management Area 2 with Rockfall Management Area 2: 5 properties
 - Replacement of Rockfall Management Area 2 with Cliff Collapse Management Area 2: 1 property
- 4.7 The effect of those proposed changes is generally positive with a more permissive set of rules proposed for 79 of the properties subject to changes in the overlays. The exception is one property at 10 Boulder Bay, which is subject to a more restrictive set of rules with the change from Rockfall Management Area 2 to Cliff Collapse Management Area 2.

- 4.8 Without an amendment to the Slope Instability Management Areas for the properties in question, affected property owners will continue to have unnecessary restrictions, costs and uncertainty imposed upon them. This may result in property owners being unable to carry out activities on their properties, which may hinder property sales and may be affecting property values.
- 4.9 The reason for those proposed changes is that hazard removal works and new technical information has shown that for specific properties there is a different or lesser risk than originally mapped in the District Plan. Despite this, these properties remain subject to the rules for the Slope Instability Management Areas, including rockfall, cliff collapse and mass movement, as defined in the District Plan.
- 4.10 Eighty properties have been subject to a reassessment of the risks associated with rockfall, cliff collapse and mass movement. It has been concluded that the properties do not warrant being subject to the same rules as currently apply in the District Plan.
- 4.11 The properties have been identified through enquiries from property owners, approved certification and resource consent applications and where physical works have occurred to remove hazards. They can be grouped into the following locations:
- Stronsay Lane;
 - Rockcrest Lane and Bowenvale Avenue;
 - Port Hills Road and Avoca Valley Road;
 - Stoddart Lane and Hollis Avenue;
 - Ross Parade, Ross Terrace and Jacksons Road; and
 - Endeavour Place.
- Also affected are five baches in Boulder Bay and one in Taylors Mistake.
- 4.12 There will be an opportunity in the future to undertake an assessment of risk for other areas and update the Slope Instability Management Areas across the Port Hills. Staff anticipate this to be in the form of rolling reviews, which will be recognised through updating the District Plan using a plan change process every two years (if required), and a comprehensive assessment of around 1,300 properties leading up to 2027 (the 10 year Plan review).

Strategic Alignment

- 4.13 This report supports the [Council's Long Term Plan \(2018 - 2028\)](#):
- 4.13.1 Activity: Strategic Planning and Policy
- Level of Service: 17.0.1.1 Advice to Council on high priority policy and planning issues that affect the City. Advice is aligned with and delivers on the governance expectations as evidenced through the Council Strategic Framework. - Reconfirm as necessary the Strategic Framework. The proposed plan change seeks to ensure the District Plan is up to date and reflects the current levels of risk for specific properties on the Port Hills.
- 4.14 Proposed Plan Change 2 supports the Strategic Priority in Council's Strategic Framework of "*Informed and proactive approaches to natural hazard risks*". It does so by ensuring the Christchurch District Plan is up to date in reflecting the risk to life on specific properties and the approach to managing this risk.

Decision Making Authority

- 4.15 As the Regulatory Performance Committee considers and reports to Council on issues and activities relating to, amongst other things, district planning matters, this plan change has been brought to the Committee's attention in the first instance.

Previous Decisions

- 4.16 At the 3 April 2019 Regulatory Performance Committee meeting, the Committee recommend that Council agrees to request the Minister to use a s71 process for amending the Slope Instability Management Areas in the District Plan.
- 4.17 Following this, at the 11 April 2019 Council meeting, the Council resolution was to carry the recommendations from the Regulatory Performance Committee.

Assessment of Significance and Engagement

- 4.18 The decision in this report is of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 4.19 The decision impacts discrete areas and is likely to only be of interest to affected property owners.
- 4.20 There are low to moderate environmental, social and cultural implications. This is on the basis that the majority of the property owners affected will have greater certainty to proceed with the use and development of their property without the level of restriction as currently exists. There is a reduced risk to life, therefore providing for the well-being of owners and occupiers of the subject properties.
- 4.21 There is minimal cost to the Council, ratepayers and the wider community, and the changes will not impact on the Council's capacity to carry out its role and functions.
- 4.22 There has been engagement with strategic partners and property owners directly affected by the change, which has included letters being sent to inform them of the process and the proposed changes to the Slope Instability Management Area(s) to individual properties. In some instances, affected property owners have contacted Council directly to request further information about the proposed changes.
- 4.23 Further opportunities exist for property owners to provide feedback through the submissions process, once the plan change has been notified.

5. Options Analysis

Options Considered

- 5.1 The following reasonably practicable options on the **scope** of the proposed plan change were considered and are assessed in this report:
- Amendments to the Slope Instability Management Areas for specific properties
 - Comprehensive review of all properties affected by the slope instability management areas
 - Maintaining the Status Quo
- 5.2 The following reasonably practicable options on **notification** of the proposed plan change were considered and are assessed in this report:
- Full notification of the proposed plan change on Slope Instability Management Areas for specific properties

- Limited notification of the proposed plan change on Slope Instability Management Areas for specific properties

Options Descriptions – Scope of the proposed plan change

5.3 **Preferred Option:** Amendments to the Slope Instability Management Areas for specific properties

5.3.1 **Option Description:** The preferred option seeks to update the District Planning maps to reflect changes to the extent or type of Slope Instability Management Areas, based on the latest available information, which is commensurate with the level of risk to life associated with cliff collapse, rockfall and mass movement.

5.3.2 **Option Advantages**

- Utilises available information.
- Consistent with a policy commitment in the District Plan, particularly Policy 5.2.2.4.2, which states that Council will “Regularly notify changes to the District Plan, as required to change the planning maps, in order to reflect updated information from site-specific assessments of life-safety risk from rockfall and/or cliff collapse which have been certified by the Council”.
- Greater certainty (and/or clarity) for the future development and use of sites as there are fewer restrictions on land use activities outside of the Slope Instability Management Areas.
- Reduces compliance costs associated with consenting for land use activities and development.
- It may retain the improvement values of properties.
- Correct and up-to-date information about the level of risk from natural hazards is displayed in the District Plan.

5.3.3 **Option Disadvantages**

- Requires rolling reviews which incur additional costs to Council.
- Minor costs to Council incurred from verifying external technical reports.
- Incremental updates take time to establish a comprehensive picture.

5.4 **Option 2:** Comprehensive review of all properties affected by the slope instability management areas

5.4.1 **Option Description:** This option involves a full review of all properties affected by Slope Instability Management Areas on the Port Hills. There are approximately 1,300 properties that could be included under this option.

5.4.2 **Option Advantages**

- Comprehensive review that will ensure up-to-date information is shown on the Planning Maps.
- All Port Hills properties will be included.
- No unnecessary costs for property owners through resource consent applications or certification processes.

5.4.3 **Option Disadvantages**

- Delays for property owners where existing information shows that the risk profile has changed.
- Costly process for Council to manage, with potentially very little reward if the investigations conclude that most of the overlays should remain unchanged.
- Resource intensive, with other priority plan changes unable to be progressed if resources are used for this plan change.

5.5 **Option 3: Maintaining the Status Quo**

5.5.1 **Option Description:** The status quo is to not make any amendments to the Slope Instability Management Areas on the Port Hills, and properties would remain subject to the current restrictions. It would maintain a discrepancy between the District Plan provisions and level of risk, notwithstanding any investigations and/or physical works that have been carried out since the initial post-earthquake review was undertaken.

5.5.2 **Option Advantages**

- No costs to Council from plan changes.
- Raises awareness of the potential presence of natural hazards.

5.5.3 **Option Disadvantages**

- Higher compliance costs associated with consenting
- Triggers resource consent applications unnecessarily, resulting in costs to property owners
- Out-of-date information in the District Plan.
- Will not achieve a policy commitment (Policy 5.2.2.4.2).
- Does not make efficient and effective use of available information.
- People unduly affected by the Slope Instability Management Areas may feel aggrieved.
- Potential to adversely affect the development potential of a property.
- Not effective in providing certainty to affected property owners and investors on the future use and development of land.
- May adversely impact on awareness of hazards on the basis that property owners assume there is no risk and that the planning maps are incorrect.

Analysis Criteria

5.6 The options were evaluated against the following criteria for analysis:

- Certainty for development and future use (plus issues of fairness, equity, health and wellbeing)
- Alignment with Council plans and policies
- Alignment with higher order documents and directions
- Financial and economic considerations for property owners and Council

Options Considerations

5.7 Comparing the three options it becomes apparent that significant differences exist between the status quo, a comprehensive review and the preferred option for the following criteria:

- Certainty for development and future use

- Financial and economic considerations for property owners and Council
 - Alignment with Council plans and policies
- 5.8 In summary, it can be concluded that the status quo or the full review are not as effective and efficient as the preferred option to amend the Slope Instability Management Areas.

Options Descriptions – Notification

5.9 **Preferred Option:** Limited notification of the proposed plan change

5.9.1 **Option Description:** Limited notification would involve notification of the proposed plan change to those property owners directly affected and whose properties are subject to a change in the Slope Instability Management Areas. Statutory bodies defined in the Resource Management Act would also be notified, including the Ministry for the Environment, Department for Prime Minister and Cabinet, Environment Canterbury and Te Rūnanga O Ngāi Tahu.

5.9.2 **Option Advantages**

- Enables those directly affected to make a submission
- Reduced likelihood of delays to the process due to fewer persons having the opportunity to make submissions and participate in a hearing
- Facilitates an expedient outcome for those property owners adversely affected by the current Slope Instability Management Areas and who have sought changes to the District Plan

5.9.3 **Option Disadvantages**

- May be perceived as not being an open process

5.10 **Option 2:** Full notification of the proposed plan change

5.10.1 **Option Description:** Full notification would involve notification of the proposed plan change to the wider community by public notice, enabling anyone to make a submission. Statutory bodies defined in the Resource Management Act would also be notified, including the Ministry for the Environment, Department for Prime Minister and Cabinet, Environment Canterbury and Te Runanga O Ngai Tahu.

5.10.2 **Option Advantages**

- Enables anyone to make a submission.
- **Option Disadvantages**
- Higher likelihood of delays to the process due to people not directly affected choosing to make submissions and participate in a hearing
- May result in the expectation of Council being able to include other properties in the plan change
- Reduced likelihood of an expedient outcome for those property owners adversely affected by the current Slope Instability Management Areas and who have sought changes to the District Plan

6. Community Views and Preferences

- 6.1 As previously discussed, there have been multiple requests from property owners on the Port Hills requesting that the District Plan is updated to reflect the change in risk profile in relation

to their properties, and as a result feedback from affected property owners has generally been positive.

- 6.2 The Council has informed affected property owners of the process and indicative timeframes and have invited feedback on the proposed changes. Letters were sent to 79 property owners on the 19th July, with feedback invited by the 9th August. A number of enquiries were received from property owners seeking to understand the changes with limited responses.
- 6.3 Feedback has also been received from the Canterbury Regional Council who are supportive of the plan change, and staff are awaiting feedback from Mahaanui Kurataiao on behalf of Rūnanga.
- 6.4 Further opportunities exist for property owners to provide feedback through the submissions process, upon the plan change being notified.

7. Legal Implications

- 7.1 The process for the proposed plan change is defined under schedule 1 of the Resource Management Act, and the recommendation for approval to limited notify directly affected persons and statutory bodies is consistent with Clause 5 and 5A.
- 7.2 The risks involved in these processes are outlined in Risks and Mitigations below.
- 7.3 This report has been reviewed and approved by the Legal Services Unit and the legal considerations are set out throughout this report.

8. Risks

- 8.1 The scope of this proposed plan change is limited to specific properties where assessments of risk have been completed and land owners have been waiting for years for a change. There is a risk that owners of property where the risk has not yet been reassessed will consider that the plan change should be a comprehensive review that includes their property.
- 8.2 While excluded from the proposed plan change, other properties identified at a future date where the risk has reduced or changed will be subject to another plan change. Council is committed to undertake rolling reviews over the following years which will provide future opportunities for other properties that are currently subject to Slope Instability Management Areas, if it can be demonstrated that those properties have a different risk profile.
- 8.3 There is a risk of delays in the plan change process, which will be influenced by the submissions received on the plan change and any appeals on the decision. However, Council staff are committed to the change as a priority in order to reduce the uncertainty for a number of property owners affected by the Slope Instability Management Areas.

9. Next Steps

- 9.1 If the preferred option is endorsed by Council, staff will proceed as follows:
 - 9.1.1 Initiate limited notification of the proposed plan change and invite submissions (September – October 2019).
 - 9.1.2 Invite further submissions (November 2019).
 - 9.1.3 Prepare a planning report including recommendations on the decisions sought by submitters.
 - 9.1.4 Hold a hearing if required (December 2019/ January 2020)
 - 9.1.5 Notify the decision (January/ February 2020)
 - 9.1.6 If there are no appeals, the District Plan will then be changed for those properties.

10. Options Matrix

		Issue Specific Criteria		
Criteria		Option 1 – Amendments for Specific Properties - Preferred	Option 2 – Full review	Option 3 – Status Quo
Financial Implications	Cost to Implement	Staff time, external experts, low-moderate cost Potential future peer-reviews	Staff time, external experts, high cost	Nil
	Maintenance/Ongoing	Staff time (regular intermitted) Ongoing costs of regular reviews in the future	Staff time until review complete, little ongoing cost after full review	Staff time (on demand)
	Funding Source	Existing operational District Plan budget	Existing operational District Plan budget with significant additional funding required.	Nil
	Impact on Rates	Nil	Nil	Nil
Criteria 1 – Certainty for development and future use		Provides certainty for affected property owners, investors by reducing consenting requirements and managing risk appropriately	Potentially provides certainty for affected property owners, investors by reducing consenting requirements and managing risk appropriately across all properties on the Port Hills affected by the management areas	Unlikely to increase certainty for affected property owners, investors as it does nothing to change the current situation.
Criteria 2 – Economic considerations		Some minor administrative costs incurred by Council. Property owners will potentially benefit where the risk is reduced in that it may maintain or improve the value of their property.	High cost to Council, however little cost for property owners. Potential for increase in the value of properties with a reduced level of risk and therefore less restriction on use of the subject properties. However, the review may find few properties where it is appropriate to remove the overlays.	Higher administrative costs incurred to Council from increased time it takes to process applications and inform property owners of the situation.

Criteria	Statutory Criteria		
	Option 1 – Preferred	Option 2 – Full review	Option 3 – Status Quo
Impact on Mana Whenua	Unlikely to increase certainty for Runanga who continue to face restrictions on the use of their properties. This may impede use and development of their sites.	Land held by Mana Whenua is subject to Slope Instability Management Areas and there will be benefit for Runanga if the risk is less and the restrictions in the District Plan are moved/ amended.	Unlikely to increase certainty for Runanga who continue to face restrictions on the use of their properties. This may impede use and development of their sites.
Alignment to Council Plans & Policies	Achieves Council's policy commitment to provide up-to-date information on natural hazards that affect property owners and the wider community of Christchurch. Raises awareness of the type and intensity of natural hazards affecting a property or/and area.	Achieves Council's policy commitment to provide up-to-date information on natural hazards that affect property owners and the wider community of Christchurch. Raises awareness of the type and intensity of natural hazards affecting a property or/and area.	Does not effectively and efficiently support Council's policy commitment to provide up-to-date information on natural hazards that affect property owners and the wider community of Christchurch.
Alignment with higher order documents and directions	Achieves Canterbury Regional Policy Statement's (CRPS) objectives (6.2.1(8) & 11.2.1.) and policies (11.3.5. & 11.3.7) and general directions such as avoiding development in areas subject to a high likelihood of natural hazard while mitigating risk in other areas.	Achieves higher order document objectives and policies and general directions of the CRPS of seeking to avoid development in areas subject to a high likelihood of natural hazard while mitigating risk in all other areas. However, it does so in a less effective and efficient manner due to the duration of time before any change occurs.	Achieves higher order document objectives and policies and general directions of the CRPS of seeking to avoid development in areas subject to a high likelihood of natural hazard while mitigating risks in other areas. However, it does so in a less effective and efficient manner where the risk has reduced.

Attachments

No.	Title	Page
A	Plan Change for amendments to Port Hills Slope Instability Management Area overlays	
B	Section 32 Report for Plan Change on Port Hills Slope Instability Management Areas	

Confirmation of Statutory Compliance

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

(a) This report contains:


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

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

Signatories

Authors	Mark Stevenson - Consultant Planner Florian Risse - Assistant Policy Planner
Approved By	Brent Pizzey - Associate General Counsel David Griffiths - Head of Planning & Strategic Transport Brendan Anstiss - General Manager Strategy and Transformation

TRIM: 19/877405

	<p>Resource Management Act 1991</p> <p>Christchurch District Plan</p> <p>Proposed Plan Change</p>	<p>2</p>
<p>NOTE: The rule amendments proposed in this Plan Change have no legal effect until the Council's decision approving the Change is publicly notified (s 86B).</p> <p>PLAN CHANGE 2 : Port Hills Slope Instability Management Areas Update</p> <p>Explanation</p> <p>The purpose of Plan Change 2 is to amend the planning maps of the District Plan as a result of revised risk assessments for individual properties where the risks of slope instability hazards have either been recalculated or are different than originally modelled.</p> <p>This will be achieved through amendments to the Port Hills Slope Instability Management Areas overlays on Planning Maps 46B, 47B, 52B, 54B and R1B, which affect 100 property titles. The changes are summarised as follows:</p> <ul style="list-style-type: none"> • Removal of the Rockfall Management Areas 1/ 2: 7 properties • Adjustment to the boundary of the Rockfall Management Area 1/ 2: 32 properties • Replacement of Rockfall Management Areas 1/ 2 with Remainder of Port Hills and Banks Peninsula Slope Instability Management Area: 51 properties • Removal of Mass Movement Area 2: 4 properties • Replacement of Cliff Collapse Management Area 2 with Rockfall Management Area 2: 5 properties • Replacement of Rockfall Management Area 2 with Cliff Collapse Management Area 2: 1 property <p>The effect of those proposed changes is generally positive with a more permissive set of rules proposed for 99 of the properties subject to changes in the overlays. The exception is one property at 10 Boulder Bay, which is subject to a more restrictive set of rules with the change from Rockfall Management Area 2 to Cliff Collapse Management Area 2.</p> <p>Key elements of the proposed changes:</p> <ul style="list-style-type: none"> • Adjustment of Port Hills Slope Instability Management Area overlays on Planning Maps 46B, 47B, 52B, 54B and R1B. 		
<p>Date Limited Notified: DD Month YYYY</p> <p>Council Decision Notified: DD Month YYYY</p> <p>Plan Details: Planning Maps 46B, 47B, 52B, 54B and R1B</p>	<p>Date Operative: DD Month YYYY</p> <p>File No: PL/DP/X</p> <p>TRIM No: FOLDER19/117</p>	

Reasons for the change

After the Canterbury earthquakes, GNS modelled slope instability to indicate which Port Hills properties were affected by, or deemed to be at risk from, rockfall, cliff collapse or mass movement. This information is displayed in the Christchurch District Plan as mapped hazard areas, called Slope Instability Management Area overlays, and in these areas, most development require resource consent.

Updated information is now available for 100 properties where the risk has been removed or identified as being different than originally anticipated. Amendments to the Slope Instability Management Area overlays avoid imposing unnecessary restrictions on property owners and comply with a policy commitment to regularly update the District Plan to reflect latest hazard information from site-specific assessments (Policy 5.2.2.4.2).

The Plan Change proposes the following **amendments**:

- a. Amend Planning Maps 46B, 47B, 52B, 54B and R1B to change the Slope Instability Management Areas of the subject sites as specified below.

Note:

The amended Planning Maps are shown after the enlargement maps (before and after maps).

The enlargement maps do not form part of this plan change and are not included in the Christchurch District Plan. Their only purpose in this document is to provide clarity as to the proposed changes, which may otherwise be difficult to see at the scale of the individual Planning Maps.

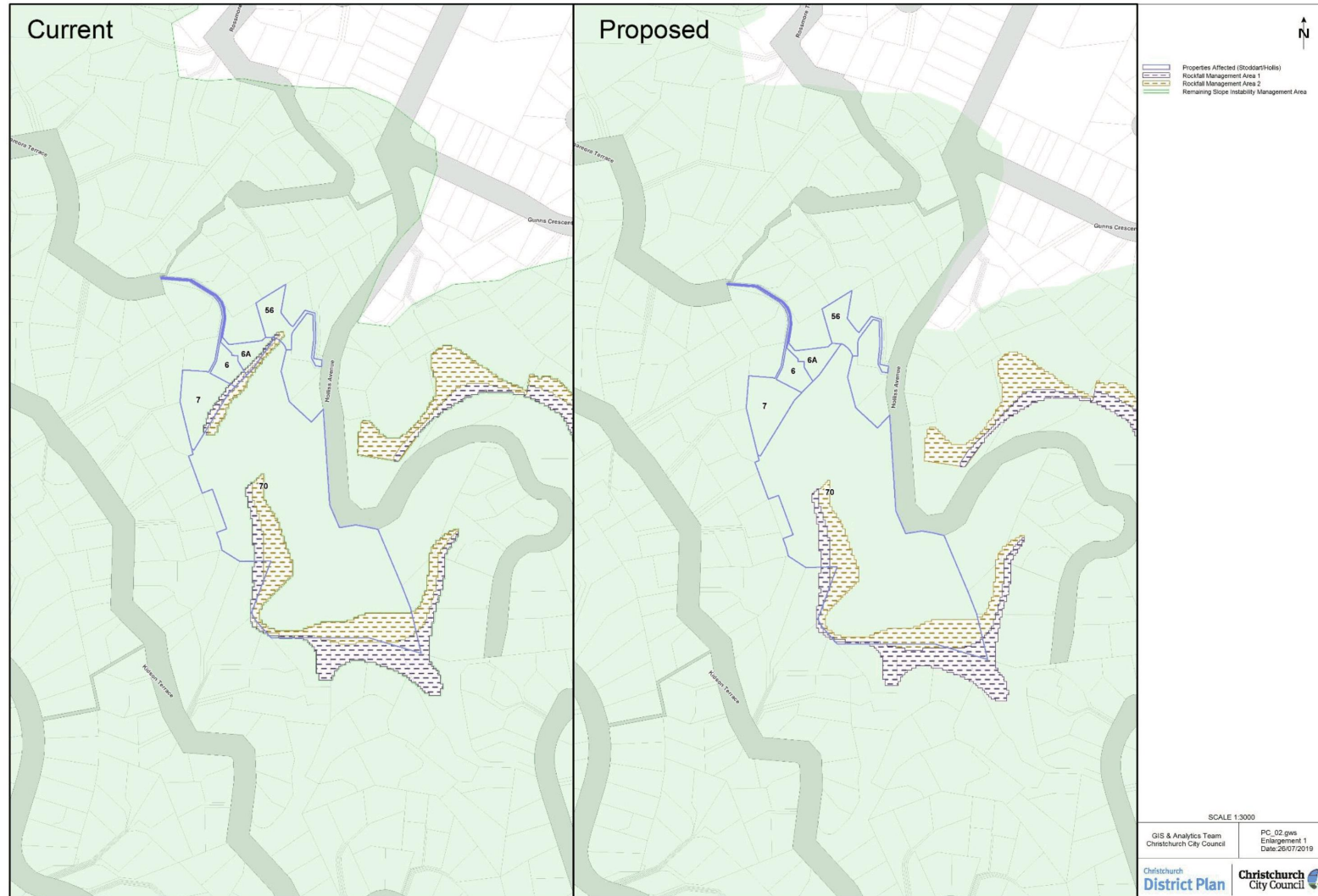
Planning Maps

Planning Map 46B

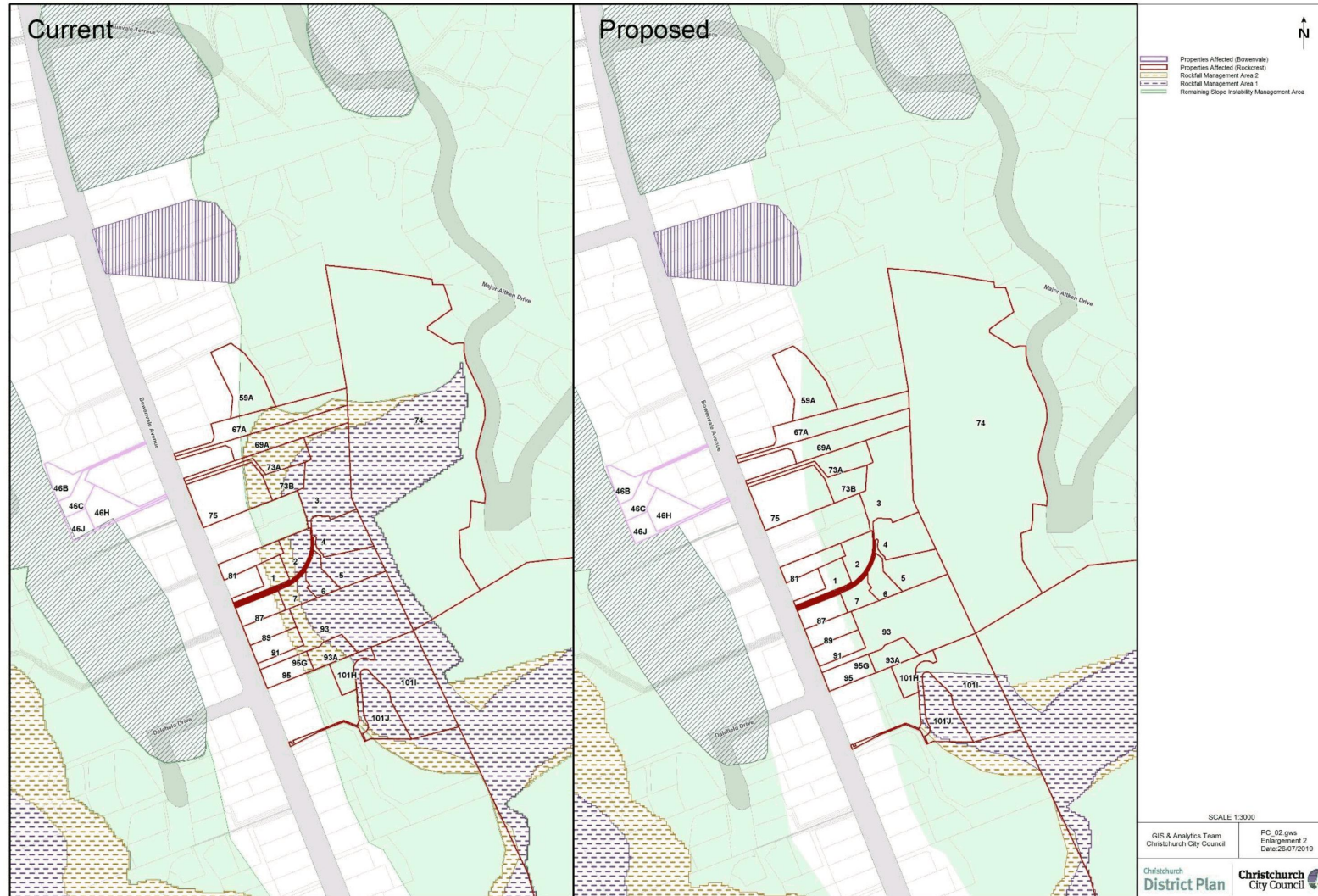
Amend Planning Map 46B by removing the Rockfall Management Area 1 and Rockfall Management Area 2 overlays in specific areas, as shown in the map 'Proposed Plan Change 2 – Slope Instability Overlays, Enlargement 1'.

Amend Planning Map 46B by removing the Rockfall Management Area 1 and Rockfall Management Area 2 overlays in specific areas and by adjusting the boundary of the Mass Movement Management Area 2 so that it follows property boundaries, as shown in the map 'Proposed Plan Change 2 – Slope Instability Overlays, Enlargement 2'.

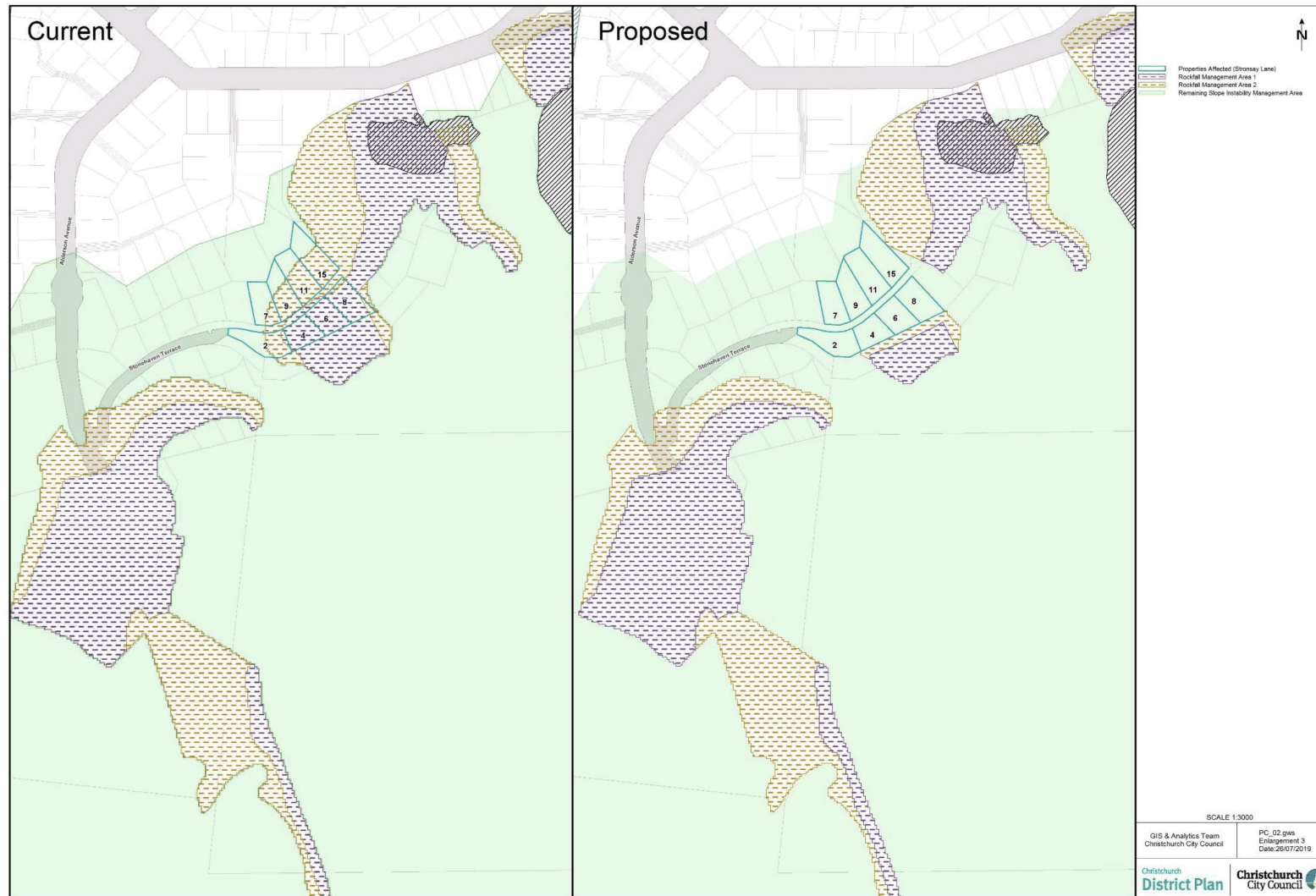
Amend Planning Map 46B by removing and adjusting the Rockfall Management Area 1 and Rockfall Management Area 2 overlays in specific areas, as shown in the map 'Proposed Plan Change 2 – Slope Instability Overlays, Enlargement 3'.



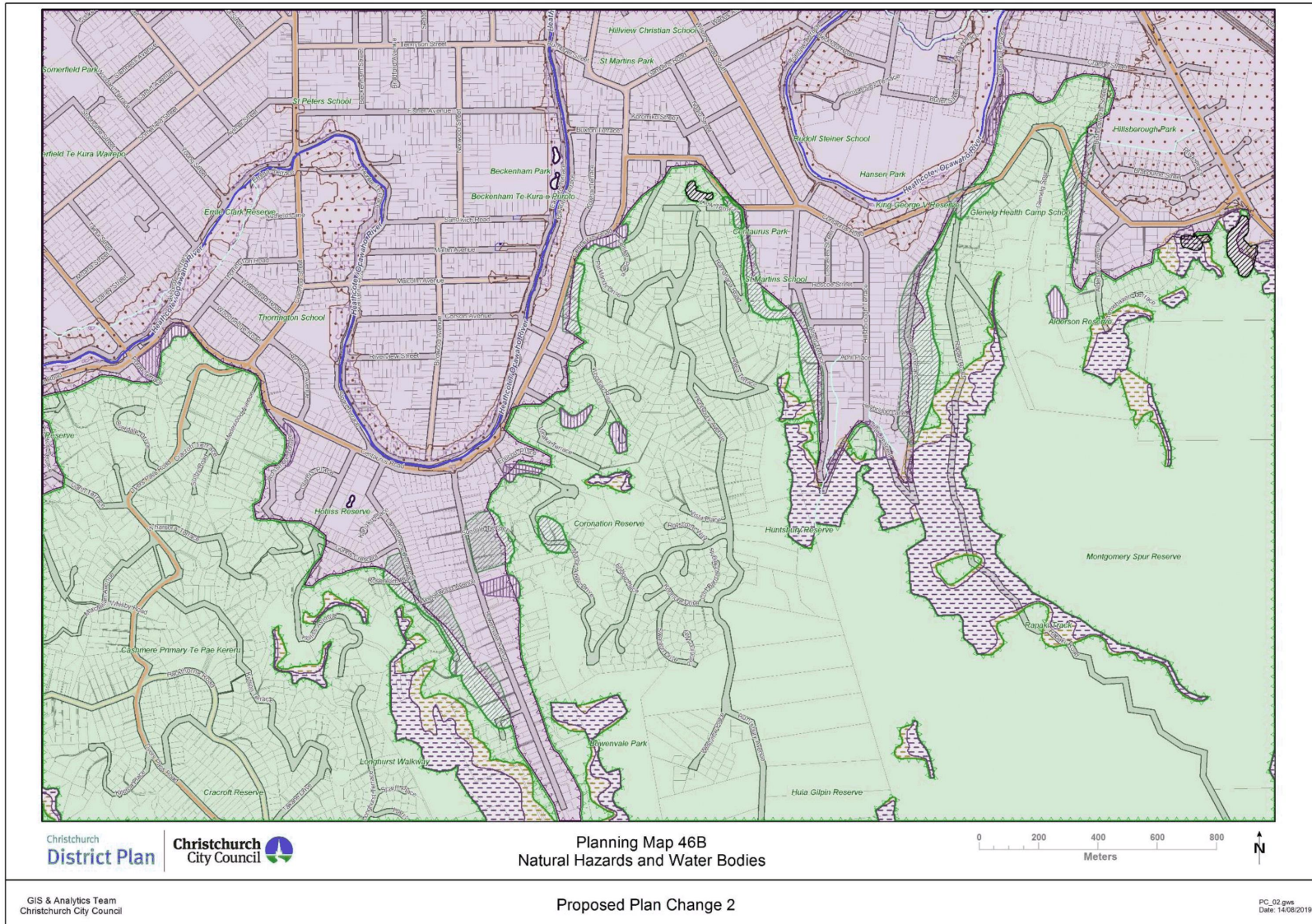
Proposed Plan Change 2 - Slope Instability Overlays. Enlargement 1



Proposed Plan Change 2 - Slope Instability Overlays. Enlargement 2



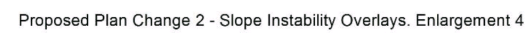
Proposed Plan Change 2 - Slope Instability Overlays. Enlargement 3

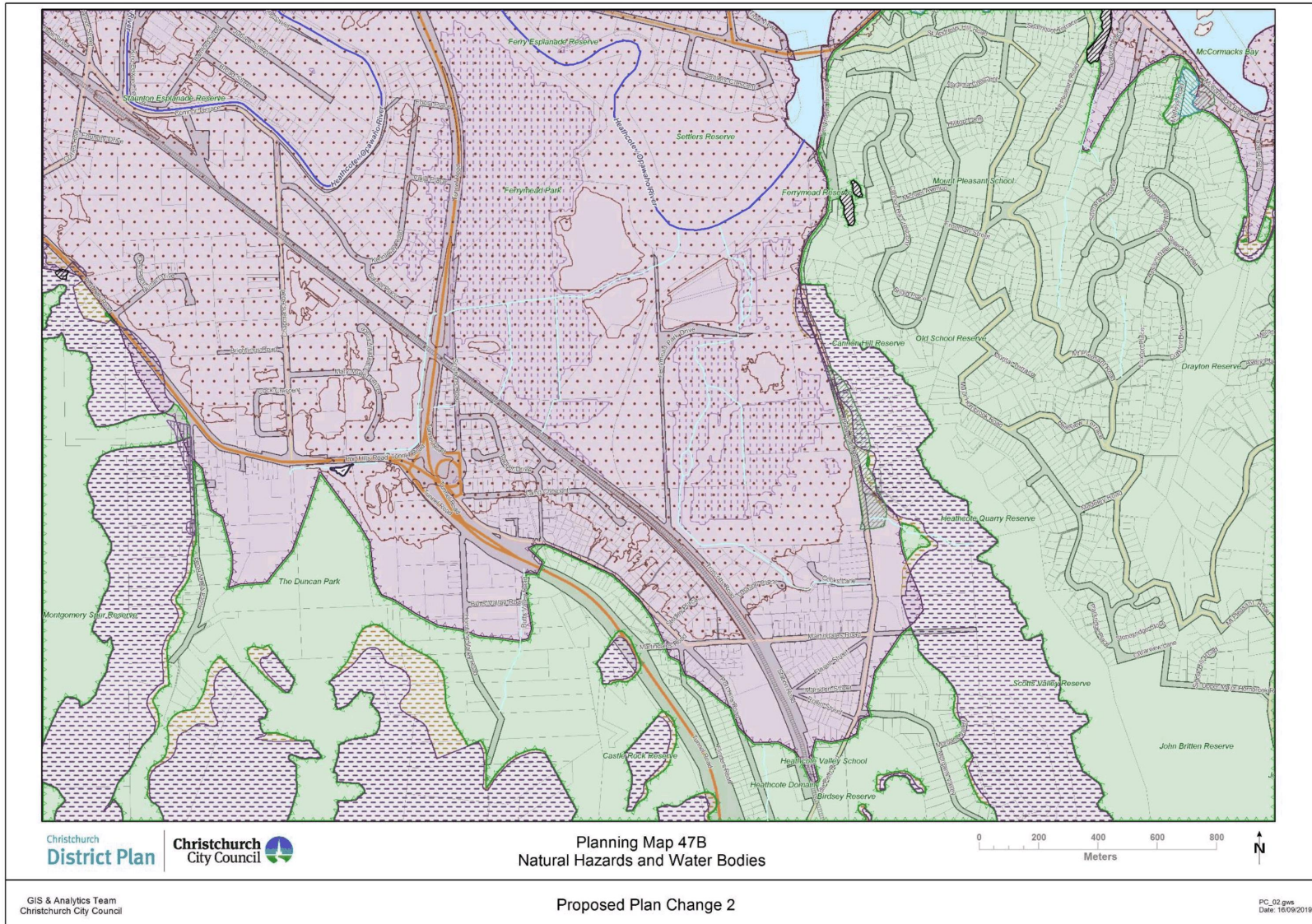


Planning Map 47B

Amend Planning Map 47B by removing the Rockfall Management Area 1 and Rockfall Management Area 2 overlays in specific areas, as shown in the map 'Proposed Plan Change 2 – Slope Instability Overlays, Enlargement 4'.

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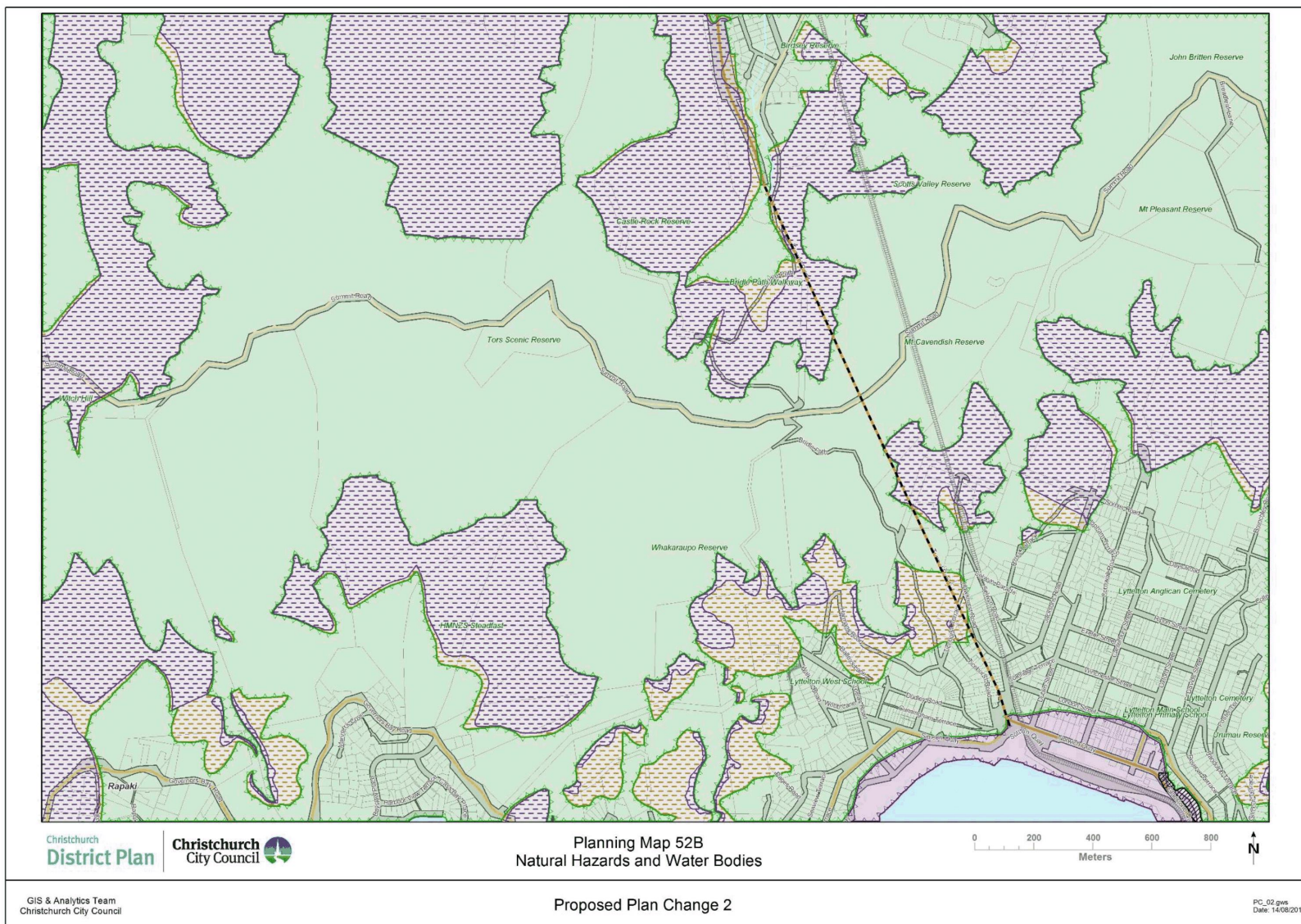
Planning Map 52B

Amend Planning Map 52B by removing the Rockfall Management Area 1 and Rockfall Management Area 2 overlays in specific areas, as shown in the map 'Proposed Plan Change 2 – Slope Instability Overlays, Enlargement 5'.

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Proposed Plan Change 2 - Slope Instability Overlays. Enlargement 5



Planning Map 54B

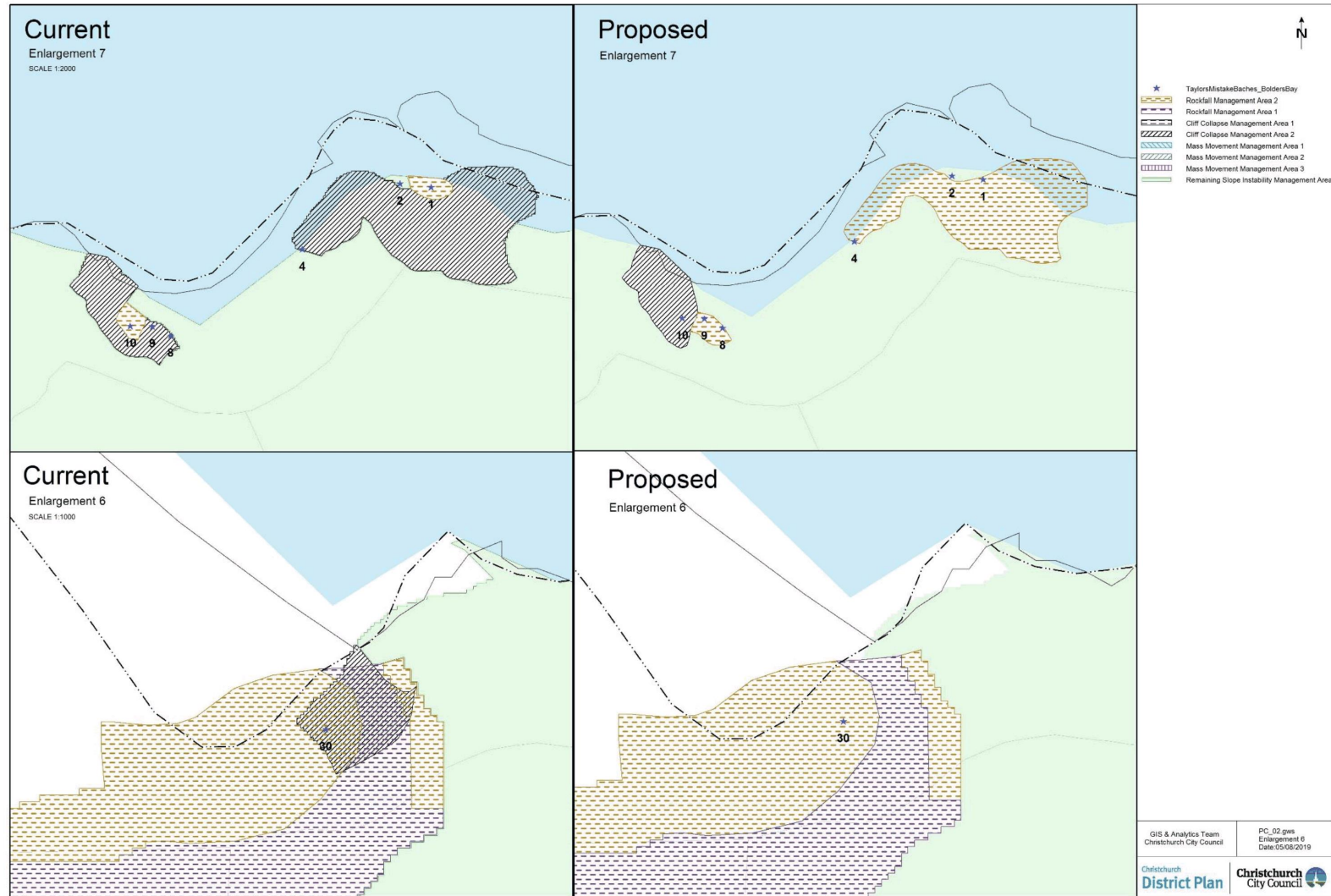
Amend Planning Map 54B by:

Replacing Cliff Collapse Management Area 2 with Rockfall Management Area 2 and replacing Rockfall Management Area 2 with Cliff Collapse Management Area 2 as shown in Enlargement 7; and

Removing Cliff Collapse Management Area 2 in Enlargement 6.

The proposed amendments are shown in 'Proposed Plan Change 2 – Slope Instability Overlays, Enlargement 6 and 7'.

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Proposed Plan Change 2 - Slope Instability Overlays. Enlargements 6 and 7



Planning Map R1B

Amend Planning Map R1B as per the amendments to Planning Maps 52B and 54B.

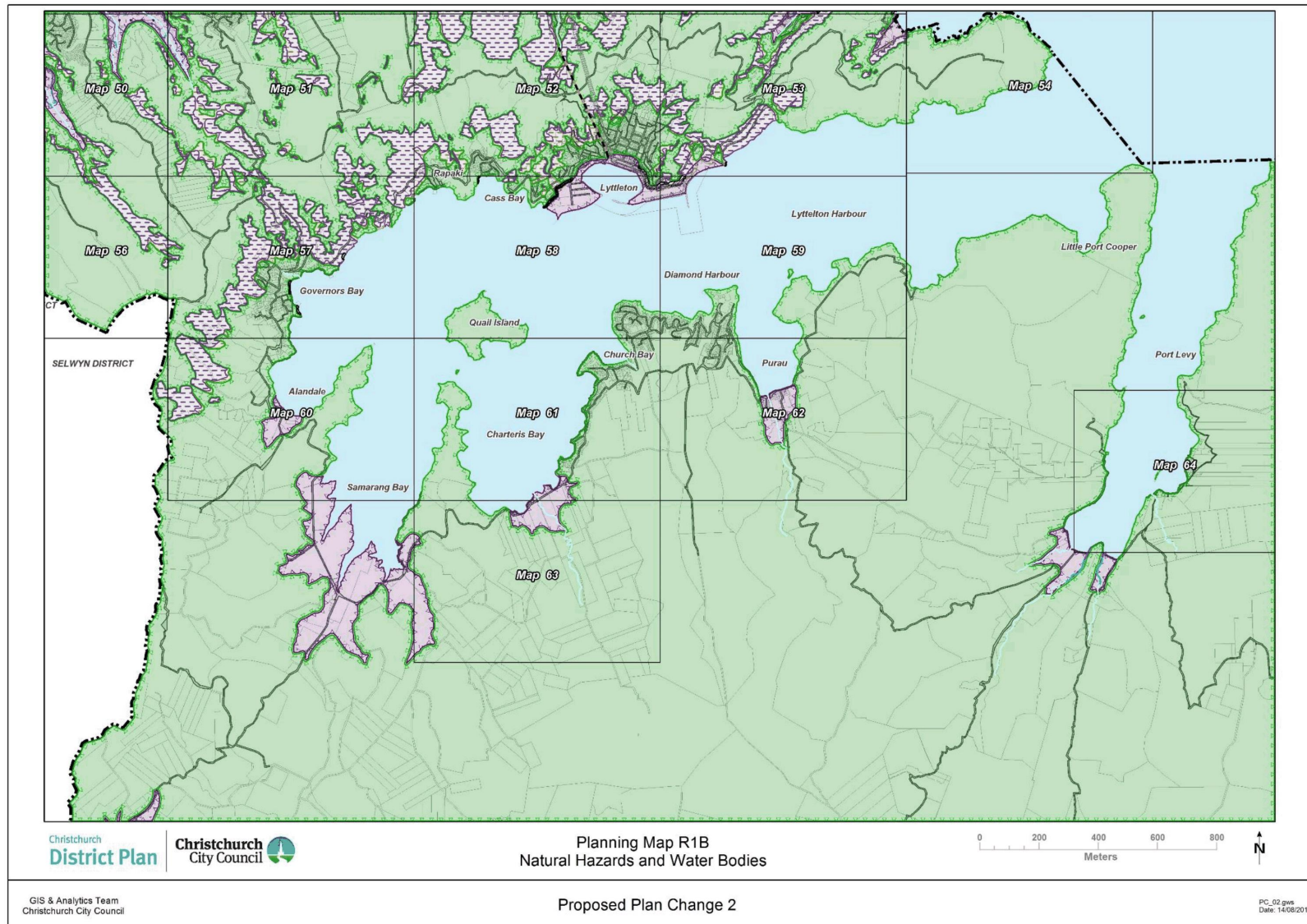
Areas affected are:

Lyttelton


Boulder Bay baches x 5

Taylors Mistake bach x 1

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	<p>Resource Management Act 1991</p> <p>Christchurch District Plan</p> <p>Plan Change 2</p> <p>Section 32 Evaluation</p>	<p>2</p>
<p>PORT HILLS SLOPE INSTABILITY MANAGEMENT AREA OVERLAYS UPDATE</p> <p>Proposal to amend the Christchurch District Plan Port Hills Slope Instability Management Area Overlays in specific locations where the risk has been removed or recalculated</p> <p>Introduction</p> <p>The following report has been prepared to support Plan Change 2 to the Christchurch District Plan, which proposes to amend the Christchurch District Plan Port Hills Slope Instability Management Areas defined by overlays in specific locations where the risk has been removed or recalculated.</p> <p>Areas affected can be grouped into the following locations:</p> <ul style="list-style-type: none"> • Stronsay Lane; • Rockcrest Lane and Bowenvale Avenue; • Port Hills Road and Avoca Valley Road; • Stoddart Lane and Hollis Avenue; • Ross Parade, Ross Terrace and Jacksons Road; and • Endeavour Place. • Also affected are five baches in Boulder Bay and one in Taylors Mistake. <p>It has been prepared in accordance with the requirements of Section 32 (s 32) of the Resource Management Act 1991 (RMA).</p> <p>This report includes:</p> <ul style="list-style-type: none"> • An outline of resource management issues and possible options for addressing these; • An evaluation of the proposed changes in terms of the relevant provisions of statutory and planning documents; • An evaluation of the method proposed, including an evaluation of costs and benefits of the reasonably practicable options considered; • An evaluation of effectiveness and efficiency of each option based on the anticipated environmental, economic, social and cultural effects of implementing the plan change in such detail as corresponds with the scale and significance of the actual or potential environmental effects anticipated; • A conclusion as to the most appropriate option. 		

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1 Introduction

- 1.1.1 The overarching purpose of section 32 of the Resource Management Act 1991 (RMA / Act) is to ensure that plans are developed using sound evidence and rigorous policy analysis, leading to more robust and enduring provisions.
- 1.1.2 Section 32 (s32) of the Resource Management Act 1991 (RMA) requires that the Council provides an evaluation of the changes proposed in Plan Change 2 to the Christchurch District Plan (the Plan). The evaluation must examine whether the proposed provisions are the most appropriate way to achieve the objectives of the Plan. The report must consider reasonably practicable alternatives and assess the efficiency and effectiveness of the provisions in achieving the objectives. This will involve identifying and assessing the benefits and costs of the environmental, economic, social and cultural effects anticipated from implementing the provisions. The report must also assess the risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the provisions.
- 1.1.3 The purpose of this report is to fulfil these s32 requirements for proposed Plan Change 2 - Port Hills Slope Instability Management Areas Update. In addition, the report examines any relevant directions from the statutory context including higher order documents.

1.2 The Plan Change overview

- 1.2.1 Proposed Plan Change 2 - **Port Hills Slope Instability Management Area Overlays Update** aligns rules for areas subject to the Slope Instability Management Area overlays with the level of existing risk for individual properties. Affected are those properties where the risks of slope instability hazards have either been recalculated or deemed to be less or been removed through physical works.
- 1.2.2 The Christchurch District Plan uses natural hazard overlays to manage areas and properties within these areas which are subject to natural hazards risk. The Port Hills Slope Instability Management Area overlays are one such collection of overlays and identifies properties deemed at risk from rockfall, cliff collapse or mass movement.¹
- 1.2.3 This group of overlays was introduced after the Canterbury Earthquakes and informed by GNS modelling. The GNS risk models were developed over approximately 3 years and while the Port Hills Geotechnical Group 'ground-truthed' the results to a certain degree, GNS' life risk models effectively remained at a 'suburb' level.
- 1.2.4 Subsequent hazard removal works and recalculation of the risk through site or area-specific geotechnical assessments have shown that there is a different or lesser risk for 80 identified properties than what is currently mapped in the District Plan. Despite these changes in risk level, the properties remain subject to the overlays and applicable provisions.
- 1.2.5 There have been multiple requests from property owners to update the District Plan and to reflect the change in risk profile in relation to their properties. Without an update, the ability for property owners to carry out activities on or develop their sites is affected, as is the potential improvement value of the properties in question. While development is possible in many cases, proposals often have to undergo rigorous planning assessments as part of the

¹ see appendix 8.1 – Slope Instability Management Areas Information

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resource consent process. This increases development costs and stress caused by high levels of uncertainty for the landowners.

- 1.2.6 In addition to this, the Council has a policy commitment to ensure that people are informed about natural hazards relating to their properties (DP Policy 5.2.2.1.6), and for Council to regularly update the District Plan to reflect updated information from site specific assessments (DP Policy 5.2.2.4.2). By showing incorrect information about the extent of the Slope Instability Management Areas, Council is failing to meet this commitment.

2 Resource management issues

2.1 Council's legal obligations and strategic planning documents

- 2.1.1 Sections 74 and 75 of the RMA set out the Council's obligations when preparing a change to its District Plan. The Council has a responsibility under Section 31 of the RMA to establish, implement and review objectives and provisions for, among other things, achieving integrated management of the effects of the use, development, or protection of land and associated resources. One of the Council's functions is to control the actual and potential effects of land use or development on the environment, and to do so in accordance with the provisions of Part 2.
- 2.1.2 Additionally, Council has a responsibility to recognise and provide for RMA Section 6 matters, and to have particular regard to RMA Section 7 matters. For this plan change, the relevant matters are:
- a. Section 6(h): "the management of significant risks from natural hazards";
 - b. Section 7(b) "the efficient use and development of natural and physical resources".
- 2.1.3 As required by s74 and s75, the Plan Change must specifically give effect to, not be inconsistent with, take into account, or have regard to the following "higher order" documents / provision:

Document	Relevant provisions	Relevant direction given effect to/ taken account of in the proposed Plan Change
RMA, Part 2, Section 5	<p>(1) The purpose of this Act is to promote the sustainable management of natural and physical resources.</p> <p>(2) Sustainable management means managing the use, development, and protection of natural and physical resources in a way, or at rate, which enables people and communities to provide for their social, economic, and cultural well-being</p>	The purpose of the Act includes managing natural and physical resources to provide for the health and safety of people and communities while avoiding, remedying or mitigating any adverse effects of these activities on the environment. The provisions of the Natural Hazards chapter with regard to Slope Instability Management Areas address the actual and potential adverse effects of slope instability on subdivision, use and development, focusing on the impact of these hazards on the health and safety of people and communities.

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Document	Relevant provisions	Relevant direction given effect to/ taken account of in the proposed Plan Change
	and for their health and safety while - ... (c) Avoiding, remedying or mitigating any adverse effects of activities on the environment.	
Canterbury Regional Policy Statement (CRPS) 2013	Chapter 6, (Objective 6.2.1.(8): ... enabling a land use and infrastructure framework that; (8) protects people from unacceptable risk from natural hazards and effects of sea level rise.	Chapter 6 of the CRPS sets out the intended land use distribution for Greater Christchurch for the period to 2028, and includes an objective of protecting people from unacceptable risk from natural hazards. The Natural Hazards chapter provides a framework of objectives, policies and rules to protect people from unacceptable risk from natural hazards, including avoidance policies (CRPS 11.3.1) where the risk is considerable, to the provision of controls over the type of development where mitigation is likely to be effective.
	Chapter 11 – Natural Hazards: Objective 11.2.1 – Avoid new subdivision, use and development of land that increases risks associated with natural hazards Policy 11.3.5 – General risk management approach Policy 11.3.7 – Physical mitigation works	There is limited reference to areas at risk of slope instability in the CRPS chapter; however Objective 11.2.1, Policies 11.3.5 and 7 are most relevant. Policy 11.3.5 directs that subdivision, use and development of land shall be avoided if the risk from the natural hazard is considered to be unacceptable. When there is uncertainty in the likelihood or consequences of a natural hazard event, the local authority shall adopt a precautionary approach. Policy 11.3.7 states that new physical works to mitigate natural hazards will be acceptable only where the natural hazard risk cannot reasonably be avoided.
Land Use Recovery Plan (LURP)	Outcome 1 – Planning framework Outcome 3 – Land use recovery Outcome 4 – Efficient and effective planning processes Outcome 5 – Supportive and certain planning environment	The outcomes in the LURP relevant to this proposed plan change seek to ensure a clear planning framework which directs where and how new development should occur while avoiding key hazards and constraints (Outcome 1). Plans and regulatory processes are to enable rebuilding and development without unnecessary impediments (Outcome 4), and the regulatory environment is to be supportive and provide certainty to keep investor confidence up, while ensuring the best outcomes are achieved with the available resources.

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Document	Relevant provisions	Relevant direction given effect to/ taken account of in the proposed Plan Change
Iwi Management Plan (IMP)	Part 5, Objective 1 Policy IH1.1 Policy IH1.2	The IMP seeks that Ngāi Tahu maintains a prominent and influential role in the rebuild and redevelopment of Ōtautahi, post-earthquake by participating in urban planning, including involvement in plan changes.

- 2.1.4 The higher order documents broadly identify the resource management issues relevant to the district and provide direction in resolving these issues.
- 2.1.5 There are no relevant national policy statements, including the New Zealand Coastal Policy Statement, or national planning standards to give effect to (section 75(3) and (4)) in the case of this plan change and the relevant matters relating to the CRPS have been discussed above. There are no relevant Water Conservation Orders or any regional matter under a regional plan.
- 2.1.6 No other management plans or strategies prepared under other Acts are relevant to the resource management issue identified.
- 2.1.7 In the District Plan, higher-level policy direction has been specifically given effect to or had regard to in Chapter 3 - Strategic Directions to reflect the outcomes sought and to ensure that the purpose of the RMA is achieved. Strategic Objective 3.3.6 is the only objective in chapter 3 regarding natural hazards and provides overall direction for the appropriate management and development in natural hazard areas.
- 2.1.8 The objectives in Chapter 5 refers to strategic policy direction in Chapter 3, while addressing more specific issues associated with slope instability hazards in the policies.
- 2.1.9 There are two additional strategic objectives that are relevant to the proposed plan change, which include Objective 3.3.1 and 3.3.2. They seek an outcome of an expedited recovery and enhancement of Christchurch in a manner that meets the community's immediate and longer-term needs and social and cultural well-being, foster investment certainty, and ensure the District Plan minimises transaction costs and reliance on resource consents.
- 2.1.10 This plan change does not seek to change any of the strategic objectives or chapter objectives and the amendments proposed seek to give better effect to the relevant strategic directions above, as well as Policy 5.2.2.4.2.

2.2 Problem definition - the issues being addressed

2.2.1 Issue

The issue is that the District Plan rules do not correspond to the level of risk that exists at specific sites.

Background

- 2.2.2 The Canterbury earthquakes of 2010 and 2011 damaged many properties on the Port Hills area of Christchurch and resulted in the deaths of five people. Hundreds of property owners and occupiers were not permitted to occupy their homes on the Port Hills following the February 2011 earthquake event either because the damage to their homes made them

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uninhabitable or because the risk posed by slope instability hazards or other unstable buildings rendered them unsafe to occupy.

- 2.2.3 The slope instability hazards that contributed to this damage and loss of life were present across the Port Hills and wider Banks Peninsula prior to the 2010-2011 earthquakes.
- 2.2.4 After the 2010-2011 earthquakes, the Council worked with engineers and geologists with geotechnical expertise to better understand slope instability hazards in the Port Hills and the risk these hazards present to people. Investigations commissioned by the Council and undertaken by the Institute of Geological and Nuclear Sciences Limited (GNS) have been described in a number of reports and were used to inform the management of slope instability hazards in the Natural Hazards chapter of the Christchurch District Plan. These reports have been extensively peer reviewed by national and international experts.
- 2.2.5 The GNS reports include estimates of the life-safety risk (or risk of death) to people living in areas of the Port Hills. The reports map areas subject to life-safety risk from cliff collapse, rockfall or boulder roll and mass movement. The research into mass movement also considered the risk to life-line infrastructure.
- 2.2.6 The modelling carried out by GNS was effectively at a 'suburban' scale and translated into a suite of hazard map overlays called Slope Instability Management Areas. This suite contains overlays specifically managing the risks from rockfall (represented by Rockfall Management Area 1 and 2), cliff collapse (represented by Cliff Collapse Management Area 1 and 2) and mass movement (represented by Mass Movement Management Area 1, 2 and 3). The different tiers reflected the different levels of risk.
- 2.2.7 Using this type of methodology is time and cost effective. However, as with any assessment, there is a risk of information not reflecting changes in the environment and/or what may be observed on a site-by-site basis.
- 2.2.8 Regular updates and rolling reviews are therefore important to reflect the latest information and to trigger appropriate responses, including changes to the District Plan. The repealed Canterbury Earthquake (Christchurch Replacement District Plan) Order 2014 (Order in Council) precluded any changes to the District Plan until its revocation in March, therefore delaying any updates.

Consequences

- 2.2.9 *Lack of reviews/updates:* The absence of regular reviews over time has led to a degree of misalignment between the planning rules and hazard risk. In some instances, the risk that was initially determined was conservative. In other cases, the risk has been recalculated and is deemed lower, or the owners engaged in physical works to remove any hazards from their sites. In some cases, the extent of risk has reduced or has a different alignment that can also affect the rules a property is subject to. Despite these findings, property owners were unable to have the Slope Instability Management Area overlays updated to reflect the risks on their property with the Order in Council in place.
- 2.2.10 *Costs/time/value:* As a consequence of the lack of reviews/ updates, property owners who sought to undertake developments on their site have had to go through a consent process under provisions of the District Plan that do not align with the level of risk. As a result, the costs and time it would take to develop a site have increased. At the same time, the presence of such overlays potentially affect property values.

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- 2.2.11 *Wellbeing*: Property owners may have been left confused or frustrated with the delay in progress of updating the overlays to reflect the updated risk profile of their properties in the District Plan. This may have unintended consequences on owners such as concern over the ability to obtain insurance and this puts additional stress and potential psychosocial pressure on people and communities. This has triggered occasional concerns by owners and pre-application meetings with Council planners.
- 2.2.12 *Not delivering on a policy commitment*: Policies 5.2.2.1.2 – (Manage activities to address natural hazard risks), 5.2.2.1.6 (Awareness of natural hazards) and 5.2.2.4.2 (Policy – Site-specific risk assessment for AIFR certificates in certain areas potentially affected by rockfall and/or cliff collapse) are currently not effectively implemented.
- 2.2.13 Policy 5.2.2.1.2 requires that activities in areas subject to natural hazards are managed in a manner that is commensurate with the likelihood and consequences of a natural hazard event on life and property. As conveyed earlier, the provisions do not reflect updated information on the level of risk for identified properties as there is potential for activities to be managed in a way that is not commensurate with the risk.
- 2.2.14 Policy 5.2.2.1.6 is to ensure people are informed about the natural hazards relating to their properties and surrounding area, including through information on hazard maps on the Council's website. Hazard related site information is currently not up to date for specific properties in the District plan to reflect information on the risk of slope instability.
- 2.2.15 Policy 5.2.2.4.2 (c) is for Council to regulatory notify changes to the District Plan to reflect updated information. This plan change seeks to deliver on this commitment.

3 Development of the plan change

3.1 Background

- 3.1.1 The resource management issues set out above have been identified through the following sources
 - a. public feedback and comments through various sources including stakeholder consultation/public engagement,
 - b. monitoring and review of the current district plan; and
 - c. matters raised in various forums by e.g. planning and technical investigations
- 3.1.2 *Previous studies by GNS*
- 3.1.3 There are limitations in the GNS studies carried out post-earthquake, namely the work reflecting an area wide approach to the location of assumed risks. On this basis, a policy commitment was made to review and update hazard information commensurate with the likelihood and consequences of the risk to life.
- 3.1.4 *Updated assessments of risk (Council & Privately initiated)*
- 3.1.5 Since the earlier assessments by GNS, a number of owners of properties subject to the overlays commissioned their own independent geotechnical assessments. These assessments concluded that there was a different risk from what the overlay stipulates and in some instances was absent or less severe from what was originally modelled.

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- 3.1.6 These private assessments were a catalyst for a series of Council-led site-specific assessments for the following areas: Stronsay Lane Area, Hillsborough; Rockcrest Lane Area, Bowenvale; Jacksons Road & Ross Terrace, Lyttelton; and several baches on public land in Boulder Bay and Taylors Mistake.
- 3.1.7 The last outstanding report for additional properties in the Avoca Valley has been finalised, following the completion of physical works. Each report identifies and describes the specific area, its geotechnical history, any special features and issues, and provides recommendations to inform a change to the Port Hills Slope Instability Management Areas in the District Plan.
- 3.1.8 The reports prepared as evidence for this plan change are as follows:

Table 1: Technical Reports informing Plan Change 2

	Title	Author	Description of Report
a.	Geotechnical Assessment Report Series - Geotechnical Rockfall Risk Assessment Reports (Stronsay Lane, Hillsborough; Rockcrest Lane Area, Bowenvale; Jacksons Rd, Ross Parade, Endeavour Place & Ross Tce, Lyttelton; Additional properties;	CCC	Geotechnical conditions / recommendations for addressing issues The reports provide a geotechnical assessment for properties in areas subject to the Slope Instability Management Areas in Christchurch. The assessments are multi-tiered and include <ul style="list-style-type: none"> - a desktop review of available site-specific geotechnical information; - a review of available aerial photography and topographic mapping; - a site assessment and hazard assessment, where appropriate; and - recommendations for actions appropriate to the findings.

- 3.1.9 The following describes each area where the risk has been reviewed and changes are proposed to the Slope Instability Management Areas:
- 3.1.10 *Stronsay Lane Area, Hillsborough (Avoca Valley)*
- 3.1.11 The study summarises the results of site-specific boulder roll modelling and includes a life safety risk assessment for this particular area. The 2010-2011 Canterbury Earthquake sequence triggered rockfall throughout the Port Hills, including properties on Stronsay Lane in the Avoca Valley. Several boulder sources were identified in this area following the earthquakes.
- 3.1.12 A resource consent application for 9 Stronsay Lane (08/07/2015) included a site-specific rockfall risk assessment in support of the application for a new home. The assessment concluded that the life safety risk at 9 Stronsay Lane is nearly of an order of magnitude less than CCC's accepted risk threshold. The assessment used is the standard methodology described in the District Plan.
- 3.1.13 The difference between the status quo and this assessment is derived from site-specific conditions such as the source area and slope characteristics. Consequently, Jesse Dykstra the Council's geotechnical engineer provided his own assessment, which concluded that the property at greatest risk from the subject rockfall source area is 6 Stronsay Lane. However, at its closest point (the property boundary) to the rockfall source area, the risk is significantly

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less than the risk threshold defined in the District Plan for Rockfall Management Areas 1 and 2.

- 3.1.14 Due to the significantly lower risk, the report recommends the removal of the existing District Plan rockfall management areas that extend over 2, 4, 6, 7, 8, 9, 11 and 15 Stronsay Lane. However, the life safety risk to 10 and 17 Stronsay Lane is affected by a different rockfall source area, and the current rockfall management areas are appropriate².

3.1.15 *Rockcrest Lane Area, Bowenvale*

- 3.1.16 The report by the Council's geotechnical engineer, Jesse Dykstra, assesses the Rockcrest Lane Area, which was subject to rockfall hazard reduction works. These works removed the existing outcrops by grinding away the rock and/or benching to match the overall slope. The works reduced the rockfall risk for specifically targeted properties at 77a, 79 and 93 Bowenvale Avenue and 2 Rockcrest Lane. These works were carried out as part of the Christchurch City Council Rockfall Protection Structures grant programme. The aim of the programme is to remove rockfall hazard and allow continued occupancy of residential properties.

- 3.1.17 The Council's geotechnical engineer assessed the effects, in terms of residual risks, to adjacent properties, which were not specifically targeted by the removal works.

- 3.1.18 The results of this wider area assessment concluded that there is less residual hazard risk to a number of properties. Consequently, it is recommended that adjustments are made to the boundaries of the Slope Instability Management Area, and partial and/or complete changes to the overlay applicable to properties.³

3.1.19 *Jacksons Road, Ross Parade & Ross Terrace, Lyttelton*

- 3.1.20 The upper Jacksons Road area was identified for review because of a resource consent application, which re-calculated the rockfall risk as less than the District Plan threshold for acceptable life safety risk. Nearby properties on Ross Tce are subject to similar geotechnical conditions and therefore the risk was re-calculated for them, too.

- 3.1.21 The results of this assessment of life safety risk supports revising the Slope Instability Management Areas for certain properties in this area. (See table of properties below).⁴

3.1.22 *Additional properties*

- 3.1.23 The additional properties covered in a separate report are located on Stoddart Lane, Hollis Ave, Bowenvale Ave, Endeavour Place and The Spur.

- 3.1.24 Following enquiries regarding the presence of rockfall hazards by the owner of 6a Stoddart Lane, subsequent site assessments of the assumed 'source area' confirmed the absence of any credible rockfall source. Consequently, the report recommends the removal of the Slope Instability Management Area over 6, 6A & 7 Stoddart Lane, 56 Hollis Avenue, and removal of a part of the Rockfall Management Area on 70 Hollis Avenue.⁵

² Appendices 8.3.3 Affected Properties – Stronsay Lane and 8.2 List of properties incl. proposed changes

³ See Appendices 8.3.1 Affected Properties – Stronsay Lane and 8.2 List of properties incl. proposed changes

⁴ See Appendices 8.3.4 Affected Properties – Stronsay Lane and 8.2 List of properties incl. proposed changes

⁵ See Appendices 8.3.7 Affected Properties – Stoddart Lane / Hollis Avenue and 8.2 List of properties incl. proposed changes

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- 3.1.25 There are four properties on Bowenvale Ave, which are located within the Mass Movement Hazard Management Area 2 overlay. A resource consent (RMA/2018/890) for earthworks at 46J Bowenvale Ave, included a site-specific geotechnical assessment, which concluded that there was no evidence of ground damage associated with mass movement, and that there was no credible life safety risk associated with mass movement at the location.
- 3.1.26 The Council's geotechnical engineer, Jesse Dykstra, confirmed in his assessment the absence of any ground damage and found that there is no site-specific evidence to support the position that there is a greater risk (compared to 46J) within adjacent properties at 46B, C, and H Bowenvale Ave. A very narrow area defined as MMA2 is along the fringes of the three properties, and would be appropriately adjusted to match the property boundary in each case.
- 3.1.27 There are 11 properties at Endeavour Place, Lyttelton, that are affected by the Rockfall Management Area 1 overlay, which extends across the end of Endeavour Place (near Cornwall Road). A resource consent (RMA/2016/1630) was approved for the construction of a new residence at 7 Endeavour Place. The application included a site-specific rockfall assessment by Eliot Sinclair, 29 July 2015, which concluded that the Annual Individual Fatality Risk due to rockfall is sufficiently low to not require any mitigation under the District Plan. This has regard to the local topography and the distribution of rockfall during the Canterbury Earthquake Sequence.
- 3.1.28 The requirement for a rockfall risk assessment as part of the resource consent application for 7 Endeavour Place was triggered by the presence of the Rockfall Management Area 1 overlay on approximately 5m² of the narrow strip of land within the common driveway that connects 11 individual properties. Notwithstanding this, the actual developable residential areas of the properties are unaffected by the Rockfall Management Area overlay. Consequently, the report recommends the removal of the overlay at the Cornwall Road end of Endeavour Place, encompassing 1, 3, 3A, 4, 5, 6, 7, 8, 9, and 10, and adjustment of the boundary of the overlay to match the property boundary on 2 Endeavour Place. The separate Rockfall Management Areas 1 and 2 to the west on 8, 9, and 10 Endeavour Place are to be retained given the risk that still exists in these locations.
- 3.1.29 The property at 4 The Spur falls partially within the Cliff Collapse Management Area 2 (CCMA2) overlay and was identified for a potential change as a result of an approved resource consent application (RMA/2016/292) for construction of a new cantilevered driveway and garage. The application included a site-specific cliff collapse risk assessment by Engeo, 21 December 2015, which concluded that the risk to life safety is lower than what was assessed in the post-earthquake GNS study. The Council's geotechnical engineer, Jesse Dykstra, agrees with the reduction in risk, however recommends no changes to the extent of CCMA2. This is on the basis of the innate risks of the site being located so close to the cliff.⁶
- 3.1.30 *Avoca Valley properties*
- 3.1.31 The properties that form part of the Avoca Valley group (2, 4, 4A, 4B, 6, 8, 10, & 16 Avoca Valley Road and 301 and 315 Port Hills Road⁷) have undergone hazard removal works and Jesse Dykstra, the Council's geotechnical engineer considers the likelihood of rockfall (or other slope instability) occurring within the remediated area and potential life safety risk to properties below remediated and no longer presenting a significant slope instability risk⁸.

⁶ See Appendices 8.3.6 Affected Properties – Stronsay Lane and 8.2 List of properties incl. proposed changes

⁷ See Appendix 8.3.4 – Avoca Valley Properties

⁸ See Avoca Valley Rockfall Risk Assessment by Jesse Dykstra

3.2 Current Christchurch District Plan provisions

- 3.2.1 The current Plan provisions relevant to this plan change are described below.
- 3.2.2 Chapter 3 Strategic Directions provides an overall direction, Objective 3.3.6 (Natural Hazards) seeking to (a)(i) avoid development in areas where the risks from natural hazards to people and property is assessed as being unacceptable. In all other areas, development is to be undertaken in a manner that ensures the risks of natural hazards to people, property and infrastructure are appropriately mitigated ((a)(ii)).
- 3.2.3 Objective 5.2.1.1 refers to Objective 3.3.6 in Chapter 3 (Strategic Directions) for direction. Policy 5.2.2.1.2 is to manage activities in a manner commensurate with the risk to life and property and Policy 5.2.2.1.6 (Awareness of natural hazards) seeks to ensure people are informed about the natural hazards relating to their properties and surrounding area, including through provision of relevant information on Land Information Memoranda and hazard mapping on the Council's website.
- 3.2.4 Policy 5.2.2.1.8 (Assessment of hazards) is to ensure that the level of assessment undertaken for plan changes, subdivision or development reflects the potential scale and significance of the hazard; and the nature and scale of the rezoning, subdivision or development and its susceptibility to those hazards.
- 3.2.5 Council has made a commitment under Policy 5.2.2.4.2 to regularly notify changes to the District Plan in order to reflect updated information from site-specific assessments of life-safety risk, which have been certified by Council. This also extends to assessments prepared as part of resource consent applications.
- 3.2.6 The rules provide for the identification and assessment of risk from natural hazards in the Port Hills.
- 3.2.7 Reflecting updated information and physical works, the activity status is not commensurate with the level of risk that exists for specific properties. The implication is that rules are not consistent with policies 5.2.2.1.2 and 5.2.2.1.8 and the relevant Objective 3.3.6 may not be achieved.

3.3 Description and scope of the changes proposed

- 3.3.1 The Plan Change proposes to amend the overlays for Slope Instability Management Areas on specifically identified properties to align rules for areas subject to the overlays with the level of existing risk for individual properties. The changes are to Planning Maps 46B, 47B, 48B, 51B, 52B, 54B and R1B. There are 80 properties affected by this plan change, which are listed in Appendix 8.2. The changes are summarised as follows:

Change proposed	No. of properties affected
Removal of the Rockfall Management Areas 1/ 2	7
Adjustment to the boundary of the Rockfall Management Area 1/ 2	16
Replacement of Rockfall Management Areas 1/ 2 with Remainder of Port Hills and Banks Peninsula Slope Instability Management Area	47
Removal of Mass Movement Area 2	4

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Replacement of Cliff Collapse Management Area 2 with Rockfall Management Area 2	5
Replacement of Rockfall Management Area 2 with Cliff Collapse Management Area 2	1

- 3.3.2 The effect of those proposed changes is generally positive with a more permissive set of rules proposed for 79 of the properties subject to changes in the overlays. The exception is one bach at 10 Boulder Bay, which is subject to a more restrictive set of rules with the change from Rockfall Management Area 2 to Cliff Collapse Management Area 2.
- 3.3.3 The change to planning map 47 for the Avoca Valley was subject to the completion of works and a technical review. These works and the subsequent technical review have now been completed and planning map 47 can be amended accordingly.
- 3.3.4 The Plan Change does not propose any changes to the objectives and policies of the Plan in relation to natural hazards.

3.4 Community/Stakeholder engagement

- 3.4.1 As part of the process of this proposed plan change, the Council consulted with statutory bodies as defined in Clause 3 of Schedule 1. This included the Department for the Prime Minister and Cabinet, Ministry for the Environment, Environment Canterbury, Selwyn District and Waimakariri District Councils, Mahaanui Kurataiao (MKT) on behalf of affected Runanga, and property owners directly affected by the proposed changes⁹.
- 3.4.2 Letters were sent on the 18th and 19th July 2019 to statutory bodies and affected property owners advising them of the proposed changes including the process of undertaking a plan change, and inviting feedback.
- 3.4.3 Property owners of sites affected by the proposed changes were also sent a letter on the 6th May 2019¹⁰. The letter included some background information as to why the changes are being proposed and invited property owners to contact Council staff if they wanted more information or if they wished to provide any feedback. Property owners generally sought to understand the specific changes to their property (and what they meant) or to comment that they supported the proposed changes. Some property owners requested a meeting to discuss the changes, while others were satisfied with a telephone call and/or email.

Date	Consultation method	Statutory bodies and directly affected persons	Resulting changes to the draft proposal
6/05/2019	Letter advising of the proposal to use s71 GCRA	Property owners identified as of the 6 th May 2019	n/a
18/07/2019	Pre-notification consultation Letter	Statutory bodies	n/a
19/07/2019	Pre-notification consultation Letter	Property owners including LINZ	n/a

⁹ See Appendix 8.2 List of properties incl. proposed changes

¹⁰ Some owners on the final list of properties affected by the proposed plan change did not receive the original letter as the number of properties was increased by an updated geotechnical report (dated 6th June 2019). LINZ/The Crown also did not receive the original letter.

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3.5 Consultation with iwi authorities

- 3.5.1 Consultation on the proposal was undertaken with Iwi authorities. An initial meeting with a representative from MKT was held on the 10th April 2019. Further engagement occurred with MKT in respect of properties in Lyttelton. A letter dated 6th June 2019 was sent to MKT identifying all the affected properties in Lyttelton, and a subsequent meeting was held on 10th July 2019 to discuss.
- 3.5.2 Feedback from Ngāti Wheke is that they do not have any concerns other than with the overlay in Rāpaki not having been assessed.

4 Scale and significance evaluation

4.1 The degree of shift in the provisions

- 4.1.1 The level of detail in the evaluation of the proposal has been determined by the degree of shift from the status quo and the scale of effects anticipated from the proposal.
- 4.1.2 The degree of shift from the status quo varies in so far as the amendments proposed to the Slope Instability Management Areas vary. In some cases, the overlay is proposed to be removed from a property reflecting a reduced level of risk, or the risk is changing e.g. from a risk of rockfall to a risk of cliff collapse. The degree of shift has to be viewed in a site-specific context.

4.2 Scale and significance of effects

- 4.2.1 The scale and significance of the likely effects anticipated from the implementation of the proposal has also been evaluated. In making this evaluation, considerations included whether the proposal:
- a. gives better effect to the Plan objectives by seeking amendments to the Slope Instability Management Area overlays to align with the level of risk of hazards;
 - b. is localised in the area affected;
 - c. will affect a limited number of property owners and neighbourhoods albeit having a high impact on the owners of specific properties;
 - d. is likely to reduce adverse effects on those with particular interests, including Maori;
 - e. contributes to the City's recovery;
 - f. reduces an adverse effect on people's health and safety;
 - g. will affect individual property owners and the wider community, including impacts on social, cultural and economic wellbeing;
 - h. will not impose significant costs on individuals or communities;
 - i. represents a well-tested approach and there is certainty regarding the benefits and costs.

- 4.2.2 The considerations in determining the scale and significance of the plan change are as follows:

1. Reasons for the change	The change is proposed to align provisions in the District Plan with the risk of hazards. It gives effect to the policy framework
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	of the District Plan, particularly policies 5.2.2.1.2 and 5.2.2.1.8. It also reflects Councils commitment under policy 5.2.2.4.2 to update the plan as new information becomes available.
2. Degree of shift from the status quo (status quo defined as the current approach)	There is variation in the degree of shift from the status quo, because the proposed change varies on a site-specific basis, reflecting the risk and therefore the hazard that applies. The rules that apply for each management area will not change as a result.
3. Who and how many will be affected?	The proposed change will affect property owners of 80 identified properties subject to the change. The property owners have been engaged with to invite feedback. There is low community interest beyond those who are directly affected. However, there may be other property owners who wish to seek removal of the management areas from their properties
4. Degree of impact on, or interest from iwi/Maori	Feedback was sought from Runanga on the effect of the proposed plan change and their interest. Feedback from Ngāti Wheke has indicated that they do not have any concerns other than with the overlay in Rāpaki having not been reassessed yet.
5. When will effects occur?	The effects of the proposed changes will be permanent and become operative after the decision has been notified.
6. Geographic scale of impacts	The changes are spatially confined to specific properties that have been subject to risk from rockfall, mass movement and cliff collapse.
7. Type of effect	<p>In all but one case (see below in respect of Bach 10), the proposed change reflects a lower level of risk to people and property and thereby introduces less restrictive provisions for use and development of the properties in question. This will have positive tangible and non-tangible effects on property owners and the Council, including:</p> <ul style="list-style-type: none"> • The ability for property owners to undertake activities on properties more easily, potentially reducing the stress in obtaining approval to use or develop their property; and • Improved development opportunities. <p>Bach 10, Boulder Bay, has been identified as being subject to a risk of cliff collapse rather than rockfall and it is therefore proposed that a change is made to the management area that applies (From Rockfall Management Area 1 to Cliff Collapse Management Area 2).</p>
8. Degree of policy risk, implementation risk, or uncertainty	Sufficient information is now available through the provision of site-specific geotechnical reports for the affected properties.

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	<p>This information lowers the costs and risks to Council, ratepayers and wider community.</p> <p>There is a low impact on the Council's capacity to carry out its role and functions, in displaying accurate hazard information on people's property.</p>
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Attachment B

5 Evaluation of the proposal

5.1 Evaluation of objectives

- 5.1.1 Section 32 requires an evaluation of the extent to which the objectives¹¹ of the proposal are the most appropriate way to achieve the purpose of the Act (s 32(1)(a)).
- 5.1.2 The existing objectives of the operative Christchurch District Plan are not proposed to be altered. The existing Plan objectives, including the strategic objectives in Chapter 3, were assessed, through the District Plan review process, as the most appropriate way to achieve the directions of the relevant higher order documents as well as the purpose of the RMA. .
- 5.1.3 Consideration has also been given, however, to any changes to higher order documents since then. This report, therefore, examines the extent to which the proposed plan change provisions are the most appropriate way to achieve the objectives of the District Plan and any relevant directions of higher order documents.
- 5.1.4 In establishing the most appropriate provisions for the proposal to achieve the objectives and any relevant higher order directions, reasonable alternative options of achieving these objectives were identified and evaluated.

5.2 Reasonably practicable options for provisions

- 5.2.1 In considering reasonably practicable alternatives for achieving the objectives of the Plan and the relevant higher order directions, the following options have been identified. Taking into account the environmental, economic, social and cultural effects, the options identified were assessed in terms of their benefits, and costs. Based on that, the overall efficiency and effectiveness of the alternative options was assessed.
- 5.2.2 **Option 1 – Status quo**
 - 5.2.2.1 The status quo would be to retain the existing overlays over the identified properties and not seek any amendments. This option would continue to provide for an exemption-based certification process to allow affected property owners to proceed with proposed activities on their properties under a set of rules that is not commensurate with the existing risk.
- 5.2.3 **Option 2 – Comprehensive review of the Slope Instability Management Areas**
 - 5.2.3.1 Option 2 would involve a comprehensive review of the Slope Instability Management Areas on the Port Hills, including investigations into the level of risk as an update to the earlier GNS studies. This may result in changes to the overlays as defined on the District Planning maps to reflect the risk.

5.3 Evaluation of options

- 5.3.1 Before providing a detailed evaluation of the preferred option in the plan change, the alternative options identified have been considered in terms of their potential costs and benefits and overall appropriateness in achieving the objectives of the Plan and the relevant directions of the higher order documents.

¹¹ Section 32(6) defines "objectives" and "proposal" in terms specific to sections 32 – 32A. "Objectives" are defined as meaning:

- (a) for a proposal that contains or states objectives, those objectives;
- (b) for all other proposals, the purpose of the proposal.

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- 5.3.2 The tables below **summarise** the assessment of costs and benefits for each option based on their anticipated environmental, economic, social, and cultural effects. The assessments are supported by the information obtained through technical reports and consultation.
- 5.3.3 The overall effectiveness and efficiency of each option has been evaluated, as well as the risks of acting or not acting.
- 5.3.4 **Option 1 - Status quo**

Benefits <i>[Quantify or monetise benefits and costs wherever possible, also see 6.2.1 for more details on this]</i>	Appropriateness in achieving the objectives/ higher order document directions <i>[if relevant]</i>
<p>Environmental¹²:</p> <ul style="list-style-type: none"> - Enables assessment of any residual risk through the consent process <p>Economic:</p> <ul style="list-style-type: none"> - Reduced costs to Council from not amending the overlays. <p>Social:</p> <ul style="list-style-type: none"> - Raises awareness of the presence of potential natural hazards <p>Cultural:</p> <ul style="list-style-type: none"> - N/A 	<p>Efficiency:</p> <p>The option to maintain the status quo offers benefits, which include the triggering of consents in high and low hazard areas alike and therefore providing for the health and safety of people and property and raising general awareness of natural hazards. However, this approach triggers consents not commensurate with the level of risk and therefore increases economic costs for property owners and Council. This sets a higher threshold for people to develop/use their property, which could affect wellbeing.</p> <p>Overall, the status quo offers costs and benefits, however the costs, in terms of both quality and quantity, outweigh the benefits. Therefore, this option is considered to be as efficient.</p> <p>Effectiveness</p> <p>While this option supports the achievement of objective 3.3.6(c) in raising awareness of natural hazards, it is not consistent with policies 5.2.2.1.6 and 5.2.2.4.2 in the District Plan. This is on the basis that people are misinformed of the risk associated with hazards if the management areas are not updated.</p> <p>A function of the Slope Instability Management Areas is to convey complex information, raise awareness, and inform decision-making processes. In not providing</p>
<p>Costs</p> <p>Environmental:</p> <ul style="list-style-type: none"> - The information in the District Plan is out of date and is therefore misleading - It may adversely impact on awareness of hazards on the basis that property owners (including those outside the scope of the plan change) assume there is no risk and the planning maps are incorrect. <p>Economic:</p> <ul style="list-style-type: none"> - May limit/deter forms of development in areas of lower risk and appropriate for development. - Potentially affects the value of property that may arise from a property being identified at risk in the District Plan. - Increases compliance costs associated with consenting. - Increased cost of administering the District Plan by having to provide information that is more up-to-date to property owners <p>Social:</p>	

¹² Refer to Table 6 page 41 of MfE's 'A Guide to Section 32 of the Resource Management Act 1991' for examples of costs and benefits - <http://www.mfe.govt.nz/publications/rma/guide-section-32-of-resource-management-act>, including separating out groups whom those costs and benefits fall on e.g. landowners, businesses, consent authority.

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<ul style="list-style-type: none">- People unduly affected by hazard overlays may feel aggrieved that there is an unnecessary constraint on their property.- Uncertainty for property owners and investors may impact on their well-being- Hazard awareness based on out-of-date information.	up to date information, the effectiveness of the plan in achieving the function described is reduced.
Cultural: <ul style="list-style-type: none">- Unnecessary restrictions on the development of land in the Papakainga/Kāinga Nohoanga Zones.	
Risk of acting/not acting¹³ <ul style="list-style-type: none">- Number of properties where the Slope Instability Management Areas need to be updated may increase further and create a backlog that may be more expensive to resolve, having regard to the investigations required by Council.- Not acting will delay amendments to the rules that currently restricts the use and development of properties, which are not commensurate with the life risk that exists at the location.	
Recommendation: This option is not recommended as it does not achieve the objective and policies of the District Plan in the most effective and efficient manner.	

5.3.5 Option 2: Comprehensive Review of the Port Hill Slope Instability Management Area overlay

Benefits <i>[Quantify or monetise benefits and costs wherever possible, also see 6.2.1 for more details on this]</i>	Appropriateness in achieving the objectives/ higher order document directions <i>[if relevant]</i>
<p>Environmental¹⁴:</p> <ul style="list-style-type: none"> - A comprehensive review will ensure all affected properties are subject to the latest hazard risk information. 	<p>Efficiency</p> <p>This option of comprehensively reviewing all potentially affected properties is effective in achieving consistency and certainty for property owners. In completing a review of all sites, it is also more efficient than multiple reviews occurring over a number of years. However, the additional time and costs associated with this process may not add value, particularly where a property owner has no intention to undertake activities or development otherwise restricted by the District Plan. This results in a less efficient process relative to a review occurring as property owners come forward with an updated assessment of risk.</p>
<p>Economic:</p> <ul style="list-style-type: none"> - No additional costs to developers from extended time and consenting/certification fees where the risk from hazards has reduced. - Avoids development in areas prone to high hazard risk while being more enabling in all other areas. - Improved development rights for land owners where the risk has reduced. - Potential for improved property values where the risk of hazards has reduced. 	
<p>Social:</p>	

¹³ Refer to Table 8, page 46 of MfE's A Guide to Section 32 of the RMA for steps and approaches to assessing risks - <http://www.mfe.govt.nz/publications/rma/guide-section-32-of-resource-management-act>.

¹⁴ Refer to Table 6 page 41 of MfE's 'A Guide to Section 32 of the Resource Management Act 1991' for examples of costs and benefits - <http://www.mfe.govt.nz/publications/rma/guide-section-32-of-resource-management-act>, including separating out groups whom those costs and benefits fall on e.g. landowners, businesses, consent authority.

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<ul style="list-style-type: none">- Risks to health and safety and potential damage or loss to property are managed commensurate to the level of existing risk.- Council demonstrates commitment to property owners through undertaking amendments to reflect the latest information.	Effectiveness This option contributes to achieving Objective 3.3.6(c) in raising awareness of natural hazards, and ensuring the District Plan provisions reflect the level of risk. In updating the plan, the policy approach of avoiding risks where it is unacceptable and mitigating risk in other areas can be better achieved. The option is consistent with policies 5.2.2.1.6 and 5.2.2.4.2 in the District Plan in demonstrating Council’s commitment to update the plan. However, due to a comprehensive approach, those properties reviewed to date remain with restrictions in place for the foreseeable future and the provisions are therefore less effective for those properties that should otherwise have the management area(s) removed or changed.
Cultural: <ul style="list-style-type: none">- Raises awareness of the existing level of risk from natural hazards.- Potentially reduces restrictions on the development of land in the Papakainga/Kāinga Nohoanga Zones if the risk is found to be less than currently identified.	
Costs	
Environmental: <ul style="list-style-type: none">- The time it will take to undertake a comprehensive review will delay the roll-out of the latest hazard information on the 80 identified properties and possibly also of those forming part of subsequent roll-outs until the time the review is completed.	
Economic: <ul style="list-style-type: none">- Such a review would be very expensive to Council and time consuming- Compliance costs of consenting remain until a comprehensive review is completed and decisions are made on a plan change.- Until completion, property values may be adversely affected.	
Social: <ul style="list-style-type: none">- Some property owners’ wellbeing may still be adversely affected from the time it takes for the review to be completed.	
Cultural: <ul style="list-style-type: none">- n/a	
Risk of acting/not acting¹⁵ <ul style="list-style-type: none">- Does not demonstrate Council commitment to the public/property owners due to the time it would take to complete a comprehensive review.- There is potentially less benefit than anticipated if the investigations conclude that the Slope Instability Management Areas should remain unchanged.	
Recommendation: This option is not recommended as it does not achieve the objective and policies of the District Plan in the most effective and efficient manner.	

¹⁵ Refer to Table 8, page 46 of MfE's A Guide to Section 32 of the RMA for steps and approaches to assessing risks - <http://www.mfe.govt.nz/publications/rma/guide-section-32-of-resource-management-act>.

5.3.6 In summary, Options 1 – 2 are not considered as efficient and effective in achieving the objectives of the Plan and the relevant directions of higher order documents (as the preferred option). Options 1 and 2 are viable options in that they ensure development in areas subject to risks from natural hazards are assessed and risks avoided or mitigated. However, Option 1 does not achieve alignment between the provisions of the District Plan and the level of risk while Option 2 will take a long period of time to complete. Option 2 will cause further delay for property owners who have been waiting for Council to amend the District Plan and may not be efficient, particularly where there is no benefit for property owners.

5.3.7 The detailed evaluation of **Option 3**, the preferred option, is as follows.

6 Evaluation of the preferred option for provisions

6.1.1 **Option 3** is the preferred option and is proposed as the plan change, which amends the Slope Instability Management Areas and align the planning rules with the existing risks.

6.2 Assessment of costs and benefits of the amendments to the Slope Instability Management Areas

6.2.1 The proposed amendments to the Slope Instability Management Areas seek to align planning rules in the District Plan with the existing natural hazard risk. This takes into consideration the geotechnical information obtained through resource consents and Council's own technical reports.

6.2.2 A rolling review is proposed to occur on a two-yearly interval schedule to update the Slope Instability Management Areas to reflect changes in the level of risk. The period in between is proposed to be used to identify, assess, review, and prioritise (if necessary) properties which form part of the next plan change.

6.2.3

Benefits	
Environmental:	<ul style="list-style-type: none"> - The proposed Slope Instability Management areas defined in the District Plan display the extent of the existing risk therefore aligning the relevant planning rules with the risk profile. Future changes to these properties will be commensurate with the level of risk.
Economic:	<ul style="list-style-type: none"> - Avoids development in areas prone to high hazard risk while being more enabling in all other areas. - Improved development rights for land owners where the risk has reduced and the Slope Instability Management Area is reduced/ removed. - Potential for improved property values from a lower level of risk classification. - Reduced compliance costs in consenting for activities and development.
Social:	<ul style="list-style-type: none"> - Risks to health and safety and potential damages or loss to property is managed commensurate to the level of existing risk. - Council demonstrates a commitment to property owners through undertaking amendments and rolling reviews.
Cultural:	

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- Raises awareness of the existing level of risk from natural hazards.
Costs
Environmental: <ul style="list-style-type: none"> - Updates are limited to properties identified and the frequency of changes to the District Plan may not be perceived as timely enough. - Reviews are targeted rather than a comprehensive review.
Economic: <ul style="list-style-type: none"> - Some costs incurred to Council from verifying external technical reports. - Running a rolling review process incurs costs even though they are concentrated, planned and coordinated. - Potentially still affects some properties' values due to the time it takes for rolling reviews to amend the Slope Instability Management Areas.
Social: <ul style="list-style-type: none"> - Some property owners' wellbeing may still be adversely affected from the time it takes for amendments to take place.
Cultural: <ul style="list-style-type: none"> - Continues to restrict the development of land in the Papakainga/Kāinga Nohoanga Zones.

Appropriateness in achieving the objectives/ higher order document directions
Efficiency: The option of reviewing the Slope Instability Management Areas for the properties identified is effective in achieving certainty for property owners, enabling them to proceed with development. It is efficient in addressing the issue for the 80 properties identified and avoids further delay. However, it may be less efficient to carry out multiple reviews over a number of years relative to a comprehensive review.
Effectiveness This option contributes to achieving Objective 3.3.6(c) in raising awareness of natural hazards, and ensuring the District Plan provisions reflect the level of risk for the properties identified. In updating the plan, the policy approach of avoiding risks where it is unacceptable and mitigating risk in other areas can be better achieved. The option is consistent with policies 5.2.2.1.6 and 5.2.2.4.2 in the District Plan in demonstrating Council's commitment to update the plan. It is important that the District Plan, as a tool to convey information on hazards, is kept up to date without unnecessary delays for property owners. The preferred option is consistent with this approach. Those properties not reviewed to date remain with restrictions in place for the foreseeable future and the provisions are therefore less effective for those properties that should otherwise have the management area(s) removed or changed.
Risk of acting/not acting Not acting <ul style="list-style-type: none"> - A continuation of the status quo, resulting in unnecessary costs and impacts on well-being for people affected. Acting <ul style="list-style-type: none"> - Property owners in other Port Hill areas not part of this process may enquire about their exclusion and seek similar relief.

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6.3 The most appropriate option

- 6.3.1 Amending the Slope Instability Management Areas is the most appropriate option to achieve the Objectives and Policies of the District Plan. It aligns the planning rules with the levels of risk from hazards in a timely manner without unnecessary delays for property owners who have been waiting for Council to make changes.

7 Conclusions

- 7.1.1 This report highlights the need for updating the Port Hill Slope Instability Management Areas in order to achieve appropriate planning responses commensurate to existing natural hazard risks.
- 7.1.2 This report has reviewed and considered all relevant District Plan and higher order document objectives, policies and general directions on the matter. Consultation with stakeholders has occurred, which enabled feedback from affected property owners, strategic partners and statutory bodies, and consultation will occur through the formal process with the opportunity for submissions.
- 7.1.3 The information, including any appendices, in this report present a comprehensive picture of all the relevant information required to enable the proposed plan change to be considered. In addition, this information is at a level of detail that is appropriate to the scale and significance of the issue of concern.
- 7.1.4 The report explored the costs and benefits and risks of the preferred and two alternative options, being the status quo and a comprehensive review of all areas, and evaluated each on its degree of efficiency and effectiveness in achieving the best possible environmental outcome. The proposed preferred option of a review for 80 properties is most appropriate in achieving the Objective and policies of the District Plan, particularly in demonstrating Council's commitment to regularly review the Slope Instability Management Areas.

8 Appendix

8.1 Slope Instability Management Areas Information

Acronym	Explanation
Rockfall Management Area 1 (RMA1)	In Rockfall Management Area 1, most new development such as subdivision, earthworks or building a new residential unit is avoided, and will require resource consent as a non-complying activity in most instances.
Rockfall Management Area 2 (RMA2)	In Rockfall Management Area 2, some development is possible where it can be demonstrated through the resource consent process that the risk can be mitigated. Most development requires a resource consent for a restricted discretionary activity.
Mass Movement Area 2 and 3 (MMA2, MMA3)	In Mass Movement Management Area 2 and 3, some development is possible where it can be demonstrated through the resource consent process that the risk can be mitigated. Most development requires a resource consent for a restricted discretionary activity.
Cliff Collapse Management Area 2 (CCMA2)	In Cliff Collapse Management Area 2, most new development, such as subdivision, earthworks, and building a new residential unit is avoided, requiring resource consent for a non-complying activity in most instances.
Remainder Port Hills	Hill areas that are not in an area specifically identified as being at risk of rockfall, cliff collapse or mass movement, are defined within a Slope Instability Management Area described as "Remainder of Port Hills and Banks Peninsula Slope Instability Management Area". This area typically has fewer constraints for development, although in some instances, a resource consent will still be required.

8.2 List of affected by proposed changes to the Port Hills Slope Instability Area

Address	Current Hazard Overlay(s) in the Christchurch District Plan	Proposed Hazard Overlay(s) in the Christchurch District Plan
Stronsay Lane Group		
2 Stronsay Lane	RMA1 / RMA2	Remainder Port Hills
4 Stronsay Lane	RMA1	Remainder Port Hills
6 Stronsay Lane	RMA1	Remainder Port Hills
7 Stronsay Lane	RMA2	Remainder Port Hills
8 Stronsay Lane	RMA1	Remainder Port Hills
9 Stronsay Lane	RMA2	Remainder Port Hills
11 Stronsay Lane	RMA2	Remainder Port Hills
15 Stronsay Lane	RMA2	Remainder Port Hills
Bowenvale Avenue / Rockcrest Lane Group		
46B Bowenvale Avenue	MMA2	Remove MMA2 overlay
46C Bowenvale Avenue	MMA2	Remove MMA2 overlay
46H Bowenvale Avenue	MMA2	Remove MMA2 overlay

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46J Bowenvale Avenue	MMA2	Remove MMA2 overlay
59A Bowenvale Avenue	RMA2	Remainder Port Hills
67A Bowenvale Avenue	RMA2	Remainder Port Hills
69A Bowenvale Avenue	RMA2	Remainder Port Hills
73A Bowenvale Avenue	RMA1 / RMA 2	Remainder Port Hills
73B Bowenvale Avenue	RMA1 / RMA2	Remainder Port Hills
75 Bowenvale Avenue	RMA2	Remainder Port Hills
81 Bowenvale Avenue	RMA2	Remainder Port Hills
87 Bowenvale Avenue	RMA2	Remainder Port Hills
89 Bowenvale Avenue	RMA2	Remainder Port Hills
91 Bowenvale Avenue	RMA2	Remainder Port Hills
93 Bowenvale Avenue	RMA1 / RMA2	Remainder Port Hills
93A Bowenvale Avenue	RMA1 / RMA2	Remainder Port Hills
95 Bowenvale Avenue	RMA2	Remainder Port Hills
101H Bowenvale Avenue	RMA1	Remainder Port Hills
101I Bowenvale Avenue	RMA1 / RMA2	RMA1 / RMA2 overlay boundary adjustment only
101J Bowenvale Avenue	RMA1 / RMA2	RMA1 / RMA2 overlay boundary adjustment only
1 Rockcrest Lane	RMA2	Remainder Port Hills
2 Rockcrest Lane	RMA1 / RMA2	Remainder Port Hills
3 Rockcrest Lane	RMA1 / RMA2	Remainder Port Hills
4 Rockcrest Lane	RMA1 / RMA2	Remainder Port Hills
5 Rockcrest Lane	RMA1 / RMA2	Remainder Port Hills
6 Rockcrest Lane	RMA1 / RMA2	Remainder Port Hills
7 Rockcrest Lane	RMA1 / RMA2	Remainder Port Hills
74 Major Aitken Drive	RMA1 / RMA2	Remainder Port Hills
281 Huntsbury Avenue	RMA1 / RMA2	Adjustment to Remainder Port Hills at Rockcrest Lane end of property only
Port Hills/Avoca Valley Road Group		
275 Port Hills Road	RMA2	Remainder Port Hills
315 Port Hills Road	RMA1 / RMA2 / RPHBP	Remainder Port Hills. RMA2 will be partially removed. Property is still affected by RMA1 and RMA 2.
301 Port Hills Road	RMA1	Remainder Port Hills. Partial removal of RMA1
2 Avoca Valley Road	RMA2 / MMA3	Remainder Port Hills. MMA3 overlay to remain.
4 Avoca Valley Road	RMA1 / RMA2 / MMA3	Remainder Port Hills. MMA3 overlay to remain.
4a Avoca Valley Road	RMA1 / RMA2 / MMA3	Remainder Port Hills. MMA3 overlay to remain.
4b Avoca Valley Road	RMA1 / RMA2 / MMA3	Remainder Port Hills. MMA3 overlay to remain.
6 Avoca Valley Road	RMA1 / MMA3	Remainder Port Hills. MMA3 overlay to remain.
8 Avoca Valley Road	RMA1 / MMA3	Remainder Port Hills. MMA3 overlay to remain.

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10 and 16 Avoca Valley Road	RMA1 / MMA3	Remainder Port Hills. RMA1 boundary adjustment.
Stoddart Lane/Hollis Avenue Group		
6a Stoddart Lane	RMA1 / RMA2	Remainder Port Hills
6 Stoddart Lane	RMA1 / RMA2	Remainder Port Hills
7 Stoddart Lane	RMA1 / RMA2	Remainder Port Hills
56 Holliss Avenue	RMA1 / RMA2	Remainder Port Hills
70 Holliss Avenue	RMA1 / RMA2 (2 source areas)	Remove RMA1 / RMA2 overlays related to north source area only, change to Remainder Port Hills
Jacksons Road Group		
77 Jacksons Road	RMA2	Remainder Port Hills
77A Jacksons Road	RMA2	Remainder Port Hills
79 Jacksons Road	RMA2	Remainder Port Hills
79A Jacksons Road	RMA2	Remainder Port Hills
81 Jacksons Road	RMA2	Remainder Port Hills
81A Jacksons Road	RMA2	Remainder Port Hills
81B Jacksons Road	RMA2	Remainder Port Hills
16 Ross Terrace	RMA2	Remainder Port Hills
18 Ross Terrace	RMA2	Remainder Port Hills
23 Ross Terrace	RMA2	Remainder Port Hills
23A Ross Terrace	RMA2	RMA2 overlay boundary adjustment only
25 Ross Terrace	RMA1 / RMA2	RMA1 / RMA2 overlay boundary adjustment only
1 Ross Parade	RMA2	Remainder Port Hills
2 Ross Parade	RMA2	Remainder Port Hills
3 Ross Parade	RMA2	RMA2 overlay boundary adjustment only
Endeavour Place Group		
1 Endeavour Place	RMA1	Remove RMA1 overlay at Cornwall Road (common driveway) end only.
3 Endeavour Place	RMA1	
3A Endeavour Place	RMA1	Note that 8, 9 and 10 Endeavour Place are also affected by a separate rockfall hazard area to the west. The hazard overlays related to this area should not be changed
4 Endeavour Place	RMA1	
5 Endeavour Place	RMA1	
6 Endeavour Place	RMA1	
7 Endeavour Place	RMA1	
8 Endeavour Place	RMA1	
9 Endeavour Place	RMA1	
10 Endeavour Place	RMA1	
Baches		
Bach 2 Boulder Bay	CCMA2 (partial)	RMA2
Bach 4 Boulder Bay	CCMA2 (partial)	RMA2
Bach 8 Boulder Bay	CCMA2 (partial)	RMA2
Bach 9 Boulder Bay	CCMA2	RMA2
Bach 10 Boulder Bay	RMA2	CCMA2
Bach 30 Taylors Mistake	CCMA2 / RMA2	RMA2

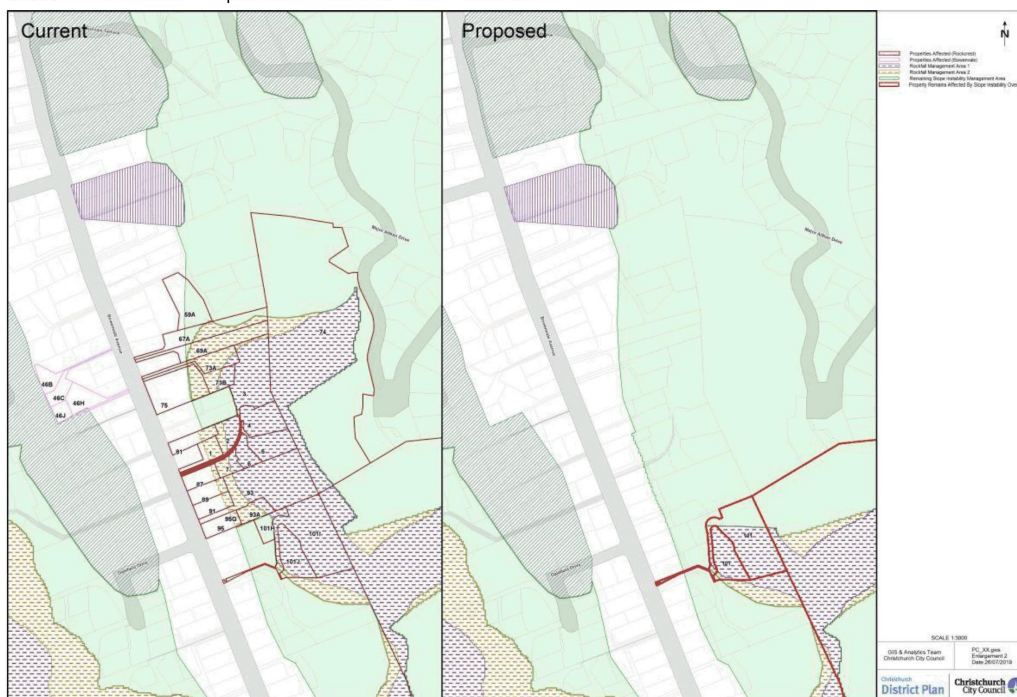
Attachment B

8.3.1 Affected Properties – Overview



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8.3.3 Affected Properties – Bowenvale Avenue



Proposed Plan Change XX - Slope Instability Overlays. Enlargement 2

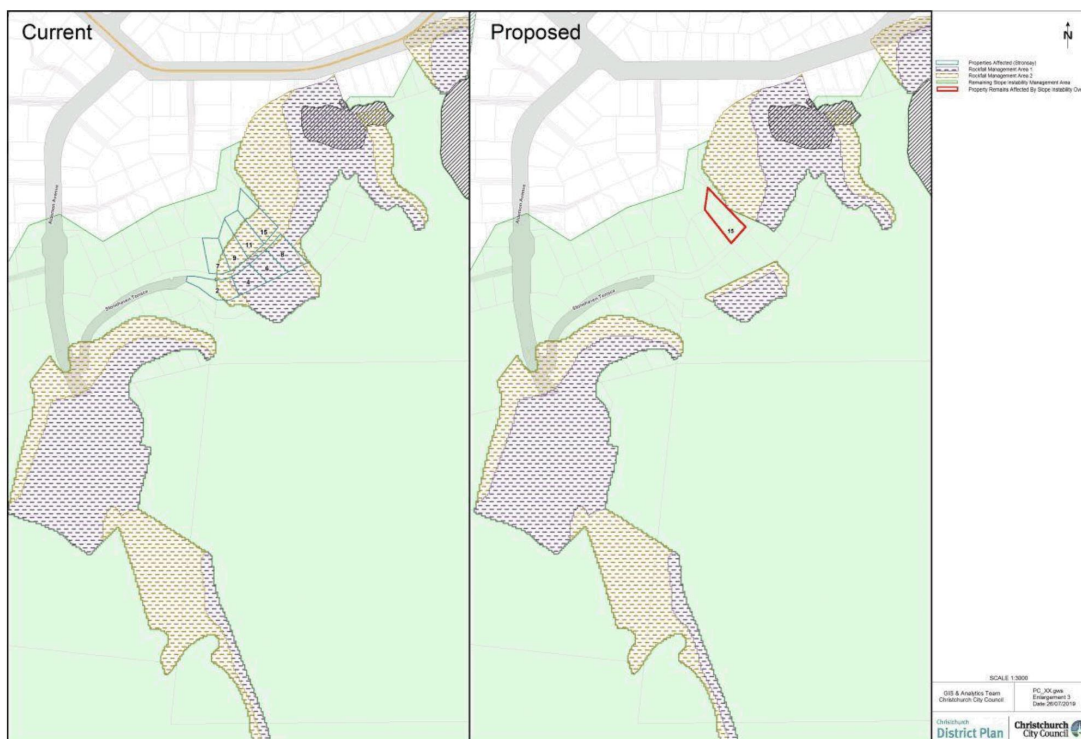
8.3.4 Affected Properties – Avoca Valley



Proposed Plan Change 2 - Slope Instability Overlays. Enlargement 4

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8.3.5 Affected Properties – Stronsay Avenue



Proposed Plan Change XX - Slope Instability Overlays. Enlargement 3

8.3.6 Affected Properties – Endeavour-Jackson Road



Proposed Plan Change XX - Slope Instability Overlays. Enlargement 5

Attachment B

Current
Enlargement 7
SCALE 1:2000

Proposed
Enlargement 7

Current
Enlargement 6
SCALE 1:1000

Proposed
Enlargement 6

10 Twickenham/Christchurch, Christchurch
 11 Residential Management Area 1
 12 Residential Management Area 2
 13 Commercial Management Area 1
 14 Commercial Management Area 2
 15 Mass Movement Management Area
 16 Mass Movement Management Area
 17 Mass Movement Management Area
 18 Removing Slope Instability Management Area

1000 5000 10000 15000 20000 25000 30000 35000 40000 45000 50000 55000 60000 65000 70000 75000 80000 85000 90000 95000 100000 105000 110000 115000 120000 125000 130000 135000 140000 145000 150000 155000 160000 165000 170000 175000 180000 185000 190000 195000 200000 205000 210000 215000 220000 225000 230000 235000 240000 245000 250000 255000 260000 265000 270000 275000 280000 285000 290000 295000 300000 305000 310000 315000 320000 325000 330000 335000 340000 345000 350000 355000 360000 365000 370000 375000 380000 385000 390000 395000 400000 405000 410000 415000 420000 425000 430000 435000 440000 445000 450000 455000 460000 465000 470000 475000 480000 485000 490000 495000 500000 505000 510000 515000 520000 525000 530000 535000 540000 545000 550000 555000 560000 565000 570000 575000 580000 585000 590000 595000 600000 605000 610000 615000 620000 625000 630000 635000 640000 645000 650000 655000 660000 665000 670000 675000 680000 685000 690000 695000 700000 705000 710000 715000 720000 725000 730000 735000 740000 745000 750000 755000 760000 765000 770000 775000 780000 785000 790000 795000 800000 805000 810000 815000 820000 825000 830000 835000 840000 845000 850000 855000 860000 865000 870000 875000 880000 885000 890000 895000 900000 905000 910000 915000 920000 925000 930000 935000 940000 945000 950000 955000 960000 965000 970000 975000 980000 985000 990000 995000 1000000 1005000 1010000 1015000 1020000 1025000 1030000 1035000 1040000 1045000 1050000 1055000 1060000 1065000 1070000 1075000 1080000 1085000 1090000 1095000 1100000 1105000 1110000 1115000 1120000 1125000 1130000 1135000 1140000 1145000 1150000 1155000 1160000 1165000 1170000 1175000 1180000 1185000 1190000 1195000 1200000 1205000 1210000 1215000 1220000 1225000 1230000 1235000 1240000 1245000 1250000 1255000 1260000 1265000 1270000 1275000 1280000 1285000 1290000 1295000 1300000 1305000 1310000 1315000 1320000 1325000 1330000 1335000 1340000 1345000 1350000 1355000 1360000 1365000 1370000 1375000 1380000 1385000 1390000 1395000 1400000 1405000 1410000 1415000 1420000 1425000 1430000 1435000 1440000 1445000 1450000 1455000 1460000 1465000 1470000 1475000 1480000 1485000 1490000 1495000 1500000 1505000 1510000 1515000 1520000 1525000 1530000 1535000 1540000 1545000 1550000 1555000 1560000 1565000 1570000 1575000 1580000 1585000 1590000 1595000 1600000 1605000 1610000 1615000 1620000 1625000 1630000 1635000 1640000 1645000 1650000 1655000 1660000 1665000 1670000 1675000 1680000 1685000 1690000 1695000 1700000 1705000 1710000 1715000 1720000 1725000 1730000 1735000 1740000 1745000 1750000 1755000 1760000 1765000 1770000 1775000 1780000 1785000 1790000 1795000 1800000 1805000 1810000 1815000 1820000 1825000 1830000 1835000 1840000 1845000 1850000 1855000 1860000 1865000 1870000 1875000 1880000 1885000 1890000 1895000 1900000 1905000 1910000 1915000 1920000 1925000 1930000 1935000 1940000 1945000 1950000 1955000 1960000 1965000 1970000 1975000 1980000 1985000 1990000 1995000 2000000 2005000 2010000 2015000 2020000 2025000 2030000 2035000 2040000 2045000 2050000 2055000 2060000 2065000 2070000 2075000 2080000 2085000 2090000 2095000 2100000 2105000 2110000 2115000 2120000 2125000 2130000 2135000 2140000 2145000 2150000 2155000 2160000 2165000 2170000 2175000 2180000 2185000 2190000 2195000 2200000 2205000 2210000 2215000 2220000 2225000 2230000 2235000 2240000 2245000 2250000 2255000 2260000 2265000 2270000 2275000 2280000 2285000 2290000 2295000 2300000 2305000 2310000 2315000 2320000 2325000 2330000 2335000 2340000 2345000 2350000 2355000 2360000 2365000 2370000 2375000 2380000 2385000 2390000 2395000 2400000 2405000 2410000 2415000 2420000 2425000 2430000 2435000 244000

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14. Hearings Panel Report to the Council on the High Street Revitalisation and Tram Extension Project

Reference: 19/938851

Presenter(s): Councillor Deon Swiggs - Chair of Hearings Panel

Secretarial Note: As this consultation was subject to a Hearings Panel process, the risk is that if the Council does not make a decision on the matter prior to the elections, the membership of the panel might change and a new panel (and hearings process) may need to be established.

1. Purpose of Report

- 1.1 The purpose of this report is to present to the Council the Hearings Panel's recommendations following the consultation and hearings process on the High Street revitalisation and tram extension.
- 1.2 The Hearings Panel has no decision-making powers but, in accordance with its delegation, has considered the written and oral submissions received on the proposal and is now making recommendations to the Council. The Council can then accept or reject those recommendations as it sees fit bearing in mind that the Local Government Act 2002 s.82(1)(e) requires that "the views presented to the local authority should be received by the local authority with an open mind and should be given by the local authority, in making a decision, due consideration."
- 1.3 The Council, as the final decision-maker, should put itself in as good a position as the Hearings Panel having heard all the parties. It can do so by considering this report which includes a summary of the written and verbal submissions that were presented at the hearings, any additional information received and the Hearings Panel's considerations and deliberations. Links to the Hearings Panel agenda, which includes the written submissions, and the Minutes of the Hearings Panel meeting are available:

Agenda: <https://bit.ly/2HeUeab>

Minutes: <https://bit.ly/2KPkoRU>

2. Hearings Panel Recommendations

That the Council:

1. Approves the scheme design of the network transformation project for:
 - a. Option 1 for the mid and northern blocks of High Street including the intersection upgrade with Tuam Street, as detailed in **Attachment A**;
 - b. Option 1B for the southern block of High Street as detailed in **Attachment B**; and
 - c. The extension of the tram route from the High Street / Lichfield Street intersection as detailed in **Attachment A**.
2. Requests staff conduct further engagement on the scheme design for the southern block of High Street between Tuam and St Asaph Streets and report back to the appropriate Committee.
3. Resolves that the detailed traffic resolutions required for the implementation of the project are brought back to the Infrastructure, Transport and Environment Committee, or appropriate

delegated committee for approval at the end of the detailed design phase, prior to the beginning of construction.

4. Notes that staff will investigate during the detailed design phase:
 - a. A Barnes dance crossing at the Lichfield Street/Manchester Street/High Street intersection.
 - b. The interaction between cyclists and cars at the High Street /St Asaph Street/Madras Street intersection.
 - c. Stop signs instead of give ways at the High Street/Tuam Street intersection.

3. Background

- 3.1 This project aims to revitalise High Street between Cashel Street and St Asaph Street, and the length of Cashel Street between High Street and Manchester Street. It also provides for the extension of the tram route into Poplar Street (via Lichfield Street) and returning onto High Street near Tuam Street.
- 3.2 This supports the development of the central city through public realm improvements identified in the Central City Recovery Plan. The project will help make the city more pedestrian-friendly and safe, and assist with the greening of the central city.
- 3.3 In the 2018-2028 Long Term Plan the tram extension and street revitalisation are listed separately:
 - Project ID 18342 – High Street (Hereford – St Asaph).
 - Project ID 45318 – Tram Extension – High Street.
 - Note that the title for Project ID 18342 provides for the length of High Street between Hereford Street and St Asaph Street. However, the length between Hereford Street and Cashel Street was undertaken separately under Project ID 34418 – Paving Central City, City Mall and High Street.
- 3.4 The officers' preferred option (Option 1) which was submitted to the Hearings Panel proposes to introduce new landscaping and paving, widened footpaths and a slow street (10 km/h). A single surface boundary to boundary (no kerbs and gutters) would be constructed in the southern two blocks allowing for an informal street and future flexibility in the street layout. The plan for Option 1 is included as **Attachment A**.
- 3.5 Officers also submitted two sub-sets of Option 1, known as Options 1A and 1B. Option 1A allowed for the full revitalisation of the street with additional car parks in the southern block. Option 1B allowed for the revitalisation of the street between Cashel Street and Tuam Street, and improvements to the High Street/Tuam Street intersection, but essential repairs only to the southern block of High Street. The Hearings Panel recommended adopting Option 1B for the southern block of High Street and the plan is attached as **Attachment B**.
- 3.6 Options 1, 1A and 1B all include the tram extension.
- 3.7 Option 2 is to complete the tram extension and carry out asset repairs only for the full length of High Street.

4. Consultation Process and Submissions

- 4.1 Property owners, businesses and tram operators were advised of the revitalisation and tram extension project from March 2018. Various concepts to upgrade the street were discussed with them at drop-in sessions and workshops.
- 4.2 When the project area was expanded in January 2019 to include the Cashel Street block, other stakeholders who were most affected were invited to view possible options.
- 4.3 Proposals were discussed with the Joint Technical Review Panel including representatives from Environment Canterbury, the New Zealand Transport Agency and Ōtākaro Limited.
- 4.4 Emergency services representatives raised no issues when they viewed the concept plans at a meeting to discuss scheme designs for central city projects.
- 4.5 Staff twice presented concepts to the Central City Transport Liaison Group comprising representatives of a wide range of city groups with an interest in transport.
- 4.6 Formal consultation on a preferred plan opened on 14 May and closed on 10 June 2019. The High Street revitalisation received 90 submissions and the tram extension received 62.
- 4.7 The tram extension received broad support during the consultation, with 81% of submitters indicating support for this part of the project.
- 4.8 Submissions on the street revitalisation were more diverse. The most significant issue raised by submitters was provision of on-street car parking. 23 submitters wanted less emphasis on cars and car parking, with some indicating a preference for full pedestrianisation of the street. In contrast, 25 submitters wanted more parking spaces to support local businesses with many commenting that the Council should replace any on-street car parks with conveniently located off-street parking.
- 4.9 In particular, 19 submitters opposed the reduction of car parking in the southern block of High Street and put forward an alternative plan for this block which provided for 29 car parks, plus a mobility park and loading zone. The submitters named their alternative plan 'Option C'.
- 4.10 The officers' detailed report on the consultation and matters raised in written submissions is included in the officers' report to the Hearings Panel (**Attachment C**).

5. Officers' Analysis of Options

- 5.1 The options analysis in this section is the same as the officers' options analysis which was provided to the Hearings Panel.
- 5.2 The following reasonably practicable options were considered by the Hearings Panel:
 - Option 1 – Full revitalisation of High Street and tram extension (Preferred).
 - Option 2 – Tram extension and asset repairs.
- 5.3 The Hearings Panel also considered the following which are subsets of Option 1:
 - Option 1A – Revitalisation of the two northern blocks of High Street. Full revitalisation of the southern block with some additional parking.
 - Option 1B – Revitalisation of the two northern blocks and do minimum in the southern block of High Street.
- 5.4 Option 1 provides for the tram extension. The extension is contingent on the Council reaching an agreement for purchase of the land required to form the tram track loop between Poplar Street and High Street. Negotiations are progressing with the body corporate representing the individual land owners.

Option Descriptions

- 5.5 **Preferred Option: Option 1** - Full revitalisation of High Street and tram extension, including minor changes

5.5.1 Option Description: This option provides for the full revitalisation of High Street between Cashel Street and St Asaph Street, and Cashel Street between High Street and Manchester Street, and the extension of the tram route. It differs from the consultation plan by minor changes to the three blocks of High Street in response to submissions received.

Key features of the scheme include:

- Revitalises the three city blocks through new landscaping and paving, widened footpaths and a slow street (10 km/h) with a single surface boundary to boundary (no kerbs and gutters) in the southern two blocks allowing for an informal street and future flexibility in the street layout.
- Enhanced streetscape to provide a more attractive place for people to visit and do business.
- Widened footpath where possible to cater for increased foot traffic including a large widened pedestrian amenity area outside the Duncan's Building in the southern block of High Street.
- Creates an entry to the central city from Lyttelton, Sumner and Ferrymead following a diagonal route first used by Māori, represented in the streetscape by cultural markers and tohu (signs, symbolic representations) which represent Ngāi Tūāhuriri hapū sites of significance and associations with travel.
- Safe cycle link between the cycleway on St Asaph Street and Tuam Street, and the Heathcote Expressway on Ferry Road.
- Accessible for all users.
- Courtesy crossings to provide safe and accessible mid-block crossings of High Street.
- Provision of time-restricted parking spaces as detailed in the table below:

	Northern Block	Middle Block	Tuam Street (additional)	Southern Block	Total
P60 metered	27	8	3	12	50
P30 metered	0	1	0	0	1
P30 metered or P5 free	0	3	0	0	3
Mobility	2	1	0	1	4
Loading Zone	2	1	1	1	5
Motorcycle	0	2	0	1	3
Total	31	16	4	15	66

- Simplified intersection at Tuam Street reducing number of signal poles from 19 to six.

- Additional street trees and a large rain garden to provide amenity and environmental benefits.
- Southern block one-way from Tuam Street to St Asaph Street allowing for vehicle exit into St Asaph Street to be reinstated.
- Tram route extended along Lichfield Street, Poplar Street and back up High Street.

5.5.2 Option Advantages

In addition to the scheme features listed above, this option:

- Provides a focus on pedestrian amenity by providing widened footpaths, slower vehicle speeds, and additional seating and landscaping.
- Safety for pedestrians.
- Support for future development.
- Is supported by 40 submitters with 23 submitters requesting less emphasis on parking.

5.5.3 Option Disadvantages

- Reduces the number of on-street parking spaces by 27. This reduction is measured from Option 2 – the number that will exist once all construction barriers have been removed.

5.6 Option 1A – Full revitalisation of the southern block of High Street with additional parking.

5.6.1 Option Description: This option provides for the full revitalisation of High Street between Tuam Street and St Asaph Street, as for Option 1, but with additional parking as requested by 25 submitters.

The changes in the key features from Option 1 are:

- Removal of the courtesy crossing and one street tree in the vicinity of 165 High Street.
- Increased parking numbers – 16 60-minute metered parking spaces, one loading zone, one mobility park, and one park for motorcycles, as detailed in the table below:

	Southern Block	Additional parking over Option 1
P60 metered	16	4
Mobility	1	0
Loading Zone	1	0
Motorcycle	1	0

5.6.2 Option Advantages

In addition to the features listed above and in Option 1, this option:

- Provides additional parking in the southern block to meet the request of 19 submitters who state that parking is required to ensure the survival of new

businesses in this block, while maintaining the objective of this being a key pedestrian and cycle street.

- Flexibility of the single surface treatment enables additional parking to be implemented in future without significant construction works and associated costs.

5.6.3 Option Disadvantages

- Removes additional pedestrian amenity space on the footpath, a courtesy crossing and one proposed street tree as a result of the additional parking provision, compared to Option 1.
- Removes 23 parking spaces in the southern two blocks (from what will exist once all existing barriers are removed) – the tram extension and asset repairs option (Option 2).

5.7 Option 1B – Do minimum in the southern block of High Street.

5.7.1 Option Description: This option provides for repairs to be undertaken in the southern block between Tuam Street and St Asaph Street to make good damage caused as a result of the earthquakes and from subsequent demolition works, and includes the proposed changes at the Tuam Street / High Street intersection. The repair work includes footpath resurfacing and road repairs where required.

Work is required at the Tuam Street intersection to enable removal of the extra traffic signals and permits operation of the intersection in a safe manner with the modified street layout in the middle block.

The speed limit within the southern block would be maintained at 30 km/h.

5.7.2 Option Advantages

- Allows for the safe and efficient operation of the Tuam Street / High Street intersection.
- Reduces the extent of disruption to businesses and users of the southern block of High Street. Note that repair works will still cause some disruption.
- Retains most of the existing parking spaces, except where modifications are required at the Tuam Street / High Street intersection.
- Provides an estimated saving to this project in the Transport Programme budget in the 2018-2028 Long Term Plan for the High Street project (CPMS 19342) of \$1.0 million.

5.7.3 Option Disadvantages

- Does not meet the Council's objective for the southern block of High Street of supporting the development of the central city through public realm improvements identified in the Central City Recovery Plan.
- Does not provide for a connection between key cycle routes in St Asaph Street, Tuam Street and Ferry Road.
- Does not help make this block of the city more pedestrian friendly and safe nor does it assist with the greening of the central city.
- Does not provide the exit for traffic from High Street into St Asaph Street.
- Following repair work, the slope on the footpath between the Ara building boundary and the kerb will be greater than permitted in the Council's Infrastructure Design Standard. In order to meet the standard, the kerb will need to

be constructed at a higher level requiring significant reconstruction of the adjacent roadway.

- Removes 11 parking spaces in the middle block (from what will exist once all existing construction barriers are removed).

5.8 **Option 2** – Tram extension and asset repairs

5.8.1 Option Description: This option provides for the tram extension, and for repairs to be undertaken in the three blocks to make good damage caused as a result of the earthquakes and from subsequent demolition works. This includes kerb and channel repairs, footpath resurfacing, and road repairs where required.

5.8.2 Option Advantages

- The tram extension is completed once the land purchase is finalised.
- Reduces the magnitude of disruption to businesses and users of High Street and Cashel Street. Note that repair works, however, will cause disruption.
- Retains all existing parking spaces, except where crossings for new buildings are required in the future.
- Provides an estimated saving to this project in the Transport Programme budget in the 2018-2028 Long Term Plan for the High Street project (CPMS 19342) of \$5.9 million.

5.8.3 Option Disadvantages

- Does not meet the Council's objective of supporting the development of the central city through public realm improvements identified in the Central City Recovery Plan.
- Does not provide for a connection between key cycle routes in Ferry Road and Tuam Street.
- Does not help make the city more pedestrian friendly and safe nor does it assist with the greening of the central city.
- Does not provide the exit for traffic from High Street into St Asaph Street.
- Following repair work, the slope on the footpath between the Ara building boundary and the kerb will be greater than permitted in the Council's Infrastructure Design Standard. In order to meet the standard, the kerb will need to be constructed at a higher level requiring significant reconstruction of the adjacent roadway.

Analysis Criteria

5.9 A multi-criteria analysis was undertaken for the options providing revitalisation of the three blocks of High Street (Option 1 and Option 1 with 1A). The analysis considered the following factors:

5.9.1 Transport:

- Alignment with strategies.
- Pedestrian, vehicle and parking provision.
- Cycle facilities.

5.9.2 Tram:

- Alignment with strategies.
- Operational requirements.
- Future proofing of tram route.

5.9.3 Amenity and context:

- Alignment with Streets and Spaces Design Guide.
- Vitality / amenity / footfall.
- Corners of the frames.
- Flexibility / future proof urban environment.
- Urban gateway concept.
- Greening the city.
- Ecology.
- Street trees.
- Impact on heritage settings.

5.9.4 Stakeholders

- Alignment with community expectation.
- Alignment with adjacent owners and occupiers.

5.9.5 Risks associated with the timing of project delivery.

Options Considerations

- 5.10 Option 1 meets the objectives of the Council's Long Term Plan.
- 5.11 Option 1A amends Option 1 by adding extra on-street parking in the southern block of High Street.
- 5.12 Option 1B is an alternative amendment to Option 1 providing for the Tuam Street / High Street intersection to be modified but the length of High Street south of this to be repaired only. The revitalisation of the southern block of High Street would be reprogrammed, depending on the availability of budget or, alternatively, not undertaken. This option would not meet the objectives of the Long Term Plan.
- 5.13 Option 2 does not provide for revitalisation of High Street or the block of Cashel Street but provides for their repair only. It includes the extension of the tram route in High Street. The revitalisation of High Street and Cashel Street would be reprogrammed, depending on the availability of budget or, alternatively, not undertaken. This option would not meet the objectives of the Long Term Plan.

6. Changes Proposed as a Result of Consultation

- 6.1 The officers' preferred Option 1 incorporates the following minor changes as a result of the feedback received on the consultation plan:

6.1.1 Northern block

- Loading zone outside 198 High Street moved eastward to accommodate a future possible footpath crossing.
- Commemorative plaque retained in its present location in paving in City Mall.

6.1.2 Middle block

- One additional park for motorcycles located outside 174/176 High Street.
- 60 minute metered parking outside C1 café and opposite 180 High Street changed to shorter term parking (30 minute metered parking and 5 minute free parking).
- Corgis (sculptures) placed on a raised plinth to lessen the hazard of tripping and at the request of the artist.

6.1.3 Southern block

- Motorcycle parking space opposite 155 High Street replaced by 60 minute metered car park
- Additional motorcycle parking space located outside 143 High Street.
- Street furniture relocated from outside 139 High Street to provide access to the building from High Street.
- Cycle crossing across St Asaph Street added.

- 6.2 Officers prepared options 1A and 1B as subsets of Option 1 to provide the Hearings Panel with further potential options in response to submissions.

7. The Hearing

- 7.1 The Hearings Panel consisted of Councillor Davidson, Councillor East and Councillor Swiggs. The Hearings Panel elected Councillor Swiggs to be the Chair.
- 7.2 On 14 August 2019 the Hearings Panel conducted a site visit with Council officers. During the visit Council officers outlined the key proposals and responded to questions from the Hearings Panel.
- 7.3 The Hearings Panel convened on Thursday 15 August 2019 to consider and deliberate on all submissions received on the proposal.
- 7.4 Prior to hearing oral submissions Council officers presented a brief overview of the project and outlined the amendments they recommended as a result of considering the written submissions and engaging with local businesses.
- 7.5 14 submitters presented verbal submissions to the Hearings Panel. These submitters raised the following points:
- 7.5.1** Two submitters strongly supported the tram extension and requested the Council to deliver this project before the TRENZ event in May 2020. Other submitters were generally supportive of the tram extension with nobody speaking against it and one describing it as a 'no brainer'.
- 7.5.2** Five submitters said that they would prefer to see less emphasis on cars on High Street, and indicated a preference to see fewer car parks or to close the street to cars entirely. The reasons for this included to make the street safer and to make the street a more

pleasant location for people to spend time in, which would in turn encourage people to visit the businesses on the street.

- 7.5.3** In particular, one submitter indicated their frustration at the lack of action in response to climate change and requested the Council to be more proactive in encouraging mode shift to reduce carbon emissions, including prioritising enhancements to active transport and public transport and reducing on-street car parking.
- 7.5.4** A further submitter suggested reinstating the central city shuttle bus to make it easier for people to park further away from their destination.
- 7.5.5** Six submitters said that they wanted additional car parks to be provided on the street compared to what is in the proposal. The reasons for this primarily related to providing easy access for business customers. Two submitters indicated that they would not have invested in this area of the city if they had known the Council would reduce the level of on-street parking, with one describing the Council as their biggest risk to economic development. One submitter advised the Hearings Panel that existing casual parking in the area is already at capacity, and showed a photo of the parks in the southern block of High Street being full at 8pm on a Tuesday evening.
- 7.5.6** The same six submitters indicated support for what they termed 'Option C' which was an alternative proposal for the southern block of High Street submitted by businesses in the area (and also included in written submissions). The plan provided for additional parking on the southern block. One of the submitters advised that it was approved by a safety auditor.
- 7.5.7** One submitter advised the Hearings Panel that their experience from pre-earthquake times is that pedestrian traffic has always started to decline at the southern end of High Street because it is at the periphery of what people identify as the Central City, so pedestrian traffic cannot be relied on as the sole contributor to business activity on this block.
- 7.5.8** Three submitters quoted clauses from the Christchurch Transport Strategic Plan. A particular concern for these submitters was a clause stating that where there is a need to reduce on-street parking and there remains a need for parking in the area, parking will be reallocated to convenient off-street locations. The submitters alleged that the Council is not doing this. The submitters further indicated that they were told by Council officers that the Lichfield car park is the alternative parking, and argued that this facility is too far away to service southern High Street.
- 7.5.9** In response to questions from the Hearings Panel about the car parking facilities outside Little High and in the Salt District, submitters advised that the Little High car park is over capacity and most parks in the Salt District parking building are subject to long term leases. There is no guarantee that there will be ongoing parking availability for casual users in privately owned off-street parking facilities.
- 7.5.10** Four submitters raised concerns about the consultation process. Two suggested that their business tenants were not directly consulted with and should have been. A further two submitters suggested that the Council's engagement was focused too heavily on businesses at the expense of local residents and other advocacy groups.
- 7.5.11** Three submitters discussed the central city needing to compete with suburban malls. Two of these emphasised the importance of easily accessible parking to be competitive. They acknowledged that suburban mall parking is often some distance from the shops but argued that this is mitigated by a strong sense of connection between shopping and parking areas. The third submitter disagreed, arguing that transport access to suburban

malls can also be difficult and parking is some distance from the shops. Instead they argued the suburban malls' success is because they are indoors, and the central city should compete with them by providing attractive outdoor and pedestrian areas which suburban malls lack.

- 7.5.12** One submitter provided a detailed review of safety concerns, particularly for people with visual impairments, and requested to be involved in the detailed design process to address these risks.
- 7.5.13** One submitter focused on the speed of delivery and indicated that businesses in the area will struggle to survive if the construction is not delivered promptly. The submitter also stated their belief that businesses are often exposed to costs which should be met by the contractor. Examples include the lack of compensation for businesses when the contract is not completed on time, and contractors using on-street parking for their vehicles and equipment when not in use instead of finding suitable off-street parking.
- 7.5.14** One submitter expressed a belief that a significant number of on-street car parks in this area are being used by local employees and Ara students, often for all day parking. The submitter suggested that these people will be used to walking around the central city to avoid losing their car park, and people wanting short-stay parking will have already adjusted to parking elsewhere and walking to their destination. The submitter suggested negotiating with Ara Institute of Canterbury to allow visitors to the central city to use their off-street car parking outside of work hours.

8. Consideration and Deliberation of Submissions on the Tram Extension and Northern Blocks of High Street (Cashel Street – Tuam Street)

- 8.1 The Hearings Panel considered and deliberated on all submissions received on the proposal as well as information received from Council officers during the hearing.
- 8.2 The Hearings Panel noted the support for the tram extension from the majority of submitters.
- 8.3 The key issues the Hearings Panel addressed are as follows:

Consultation Process

- 8.3.1** The Hearings Panel asked officers to respond to submitters' comments that some businesses in the area were not consulted directly.
- 8.3.2** Officers advised the Hearings Panel that the consultation was advertised extensively including on the Council's website, social media, radio and newspaper. Consultation booklets and invitations to drop in sessions were also hand delivered to all buildings along the route. The Council conducted 20 meetings with stakeholders and officers asked landlords and/or central offices in larger buildings within the project area to forward the information to tenants so they were aware of the proposal and upcoming meetings.
- 8.3.3** Officers also noted submitters' comments that the alternative 'Option C' was developed by all active owners and tenants in the area, indicating that they were aware of the consultation and could have submitted if they wanted to.
- 8.3.4** Officers also advised that some buildings on High Street were not tenanted when the engagement process commenced.

Risk Mitigation

8.3.5 The Hearings Panel asked officers to respond to the submission about safety for those with visual impairments.

8.3.6 Officers advised that they met with an advisor from the Blind Foundation on 3 May 2019 to review High Street proposals. Any concerns can be addressed during the detailed design phase and it is standard process to invite the Blind Foundation to participate in this.

Speed of Delivery

8.3.7 Officers assured the Hearings Panel that they will work with the contractor to deliver the project as quickly as possible and with comprehensive communications undertaken. Transport projects have been delivered ahead of schedule this year with the second stage of the Heathcote Expressway Cycleway completed a month early.

Northern Block (Cashel Street – Lichfield Street)

8.3.8 The Hearings Panel raised concerns about safety for cyclists on this block.

8.3.9 Officers advised the Hearings Panel that the northern block of High Street has been designed for the safety of cyclists by narrowing the parking spaces on the south-western side of the street to 2 m wide. This then provides a safe space between the parked cars and the adjacent tram track.

8.3.10 The plan does not promote this length of High Street as a cycling route as City Mall to the north does not currently permit cyclists to ride there. Therefore green markings are not proposed for cycle access on this length of High Street. The alternative route for cyclists to access the mall area is via the shared footpath on Manchester Street between High Street and Cashel Street and then via Cashel Street, west of Manchester Street.

8.3.11 The Hearings Panel asked for advice on whether a Barnes dance crossing is viable at the High Street/Lichfield Street/Manchester Street intersection. Officers advised that it might be possible and can be investigated. But they warned it might not be the best option because:

- There is a risk of buses cutting the corner where pedestrians would be more likely to stand in a Barnes dance design.
- The intersection needs to cater for a number of different traffic light phases given the range of transport modes using these streets. A Barnes dance crossing could compromise the efficiency of the traffic movement at the intersection.

Middle Block (Lichfield Street – Tuam Street)

8.3.12 The Hearings Panel asked whether this block could have been made a northbound one-way to allow more room for pedestrian amenity and reduce the likelihood of traffic using it as a rat run to avoid the Manchester Street/Tuam Street intersection.

8.3.13 Officers advised that they did investigate this option and found it had minimal benefits for urban design. The clearance needed for the cycle lane next to the tram track means the additional footpath width will not be achievable. It is also unlikely to be used for rat running because of the slow speed and the oblique nature of the access from Manchester Street.

8.3.14 The Hearings Panel asked about reducing the width of the footpath build outs to allow more space for parking, as was requested by a submitter.

8.3.15 Officers advised that reducing the width of the footpath in the area the submitter requested would result in a footpath less than three metres wide, which could cause conflicts between vehicles and verandas which are consented to be built.

8.3.16 The Hearings Panel asked if there is potential to increase parking on the northern side around the courtesy crossing.

8.3.17 Officers advised that this would allow space for one extra park at the most, and would result in the loss of the proposed motorcycle parks which were requested by the adjoining business.

Intersection of High Street and Tuam Street

8.3.18 Officers recommended that the Hearings Panel proceed with upgrading this intersection regardless of what option is selected for the southern block. This will allow the intersection to be simplified and the number of traffic light poles reduced to six.

8.3.19 The Hearings Panel discussed the safety of the intersection with regard to interaction between cars and cyclists and suggested that the left turn slip lane from Tuam Street onto High Street, and the left turn from High Street onto Tuam Street, should both be stop signs to raise driver awareness of cyclists. Officers undertook to investigate this during the detailed design phase.

9. Consideration and Deliberation of Submissions on the Southern Block of High Street (Tuam Street – St Asaph Street)

9.1 The majority of the Hearings Panel's deliberations were focused on the southern block of High Street between Tuam Street and St Asaph Street.

9.2 The key issues the Hearings Panel addressed are as follows:

Christchurch Transport Strategic Plan (CTSP)

9.2.1 The Hearings Panel asked for advice on the comments made by submitters regarding the Christchurch Transport Strategic Plan (CTSP), particularly about replacing on-street parking with convenient off-street parking.

9.2.2 Officers advised the Hearings Panel that the clauses quoted by submitters are present in the CTSP and are not disputed. But they need to be read in context. The CTSP has an overarching goal of providing genuine choice between transport modes, and to prioritise certain modes along certain routes. Underneath the CTSP in the hierarchy of policy documents is the Transport Chapter of the Christchurch Transport Plan which identifies High Street as a priority pedestrian route. The Christchurch Transport Plan is a statutory document.

9.2.3 Officers further advised the Hearings Panel that they do not view the Lichfield Car Park as an alternative parking location for High Street. However they do view The Crossing parking building as suitable alternative parking for High Street and the Council made a significant investment in this facility.

Car Parking Capacity

9.2.4 The Hearings Panel asked for advice on how many off-street car parks are available for casual parking within a five minute walk of the southern block.

9.2.5 Council officers advised that there are approximately 790 on-street and permanent off-street parking spaces available for casual parking. This includes The Crossing, the carpark outside Little High Eatery and the Salt District parking building (and takes into account that some parks in these facilities are subject to long term lease arrangements).

9.2.6 Approximately 550 temporary off-street car parks are also available in the area.

9.2.7 The Lichfield and Hereford Street car park buildings contain a further 1430 permanent car parks and are within a ten minute walk of the southern block of High Street. While some will be subject to long term leases, a conservative estimate is that 700 will be available for casual parking.

9.2.8 The Hearings Panel discussed how general public perception appears to be that it is difficult to find a car park in this area, whereas data shows that there is an abundance of car parking available. The Hearings Panel agreed that work needs to be done to shift this perception.

Intersection of High Street/Madras Street/St Asaph Street

9.2.9 The Hearings Panel discussed the interaction between cyclists and cars at the intersection of High Street/St Asaph Street/Madras Street and expressed concern that it is not obvious which mode has the right of way at the end of High Street. The Hearings Panel requested officers to investigate this further.

Option C Proposed by Submitters

9.2.10 The Hearings Panel asked for advice on whether the 'Option C' proposal from submitters is viable.

9.2.11 Officers advised the Hearings Panel that Option C does not meet the Council's design standards. While a submitter indicated it had passed a safety audit, officers have not seen this report and have concerns about the safety of the design.

9.2.12 Officers' specific concerns about the design are:

- The tight transition spaces between car parks and the courtesy crossings, and the narrow width of the middle courtesy crossing, will encourage vehicles to drive over the area where pedestrians are waiting to cross.
- The contra-flow cycle lane is a risk because it is close to the passenger side of parked cars. People in the passenger side of vehicles are not accustomed to checking for cyclists before opening their doors.

9.2.13 Officers also reminded the Hearings Panel that six trees were removed on this block to allow construction works to take place, and the developer is required to replace them. The trees shown in the Option C plan appear to be much smaller than the ones which were removed.

9.2.14 The Hearings Panel asked officers how many car parks could be accommodated if we use Option C as the base plan but modify it to comply with the Council's design standards.

9.2.15 Officers advised that they estimate it would allow for 22 car parks. It would be similar to option 1A. It would take some time for officers to draw the plan and the number of parks might change as they investigate it in more detail.

9.2.16 The Hearings Panel asked what could be done to address the apparent dissatisfaction local businesses have about the proposal for this block.

9.2.17 Officers advised the Hearings Panel that extensive engagement was carried out with the businesses in this area and it is unlikely that further engagement will result in a different outcome. The main issue seems to be a fundamental disagreement about the design standards the Council uses when designing its streetscapes and it is difficult to

see this changing. But officers will do their best to work with the local businesses if requested.

- 9.2.18** Officers further advised that when they became aware the local businesses were developing Option C, they met with them to inform them of the design standards that any proposal would be required to meet. It is apparent that the submitters chose to submit a plan that met some of these standards.

Delivery Timeframe

- 9.2.19** The Hearings Panel asked when physical construction work is likely to start. Officers advised that the detailed design phase will take some time to complete and they also need to confirm if the project will attract NZTA funding. Realistically it could be at least a year before construction commences.

10. Final Recommendations

- 10.1 The Hearings Panel unanimously recommended that the Council proceeds with revitalising the northern and middle blocks of High Street between Cashel Street and Tuam Street, as per Option 1. The Hearings Panel also unanimously recommended that the Council proceeds with the tram extension, and the upgrade of the High Street/Tuam Street intersection as per Option 1. The Hearings Panel requested officers to investigate during the detailed design phase:
- 10.1.1** A Barnes dance crossing at the Lichfield Street/Manchester Street/High Street intersection.
- 10.1.2** Stop signs instead of give ways at the High Street/Tuam Street intersection.
- 10.2 The Hearings Panel did not reach a unanimous position on what to do with the southern block of High Street.
- 10.3 Councillor Swiggs and Councillor East expressed concern at the level of opposition from local businesses against the recommended scheme design for the southern block. They supported Option 1B for this block with an additional request to conduct further engagement on the design of the southern block. They noted the officer advice that it might be another year before physical work commences, and expressed a desire for the engagement to occur before then in the hope a revised scheme design can be agreed to allow the full length of High Street to be revitalised.
- 10.4 Councillor Davidson opposed Option 1B and the request for additional engagement, stating that he did not believe additional engagement would lead to a different outcome. Councillor Davidson indicated he would have preferred Option 1 for the full length of High Street, but was prepared to accept option 1A as a compromise position.
- 10.5 By a two to one vote majority the Hearings Panel recommended that the Council proceeds with Option 1B for the southern block of High Street and requests staff conduct additional engagement on the scheme design for the southern block of High Street.
- 10.6 Noting that further work will be done on the design of the southern block, the Hearings Panel requested officers to review the interaction between cyclists and cars at the High Street /St Asaph Street/Madras Street intersection.

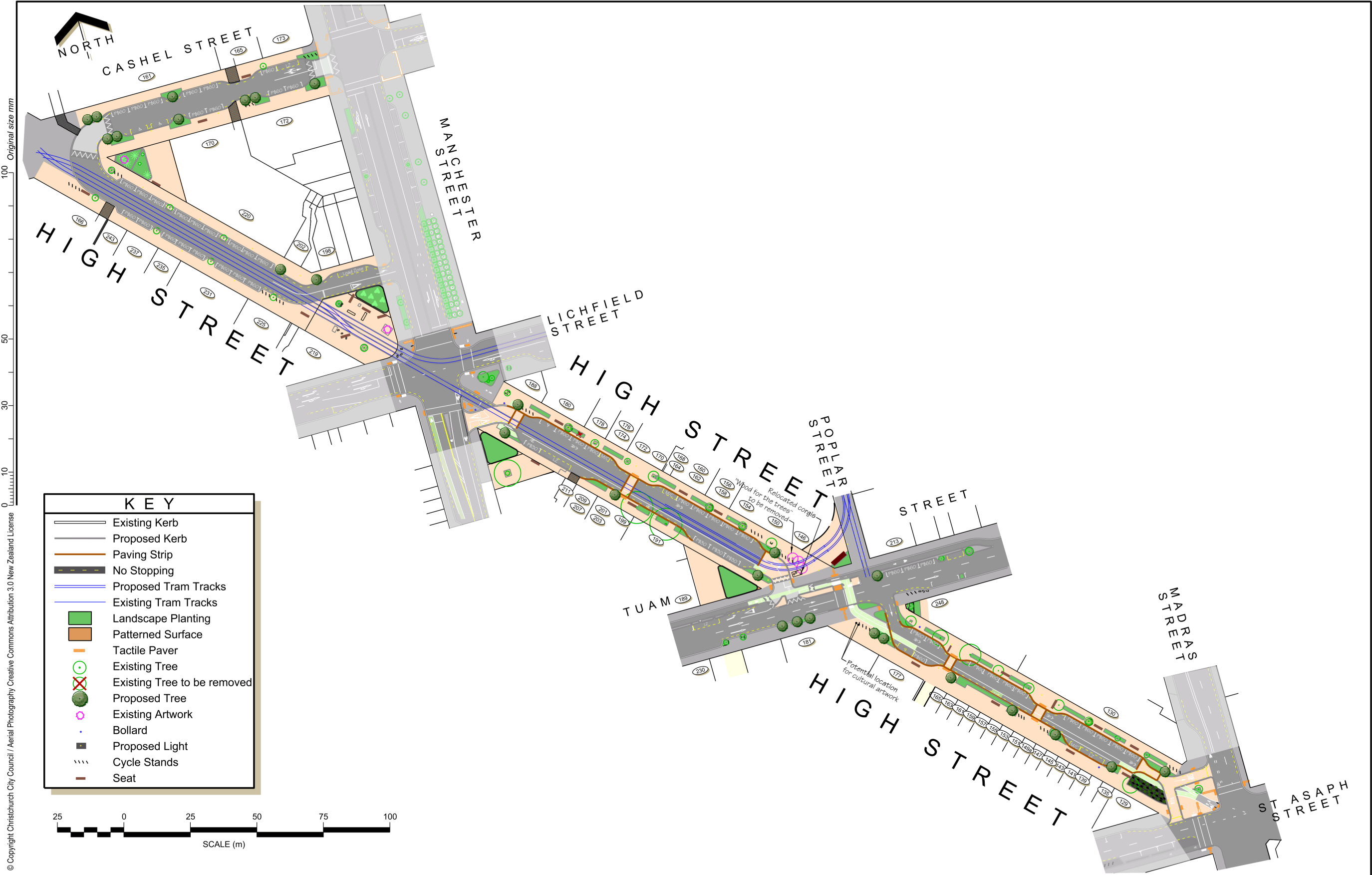
Signatories

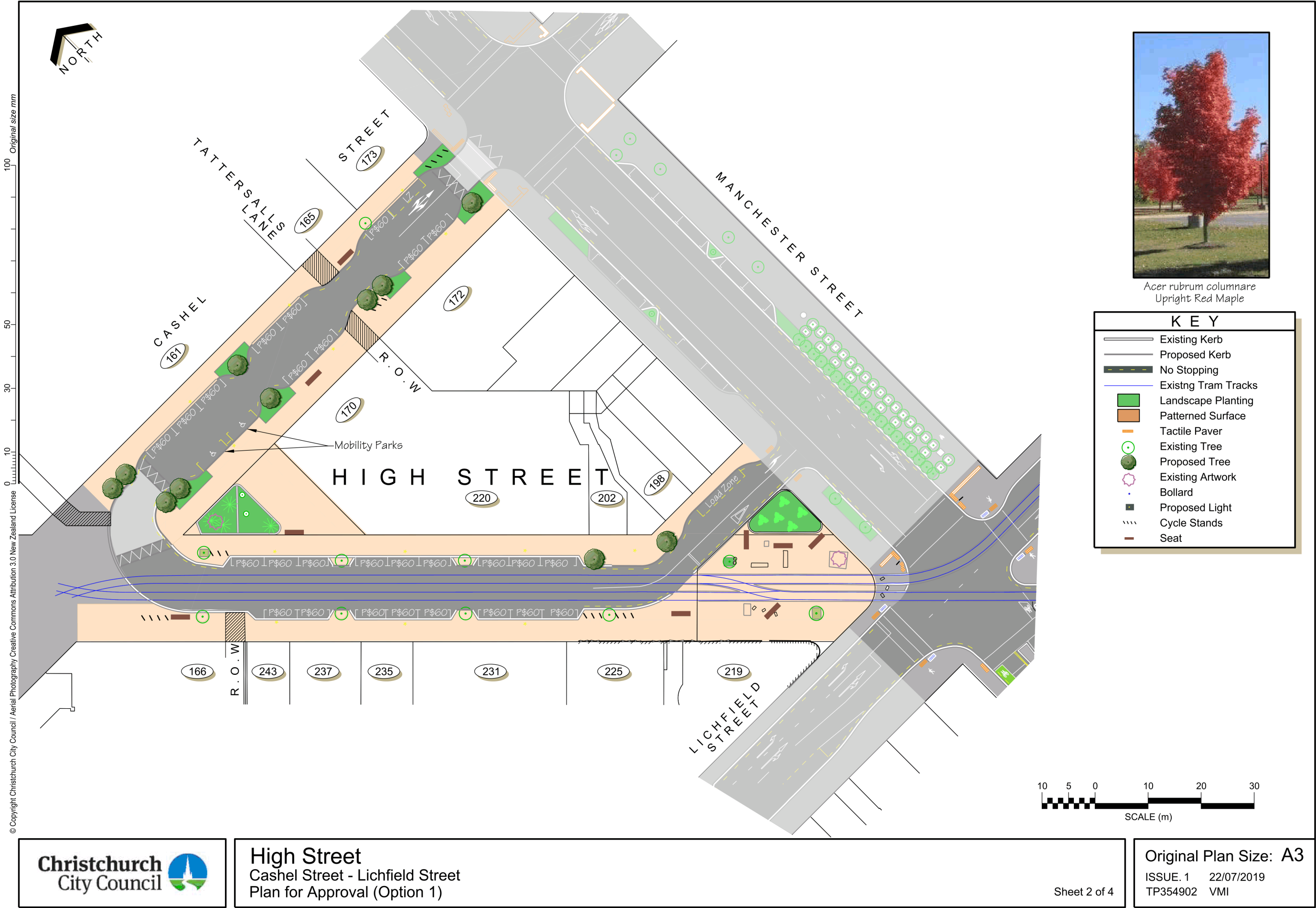
Author Aidan Kimberley - Hearings Advisor

Approved By Councillor Deon Swiggs - Chair of Hearings Panel

Attachments

No.	Title	Page
A ↓	High Street - Option 1 Plan	333
B ↓	High Street - Option 1B Plan	337
C ↓	Officers' Report to Hearings Panel	339

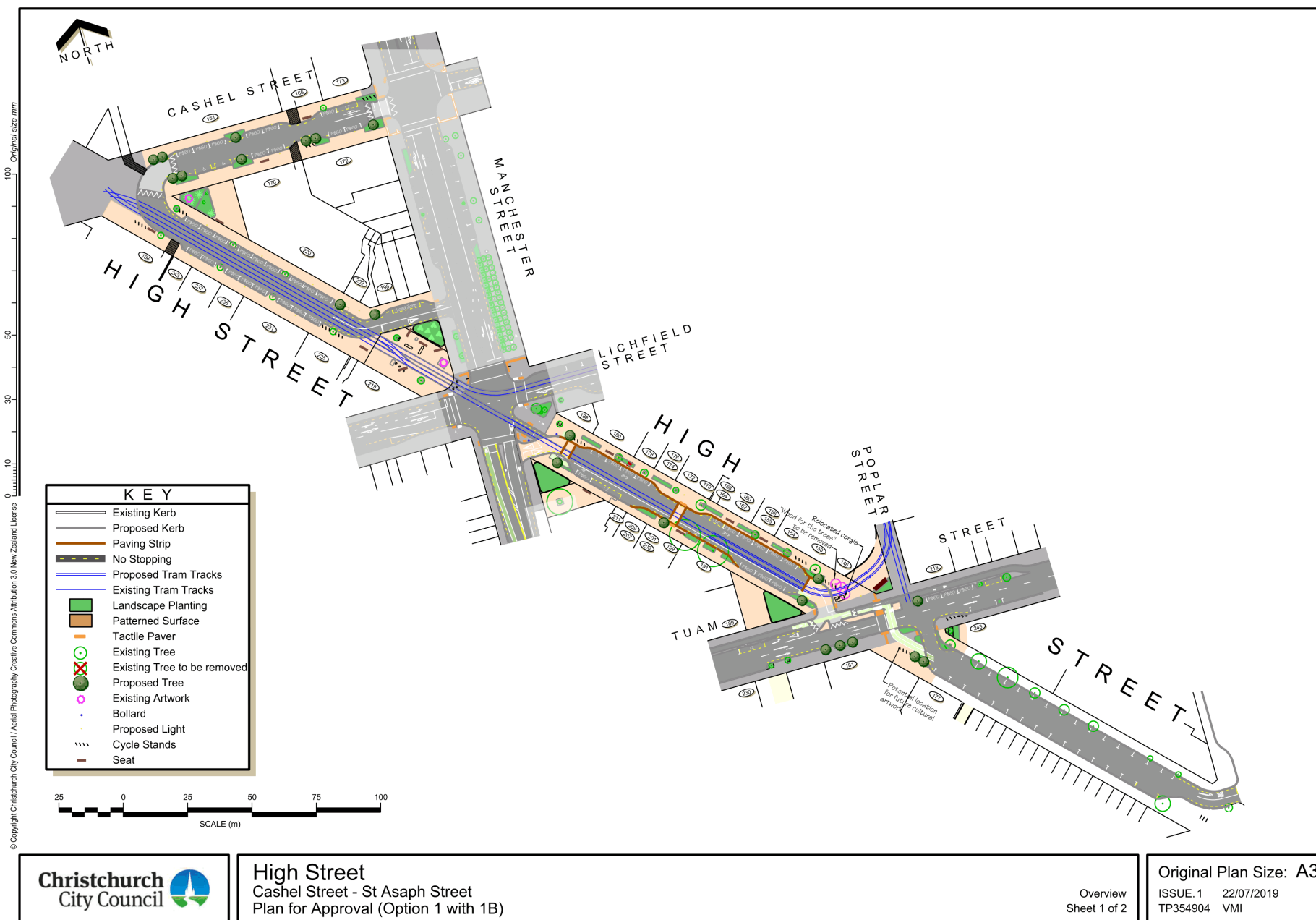


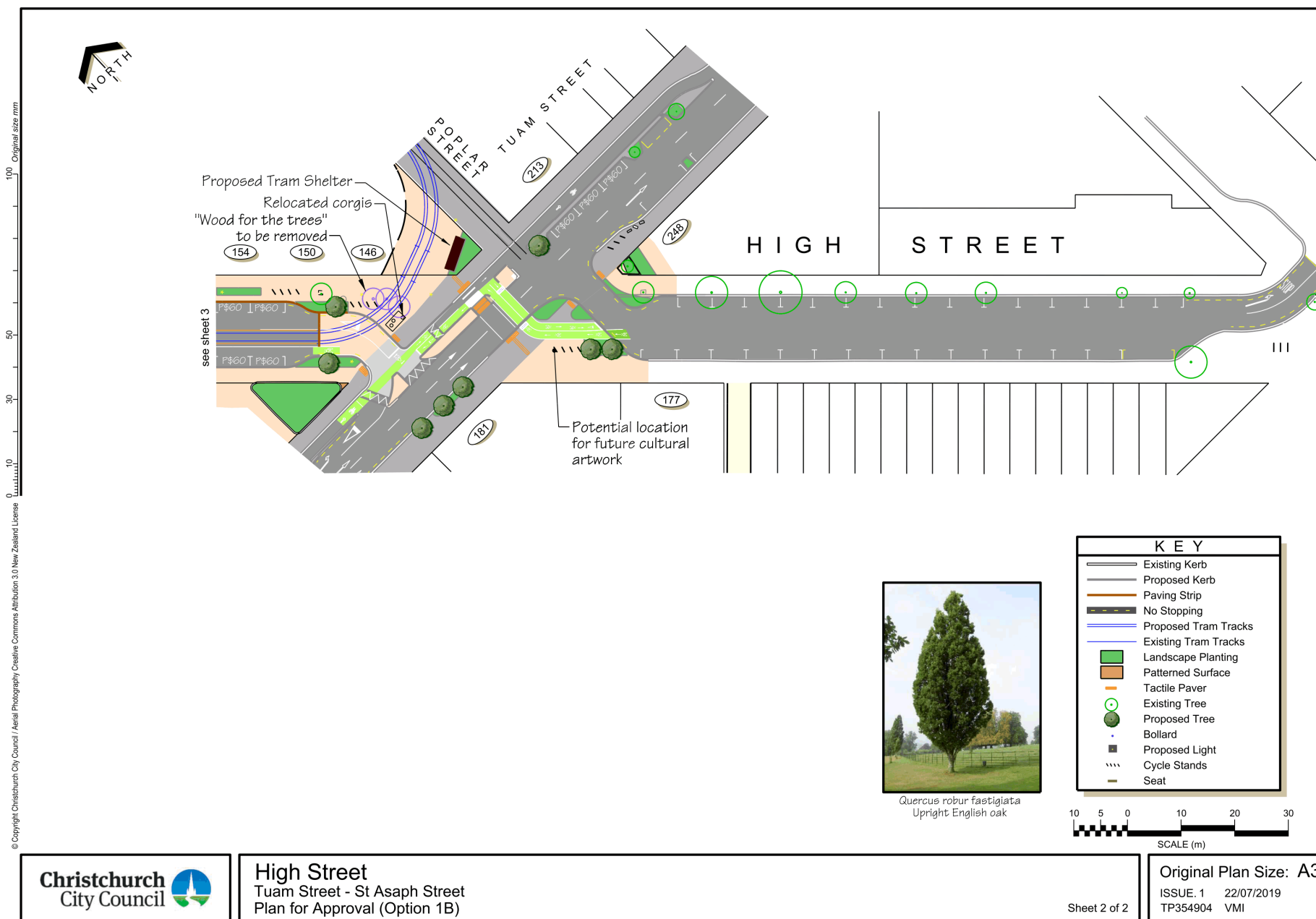


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Upright Red Maple









Hearings Panel
15 August 2019

Christchurch
City Council 

High Street (Cashel - St Asaph) & Tram Extension - High Street

Reference: 19/609800

Neil Gillon – Senior Project Manager, Transport

Presenter(s): Bill Homewood – Traffic Engineer (Investigation and Design)

Lynette Ellis – Manager Planning and Delivery, Transport

1. Purpose of Report

- 1.1 The purpose of this report is to advise the Hearings Panel about the community consultation process to date and to inform it of the preferred option before it considers the views of submitters both oral and written. The report also requests that the Panel makes a recommendation to Council that Council approve the preferred option. This includes the length of High Street between Cashel Street and St Asaph Street, the length of Cashel Street between High Street and Manchester Street and the extension of the tram route from the High Street / Lichfield Street intersection, as shown in **Attachment A**.

2. Executive Summary

- 2.1 This project revitalises High Street between Cashel Street and St Asaph Street, and the length of Cashel Street between High Street and Manchester Street. This supports the development of the central city through public realm improvements identified in the Central City Recovery Plan, helps make the city more pedestrian-friendly and safe, and assists with the greening of the central city.
- 2.2 The project proposes to introduce new landscaping and paving, widened footpaths and a slow street (10 km/h) with a single surface boundary to boundary (no kerbs and gutters) in the southern two blocks allowing for an informal street and future flexibility in the street layout.
- 2.3 The project also provides for the extension of the tram route from its current end point at the Lichfield Street / High Street intersection into Poplar Street (via Lichfield Street) and returning into High Street near Tuam Street.
- 2.4 Two options have been considered with the preferred option being a modified scheme from that consulted on by making minor changes in the middle and southern blocks of High Street.
- 2.5 Two sub-sets of the preferred option include either adding more parking spaces in the southern block or limiting the work in the southern block to modification of the intersection with Tuam Street and repairs only to the remainder of that block. The latter option will maintain the existing speed limit of 30 km/h in the southern block.
- 2.6 Community views on the project were sought through engagement with key stakeholders and public consultation was undertaken during May and June 2019. Submissions were received from 90 individuals and groups.
- 2.7 The Council's 2018-2028 Long Term Plan identifies the work under two separate projects, High Street (Hereford –St Asaph) (ID# 18342) and Tram Extension – High Street (ID# 45318). The budget provision for the each project is \$6,717,013 (High Street) and \$2,984,400 (tram extension).
- 2.8 The extension of the tram route is contingent on agreement for the Council to purchase land at 146 High Street. Negotiations are progressing with the body corporate representing the individual land owners. The tram extension will not proceed until the land is finally purchased.

Hearings Panel
15 August 2019

Christchurch
City Council 

3. Staff Recommendations

That the Hearings Panel:

1. Receives the information within and attached to this report and considers the written and oral submissions made as part of the public consultation process.
2. Recommends that the Council approves
 - a. the scheme design of the network transformation project for High Street as detailed in **Attachment A**, and
 - b. the extension of the tram route from the High Street / Lichfield Street intersection
3. Recommends to Council that the detailed traffic resolutions required for the implementation of the project are brought back to the Infrastructure, Transport and Environment Committee, or appropriate delegated committee for approval at the end of the detailed design phase, prior to the beginning of construction.

4. Context/Background

Opportunity

- 4.1 This project provides the opportunity to support the development of the central city through public realm improvements identified in the Central City Recovery Plan.
- 4.2 It also provides for a connection between key cycle routes in Ferry Road and Tuam Street. The project helps make the central city more pedestrian friendly and safe and assists with the greening of the central city.

Strategic Alignment

- 4.3 This project consists of two separate projects within the 2018 – 2028 Long Term Plan:
 - Project ID 18342 – High Street (Hereford – St Asaph)
 - Project ID 45318 – Tram Extension – High Street
- 4.4 Note that the title for Project ID 18342 provides for the length of High Street between Hereford Street and St Asaph Street. However, the length between Hereford Street and Cashel Street has been undertaken separately under Project ID 34418 – Paving Central City, City Mall and High Street.
- 4.5 This report supports the [Council's Long Term Plan \(2018 - 2028\)](#):
 - 4.5.1 Activity: Active Travel
 - Level of Service: 16.0.10 Improve the perception that Christchurch is a walking friendly city.
 - 4.5.2 Activity: Roads and Footpaths
 - Level of Service: 16.0.8.0 Maintain the condition of footpaths
 - Level of Service: 16.0.2.0 Maintain roadway condition to an appropriate national standard

Decision Making Authority

- 4.6 The Council has authority in accordance with the Delegations Register, Part D, Sub-part 1, section 2, to make decisions regarding roads within the Central City Area.

Hearings Panel
15 August 2019



Previous Decisions

- 4.7 No previous decisions in relation to this project have been made by the Council or its committees.
- 4.8 The Mayor, and the Chair and Deputy Chair of the Infrastructure, Transport and Environment Committee were informed of progress on this project by way of a memorandum on 28 February 2019 (ref. [19/214690](#)).
- 4.9 The Council was also briefed on consultation options at its meeting on 9 April 2019 where it recommended the option which would proceed to public consultation. The Waikura/Linwood-Central-Heathcote Community Board was briefed on the project at a seminar on 29 April 2019.
- 4.10 On 15 December 2016 the Council resolved that the trees outside the Duncan's Building could be removed to allow work to proceed on the construction of the building (ref. Council resolution CNCL/2016/00484). The resolution stated that "approval of the removal is based on an agreement by the developer with Section 6 Option 1" of the report to Council. The resolution also noted that a detailed design will come back to the Council prior to the trees being re-planted in that section of High Street. Section 6 of the report to the Council recommended that the trees would be removed and replanted. The recommendation also stated that all costs are to be borne by the applicant; and that the trees are to be replaced on the completion of the redevelopment with an appropriate species of tree for the uniqueness of the location and in keeping with the heritage status of the buildings. The developer has agreed to replace the trees, at their cost, in accordance with the Council's approved design.

Assessment of Significance and Engagement

- 4.11 The decision in this report is of medium significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 4.12 The level of significance was determined by the level of community interest city-wide apparent in this project, and social benefits. The level of impact on those people affected is expected to be high, especially during construction. However, the central city area affected by the works is small in relation to the size of the Christchurch District.
- 4.13 The Christchurch Central Recovery Plan and its transport chapter provides the strategic direction for the proposed design changes.
- 4.14 The community engagement and consultation outlined in this report reflect the significance assessment. Engagement with key stakeholders, including property and business owners, and the tram operator, commenced early in the project to inform the development of scheme plans.

5. Options Analysis

Options Considered

- 5.1 The following reasonably practicable options were considered and are assessed in this report:
- Option 1 – Full revitalisation of High Street and tram extension (Preferred)
 - Option 2 – Tram extension and asset repairs
- 5.2 Alternative options can be considered for the southern block between Tuam Street and St Asaph Street, as subsets of Option 1:
- Option 1A – Full revitalisation with some additional parking
 - Option 1B – Do minimum in the southern block of High Street

Hearings Panel
15 August 2019



- 5.3 Option 1 provides for the tram extension. The extension is contingent on the Council reaching an agreement for purchase of the land required to form the tram track loop between Poplar Street and High Street. Negotiations are progressing with the body corporate representing the individual land owners.

Option Descriptions

- 5.4 **Preferred Option: Option 1** - Full revitalisation of High Street and tram extension, including minor changes

- 5.4.1 **Option Description:** This option provides for the full revitalisation of High Street between Cashel Street and St Asaph Street, and Cashel Street between High Street and Manchester Street, and the extension of the tram route. It differs from the consultation plan by minor changes to the three blocks of High Street in response to submissions received (refer to **Attachment A**). These changes are detailed in Section 6.14.

Key features of the scheme include:

- Revitalises the three city blocks through new landscaping and paving, widened footpaths and a slow street (10 km/h) with a single surface boundary to boundary (no kerbs and gutters) in the southern two blocks allowing for an informal street and future flexibility in the street layout
- Enhanced streetscape to provide a more attractive place for people to visit and do business
- Widened footpath where possible to cater for increased foot traffic including a large widened pedestrian amenity area outside the Duncan's Building in the southern block of High Street
- Creates an entry to the central city from Lyttelton, Sumner and Ferrymead following a diagonal route first used by Māori, represented in the streetscape by cultural markers and tohu (signs, symbolic representations) which represent Ngāi Tūāhuriri hapū sites of significance and associations with travel
- Safe cycle link between the cycleway on St Asaph Street and Tuam Street, and the Heathcote Expressway on Ferry Road
- Accessible for all users
- Courtesy crossings to provide safe and accessible mid-block crossings of High Street
- Provision of time-restricted parking spaces as detailed in the table below:

	Northern Block	Middle Block	Tuam Street (additional)	Southern Block	Total
P60 metered	27	8	3	12	50
P30 metered	0	1	0	0	1
P30 metered or P5 free	0	3	0	0	3
Mobility	2	1	0	1	4
Loading Zone	2	1	1	1	5
Motorcycle	0	2	0	1	3
Total	31	16	4	15	66

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- Simplified intersection at Tuam Street reducing number of signal poles from 19 to six
- Additional street trees and a large rain garden to provide amenity and environmental benefits
- Southern block one-way from Tuam Street to St Asaph Street allowing for vehicle exit into St Asaph Street to be reinstated
- Tram route extended along Lichfield Street, Poplar Street and back up High Street.

5.4.2 **Option Advantages**

In addition to the scheme features listed above, this option:

- Provides a focus on pedestrian amenity by providing widened footpaths, slower vehicle speeds, and additional seating and landscaping
- Safety for pedestrians
- Support for future development
- Is supported by 40 submitters with 23 submitters requesting less emphasis on parking.

5.4.3 **Option Disadvantages**

- Reduces the number of on-street parking spaces by 27. This reduction is measured from Option 2 – the number that will exist once all construction barriers have been removed.

5.5 **Option 1A** – Full revitalisation of the southern block of High Street with additional parking.

5.5.1 **Option Description:** This option provides for the full revitalisation of High Street between Tuam Street and St Asaph Street, as for Option 1, but with additional parking as requested by 25 submitters (refer **Attachment B**).

The changes in the key features from Option 1 are:

- Removal of the courtesy crossing and one street tree in the vicinity of 165 High Street
- Increased parking numbers – 16 60-minute metered parking spaces, one loading zone, one mobility park, and one park for motorcycles, as detailed in the table below:

	Southern Block	Additional parking over Option 1
P60 metered	16	4
Mobility	1	0
Loading Zone	1	0
Motorcycle	1	0

5.5.2 **Option Advantages**

In addition to the features listed above and in Option 1, this option:

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- Provides additional parking in the southern block to meet the request of 19 submitters who state that parking is required to ensure the survival of new businesses in this block, while maintaining the objective of this being a key pedestrian and cycle street
- Flexibility of the single surface treatment enables additional parking to be implemented in future without significant construction works and associated costs.

5.5.3 **Option Disadvantages**

- Removes additional pedestrian amenity space on the footpath, a courtesy crossing and one proposed street tree as a result of the additional parking provision, compared to Option 1
- Removes 23 parking spaces in the southern two blocks (from what will exist once all existing barriers are removed) – the tram extension and asset repairs option (Option 2).

5.6 **Option 1B** – Do minimum in the southern block of High Street

- 5.6.1 **Option Description:** This option provides for repairs to be undertaken in the southern block between Tuam Street and St Asaph Street to make good damage caused as a result of the earthquakes and from subsequent demolition works, and includes the proposed changes at the Tuam Street / High Street intersection. The repair work includes footpath resurfacing and road repairs where required (refer **Attachment C**).

Work is required at the Tuam Street intersection to enable removal of the extra traffic signals and permits operation of the intersection in a safe manner with the modified street layout in the middle block.

The speed limit within the southern block would be maintained at 30 km/h.

5.6.2 **Option Advantages**

- Allows for the safe and efficient operation of the Tuam Street / High Street intersection
- Reduces the extent of disruption to businesses and users of the southern block of High Street. Note that repair works will still cause some disruption
- Retains most of the existing parking spaces, except where modifications are required at the Tuam Street / High Street intersection
- Provides an estimated saving to this project in the Transport Programme budget in the 2018-2028 Long Term Plan for the High Street project (CPMS 19342) of \$1.0 million.

5.6.3 **Option Disadvantages**

- Does not meet the Council's objective for the southern block of High Street of supporting the development of the central city through public realm improvements identified in the Central City Recovery Plan
- Does not provide for a connection between key cycle routes in St Asaph Street, Tuam Street and Ferry Road
- Does not help make this block of the city more pedestrian friendly and safe nor does it assist with the greening of the central city
- Does not provide the exit for traffic from High Street into St Asaph Street

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- Following repair work, the slope on the footpath between the Ara building boundary and the kerb will be greater than permitted in the Council's Infrastructure Design Standard. In order to meet the standard, the kerb will need to be constructed at a higher level requiring significant reconstruction of the adjacent roadway.
- Removes 11 parking spaces in the middle block (from what will exist once all existing construction barriers are removed).

5.7 **Option 2** – Tram extension and asset repairs

5.7.1 **Option Description:** This option provides for the tram extension, and for repairs to be undertaken in the three blocks to make good damage caused as a result of the earthquakes and from subsequent demolition works. This includes kerb and channel repairs, footpath resurfacing, and road repairs where required (refer **Attachment D**).

5.7.2 **Option Advantages**

- The tram extension is completed once the land purchase is finalised
- Reduces the magnitude of disruption to businesses and users of High Street and Cashel Street. Note that repair works, however, will cause disruption
- Retains all existing parking spaces, except where crossings for new buildings are required in the future
- Provides an estimated saving to this project in the Transport Programme budget in the 2018-2028 Long Term Plan for the High Street project (CPMS 19342) of \$5.9 million.

5.7.3 **Option Disadvantages**

- Does not meet the Council's objective of supporting the development of the central city through public realm improvements identified in the Central City Recovery Plan
- Does not provide for a connection between key cycle routes in Ferry Road and Tuam Street
- Does not help make the city more pedestrian friendly and safe nor does it assist with the greening of the central city
- Does not provide the exit for traffic from High Street into St Asaph Street
- Following repair work, the slope on the footpath between the Ara building boundary and the kerb will be greater than permitted in the Council's Infrastructure Design Standard. In order to meet the standard, the kerb will need to be constructed at a higher level requiring significant reconstruction of the adjacent roadway.

Analysis Criteria

5.8 A multi-criteria analysis was undertaken for the options providing revitalisation of the three blocks of High Street (Option 1 and Option 1 with 1A). The analysis considered the following factors:

- Transport
 - Alignment with strategies
 - Pedestrian, vehicle and parking provision

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- Cycle facilities
- Tram
 - Alignment with strategies
 - Operational requirements
 - Future proofing of tram route
- Amenity and context
 - Alignment with Streets and Spaces Design Guide
 - Vitality / amenity / footfall
 - Corners of the frames
 - Flexibility / future proof urban environment
 - Urban gateway concept
 - Greening the city
 - Ecology
 - Street trees
 - Impact on heritage settings
- Stakeholders
 - Alignment with community expectation
 - Alignment with adjacent owners and occupiers
- Risks associated with the timing of project delivery

Options Considerations

- 5.9 Options 1 meets the objectives of the Council's Long Term Plan.
- 5.10 Option 1A amends Option 1 by adding extra on-street parking in the southern block of High Street.
- 5.11 Option 1B is an alternative amendment to Option 1 providing for the Tuam Street / High Street intersection to be modified but the length of High Street south of this to be repaired only. The revitalisation of the southern block of High Street would be reprogrammed, depending on the availability of budget or, alternatively, not undertaken. This option would not meet the objectives of the Long Term Plan.
- 5.12 Option 2 does not provide for revitalisation of High Street or the block of Cashel Street but provides for their repair only. It includes the extension of the tram route in High Street. The revitalisation of High Street and Cashel Street would be reprogrammed, depending on the availability of budget or, alternatively, not undertaken. This option would not meet the objectives of the Long Term Plan.

6. Community Views and Preferences

- 6.1 Property owners, businesses and tram operators were advised of the revitalisation and tram extension project in March 2018. Various concepts to upgrade the street were discussed with them at drop-in sessions.
- 6.2 When the project area was expanded in January 2019 to include the Cashel Street block, other stakeholders who were most affected were invited to view possible options.

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- 6.3 Proposals were discussed with the Joint Technical Review Panel including representatives from Environment Canterbury, the New Zealand Transport Agency and Ōtākaro Limited.
- 6.4 Emergency services representatives raised no issues when they viewed the concept plans at a meeting to discuss scheme designs for central city projects.
- 6.5 Staff twice presented concepts to the Central City Transport Liaison Group comprising representatives of a wide range of city groups with an interest in transport.
- 6.6 Formal consultation on a preferred plan opened on 14 May and closed on 10 June 2019. Ninety one submitters commented on the High Street revitalisation and 61 on the tram extension.
- 6.7 The consultation report for the High Street revitalisation and tram extension project is **Attachment E**.

High Street revitalisation

- 6.8 People were asked for their comments on the project. Of the 90 individuals and organisations who provided feedback on the revitalisation consultation plans:
 - 40 indicated that they supported or generally supported the proposals.
 - 44 indicated they did not support the plan or had concerns. Twenty three submitters, including nine who supported or generally supported the proposals, said there should be less emphasis on cars and on-street parking in the plans. Another 25 said more parking was needed to support local businesses. (An alternative plan was submitted for the southern block from Tuam Street to St Asaph Street.)
 - Six did not indicate their view of the overall plan.
- 6.9 What submitters liked about the plan:
 - Inclusion of more trees and planting
 - Wider footpaths
 - Lower speed limit – 10 km/h
 - Simplified Tuam Street intersection
 - No kerbs in two blocks
- 6.10 Key issues raised:
 - Too much emphasis on cars at expense of other types of travel
 - Too much parking
 - Should be pedestrianised
 - Not enough parking to support businesses
 - Alternative plan for southern block submitted
 - Alternative parking variations for mid-block
 - Concern regarding cycle facilities
 - Need to reflect climate emergency
 - Defer works to allow time for new businesses to establish in the southern block of High Street
 - Impact of construction on operation of businesses.

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Tram Extension

- 6.11 The proposed extension of the tram route along Lichfield Street and Poplar Street then back up High Street was supported by 50 (81 per cent) of the 62 submitters who provided feedback.
- 6.12 Tram operator Christchurch Attractions & Hanmer Attractions Tourism Group said this loop would provide additional safety features and operational advantages than extending the tram into the next block between Tuam Street and St Asaph Street. These include the ability to operate trailers and avoid the need to move the tram in a reverse direction on the track as it does currently
- 6.13 The tram proposal is subject to the purchase of land at the corner of Poplar Street and High Street.

Changes presented to the Hearings Panel as a result of consultation

- 6.14 The preferred Option 1 incorporates the following minor changes as a result of the feedback received on the consultation plan:

Northern block

- Loading zone outside 198 High Street moved eastward to accommodate a future possible footpath crossing
- Commemorative plaque retained in its present location in paving in City Mall.

Middle block

- One additional park for motorcycles located outside 174/176 High Street
- 60 minute metered parking outside C1 café and opposite 180 High Street changed to shorter term parking (30 minute metered parking and 5 minute free parking)
- Corgis placed on a raised plinth to lessen the hazard of tripping and at the request of the artist.

Southern block

- Motorcycle parking space opposite 155 High Street replaced by 60 minute metered car park
 - Additional motorcycle parking space located outside 143 High Street
 - Street furniture relocated from outside 139 High Street to provide access to the building from High Street
 - Cycle crossing across St Asaph Street added.
- 6.15 Staff have prepared two alternative options for the southern block between Tuam Street and St Asaph Streets, as subsets of Option 1
- Option 1A – Full revitalisation with additional parking (four P60 parking spaces), detailed in Attachment B and in 5.5 of this report.
 - Option 1B - Do minimum. Work would include road repairs and changes at the Tuam Street / High Street intersection, detailed in Attachment C and in 5.6 of this report. The speed limit would remain at 30 km/h.
- 6.16 Staff have also included a tram extension and asset repairs option (Option 2). This is detailed in Attachment D and 5.7 of this report.

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7. Legal Implications

- 7.1 There is not a legal context, issue or implication relevant to this decision, beyond the normal decision-making considerations for the Council under the Local Government Act 2002.
- 7.2 This report has been reviewed and approved by the Legal Services Unit.

8. Risks

- 8.1 The inherent risks associated with this project are considered to vary between high and moderate, dependant on the options chosen. The risks are tabulated below with the associated consequences and proposed mitigation measures.
- 8.2 Option 1: Full revitalisation of High Street and tram extension (Preferred)

Risk	Consequence	Mitigation
Disruption to businesses	Disruption to the operation of businesses on High Street during the construction period	Daily engagement with the business owners to identify concerns and inform on construction activities. Undertake some construction during hours that businesses are not open.
Criticism from business and property owners about loss of on-street parking	Negative media, dissatisfied stakeholders	Proactive and early communications and engagement about the benefits of increased pedestrian amenity.
Public criticism	Negative media, dissatisfied stakeholders	Proactive and early communications and engagement.

- 8.3 Option 1A - Full revitalisation of High Street and tram extension including additional parking

Risk	Consequence	Mitigation
Disruption to businesses	Disruption to the operation of businesses on High Street during the construction period	Daily engagement with the business owners to identify concerns and inform on construction activities. Undertake some construction during hours that businesses are not open.
Public criticism	Negative media, dissatisfied stakeholders	Proactive and early communications and engagement.

- 8.4 Option 1B – Revitalisation of the northern and middle blocks of High Street, repairs to southern block of High Street, and tram extension

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Risk	Consequence	Mitigation
Disruption to businesses	Disruption to the operation of businesses on High Street during the construction period	Daily engagement with the business owners to identify concerns and inform on construction activities. Undertake some construction during hours that businesses are not open.
Public criticism	Negative media, dissatisfied stakeholders	Proactive and early communications and engagement.
Public criticism about not delivering the project as proposed	Negative media, dissatisfied stakeholders	Proactive and early communications and engagement.
Footpath outside Ara has slope to kerb greater than the Infrastructure Design Standard	Difficulty for use by some pedestrians	Lift the adjacent kerb and channel to meet the maximum cross-fall specified in the Infrastructure Design Standard. Increases cost of repair option.

8.5 Option 2 – Tram extension and asset repairs

Risk	Consequence	Mitigation
Disruption to businesses	Disruption to the operation of businesses on High Street during repair works and tram track extension	Daily engagement with the business owners to identify concerns and inform on repair activities. Undertake some work during hours that businesses are not open, if possible.
Public criticism about not delivering the project as proposed	Negative media, dissatisfied stakeholders	Proactive and early communications and engagement.
Footpath outside Ara has slope to kerb greater than the Infrastructure Design Standard	Difficulty for use by some pedestrians	Lift the adjacent kerb and channel to meet the maximum cross-fall specified in the Infrastructure Design Standard. Increases cost of repair option.

9. Next Steps

- 9.1 Following the Hearings Panel's consideration of this report and submissions received, the Hearings Panel may seek further information of the project team, if it considers it necessary,

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and then report to the Council for a decision on its recommended option. It is desirable that the Council will consider the Hearings Panel's report at its meeting on 12 September 2019.

- 9.2 Upon approval of the recommended option, the project team will commence detailed design.

1.

Preview

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10. Options Matrix

		Issue Specific Criteria			
Criteria		Option 1 - Full revitalisation of High Street and tram extension (Preferred)	Options 1 & 1A - Full revitalisation of High Street and tram extension including additional parking	Options 1 & 1B - Revitalisation of the northern and middle blocks of High Street, repairs to southern block of High Street, and tram extension	Option 2 - Tram extension and asset repairs
Financial Implications	Cost to Implement	High: \$6,100,000 Tram: \$2,960,000	High: \$6,100,000 Tram: \$2,960,000	High: \$5,100,000 Tram: \$2,960,000	High: \$200,000 Tram: \$3,250,000
	Maintenance/Ongoing	An additional \$11,200 per annum. This is due to additional street furniture, street trees, green surfacing and landscaping areas. This will need to be provided for in the planning of future Long Term Plans.	An additional \$11,100 per annum. This is due to additional street furniture, street trees, green surfacing and landscaping areas. This will need to be provided for in the planning of future Long Term Plans.	An additional \$10,100 per annum. This is due to additional street furniture, street trees, green surfacing and landscaping areas. This will need to be provided for in the planning of future Long Term Plans.	\$1,000 per annum. This has been allowed for in ongoing maintenance budgets.
	Funding Source	2018-2028 Long Term Plan High (ID# 18342): \$6,717,013 NZTA has indicated that this project is unlikely to receive subsidy. In line with Council resolutions, staff will report back to Council prior to construction, if subsidy is not confirmed.	2018-2028 Long Term Plan High (ID# 18342): \$6,717,013 NZTA has indicated that this project is unlikely to receive subsidy. In line with Council resolutions, staff will report back to Council prior to construction, if subsidy is not confirmed.	2018-2028 Long Term Plan High (ID# 18342): \$6,717,013 NZTA has indicated that this project is unlikely to receive subsidy. In line with Council resolutions, staff will report back to Council prior to construction, if subsidy is not confirmed.	2018-2028 Long Term Plan High (ID# 18342): \$6,717,013 Subsidy for this work would be claimed under the NZTA maintenance and renewals work category. Tram (ID# 45318): \$2,984,400

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		Tram (ID# 45318): \$2,984,400 The tram project is not eligible for NZTA subsidy and has not assumed subsidy in the LTP.	Tram (ID# 45318): \$2,984,400 The tram project is not eligible for NZTA subsidy and has not assumed subsidy in the LTP.	Tram (ID# 45318): \$2,984,400 The tram project is not eligible for NZTA subsidy and has not assumed subsidy in the LTP.	The tram project is not eligible for NZTA subsidy and has not assumed subsidy in the LTP.
	Impact on Rates	Rates will be impacted by 0.0023% from the year of delivery.	Rates will be impacted by 0.0023% from the year of delivery.	Rates will be impacted by 0.0021% from the year of delivery.	Nil.
Criteria 1 - Climate Change Impacts		Reduction of on-street parking provision thus reducing emissions from vehicles in High Street. Additional street planting. Cycle lanes to encourage more travellers to cycle	Some reduction of on-street parking provision thus reducing emissions from vehicles in High Street. Additional street planting. Cycle lanes to encourage more travellers to cycle	Minor reduction of on-street parking assisting in reducing emissions from vehicles in the middle block of High Street. Some additional street planting.	This option does not reduce emissions from vehicles nor provide additional street planting.
Criteria 2 - Accessibility Impacts		This option provides for improved accessibility for the mobility impaired, for pedestrians and cyclists	This option provides for improved accessibility for the mobility impaired, for pedestrians and cyclists. Accessibility for pedestrians and cyclists is not as good as for Option1.	This option provides for improved accessibility for the mobility impaired, for pedestrians and cyclists in the northern and middle blocks of High Street. Footpath resurfacing will result in the cross-fall of the footpath on the Ara side being more than accepted in the Council's Construction Standard Specification.	This option does not provide for improved accessibility for the mobility impaired, nor for pedestrians and cyclists. However, footpath repairs will benefit pedestrians by creating an even surface. Footpath resurfacing will result in the cross-fall of the footpath in the southern block on the Ara side being more than accepted in the Council's Construction Standard Specification.

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Criteria 3 - Health & Safety Impacts)	Reconstruction of the footpaths will reduce health and safety impacts that currently exist. Cycle connections between St Asaph Street and Tuam Street will provide safer access for cyclists.	Reconstruction of the footpaths will reduce health and safety impacts that currently exist. Cycle connections between St Asaph Street and Tuam Street will provide safer access for cyclists.	Reconstruction of and repairs to the footpaths will reduce most health and safety impacts that currently exist. The cross-fall on the footpath on the northeast side of the southern block may be a health and safety issue for the mobility impaired. No provision of a safe cycle connection between St Asaph Street and Tuam Street will disadvantage cyclists.	Repairs to the footpaths will reduce most health and safety impacts that currently exist. The cross-fall on the footpath on the northeast side of the southern block may be a health and safety issue for the mobility impaired. No provision of a safe cycle connection between St Asaph Street and Tuam Street will disadvantage cyclists.
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Statutory Criteria				
Criteria	Option 1 - Full revitalisation of High Street and tram extension (Preferred)	Options 1 & 1A - Full revitalisation of High Street and tram extension including additional parking	Options 1 & 1B - Revitalisation of the northern and middle blocks of High Street, repairs to southern block of High Street, and tram extension	Option 2 - Tram extension and asset repairs
Impact on Mana Whenua	This option does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value. However, Matapopore has been	This option does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value. However, Matapopore has been engaged to provide	This option does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value. However, Matapopore has been engaged to provide	This option does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value. For this option, Matapopore Charitable

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	engaged to provide cultural advice on Ngāi Tahu values, narratives and aspirations, and guidance to enhance urban design. For this option, Matapopore Charitable Trust input is high with key cultural values involved in the design.	cultural advice on Ngāi Tahu values, narratives and aspirations, and guidance to enhance urban design. For this option, Matapopore Charitable Trust input is high with key cultural values involved in the design.	cultural advice on Ngāi Tahu values, narratives and aspirations, and guidance to enhance urban design. For this option, Matapopore Charitable Trust input is high with key cultural values involved in the design.	Trust input will not be utilised.
Alignment to Council Plans & Policies	This option is consistent with Council's Plans and Policies.	This option is consistent with Council's Plans and Policies.	This option is partially consistent with Council's Plans and Policies. Adoption of these in the southern block may be delayed and not fulfilled.	This option is not consistent with Council's Plans and Policies unless revitalisation occurs in the future.

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Attachments

No.	Title	Page
A	High Street - Option 1 Plan	
B	High Street - Option 1A Plan	
C	High Street - Option 1B Plan	
D	High Street - Option 2 Plan	
E	High Street Revitalisation and Tram Extension Consultation Report	

Confirmation of Statutory Compliance

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

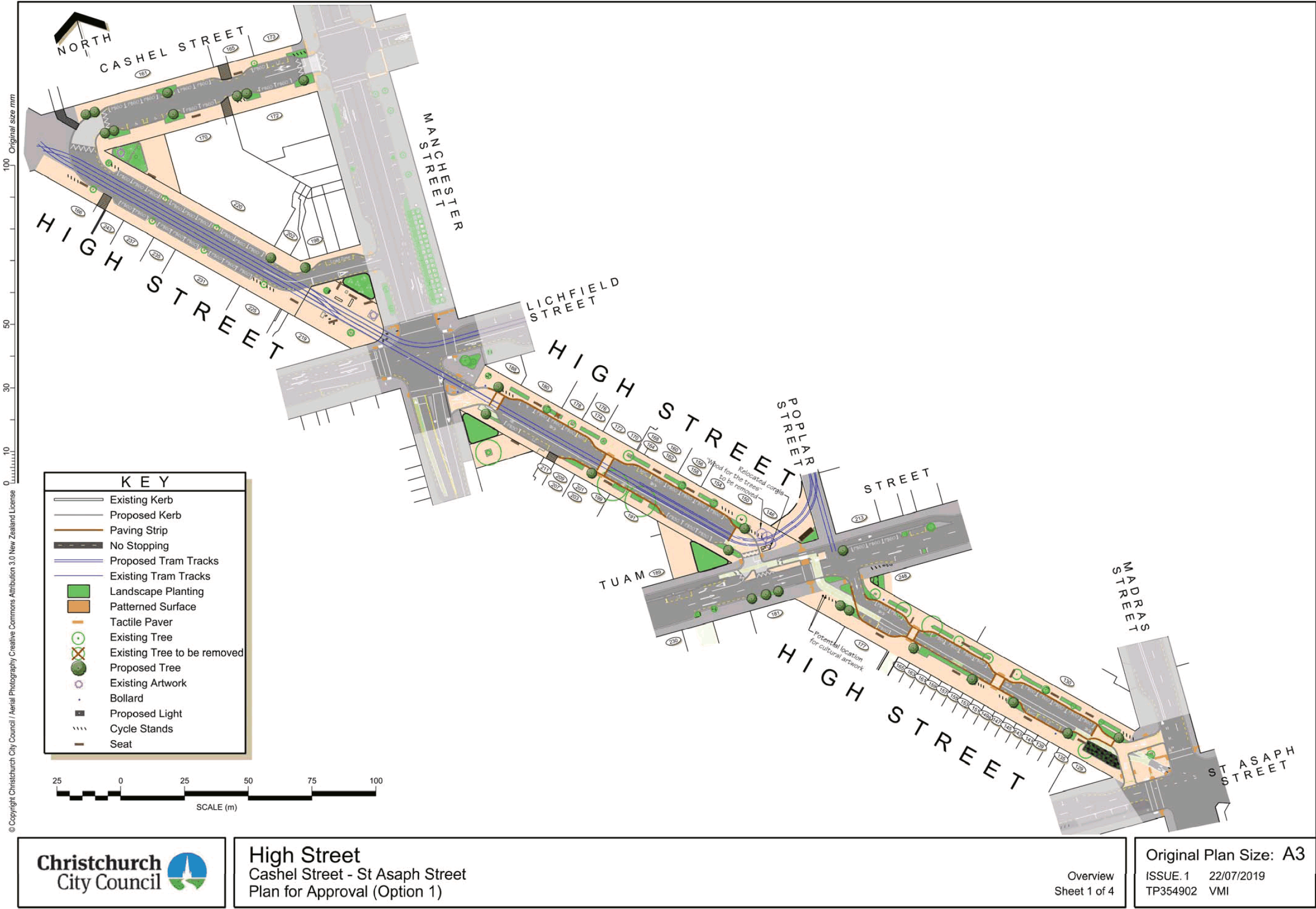
(a) This report contains:

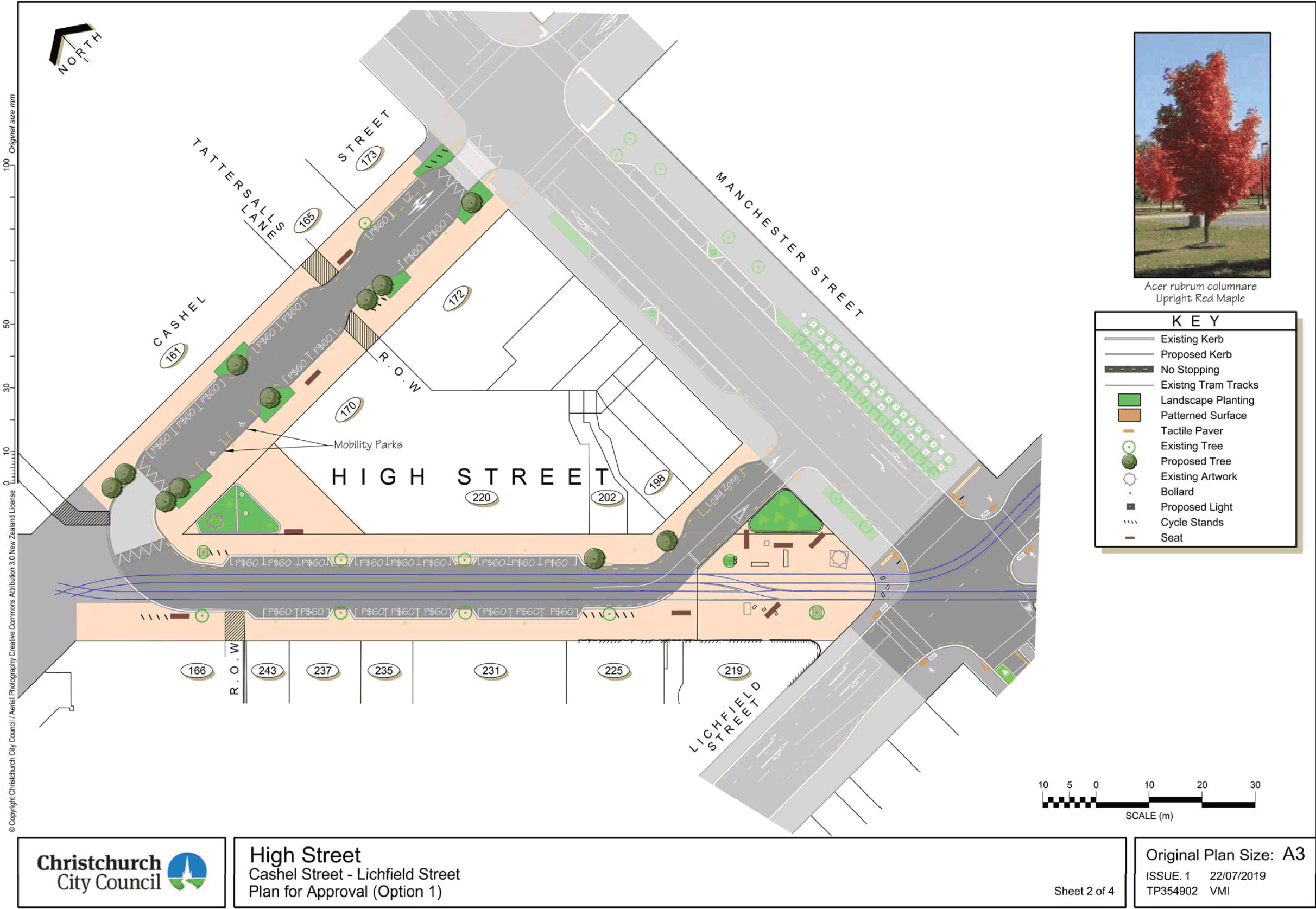
- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

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

Signatories

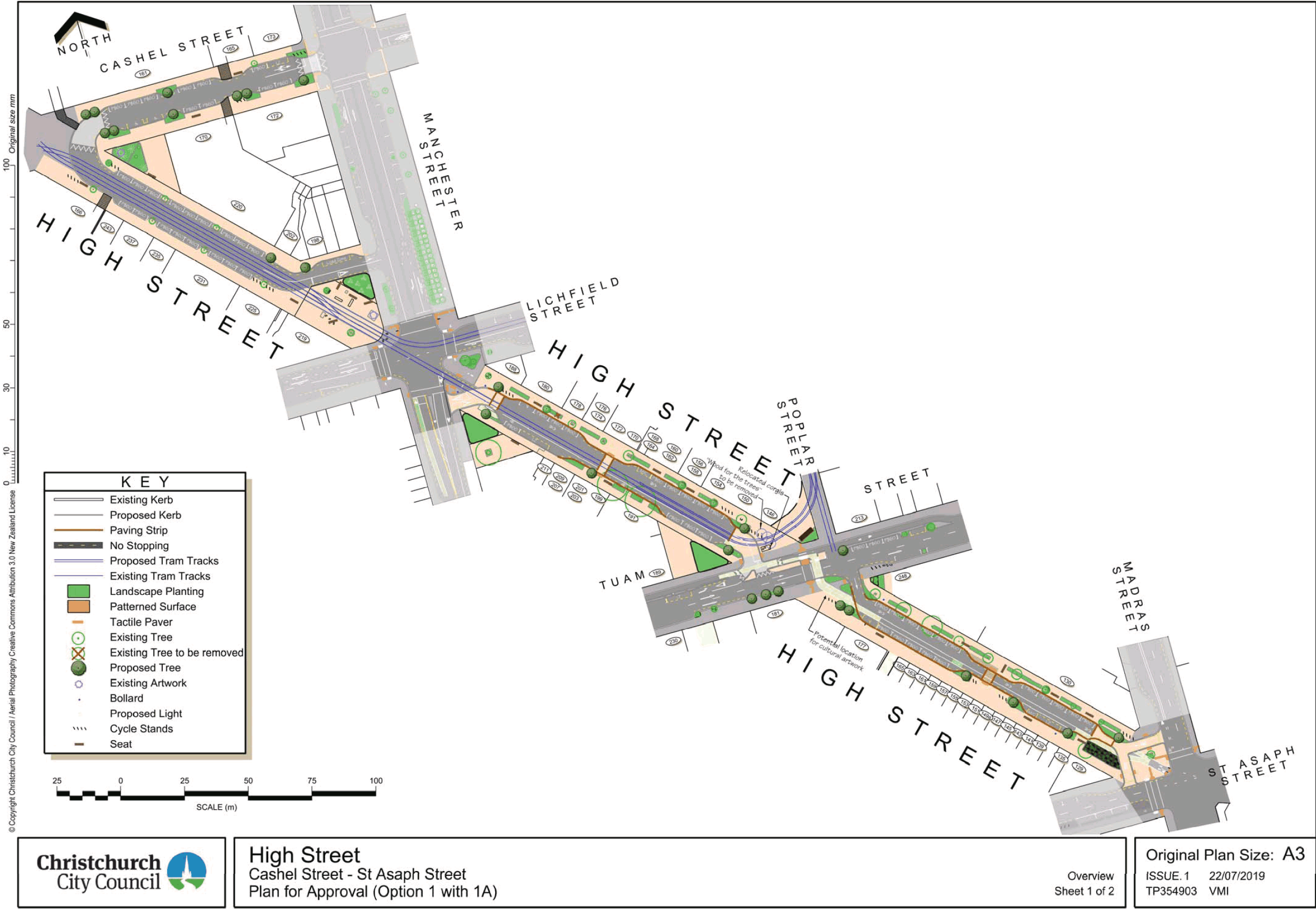
Authors	Neil Gillon - Senior Project Manager Sharon O'Neill - Team Leader Project Management Transport William Homewood - Traffic Engineer - Investigation & Design Jennie Hamilton - Senior Engagement Advisor
Approved By	Lynette Ellis - Manager Planning and Delivery Transport Richard Osborne - Head of Transport Peter Langbein - Finance Business Partner David Adamson - General Manager City Services







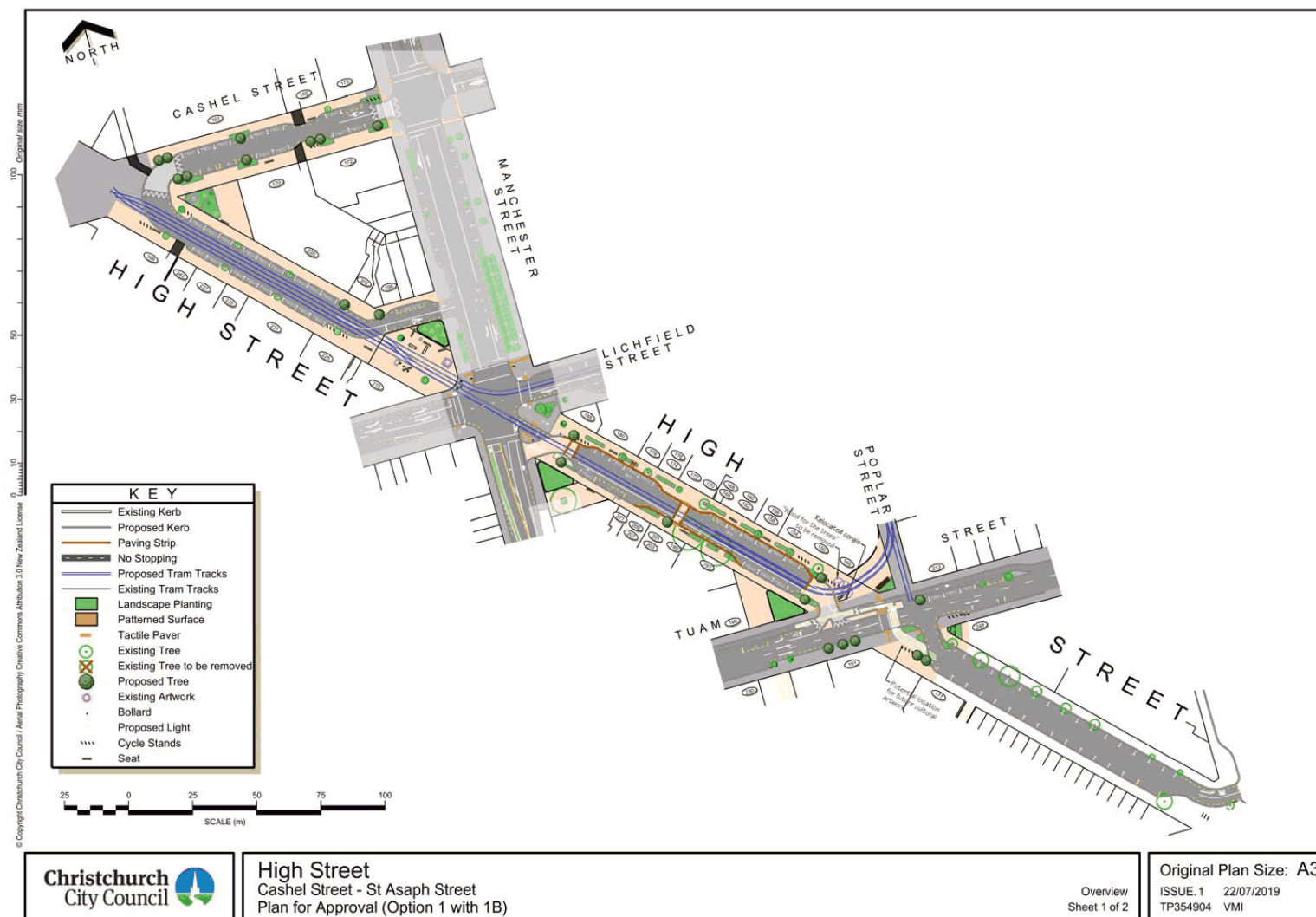




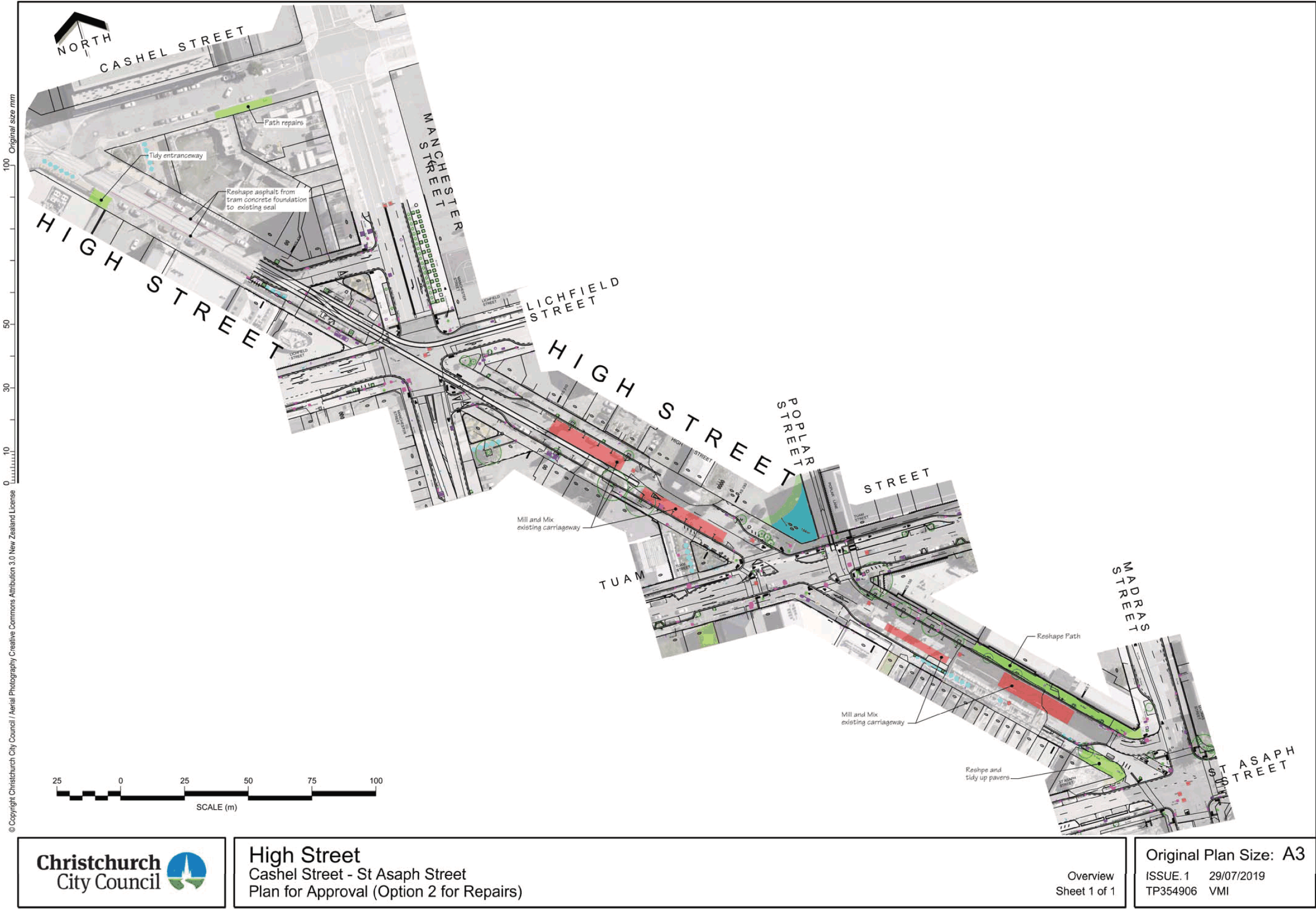


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High Street revitalisation and tram extension consultation report

1. Background

Property owners, businesses and tram operators were advised of the revitalisation and tram extension project in March 2018. Various concepts to upgrade the street were discussed with them at drop-in sessions.

Proposals were discussed with the Joint Technical Review Panel, including representatives from Environment Canterbury, the New Zealand Transport Agency and Ōtākaro Limited.

Emergency services representatives were shown the concept plans at a meeting arranged for them and raised no concerns.

Staff twice presented concepts to the Central City Transport Liaison Group comprising representatives of a wide range of city groups with an interest in transport.

When the project area was expanded in January 2019 to include the Cashel Street block, other stakeholders who were most affected were invited to view possible options.

2. Formal consultation

Consultation on a preferred plan opened on 14 May and closed on 10 June 2019. Emails were sent to 330 stakeholders inviting them to provide feedback on the Council's have your say site and 600 printed booklets were hand delivered to central city businesses on or near High Street.

In addition, 140 copies were posted to property owners and another 100 booklets were provided to Council service centres and libraries. The consultation was promoted on social media, radio and in local newspapers.

Two drop-in sessions were organised for those who wanted to discuss any issues with members of the project team.

Ninety individuals and organisations commented on the High Street revitalisation and 62 provided feedback on the tram extension.

3. High Street revitalisation

People were asked to comment on the project. Of the 90 submitters who provided feedback on the revitalisation plans:

- 40 indicated that they supported or generally supported the proposals.
- 44 indicated they did not support the plan or had concerns. Twenty three submitters, including nine who supported or generally supported the proposals, commented that there should be less emphasis on cars and on-street parking in the plans. Another 25 said more parking was needed to support local businesses. (An alternative plan was submitted for the southern block from Tuam Street to St Asaph Street.)
- 6 did not indicate their view of the overall plan.

4. What people liked about the High Street proposals in the consultation plan

Comments from those who supported the plan referred to the overall design, additional trees and planting, slower speed limit and shared space.

Supporters of the upgrade included the Community and Public Health section of Canterbury District Health Board, which commended the Council on the consultation plan: "It clearly

incorporates aspects of a Healthy Streets approach, given the emphasis on reduced speed, shared use and an interesting streetscape which will encourage people to stop, rest and relax."

The Road Transport Association, said it would be "great to see this when completed as I am sure the people utilising the area will enjoy the new environment".

Specific features of the plan that appealed to submitters were:

4.1 Slower speed limit – 10 km/h

Twelve submitters supported slowing the speed of traffic to 10 km/h. Six opposed this proposed speed limit restriction. They were advised that the slower speed limit will help make the street a safer and more pedestrian and cycle-friendly environment. The street is intended as a destination and the lower speed limit supports this intention.

4.2 More trees and planting

Additional trees and planting, including the proposed rain garden, would enhance the streetscape, according to six submitters. Several respondents queried the species of trees and two asked for more native planting.

The alternative plan for the southern block, submitted by respondents, includes small trees rather than replacement oak trees to avoid obscuring the heritage façade of the Duncan's Building.

They have been advised that in the project team's preferred plan there are fewer trees proposed in front of the heritage building than pre-earthquake, and they are further away from the building.

4.3 Simplified Tuam Street intersection

Several submitters supported the redesign of the Tuam Street intersection where the number of poles is reduced from 19 to six.

A cyclist asked who has right of way at the proposed intersection layout. He has been advised that when using the Tuam Street cycle lane, vehicles and cyclists are expected to follow the give way rules. Vehicles left turning into High Street give way to cyclists left turning into High street, but have priority over cycles who are right turning in. This is the same as at any other intersection in the city.

4.4 No kerbs in two blocks

Several submitters referred to the kerbless design in the mid and southern blocks, noting that the street layout could be adapted in the future.

Kerbs remain for the Cashel Street to Manchester Street section of High Street and Cashel Street between High Street and Manchester Street. This road was upgraded before the earthquakes and the kerbs are in good condition.

5. Main issues raised by submitters who did not support the plan

5.1 Too much emphasis on cars at the expense of other types of travel

Comments from the 23 submitters who wanted less emphasis on cars and parking ranged from the need to provide fewer parking spaces for motor vehicles to full pedestrianisation of the street. Reasons given included the climate change emergency and the requirement in the Christchurch Central Recovery Plan to prioritise pedestrian and cycle movements on High Street.

Those who provided feedback included Ōtākaro Limited which suggested a shared zone pedestrian mall that would enable businesses to take full advantage of the character of the area,

utilise the space for dining, cafes, and support other activities such as events and busking. Seven submitters said High Street should be pedestrianised either now or in the future.

5.2 More parking required to support businesses

Twenty five submitters wanted more parking spaces to support local businesses, particularly those trying to get established in newly reopened buildings. They said there was no close alternative parking available to replace the on-street spaces lost in the consultation plan.

With regard to the loss of parking, the consultation plan indicated a reduction of 26 of the existing 94 on-street parking spaces across all three blocks. Following consultation the number of car parks has been increased overall by one in the preferred plan.

5.2.1 Alternative plan for southern block

Nineteen submitters opposed the proposed parking reductions in southern block of High Street, saying this would have a significant negative impact on the commercial viability of their businesses. They submitted an alternative plan for High Street from Tuam Street to St Asaph Street.

Their plan provides 29 car parks (plus a mobility park and loading zone) compared to 11 parks (plus a mobility park and loading zone) in the consultation plan. The proposed footpath – 8.2 metres wide in front of the Duncan's Building – is reduced to a maximum width of 6.7 metres. Those who submitted the plan said their alternative street layout was similar to an earlier plan developed by Council staff, but with more parking.

5.2.2 Alternative parking variations for the mid-block

Five submitters called for more parking to be reinstated in the mid-block from Lichfield Street to Tuam Street. Two of them supported an earlier plan developed by Council staff but with three or four more car parks.

5.3 Concern re cycle facilities

Eleven of the submitters who wanted less emphasis on cars and parking also wanted to see cycling facilities improved. Their concerns included:

5.3.1 Difficulty travelling through the Manchester / Lichfield / High streets intersection.

Response. The Lichfield Street intersection is complicated by the presence of tram tracks. Provision is made for cyclists to use cycle crossings to cross Lichfield Street from High Street. These crossings are provided on three of the four approaches.

5.3.2 More space needed for cyclists to negotiate tram tracks in the proposed street layout, especially in the northern block.

Response. The space proposed allows for two-way traffic as well as cyclists to travel safely in both directions. Note that the cycle lane is 1.8 m wide on the southwest side of the road.

5.3.3 Entry from High Street to St Asaph Street

Response. Vehicles have a stop control at St Asaph Street and will therefore be approaching the intersection carefully. It is expected that all users of the roadway will be aware of each other. Adding a give way control on one of the exit lanes, with vehicles having to give way where the road splits, would add unnecessary confusion on what will be a low volume, low speed road.

5.4 Need to reflect climate change emergency

Six submitters referred to the Council's climate change emergency declaration on 23 May 2019.

Response: The declaration of a climate change emergency occurred during consultation. Although not specifically considered as a design consideration, the project supports active transport, water sensitive urban design and increased landscaping.

5.5 Defer works while businesses re-establish in southern block

Seven submitters wanted upgrading works in the southern block to be delayed until new businesses had time to get established.

Response: Extensive repair work is required to the footpath on the east side and stormwater / drainage repairs are potentially required if this block is left for a period of up to five years. Provision has also been made for cyclists to safely use the road to provide the link between the existing cycleways on Tuam Street and St Asaph Street. The proposed work is scheduled to start in mid 2020. If reconstruction of this block is delayed, the access to St Asaph Street would also be delayed.

5.6 Impact of construction

Ten submitters were concerned about construction saying that when work does start, it should be completed as soon as possible. Contractors should work at nights and weekends.

Response: The Council will be working with a contractor to ensure that the construction work is undertaken in as short a time frame as possible. We will also ensure that the contractor keeps business owners fully informed of the work to be undertaken and maintains access to all businesses.

6. Tram Extension

The proposed extension of the tram route along Lichfield Street and Poplar Street then back up High Street was supported by 50 (81 per cent) of the 62 submitters who responded.

Tram operator, Christchurch Attractions & Hanmer Attractions Tourism Group, said this loop would provide additional safety features and operational advantages than extending the tram into the next block between Tuam Street and St Asaph Street. It would prefer to see the tram stop moved further toward Poplar Street to give passengers a more open view along High street to the south.

The owner of a nearby business said he would like the tram shelter located outside the High Street former Post Office where it would 'have better leverage for Christchurch tourism'.

Seven submitters said the tram should be incorporated in Christchurch's public transport system, and four said the tram route should be further extended.

The tram proposal is subject to the purchase of land at the corner of Poplar Street and High Street.

7. Options presented to the Hearings Panel as a result of consultation

7.1 The Project Team's preferred Option 1 – Full revitalisation of High Street and tram extension - incorporates the following minor changes to the consultation plan:

- Northern block –
 - Loading zone outside 198 High Street moved eastward to accommodate a future possible footpath crossing
 - Commemorative plaque retained in its present location in paving in City Mall.

- Middle block –
 - One additional park for motorcycles located outside 174/176 High Street
 - Paid 60 minute parking outside C1 café and opposite 180 High Street changed to shorter term parking
 - Corgis placed on a raised plinth to lessen the hazard of tripping and at the request of the artist.
- Southern block –
 - Motorcycle parking space opposite 155 High Street replaced by paid 60 minute car park
 - Additional motorcycle parking space located outside 143 High Street
 - Street furniture relocated from outside 139 High Street to provide access to the building from High Street
 - Cycle crossing across St Asaph Street added.

7.2 Staff have prepared two alternative options for the southern block between Tuam Street and St Asaph Streets, as subsets of Option 1

Option 1A – full revitalisation but with additional parking in the southern block (four P60 parking spaces) detailed in Attachment B and in 5.5 of the report to the Hearings Panel.

Option 1B - do minimum in the southern block of High Street. Work would include road repairs and changes at the Tuam Street / High Street intersection detailed in Attachment C and in 5.6 of this report. The speed limit would remain at 30 km/h.

7.3 Staff have also included Option 2 – tram extension and asset repairs. This is detailed in Attachment C and 5.7 of the report to the Hearings Panel.

7.4 These options will be presented to the Hearings Panel on 15 August. The Panel will make a recommendation to Council, which is expected to make a decision in September 2019.

15. Hearings Panel Report to the Council on the Te Wai Ora o Tāne Draft Integrated Water Strategy

Reference / Te Tohutoro: 19/1062577

Presenter(s) / Te kaupāhō: Councillor Yani Johanson - Chair of Hearings Panel

1. Purpose of Report

- 1.1 The purpose of this report is to present the results of the consultation and hearings process in relation to the Te Wai Ora o Tāne Draft Integrated Water Strategy, and to present the Hearings Panel's recommendation that the Council adopt it with the changes presented in this report as the Council's Integrated Water Strategy.
- 1.2 An Integrated Water Strategy will provide a framework to manage water supply, wastewater and stormwater throughout the Christchurch district over the next 100 years and beyond.
- 1.3 The Hearings Panel has no decision-making powers but, in accordance with its delegation, has considered the written and heard submissions received on the Te Wai Ora o Tāne Draft Integrated Water Strategy, and is now making recommendations to the Council. The Council can accept or reject the Panel's recommendations as it sees fit, bearing in mind that the Local Government Act 2002 s.82(1)(e) requires that "the views presented to the local authority should be received by the local authority with an open mind and should be given by the local authority, in making a decision, due consideration."
- 1.4 The Council, as the final decision-maker, should put itself in as good a position as the Hearings Panel having heard all the parties. It can do so by considering this report which includes a summary of the written and heard submissions, the information received, and the Hearings Panel's deliberations.

2. Hearings Panel Recommendations

That the Council:

1. Adopt the Te Wai Ora o Tāne Draft Integrated Water Strategy with the changes indicated by the tracked changes, in **Attachment A** to this report, as the Council's Integrated Water Strategy to replace the following three Council water-related strategies:
 - a. Water Supply Strategy 2009-2039, adopted by the Council in 2009.
 - b. Surface Water Strategy 2009-2019, adopted by the Council in 2009.
 - c. Wastewater Strategy 2013, adopted by the Council in 2013.

3. Background/Context

- 3.1 The Council currently has three water-related strategies, as noted below:
 - Water Supply Strategy 2009-2039, adopted by the Council in 2009.
 - Surface Water Strategy 2009-2019, adopted by the Council in 2009.
 - Wastewater Strategy 2013, adopted by the Council in 2013.
- 3.2 The Water Supply and Surface Water Strategies were adopted before the Canterbury Earthquake Sequence and are due for review. As part of the review, there was a decision to develop a single, overarching integrated water strategy to better ensure there is integration across the 'three waters'.

- 3.3 The Te Wai Ora o Tāne Draft Integrated Water Strategy (the Strategy) was developed and on 23 May 2019 a report was presented to the Council to seek approval for public consultation on the Strategy. A link to the report is available at https://christchurch.infocouncil.biz/Open/2019/05/CNCL_20190523_AGN_3370_AT_WEB.htm
- 3.4 On 23 May 2019, the Council resolved to:
1. *Delegate the approval of a draft Integrated Water Strategy for public consultation to a Working Group comprising Councillors Buck, Clearwater, Cotter, Davidson, Galloway, Johanson and Templeton.*
 2. *Request that the Working Group make clear that the strategy addresses the key priorities below:*
 - a. *a clear objective of our water strategy to maintain our water free from chlorination*
 - b. *maintaining control of three waters be an integral part of the City Council structure and that Council will oppose any removal of those functions from the City Council*
 - c. *the protection from pollutants and especially the leaching of nitrates under the Waimakariri River and that our objective be to ensure that the nitrate level not be allowed to increase above 0.4mg/L .*
 3. *Notes that the Working Group will need to approve a draft Integrated Water Strategy for consultation by the end of May 2019 to allow sufficient time to undertake consultation by the end of the triennial.*
 4. *Appoint a Hearings Panel to receive deputations and consider public submissions on the draft Integrated Water Strategy, and make recommendations to the Council on the strategy to be adopted by Council.*

4. Consultation Process

- 4.1 The consultation period commenced from 14 June until 21 July 2019.
- 4.2 The consultation [Have Your Say link \(https://www.ccc.govt.nz/the-council/consultations-and-submissions/haveyoursay/show/245\)](https://www.ccc.govt.nz/the-council/consultations-and-submissions/haveyoursay/show/245) was sent to 213 key stakeholders on Friday 14 June 2019. Hard copies of the Strategy and consultation booklets were posted to seven Rūnanga, and made available citywide in libraries and service centres.
- 4.3 Information sessions were held between 25 June and 9 July 2019 for members of the public to talk to staff about the Strategy. These were held at the Tūranga Central Library, New Brighton Boardroom, Beckenham Service Centre, Banks Peninsula Duvauchelle Hall, Belfast School, the Upper Riccarton Library, Bishopdale Community Centre and Woolston Community Library.
- 4.4 A Newsline story was shared on the Council Newsline page and Facebook page, along with advertising on various radio stations and in local newspapers.

5. Submissions

- 5.1 A total of 36 submissions were received. The agenda containing the Volumes of Submissions from submitters who were heard in person, submitters who originally indicated a wish to be heard but who no longer wished to when contacted, or were not available on the hearing date; and from those submitters who indicated they did not wish to be heard in person, is available at the link:
https://christchurch.infocouncil.biz/Open/2019/08/BLHP_20190812_AGN_3942_AT.PDF
- 5.2 A 'Consultation Analysis' was completed by staff from the Strategy and Transformation Group for the Hearings Panel, and is available at the link to the agenda noted in 5.1 above.

- 5.3 The Consultation Analysis noted that there were 14 major themes to emerge from the consultation process:
- Comments on the five main sections of the Strategy: vision, goals, guiding principles, strategic issues, objectives.
 - Comments on nine subject areas: groundwater protection, water supplies, infrastructure and asset management, wastewater, flooding and flood management, surface water quality, surface water quantity, water efficiency and conservation, and implementation.
 - General comments.
 - There was general support for the Strategy.
 - Multiple changes were sought, most of which were points to provide greater clarity.

6. The Hearing

- 6.1 The Hearings Panel consisted of Councillor Yani Johanson (who the Panel appointed as Chair), Councillor Phil Clearwater, and Councillor Sara Templeton. The Hearings Panel convened on Monday, 12 August and reconvened on Thursday, 15 August 2019 to hear verbal submissions and then to consider all submissions received, and deliberate on the Strategy.
- Thirteen submitters verbally presented to the Hearings Panel. A link to the meeting minutes can be found at:
https://christchurch.infocouncil.biz/Open/2019/08/BLHP_20190812_MIN_3942_AT.PDF
- 6.2 Council officers presented a brief overview of the Strategy and Consultation Analysis, and answered questions from the Hearings Panel, at the commencement of the hearings. The Hearings Panel then heard from the submitters who were available and wished to present.
- 6.3 The majority of verbal submissions were consistent with the points raised in the submitters' written submissions. However, some key points raised during verbal submissions included:
- 6.3.1 Comments on the value of water and the value of the infrastructure that keeps the water safe.
- 6.3.2 There should be standard operating practices in place for non-potable grey water use.
- 6.3.3 Consider greater emphasis in the Strategy on other plans. Reference was made to the Little River Big Ideas Plan, Canterbury Water Regional Plan and the Akaroa Harbour Basin Settlements Study.
- 6.3.4 Comments on the need to be working closely with landowners.
- 6.3.5 The need to reference water races within the Strategy.
- 6.4 Various submitters provided slide shows or documents to support their presentations to the Hearings Panel. These are separately circulated to Councillors for their information.
- 6.5 The Hearings Panel asked for clarification on a number of matters that staff then provided in an update, which is appended to this report as **Attachment B**. This information, along with the written and heard submissions, was considered by the Panel, and the following further matters arose through the Panel's deliberations:
- 6.5.1 The Panel asked to include clarification in the Strategy that the Council would not only collaborate with Environment Canterbury (ECan), district councils and central government, but advocate for change. The private sector was suggested and included in this collaborative process.

- 6.5.2 The Panel asked staff to consider how we might have on-going visibility of water. In line with the oral submission from Community Board Member Karolin Potter the following new action was added to section 7.1 of the Strategy to provide regular water workshops. The Panel felt these should be referred to as water forums, rather than workshops.
- 6.5.3 Consideration was given to whether to support the Canterbury Water Management Strategy (CWMS) targets as part of the Strategy. The Panel felt the CWMS targets were similar to objectives, and noted the Council has its own set of objectives that reflect what is important to the community and Council. While the CWMS is not a statutory document, as part of the implementation of the Strategy, staff will consider the CWMS priorities.
- 6.5.4 In relation to the water races, a new action was added to section 7.3 of the Strategy, and the Panel asked for this to be referred to as “stock water races”.
- 6.5.5 Information was provided to the Panel about what is provided on the rates demand notices in terms of the water rate. Staff did not recommend any change to the Strategy in this regard, however the Panel suggested through the Implementation Plan the addition of a “city dashboard” that would provide information, e.g. water conservation targets.
- 6.5.6 Regarding requirements for capturing of rainwater/stormwater, the Panel suggested inclusion of this within the Implementation Plan and as part of the forum information, to ensure robust consenting processes.
- 6.5.7 The Panel sought a change to a portion of the Vision and suggested “We want a Christchurch where water for people and the environment is valued.” Following further consideration, the Panel agreed to change it to read “Water is a valued taonga, in all that we do.”
- 6.5.8 In relation to the Ōnuku Rūnanga submission on Akaroa Wastewater, the Hearings Panel agreed with no direct discharge to the Harbour and there is no change because options would require consideration including cost. The Panel agreed with the staff suggested replacement recommended by staff to section 5.5 of the Strategy: Replace the last sentence in section 5.5 with: *The Council will be making a Local Government Act (LGA) decision on which reclaimed water disposal option to pursue. It must take into account social, cultural and economic interests; the option must be efficient, effective and appropriate; and it must be consentable as sustainable management under the Resource Management Act (RMA). Discharge to water is not sustainable management under the RMA unless land-based options have been adequately investigated and reasonably discounted.*
- 6.6 The Hearings Panel asked for a one page document about decision-making on water matters in regard to the management of water resources that fall under multiple pieces of legislation. Staff provided the Panel with this information as appended in, **Attachment C**.
- 6.7 The Panel invited Yvette Couch-Lewis, Te Hapū o Ngāti Wheke and Matthew Ross on behalf of Rik Tainui, Ōnuku Rūnanga, to provide written record of their submissions at the hearing, and these were duly provided to the Panel as appended in, **Attachment D**. They acknowledged and supported the recognition of Te Ao Māori throughout the Strategy, and provided specific feedback on the Whaka-Ora Healthy Harbour Plan and on Akaroa wastewater matters.
- 6.8 The Panel received information from Vicky Southworth that supported her original submission, which was read out by a representative at the meeting.
- 6.9 The Hearings Panel received privileged legal advice on the Strategy in public excluded, now able to released, as appended in **Attachment E**.

7. Consideration of Submissions and Deliberations

- 7.1 The Hearings Panel considered and deliberated on all submissions received on the Strategy, and on changes suggested by staff arising from their analysis of the submissions received (these being presented to the Panel within the agenda for its meeting). The Panel largely agreed with those changes and made further changes to the Strategy at its meeting to recommend to the Council (these being recorded in Minutes refer to paragraph 6.1).
- 7.2 The Hearings Panel decided that more changes to the Strategy be recommended to the Council than could be finalised during its meeting, so they decided to delegate to their Chair authority to approve:
- B(1) any additional changes to the Draft Te Wai Ora o Tāne Draft Integrated Water Strategy in the form that it will be recommended to the Council that reflect the Panel's deliberations that the Draft Te Wai Ora o Tāne Draft Integrated Water Strategy should:*
- (a) Incorporate best practice management on aquatic weed species (in section 7.3.4 of the Strategy).*
 - (b) Include that different parts of the Council work together on integrated water management.*
 - (c) Consider the use of ways to display information in regard to the progress of the Integrated Water Strategy and associated targets.*
 - (d) Include in Section 7.8 (6) "As part of the Water Supply Implementation Plan consideration of incentives for rainwater reuse."*
 - (e) Make reference to, in the Purpose of the Strategy, the four well-beings under the Local Government Act 2002.¹*
- 7.3. In accordance with this decision (referred to as Recommendation B(1)), Attachment A to this Hearings Panel Report includes changes additional to those made at the meeting. The additional tracked changes were circulated to the Panel and approved by the Chair. A summary of the Hearings Panel's recommended changes to the Strategy arising from this process is attached as **Attachment F**.
- 7.4 Staff assisted the Panel to finalise the detail of its recommendations to the Council as indicated by the blue print below.
- 7.4.1 Change the tag line under the vision in the Executive Summary and in Section 3 – Vision to:
- [Water is a valued taonga, in all that we do.](#)
- 7.4.2 In response to Recommendation B(1)(a) - Incorporate best practice management on aquatic weed species (section 7.3.4 of the Strategy).
- The Strategy has been amended to add a sentence to the end of the first paragraph in section 7.3 option 4 as follows:
- [Aquatic vegetation clearance may also contribute to the spread of pest plant species if not managed appropriately. The Council intends to ensure that best practice methods are incorporated to avoid adverse impacts from aquatic vegetation clearance.](#)

¹ The Hearings Panel also decided to authorise staff to make any typographical changes to the Strategy, correct minor errors and omissions, and add photographic content and captions as appropriate to creating the public-facing version of the Strategy for adoption.

- 7.4.3 In response to Recommendation B(1)(b) - Include that different parts of the Council work together on integrated water management.

Goal 4 states:

Goal 4: Water is managed in a sustainable and integrated way in line with the principle of kaitiakitanga

...

The key elements of this goal are:

- *Managing assets across all disciplines in an integrated manner to maximise attributes like place-making, collaborative benefits, eco-system service harmonies which may not be realised when assets are developed in isolation for a single discipline*
- *Managing resources collaboratively. Water resources management is complex and requires collaborative integrated work programme across Council units and between stakeholders*

Suggested amendment to Goal 4:

Goal 4: Water is managed in a sustainable and integrated way in line with the principle of kaitiakitanga

...

The key elements of this goal are:

- *Managing assets across all [disciplines of the Council's activities \(such as roading; water supply, wastewater and stormwater operations; parks etc.\)](#) in an integrated manner to maximise attributes like place-making, collaborative benefits, eco-system service harmonies which may not be realised when assets are developed in isolation for a single discipline*
- *Managing resources collaboratively. Water resources management is complex and requires collaborative integrated work programme across Council units and between stakeholders*

- 7.4.4 In response to Recommendation B(1)(c) - Consider the use of ways to display information in regard to the progress of the Integrated Water Strategy and associated targets.

The following sentence has been added to section 8 – Implementation

[Information about progress to implement the Strategy will be displayed on the Council's website and will also be provided through other communications channels.](#)

- 7.4.5 In response to Recommendation B(1)(d) - Include in Section 7.8 (6) "As part of the Water Supply Implementation Plan consideration of incentives for rainwater reuse.

The following new third paragraph was added to section 7.8 option 6:

[Methods to encourage and incentivise rainwater reuse will be considered as part of the implementation plan for water supply.](#)

- 7.4.6 In response to Recommendation B(1)(e) - Make reference to the four well-beings under the Local Government Act 2002 in the Purpose of the Strategy.

The following amendment to the Strategy was made to Section 2 Purpose by adding the following sentence:

[The Strategy aligns with the Local Government Act 2002 to promote the social, economic, environmental, and cultural well-being of the community now and into the future.](#)

- 7.5 The Hearings Panel further recorded the notes as detailed below during its meeting, which were responded to by staff following the meeting as detailed here:

- 7.5.1 *Note 1: Check with staff whether the Council currently has a weed management plan in place for our waterways, prior to the Hearings Report being presented to Council.*

There is a Council pest management plan that covers both terrestrial and aquatic plant pests: Christchurch City Council Operational Pest Management Plan, dated February 2010. Many of the pest plant species identified in the Plan are aquatic.

Work to manage pest plant species has been prioritised, with pest management activities being adjusted approximately yearly in response to conditions. The most recent prioritisation was completed in February 2019. The prioritisation scheme consists of four levels of pest control based on assessments of levels of threat posed by pest species, pest management methods available for particular species, and available resources:

- Total control - Eradicate the pest plant species at all sites as soon as possible (e.g., Cape pondweed *Aponogeton diastachyus*; phragmites *Phragmites australis*)
- Progressive control - Control the pest plant species, aim for eradication over medium term (e.g. Giant knotweed *Reynoutria sachalinensis*)
- Containment control - Control the pest plant species, aim to contain spread immediately and reduce population over long term (African clubmoss *Selaginella kraussiana*)
- Restricted - Do not propagate or distribute. Observe establishment and spread. Control if necessary (buddleia *Buddleja davidii*)

- 7.5.2 *Note 2: The Panel notes a number of submitters have mentioned their concern in regard to the lack of rainwater reuse requirements, including education and incentives, and that this be further considered as part of the review of the Water Supply, Wastewater and Stormwater Bylaw 2014.*

This matter has been forwarded to the Council's Strategic Policy Team, which is undertaking a review of the Water Supply, Wastewater and Stormwater Bylaw as part of the bylaw review programme in financial years 2019-20 and 2020-21.

- 7.5.3 *Note 3: Request an informal review on the low level of response to the engagement that was undertaken around the Draft Integrated Water Strategy.*

This matter has been forwarded to the Council's Engagement Team for investigation.

- 7.6 Following its deliberations, the Hearings Panel decided to recommend that the Council adopt the Te Wai Ora o Tāne Draft Integrated Water Strategy with the changes as discussed in this

report and tracked in Attachment A to replace the following three Council water-related strategies:

- a. Water Supply Strategy 2009-2039, adopted by the Council in 2009
- b. Surface Water Strategy 2009-2019, adopted by the Council in 2009
- c. Wastewater Strategy 2013, adopted by the Council in 2013.

Signatories

Author **Liz Ryley - Committee Advisor**

Approved By **Councillor Yani Johanson - Chair of Hearings Panel**

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	Draft Integrated Water Strategy - tracked changes - 16 August 2019	379
B ↓	Staff Update in response to Hearings Panel queries - 14 August 2019	424
C ↓	Decision-making on Water Matters	432
D ↓	Feedback provided by Te Hapu o Ngati Wheke and Onuku Runanga	434
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Te Wai Ora o Tāne Integrated Water Strategy

Ōtautahi Christchurch and Te Pātaka o Rākaihautū Banks Peninsula

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Whakarāpopototanga whakarae Executive summary

Water supply, wastewater, stormwater, surface water and groundwater form a fundamental part of the life of the community. Christchurch City Council has a responsibility to ensure that its water services, infrastructure and water taonga are managed in a manner that supports the environmental, social, cultural and economic wellbeing of current and future generations. In this regard we work with Environment Canterbury, which has responsibilities for environmental resources management. The broader legislative and policy context is described in Appendix A

Our vision to guide that management is:

Te wai ora o Tāne Water for life

~~Valuing water and water services for people and the environment~~ Water is a valued taonga, in all that we do

The vision recognises the importance of water, as taonga, to the life of the community of Ōtautahi Christchurch, while also recognising the significant cultural values associated with water. Achieving the vision will mean that Christchurch's water resources and taonga are managed in an integrated way to provide people, communities and future generations with access to safe and sufficient water resources, maintain the integrity of freshwater ecosystems and manage hazards from flooding and sea level rise.

An Integrated Water Strategy will both recognise and support the ongoing recovery activities following the earthquakes, and set a path for our future management of our water resources and water services and associated infrastructure.

It will establish the strategic direction for our sustainable long-term management of water resources and related infrastructure. The ~~draft~~ strategy focuses on water supply, wastewater and surface water including stormwater and flood management.

Principles that have guided the development of the ~~draft~~ strategy are: integration, longevity, touchstone, place-making, flood management, international best practice, efficiency and kaitiakitanga.

The strategy recognises and incorporates the Urban Water Principles - Ngā Wai Manga recommended by central government's Urban Water Working Group:

- **Papatūānuku** – Our relationship with the land – papatūānuku – will pre-determine our relationship with water
- **Ngā wai tuku kiri** – Our waters are a gift of life provided to us by our tupuna
- **Tāngata** – Our environments are places of human occupation
- **Te hāpori me te wai** – The community's love and care for water is enduring
- **Tiakina mō apōpō** – In building future resilience, our connectedness with the environment is our strength

This ~~draft~~ strategy addresses eleven key strategic issues, relating to managing wastewater discharges, ensuring long term water supply, responding to stormwater management, flooding, and potential sea level rise issues, improving water quality and waterway health, and ensuring that the community values its many different types of water resources

1. Different perceptions of the 'value' of the waters
2. Poor state of some ~~waterways~~ waterbodies
3. Vulnerability of Christchurch's groundwater source to contamination
4. Wastewater overflows and effects on surface water
5. Treated wastewater discharges into Akaroa Harbour
6. Stormwater discharges and effects on surface water
7. Flooding and flood management
8. Responding/adapting to the anticipated effects of sea level rise on water resources and related infrastructure
9. Long term availability of water for water supply

10. Long term sustainable wastewater treatment and disposal

11. Infrastructure efficiency and resilience

To address these strategic issues, the ~~draft~~ strategy contains four goals, 11 objectives and some suggested approaches to achieve the vision. The goals align with the 2018-28 Community Outcomes¹, as well as the 'strategic priorities' identified in our Strategic Framework².

In summary, the goals and general approach to achieving each of the goals of the ~~draft~~ strategy is as follows.

Goal 1: The multiple uses of water are valued by all for the benefit of all

- Increasing awareness – to encourage and engage the community to value and respect the multiple uses of our water resources through advocacy and outreach programmes, demonstration projects that highlight the values of water, and considering the water services charging structure and the way information is conveyed to the community.
- Enhancing natural and cultural values (including ecology, amenity, recreation, heritage and landscape) through initiatives such as demonstration projects, protection of existing waterway and wetland systems, encouraging and facilitating wetlands, ~~waterways~~~~waterbodies~~ enhancement and naturalisation, addressing stream depletion, facilitating the adoption of water sensitive design and promoting water conservation.

Goal 2: Water quality and ecosystems are protected and enhanced

- Improving water quality and enhancing the natural, cultural and ecological values of ~~waterways~~~~waterbodies~~ – through continuing the existing Stormwater Management Plan approach to management of stormwater quality, increasing focus on sediment control measures, implementing source control and water sensitive design, wetlands and ~~waterways~~~~waterbodies~~ enhancement and naturalisation, and where possible retrofitting water quality mitigation for existing developed areas..
- Reducing the effects of wastewater overflows – by network upgrades, targeting efforts to address overflows and reducing inflow and infiltration.
- Understanding groundwater sources and their vulnerability to contamination – through targeted investigations, further implementation of source protection, and restrictions on excavation below groundwater level..
- Recognising the importance of robust data management and modelling to demonstrate performance.

Goal 3: The effects of flooding, climate change and sea level rise are understood, and the community is assisted to adapt to them

- Understanding the extent, effect and risk of flooding, and managing effects and adapting to flooding risks – by continuing the existing programme of investigations and physical works in the interim, while developing, communicating to the community and then implementing a risk based approach to managing the effects of flooding using options appropriate to specific situations.
- Understanding risks due to sea level rise and consequences resulting from climate change, and developing an adaptive response.

Goal 4: Water is managed in a sustainable and integrated way in line with the principle of kaitiakitanga

- Managing assets across all ~~disciplines of the Council's activities (such as roading; water supply, wastewater and stormwater operations; parks; etc.)~~ in an integrated manner to maximise attributes such as place making, collaborative benefits, eco-system service harmonies which may not be realised when assets are developed in isolation for a single discipline.
- Managing stormwater collectively wherever practicable in order to maximise efficiency, cost effectiveness and ease of maintenance. Encouraging on-site stormwater management using water sensitive design where collective stormwater management is not feasible (such as areas where urban intensification and redevelopment of industrial and business land is prevalent).

¹ Christchurch City Council (2018). Community Outcomes <https://ccc.govt.nz/the-council/how-the-council-works/20182028-vision/community-outcomes>

² Christchurch City Council (2018). Strategic Framework (August 2018) <https://ccc.govt.nz/assets/Uploads/2018-Strategic-Framework.pdf>

- Managing wastewater systems to meet community needs – including through reviewing and revising trade waste and biosolids management and developing long term solutions for Christchurch’s future growth and for the disposal of treated wastewater from the Akaroa Harbour communities.
- Managing water sources to meet reasonable demands by improving understanding of water sources and water use, implementing demand management projects and securing access to water supplies.
- Infrastructure efficiency and resilience – by utilising a risk based approach, proactive monitoring, and the implementation of intelligent technology.
- Managing resources collaboratively. Water resources management is complex and requires collaborative integrated work programme across Council units and between stakeholders.

To guide actions to meet the goals and vision of the ~~draft~~ strategy eleven objectives have been identified as follows.
Note that objectives are not listed in any order of priority.

Objective 1	Awareness and engagement Increase awareness and engage with the community and mana whenua regarding the multiple uses and values of water.
Objective 2	Efficient and resilient infrastructure Ensure efficient use of three waters infrastructure through a completely integrated management structure and ensure the resilience of entire networks (including natural waterbodies) to future environmental, social and/or cultural changes and natural hazard risks over the long term through timely asset renewal and/or better alternative solutions.
Objective 3	Enhancement of ecological, cultural and natural values Enhance the ecological, cultural and natural values (including amenity, recreation, customary use, heritage and landscape) of the waterways <u>waterbodies</u> within the Christchurch urban area and settlements.
Objective 4	Water quality improvement Improve the water quality of surface water resources to protect ecosystem health and provide for contact recreation, food gathering, mahinga kai and cultural values.
Objective 5	Wastewater overflows management Reduce and work towards eliminating the effects of wastewater overflows.
Objective 6	Flood risk Understand the likely extent and effects of flooding, and the risk posed by flooding.
Objective 7	Flood management and adaptation Manage and adapt to the effects of flooding using natural systems, planning tools, community adaptation and infrastructure solutions.
Objective 8	Sustainable wastewater systems Manage the effects of the wastewater systems to meet community needs for environmental, social, cultural and economic sustainability over the long term.
Objective 9	Groundwater protection Advance source protection of groundwater recharge areas and surface water supply sources for all drinking water supplies.
Objective 10	Improvement in understanding of aquifer system Understand the vulnerability, transit times and extent of confining layers of the Christchurch aquifers as well as the link to surface water quantity and quality.
Objective 11	Safe and sustainable water supply Manage the water sources for drinking water supplies to meet the forecast reasonable demands over the long term and ensure efficiency of water use, and ensure demonstrably safe drinking water without the need for residual disinfection.

A suite of approaches to support the objectives and goals are put forward and are listed below.

Option	Objective(s) to be addressed
7.1-1 and 7.3-1 Advocacy and Outreach	1. Awareness and engagement 3 and 4. Enhancement of ecological, cultural and natural values and water quality improvement
7.1-2: Demonstration Projects – waterway naturalisation	1. Awareness and engagement 3 and 4. Enhancement of ecological, cultural and natural values and water quality improvement
7.1-3 and 7.3-7 Facilitate Water Sensitive Design	1. Awareness and engagement 3 and 4. Enhancement of ecological, cultural and natural values and water quality improvement
7.1-4 Improve public understanding of the cost of water services	1. Awareness and engagement
7.1-5 and 7.3-6 Waterways Waterbodies and wetlands enhancement and naturalisation	1. Awareness and engagement 3 and 4. Enhancement of ecological, cultural and natural values and water quality improvement
<u>7.1-6 Water Forums</u>	<u>1. Awareness and engagement</u>
7.2-1 Proactive risk-based asset renewals	2. Efficient and resilient infrastructure
7.2-2 Proactive monitoring of condition	2. Efficient and resilient infrastructure
7.2-3 Intelligent technology	2. Efficient and resilient infrastructure
7.2-4 Continuing to manage for 6 core values for stormwater and flood management	2. Efficient and resilient infrastructure
7.3-1-Continue and enhance the implementation of current approach to stormwater management	3 and 4. Enhancement of ecological, cultural and natural values and water quality improvement
7.3-3 Increased sediment control	3 and 4. Enhancement of ecological, cultural and natural values and water quality improvement
7.3-4 Waterway vegetation management	3 and 4. Enhancement of ecological, cultural and natural values and water quality improvement
7.3-5 Stormwater and wastewater network upgrades and real time control technology	3 and 4. Enhancement of ecological, cultural and natural values and water quality improvement 5. Wastewater overflows management
7.3-8 Development of stormwater discharge standards	3 and 4. Enhancement of ecological, cultural and natural values and water quality improvement
<u>7.3-9 Retain stock water races for ecosystem services</u>	<u>3 and 4. Enhancement of ecological, cultural and natural values and water quality improvement</u>
7.4-2 Effects based network consent	5. Wastewater overflows management
7.4-3 Reducing inflow and infiltration to the public network	5. Wastewater overflows management
7.4-4 Repair/renewal of private sewer laterals	5. Wastewater overflows management
7.5-1 Continue the current approach for flooding and flood management	6 and 7. Flood risk and flood management and adaptation
7.5-2 Continue to develop a risk based approach to flood management	6 and 7. Flood risk and flood management and adaptation
7.5-3 Communicate a risk based approach to the community and foster community support	6 and 7. Flood risk and flood management and adaptation
7.5-4 Implement options tailored to address flood management in specific circumstances	6 and 7. Flood risk and flood management and adaptation
7.6-1 Improved trade waste management	8. Sustainable wastewater systems

7.6-2 Biosolids management with multiple pathways for beneficial reuse	8. Sustainable wastewater systems
7.6-3 Long term wastewater treatment and collection solution to	8. Sustainable wastewater systems
7.6-4 Reduce generation of wastewater at source	8. Sustainable wastewater systems
7.6-5 Long term solution for treated wastewater in Akaroa Harbour	8. Sustainable wastewater systems
7.6-6 Investigate potential use of treated wastewater	8. Sustainable wastewater systems
7.6-7 Investigate wastewater options for small Banks Peninsula	8. Sustainable wastewater systems
7.7-1 Support research and monitoring programmes to better understand of groundwater vulnerability to contamination	9 and 10 Groundwater protection and improvement in understanding of aquifer system
7.7-2 Source protection of drinking water supplies	9 and 10 Groundwater protection and improvement in understanding of aquifer system
7.7-3 Restrictions on excavation and filling below groundwater level	9 and 10 Groundwater protection and improvement in understanding of aquifer system
7.7-4 Partner with Environment Canterbury and neighbouring district councils	9 and 10 Groundwater protection and improvement in understanding of aquifer system
7.8-1 Improve understanding of water use and develop improved demand management programme	11 Sustainable water supply
7.8-2 Implement pressure management zones	11 Sustainable water supply
7.8-3 Implement 'smart' water supply network operation	11 Sustainable water supply
7.8-4 Improve understanding of groundwater sources and levels	11 Sustainable water supply
7.8-5 Secure access to Christchurch groundwater sources for public drinking water supply	11 Sustainable water supply
7.8-6 Enable reuse and harvesting	11 Sustainable water supply
7.8-7 Enhance management of below-ground well heads	11 Sustainable water supply
7.8-8 Collaboration with other territorial authorities to retain control of public water infrastructure	11 Sustainable water supply
7.8-9 Investigate other potential water supply sources	11 Sustainable water supply

The ~~draft~~-strategy recognises the various roles of local, regional and national governments as well as public and private organisations and the general public, and how each can contribute to realising the ~~draft~~-strategy's vision.

The ~~draft~~-strategy also supports the implementation of the Canterbury Water Management Strategy, in particular with respect to the following targets: ecosystem health and biodiversity, kaitiakitanga, drinking water, recreational and amenity opportunities, water-use efficiency and environmental limits.

Te tuatahi **Part one:**

Tāhuhu korero

Technical and background information

Attachment A Item 15

1 Kupu whakataki Introduction

1.1 Why develop an Integrated Water Strategy?

Water resources play a fundamental part in providing for the needs of, and shaping the community. The Christchurch City Council provides water supply, wastewater and stormwater services and infrastructure throughout the District. Waterways/Waterbodies and coastal waters also form a fundamental part of both the landscape and lives of the community.

The ~~Draft~~ Integrated Water Strategy (the ~~draft~~ strategy) is a high level overarching strategy developed to consider all of these different water resources, values and demands, and set a framework to help us manage them in an integrated way over at least the next 100 years. The strategy also provides for the requirements of working with manawhenua under the National Policy Statement on Freshwater 2014 (Freshwater NPS) and other statutory and non-statutory plans, policies and strategies.

The ~~draft~~ strategy recognises our responsibilities to ensure water services and infrastructure support environmental, social, cultural and economic well-being of current and future generations. In fulfilling these responsibilities we work with the community and with Environment Canterbury, which is responsible for environmental resource management.

1.2 Our water resources

Christchurch's freshwater resources include springs, streams, rivers, lakes, wetlands, lagoon, estuaries and high-quality groundwater. These water resources are an important part of the unique culture and the natural values of the area, shaping the landscape and Christchurch's heritage.

Water is fundamentally important to Ngāi Tahu, highly valued by the community for recreation, and crucial to the health of the environment in which the community lives.

Christchurch's water infrastructure includes:

- groundwater and surface water sources for community drinking water supply and the infrastructure that conveys water from source to end-user, including treatment where necessary
- wastewater collection, treatment and discharge network
- stormwater collection, detention, treatment and conveyance and disposal network.

The actual and potential adverse effects of discharges of stormwater (and sometimes wastewater) to the streams, rivers, estuaries, harbours and into land in Christchurch need to be managed, as do any effects of flooding.

The actual and potential effects of climate change will also need to be responded or adapted to over the duration of the ~~draft~~ strategy.

1.3 Integration

Three Council strategies relating to the sustainable management of Christchurch's water resources were adopted by the Council between 2009 and 2013:

- Water Supply Strategy 2009 - 2039
- Surface Water Strategy 2009 - 2039
- Wastewater Strategy 2013

Although efforts to take account of other water resources and their inter-relationships were made during the development of each of the existing water-related strategies, the extent to which this could be achieved was relatively limited. This has led to the development of the Integrated Water Strategy.

The Integrated Water Strategy will sit within the context of the work being undertaken by the Canterbury community under the Canterbury Water Management Strategy. The strategy will also sit within the work being undertaken to fulfil requirements under the Freshwater NPS, and the establishment of Te Hononga, a joint Council-Ngāi Tahu initiative and work programme.

1.4 Scope

The ~~draft~~-strategy covers respect and stewardship of the water resources within Christchurch through the sustainable and integrated management of Christchurch's water supply (including its groundwater sources), wastewater and surface water (including stormwater and flooding).

Also included within the ~~draft~~-strategy is an overall approach for addressing impacts of sea level rise on ~~waterways~~~~waterbodies~~, stormwater management and flood management. The ~~draft~~-strategy also covers working relationships with Ngāi Tahu.

The ~~draft~~-strategy primarily considers matters over which we and/or the local community can manage or influence. Matters pertaining to water resources on a regional or national level are managed through a variety of other policy and regulatory instruments, such as the Canterbury Water Management Strategy, the Land and Water Regional Plan, the Resource Management Act, national environmental standards and national policy statements.

1.5 Development of the ~~Draft~~-Integrated Water Strategy

The ~~draft~~-strategy has been developed as part of our Healthy Environment strategies programme. The process for developing the strategy is outlined in Figure 1-1. ~~The next step for this draft is public consultation.~~



Figure 1-1. Development process; Integrated Water Strategy

The relationship of the Integrated Water Strategy to other Council plans, strategies and policies is shown in Figure 1-2.

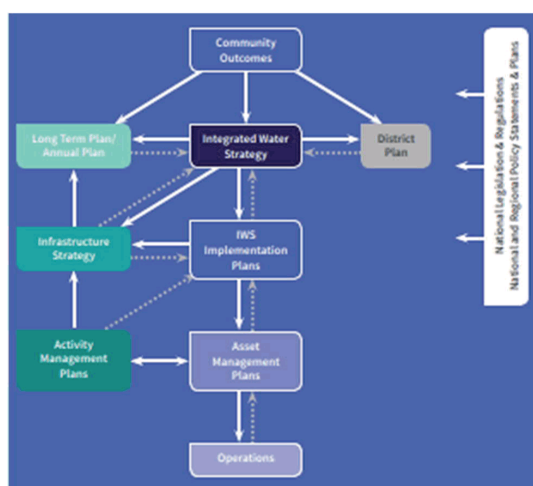


Figure 1 2. Relationships of the Integrated Water Strategy within Council

1.6 Legislative and policy context

There are a series of legislative and policy drivers for the preparation of the ~~draft~~ strategy, including:

- Te Tiriti o Waitangi Treaty of Waitangi
- Resource Management Act 1991
- Local Government Act 2002
- Health Act 1956, as amended
- Mahaanui Iwi Management Plan 2013
- National Policy Statement for Freshwater Management, as amended
- National Environmental Standard for Sources of Human Drinking Water
- New Zealand Coastal Policy Statement 2010
- Canterbury Regional Policy Statement
- Regional Coastal Environment Plan for the Canterbury Region
- Canterbury Land and Water Regional Plan
- Christchurch District Plan
- Waimakariri River Regional Plan (2004, as amended)
- Canterbury Water Management Strategy

A summary outline of relevant legislative and policy drivers is contained in Appendix A.

The work of the zone committees and other parties in implementing the Canterbury Water Management Strategy will be relevant to implementing the Integrated Water Strategy.



Statutes and policies influencing water management

Te tuarua **Part two**

Te Rautaki

The Strategy

Attachment A Item 15

2 Te kaupapa matua Purpose

The purpose of the ~~draft~~ strategy is to provide strategic direction for:

- sustainable and integrated management of water resources and taonga and guardianship of that asset
- integrated management of related infrastructure and services
- managing the effects of water infrastructure on surface, coastal and groundwater resources
- guiding Council decision making including how we will involve, work with, and reflect manawhenua values and community interests in freshwater management and decision making..

The strategy aligns with the Local Government Act 2002 to promote the social, economic, environmental, and cultural well-being of the community now and into the future.

The ~~draft~~ strategy is a high-level long term strategy. A series of short, medium and long term goals have been identified to allow the community, manawhenua and the Council to meet the strategy's vision.

3 Te Whakakitenga Vision

Te wai ora o Tāne -

Water for life

~~Valuing water and water services for people and the environment~~
Water is a valued taonga, in all that we do

Achieving the vision means that Christchurch's water resources are managed in a sustainable, adaptive and integrated way to:

- provide people, communities and future generations with access to safe and sufficient water resources
- maintain the integrity and indigenous biodiversity of freshwater ecosystems
- better understand and manage hazards from flooding and sea level rise.

4 Ngā mātāpono arataki Guiding principles

We developed the following principles to guide the preparation of the ~~draft~~ strategy:

- **Kaitiakitanga** – Kaitiakitanga “entails an active exercise of responsibility in a manner beneficial to the resource” in which responsibility is two-fold: “ultimate aim of protecting mauri” and “the duty to pass the environment to future generations in a state which is as good as, or better than, the current state”³. This guiding principle, of actively seeking to protect our water resources and improve their state for future generations, is the keystone of the strategy.
- **Integration** – the strategy needs to provide guidance to other Council strategies and plans, and provide an

³ As expressed in the Mahaanui Iwi Management Plan 2013.

opportunity to integrate the management of water services, other Council infrastructure, in particular parks and roading, and water resources.

- **Longevity** – the strategy should not be time bound, but will be intergenerational, while also being aspirational yet pragmatic, affordable, ‘real’ and achievable.
- **Touchstone** – an Integrated Water Strategy is fundamental to our activities serving and benefiting the community. It will be a tool to be used in discussions internally within the Council and in interactions with the public.
- **Place-making** – the strategy needs to be cognisant of the concept of place-making (bringing the community with the Council into the development of spaces, recognising community values, liveability, cultural values and amenity) and integrating the use of green space and open space assets with water management.
- **Flood management** – the strategy acknowledges that surface water and floodplain management will become increasingly important to provide the community with liveable spaces and for addressing the effects of ongoing environmental changes such as climate change, sea level rise and changes to groundwater.
- **International best practice** – the strategy must draw on appropriate international experience and best practice to facilitate and advance continuous improvement, using comparable examples with relevant drivers to demonstrate where strategy outcomes have been achieved successfully elsewhere to demonstrate that they are achievable, pragmatic and worthwhile.
- **Efficiency** – there is a need to rationalise the three existing water-related Council strategies, to respond in the short-term to the effects of the earthquakes and to maximise the cross-benefits when considering replacement or new assets.
- **Inclusiveness** – The strategy can only be fully realised with the support and knowledge-sharing from the whole of the Christchurch community, including iwi, residents, organisations, business and industry, other stakeholders.

The Urban Water Working Group, led by the Ministry for the Environment, developed five key principles⁴ that have also informed the ~~draft~~ strategy:

- **Papatūānuku** – Our relationship with the land – papatūānuku – will pre-determine our relationship with water. This principle incorporates protection and enhancement of ecosystem health through integrated planning; ‘green infrastructure engineering and mitigating impacts on waterbodies at or near source.
- **Ngā Wai Tuku Kiri** – Our waters are a gift of life provided to us by our tupuna. This principle recognises the whakapapa and relationship that mana whenua have with the waters in their rohe.
- **Tāngata** – Our environments are places of human occupation. The two-pronged focus of this principle is recognition of community aspirations and values for their urban spaces along with the consideration of full life cycle costs and benefits in building and infrastructure investment decisions.
- **Te Hāpori Me Te Wai** – The community’s love and care for water is enduring. Underpinning this principle are ~~are~~ growing and nurturing kaitiakitanga of water ecosystems, along with providing for meaningful and quality information to support decision-making and behaviour change.
- **Tiakina Mō Apōpō** – In building future resilience, our connectedness with the environment is our strength. Included within this principle is the need for improving community resilience and conserving our water resources

5 Ngā take rautaki Strategic issues

Eleven key strategic issues have been identified.

⁴ Urban Water Principles - Ngā Wai Manga, in Urban Water Principles: Recommendation of the Urban Water Working Group. Ministry for the Environment, October 2018

The following discussion briefly outlines each of the key issues (in no priority order), highlighting why they are key strategic issues. This gives context to the development of the goals, objectives and preferred options encompassed in the ~~draft~~ strategy.

5.1 Different perceptions of the 'value' of the waters

The community has different and often conflicting perceptions of the 'value' and appropriate associated uses of the waters. During the engagement workshops prior to the preparation of the ~~draft~~ strategy, the 'wonderful, clean water' within the District was identified. For some members of the community, the way water is used does not match the high quality and value of the resource.

Ngāi Tahu have a longstanding relationship to water resources, including specific rights, interests and values that are fundamental to ongoing identity and wellbeing. Water is considered a taonga first and foremost and something to be protected in its natural state. This covers all forms of water, including water conveyed by drains.

Why is it a key issue?

Understanding the multiple uses and values of water is essential for driving change. If all uses of water are understood and valued, particularly surface ~~waterways~~waterbodies and sources of potable water, this will enable the ~~draft~~ strategy's vision to be achieved. Furthermore, we are committed to working with iwi, ~~and~~ hapū ~~and~~ rūnanga to identify and provide for manawhenua values and interests in freshwater management.

5.2 Poor state of ~~waterways~~waterbodies

Surface water catchments in ~~the urban area~~ and rural ~~settlements~~ areas are subject to contamination from a combination of stormwater, wastewater overflows and other inputs such as sediment and animal and waterfowl contamination.

~~Generally, in Christchurch, poorer waterway health is recorded in urban areas of the district, and better~~ Waterway health is ~~variable~~recorded in rural areas throughout the district. Receiving waterbodies, such as Te Ihutai, Te Roto o Waihora, Wairewa and the bays and harbours of the Peninsula also have water quality issues that require improvement.

Cultural Health Assessments of the Te Ihutai Avon-Heathcote Estuary and Pūharakekenui Styx catchments show that these water bodies are in a state of poor cultural health, and on the whole do not meet basic standards for cultural use. The protection, and indeed enhancement, of instream values are essential in providing for these basic health and safety needs.

Why is it a key issue?

Good waterway health (i.e. water quality and habitat) is necessary for the protection of public health and safety, to safeguard the life-supporting capacity and ecosystems of surface water bodies, and in recognition of the need to provide for Māori cultural values. There is an increasing focus ~~nationally~~ on freshwater quality nationally, and the community has clearly identified aspirations for improved waterway health throughout Christchurch.

5.3 Vulnerability of Christchurch's groundwater source to contamination

The Christchurch metropolitan drinking water source is high quality groundwater. However, there are emerging trends in relation to the potential risk of contamination of Christchurch's groundwater sources in shallow aquifers, which need to be better managed. Following the 2016 outbreak of campylobacteriosis in Havelock North there has been greater scrutiny of 'secure' groundwater sources, greater rigour with which drinking water sources are assessed for security and questions raised about reliance on 'secure' groundwater status for untreated drinking water supplies.

Recent groundwater studies in the Waimakariri and Christchurch-West Melton groundwater zones indicate that groundwater in deeper aquifers north of the Waimakariri River flows under the river and into the deeper aquifers in the Christchurch-West Melton groundwater zone. Models show that the movement of groundwater is likely to result in a slow increase in nitrate levels in the deeper aquifers in the Christchurch-West Melton zone over 50 to 100 years.

Ecosystem health in groundwater is also affected by contaminants. Tiny invertebrates living in groundwater (stygo fauna) are thought to 'purify' the water in which they live, by feeding on organic matter and maintaining void spaces in the groundwater systems in a clean condition to maintain porosity (to enable flow) and oxygen. Stygo fauna can be adversely affected by contaminants such as nitrates, pesticides and heavy metals.

Why is it a key issue?

The general public perception appears to be of a well-protected aquifer system, however the degree of protection varies. Not all of the Christchurch metropolitan area lies above well-protected confined aquifers. The availability of high quality groundwater for public water supply is an extremely valuable natural resource for Christchurch, and potentially significant health, economic and environmental effects could result from contamination if groundwater is not appropriately protected.

Rising levels of nitrates in groundwater in the Waimakariri zone would influence the source of Christchurch's drinking water, raising concerns about future risk to human and ecosystem health. A recent Danish epidemiological study found that at nitrate-nitrogen levels in drinking water at or above 0.87 mg/L there was a statistically significant increase in risk of colorectal cancer.⁵

The level at which groundwater ecosystem health may be maintained has been assessed at anywhere from 3.9 mg/L to protect 90% of aquatic species⁶ to an annual median of no more than 0.55 mg/L nitrate-nitrogen as the appropriate level to protect stygofauna in the groundwater at Te Waikoropū Springs.⁷

5.4 Wastewater overflows and effects on surface water

Without exception, wastewater networks around the world have overflows. Christchurch is no different. This has been exacerbated by damage to the wastewater network caused by the 2010/2011 earthquakes.

Overflows of wastewater are an ongoing concern for the community, particularly manawhenua who seek the elimination of overflows to provide for safe cultural use, including mahinga kai. Therefore continually working towards solutions to manage, minimise and potentially eliminate overflows is critical.

Why is it a key issue?

Wastewater network overflows can adversely affect the water quality and ecology of ~~waterways~~ waterbodies, can cause a public health risk, and are culturally unacceptable. However the actual effects are often less than might be perceived by the community due to the events being temporary and sporadic in nature and occurring at the time of higher flow and greater dilution in the receiving waters. There is a challenge therefore in managing wastewater network overflows to address the community, cultural and ecological concerns, without unnecessarily devoting large amounts of funds that could be used elsewhere to improve water quality.

5.5 Treated wastewater discharges into Akaroa Harbour

Two wastewater treatment plants at Akaroa and Duvauchelle discharge treated wastewater into Akaroa Harbour. There is a dual issue for these discharges – the concern of the community and Ōnuku Rūnanga about ongoing discharges to the harbour (notwithstanding the wastewater is treated to reasonably high levels), and the issue for the Council of the feasibility, practicality and cost of land disposal or land contact of the treated wastewater.

Why is it a key issue?

Discharging treated wastewater to the harbour is offensive to members of the community. The discharge is particularly offensive to Ōnuku Rūnanga, whose preference is for the treated wastewater to be taken out of the harbour and irrigated onto land. ~~We need to find a solution that balances the concerns of the community and Ōnuku Rūnanga, and environmental effects with appropriate use of ratepayer funds. The Council will be making a Local Government Act (LGA) decision on which reclaimed water disposal option to pursue. It must take into account social, cultural and economic interests; the option must be efficient, effective and appropriate; and it must be consentable as sustainable management under the Resource Management Act (RMA). Discharge to water is not sustainable management under the RMA unless land-based options have been adequately investigated and reasonably discounted.~~

5.6 Stormwater discharges and effects on surface water

The quality of stormwater has a significant effect on surface water quality. Stormwater from urban catchments contains a wide range of contaminants ranging from suspended sediments, nutrients and micro-organisms to chemical

⁵ Jorg Schullehner et al, Nitrate in drinking water and colorectal cancer risk: A nationwide population-based cohort study, *International Journal of Cancer*, 2018. Note that the study referred to 3.87 mg/L nitrate, which is equivalent to 0.87 mg/L nitrate-nitrogen.

⁶ From the National Policy Statement on Freshwater as updated in 2017. Note that that the NPS addresses surface waters only, not groundwater.

⁷ Expert panel consensus to the Te Waikoropū Springs Water Conservation Order Special Tribunal.

contaminants, metals and synthetic hydrocarbons. Sediment is a particular issue in the Port Hills and Banks Peninsula due to highly erodible loess soils. Untreated stormwater entering streams during the first flush of rain following a dry period typically contain high concentrations of contaminants. These discharges impact on both instream ecology and water quality as well as community use, recreation and customary and cultural uses.

Why is it a key issue?

Ongoing management of stormwater is essential and necessary to protect the quality of the groundwater and surface water resources of Christchurch. However, the design, development and installation of stormwater treatment can be expensive and complex, particularly in already developed areas where retrofitting devices is the only feasible option. In addition, 'hard' infrastructure alone is not likely to achieve a degree of contaminant reduction needed for substantive surface water quality improvements. Other 'source control' initiatives, such as behaviour change (e.g. switching to copper-free brake pads and being more vigilant on sediment discharge from construction sites) will be needed as well.

5.7 Flooding and flood management

The main rivers in the Christchurch metropolitan area – the Ōtākaro Avon, Ōpāwaho Heathcote, Huritini Halswell and Pūharakekenui Styx – have spring-fed base flows which originate from the shallow aquifers underlying the area. These rivers have relatively small surface water catchments which respond quickly to local rainfall, and cause flooding beyond the river and tributary channels from time to time.

The hill suburbs of Christchurch and the short, steep stream catchments of Te Pātaka o Rākaihautū Banks Peninsula receive a higher annual average rainfall than the flat lands, and experience higher intensity rainfalls as well. This, combined with the steep terrain, can result in high velocity flood flows, soil erosion, landslips and short term flooding.

The 2010/2011 earthquakes have also affected flooding. An increase in the incidence of flooding is most evident in areas close to waterways/waterbodies, and where soft ground has settled and thus become more flood prone. The earthquakes also had a significant effect on the capacity of surface waterways/waterbodies to convey floodwaters, as lateral spread has narrowed channels and so reduced their capacity.

In some areas, groundwater is very close to the ground surface and inhibits the infiltration of floodwaters into the soil. This increases runoff, which may worsen flooding and sometimes leads to prolonged standing surface water.

Why is it a key issue?

Flooding ranges from nuisance flooding such as on roads or private property which may limit access or cause inconvenience, to flood water affecting infrastructure and entering dwellings, causing significant damage or threatening life safety. Under the Health Act 1956, the Christchurch District Drainage Act and the Local

Government Act, we have a responsibility to provide for the health and safety of the community and maintain a duty of care with respect to managing drainage, and the effects of flooding. Flooding and flood management are also clearly linked to the issue of the effects of sea level rise, groundwater level rise and the anticipated effects of climate change. It is also important to consider the need to provide for flood management areas and devices such as retention basins, wetlands and swales that can help provide solutions for integrated flood and water management.

5.8 Responding/adapting to the anticipated effects of climate change and sea level rise

Sea level rise has significant implications for the district (in terms of increased coastal inundation, shallower groundwater, higher flooding levels (including river flooding) and accelerated coastal erosion. Increased salination of freshwater resources as well as potential changes to ecology, including subsequent changes to mahinga kai resources are also issues.

Coastal areas in the east of the Christchurch metropolitan area, low lying land in the mid to lower Ōtākaro Avon River catchment and lower Ōpāwaho Heathcote River catchment, and low lying areas in the main Akaroa Harbour settlements in Banks Peninsula are particularly vulnerable. Sea level rise and shallowing of groundwater level in some areas, combined with extreme storm events will exacerbate the risk of inundation, and also increase the likelihood of the Ōtākaro Avon and Ōpāwaho Heathcote Rivers overtopping their banks, which since the earthquakes, now happens on a king tide along the lower Ōpāwaho Heathcote River. Pūharakekenui -Styx River is also vulnerable from tidal flooding overtop of the existing sand dunes bordering Brooklands Lagoon.

In some instances, shallowing of groundwater has resulted in the water spilling out at the surface and preventing floodwaters from soaking into the soil. Such areas have already experienced prolonged spells of standing water. The frequency and extent of these issues is likely to increase with climate-change induced shallowing of groundwater levels.

Why is it a key issue?

Sea level rise and associated coastal erosion will pose a risk to water services infrastructure in coastal areas ~~in~~ throughout Christchurch district. Wastewater pipelines, pump stations and other critical utility infrastructure in low lying coastal areas will potentially be affected by sea level rise. Stormwater networks in low-lying areas may suffer from backwater effects, raised groundwater levels and impeded drainage. Road pavements, which are designed assuming normally dry ground conditions, will deteriorate quickly where groundwater is very shallow. There is a significant reduction in pavement strength due to the ingress of water, which damages and weakens supporting subgrade layers, and can cause, for example, increased number and size of potholes.

Current planning is based on current predicted sea-level rise. The Council and the community need to be mindful that predictions may change and future sea-level rise may be greater than currently forecast. Development of dynamic adaptive planning pathways will be required in order to inform decisions in light of the uncertainty with sea-level rise predictions.

5.9 Long term availability of water for water supply

The Christchurch metropolitan area has an abundant source of very high quality groundwater. However, the exact capacity and availability of the overall aquifer is unknown, and the alternative water sources (e.g. Waimakariri River) would be significantly more expensive than the current supply. In addition, several Te Pātaka o Rākaihautū Banks Peninsula schemes already have limited water sources. Catchment and groundwater protection may not be adequate, particularly in Te Pātaka o Rākaihautū Banks Peninsula, which could lead to future water quality and availability issues. The long-term effects of climate change, with the potential for warmer and drier summers in Canterbury, would be likely to affect surface and groundwater quantity and could also increase seasonal peak demand on public water supplies. Also a concern for the community is the extent to which large-scale water takes from the same aquifers as those used for Christchurch's public water supply may affect our ability to acquire additional water takes to respond to future demand.

Why is it a key issue?

Access to high quality drinking water is important and high quality drinking water should be used appropriately to ensure the long term availability of the existing water sources, to support guardianship of our drinking water sources particularly in light of the impacts of climate change. There are also significant social, health, cultural, environmental and economic costs of not providing a reliable and safe source of water supply to the community.

5.10 Long term sustainable wastewater treatment and disposal

Wastewater treatment and disposal needs for the Christchurch metropolitan area have been addressed for the next 20 years at least. As the Christchurch metropolitan area expands to the north and southwest, the cost of conveying wastewater from these growth areas to the Christchurch Wastewater Treatment Plant in Bromley will increase. Beyond 2040, Christchurch's wastewater treatment and disposal system may require changes to accommodate these growth areas.

The immediate challenge for managing the wastewater systems is to provide a long term solution to the treated wastewater discharges into Akaroa Harbour that addresses the concerns of the community and the Ōnuku Rūnanga.

Why is it a key issue?

We are developing long term wastewater treatment and disposal solutions that can accommodate future growth while balancing lifecycle costs of new assets against community and cultural concerns and environmental effects. There is the opportunity to develop more integrated solutions in the long term along with multiple paths for beneficial reuse of biosolids. Further, as disposal of treated wastewater directly into waterbodies is not acceptable to manawhenua we are actively collaborating with Papatipu Rūnanga to develop appropriate solutions for wastewater management.

5.11 Infrastructure efficiency and resilience

There have been increased water and wastewater pipe failures compared to pre-earthquake due to both age related deterioration as well as earthquake damage. A significant number of assets created in post-war construction booms are reaching the end of their lives and will require renewal. Significant infrastructure repairs are also underway to address the effects of the earthquakes.

We want to increase the resilience of the three waters infrastructure. We need to further develop a proactive risk based approach to asset management that balances long term affordability for the ratepayer against the cost of

managing the asset risks. There is also a need to look at environmental infrastructure that provides additional services in relation to flood management, stormwater retention and treatment as well as ecological and cultural outcomes.

A Board of Inquiry investigation into the 2016 campylobacteriosis outbreak in Havelock North highlighted the need for greater oversight of the safety and security of both the source of community drinking water supplies and the infrastructure that delivers drinking water to customers

Additionally there are other initiatives affecting three waters services:

- A review of the manner in which water supply, wastewater and stormwater services in New Zealand are delivered in New Zealand is underway. A separate national regulatory body will be established by the Government, with details about scope, roles and institutional form of the regulator as yet to be established. Proposals include a separate national regulatory body to direct and oversee provision of the three waters services and possible 'supra-regional' public drinking water suppliers. We remain committed to local control over three waters services integrated with all other community services
- Ministry of Health has updated drinking water standards and is reviewing the regulatory framework for drinking water.

Another issue for parts of Christchurch has to do with small settlements that are not serviced with a public water supply. For some of these communities drinking water is provided through a private scheme. Residents in other settlements rely on their own bores or rainwater as their drinking water source. Consideration of whether to provide a public reticulated supply to currently unserved settlements will require consideration of benefits afforded to those settlements against the costs of providing a public water supply, which can be high for more remote settlements.

Emerging contaminants are another area which can present challenges for managingmanage water resources. Emerging contaminants are substances have not been commonly monitored but may have the potential to cause adverse effects on human health or ecosystem health.

Why is it a key issue?

In addition to earthquake damage, there is an approaching 'bow wave' of aging pipes and associated infrastructure that need renewal due to historic city growth patterns leading to large lengths of pipes needing renewal over a similar time period. The additional renewal requirements have the potential to impact on the affordability of rates and innovative solutions are required to improve efficient use and renewal of infrastructure.

For the groundwater-sourced public water supply to remain untreated, both the source and the infrastructure that deliver the water must be deemed 'secure'. The challenge for us is to ensure that Christchurch's drinking water is demonstrably safe and groundwater-sourced supplies do does not require residual treatment.

There is also the need for us to develop and retrofit additional stormwater, flood and wastewater treatment infrastructure. We need to ensure that infrastructure types are fit for purpose in the long term and to consider non-asset solutions where practical. Involving the community and in particular manawhenua in the design and development of water infrastructure is critical.

6 Ngā whāinga Goals

There are four goals for achieving the strategic vision, which align with the 2018-28 Community Outcomes⁸ as well as the 'strategic priorities' identified in our Strategic Framework⁹.

Goal 1: The multiple uses of water are valued (cherished, respected) by all for the benefit of all

All life depends on water. Good quality water is essential for quality public health and wellbeing. Water is also valued for many other reasons, including its ecological function and role in maintaining biodiversity, its core relationship to Ngāi Tahu culture and identity (including mahinga kai), its landscape, amenity, recreational value, and its role in supporting agriculture and industry.

For Ngāi Tahu, the relationships and obligations of people to place are fundamental and are held and passed down by whakapapa. Present generations hold the responsibility of being kaitiaki and for ensuring that the essential elements

⁸ Christchurch City Council (2018). Community Outcomes <https://ccc.govt.nz/the-council/how-the-council-works/20182028-vision/community-outcomes>

⁹ Christchurch City Council (2018). Strategic Framework (August 2018) <https://ccc.govt.nz/assets/Uploads/2018-Strategic-Framework.pdf>

of life are passed on in an equal or improved state of health. This can only be achieved by strong rules, policies, strategies we enforce which protect the taonga status of waterbodies and provide for ongoing customary and cultural use.

Within the community, people have different perceptions of the 'value' of all types of water, including stormwater and wastewater resources. This includes different priorities and understanding of the value the multiple uses of the city's water resources e.g. ecology, recreation, food gathering, receiving environment for discharges.

The key elements of this goal are:

- Increasing awareness – to encourage and engage the community to value and respect the multiple uses of our water resources through advocacy and outreach programmes, demonstration projects that highlight the values of water, and considering the water services charging structure and the way information is conveyed to the community.
- Enhancing natural and cultural values (including ecology, amenity, recreation, heritage and landscape) - through initiatives such as demonstration projects, protection of existing waterway and wetland systems, encouraging and facilitating wetlands, ~~waterways~~waterbodies enhancement and naturalisation, addressing stream depletion, facilitating the adoption of water sensitive design and promoting water conservation.

Goal 2: Water quality and ecosystems are protected and enhanced

Achieving a high standard of water quality in Christchurch's surface and groundwater is essential for improving the ecosystem health of water resources, protecting and restoring Ngāi Tahu values associated with surface water resources and supporting a range of recreation activities on and around ~~waterways~~waterbodies. Good water quality adds to the amenity value of surface ~~waterways~~waterbodies, and is essential in the Te Pātaka o Rākaihautū Banks Peninsula streams and rivers and the Christchurch aquifers which supply drinking water to ~~the~~ Christchurch ~~communities~~ community.

Springs, streams, rivers, lakes and associated wetlands provide important ecosystem values, and are essential to the existence of plants, invertebrates, fish and birds.

The estuaries, coastal lagoons (hāpua), harbours and the coastal marine area connected to these waterbodies are also important and must be protected and enhanced.

The key elements of this goal are:

- Improving water quality and enhancing the natural, cultural and ecological values of ~~waterways~~waterbodies – through continuing the existing Stormwater Management Plan approach to management of stormwater quality, increasing focus on sediment control measures, implementing source control and water sensitive design, wetlands and ~~waterways~~waterbodies enhancement and naturalisation, and where possible retrofitting water quality mitigation for existing developed areas.
- Reducing the effects of wastewater overflows – by network upgrades, targeting efforts to address overflows and reducing inflow and infiltration.
- ~~Protecting~~ Understanding groundwater sources ~~and their vulnerability to~~ from contamination – through targeted investigations ~~to improve understanding~~, further implementation of source protection, advocacy and restrictions on excavation below groundwater level.

Goal 3: The effects of flooding, climate change and sea level rise are understood, and the community is assisted to adapt to them

The Christchurch metropolitan area is naturally flood prone, much of it is formed on vast areas of drained swamps and wetlands, and there are significant flood plains within its boundaries. Managing high flows in urban ~~waterways~~waterbodies and stormwater from new and existing developments and reserving space for the natural flow of the ~~waterways~~waterbodies are necessary to reduce the risk of flooding to the community – in other words, 'making room for the river'. In Te Pātaka o Rākaihautū Banks Peninsula, the shorter steeper catchments present their own challenges in terms of managing flooding in the small settlements. The ongoing management of lake, estuary and coastal lagoon openings and levels (including Te Roto o Wairewa Lake Forsyth and Te Waihora Lake Ellesmere) in conjunction with manawhenua, ~~affected~~ing landowners and the community are also important.

Sea level rise has implications for the district in terms of increased coastal inundation, shallower groundwater, particularly in coastal areas and along tidal stretches of the rivers, higher flooding levels and erosion. It is therefore necessary to take a long term view and have a flexible approach to the management of flooding and sea level rise that

enables the community to understand the risks and make timely adaptations when pre-defined conditions or triggers are met.

The key elements of this goal are:

- Understanding the extent, effect and risk of flooding, and managing effects and adapting to flooding risks – by continuing the existing programme of investigations and physical works in the interim, while developing, communicating to the community and then implementing a risk based approach to managing the effects of flooding using options appropriate to specific situations.
- Understanding risks due to sea level rise and consequences resulting from climate change, and developing prioritising development of an adaptive response.

Goal 4: Water is managed in a sustainable and integrated way in line with the principle of kaitiakitanga

Managing water in a sustainable and integrated way is an over-arching goal that covers the long term sustainability of the water supplies and the wastewater treatment and disposal systems. This also encompasses the integration of the waters and the renewal of aging infrastructure. The principle of kaitiakitanga requires Council to take a long term and balanced approach to water management with a focus on solutions and cultural and community outcomes, including recreation and mahinga kai. It also highlights the important connection between water quantity (managing abstraction and recharge) and water quality (treatment and discharge) and the natural flows in the surface waters.

The key elements of this goal are:

- Managing assets across all disciplines of the Council's activities (such as roading; water supply, wastewater and stormwater operations; parks; etc.) in an integrated manner to maximise attributes like place-making, collaborative benefits, eco-system service harmonies which may not be realised when assets are developed in isolation for a single discipline.
- Managing stormwater collectively wherever practicable in order to maximise efficiency, cost effectiveness and ease of maintenance. Encouraging on-site stormwater management using water sensitive design where collective stormwater management is not efficient or feasible (such as areas where urban intensification and redevelopment of industrial and business land is prevalent).
- Managing wastewater systems to meet community needs – including through reviewing and revising trade waste and biosolids management and developing long term solutions for Christchurch's future growth and for the disposal of treated wastewater from the Akaroa Harbour communities and other Banks Peninsula communities.
- Managing water sources to meet reasonable demands – by improving understanding of water sources and water use, implementing demand management projects and securing access to water supplies.
- Infrastructure efficiency and resilience – by utilising a risk based approach, proactive monitoring and the implementation of intelligent technology.
- Managing resources collaboratively. – Water resources management is complex and requires collaborative integrated work programme across Council units and between stakeholders.

The draft strategy supports the implementation of the Canterbury Water Management Strategy (CWMS), as shown in the following table.

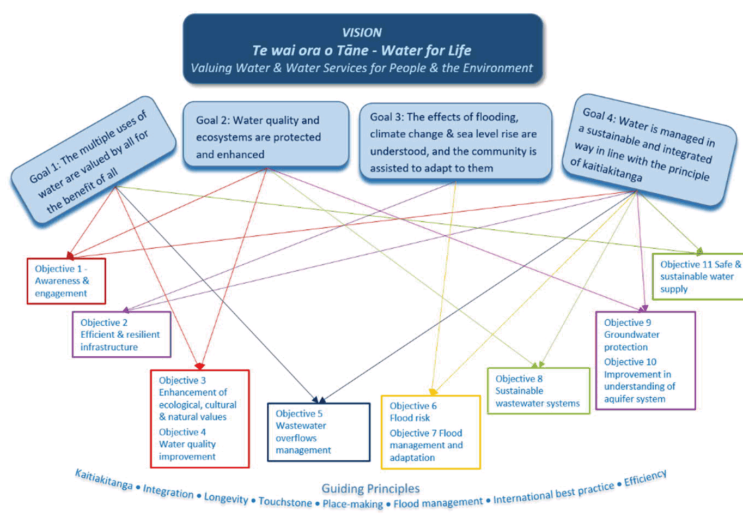
CWMS target	Relevant <u>draft</u> strategy goal(s)	Relevant <u>draft</u> strategy objective(s)
Ecosystem health/biodiversity	1, 2	1, 2, 3, 4
Kaitiakitanga	1, 3, 4	1, 3, 4, 5, 9
Drinking water	1, 4	9, 10, 11
Recreational and amenity opportunities	1, 2	1, 3, 4
Water-use efficiency	1, 4	2, 5, 11
Environmental limits	1, 2	4, 4, 8, 9

Note that other Council policies and strategies also support the implementation of the Canterbury Water Management Strategy, including but not limited to the Biodiversity Strategy, the Infrastructure Strategy, the Economic Development Strategy, the Energy Action Plan, the Sustainable Energy Strategy and the Sustainability Policy.

7 Ngā paetae Objectives

While some of the issues outlined in Section 5 are those for which we can exercise some degree of direct control, for other issues we will need support from manawhenua, the wider community, regional and central governments, and other stakeholders in order to **achieve** the objectives of the **draft**-strategy.

Each of the 11 objectives directly relates to at least two of the four goals. The objectives are not listed in any order of priority.



7.1 Objective 1: Awareness and engagement

Increase awareness, facilitate sharing of technical knowledge and engage with the community (residential and commercial) and mana whenua regarding the multiple uses and values of water

Current situation

Encouraging and engaging the community to value and respect the multiple uses of water will enable a culture shift to a future where all uses of water are valued.

There are numerous causes of contamination in the urbanised areas and community behaviour can influence many of these; for example sediment from construction, bacteria from waterfowl and dog faeces, and dumping of litter into the **waterways/waterbodies**. Residential properties pay targeted rates for the three water services but these charges are not specifically shown on the rates bill. The typical public perception is that the supply of drinking water is virtually free and unlimited. Most residential properties are metered but some meters cover more than one property. Residential meters are read every two years and information on water use is only sent to high water users. Per capita water consumption is higher than other New Zealand cities that have universal metering and volumetric pricing.

Suggested approaches

Works aimed at achieving this objective should seek to link to joint work programmes with Ngāi Tahu Papatipu Rūnanga and Mahaanui Kurataiao where relevant and appropriate.

1. Advocacy and outreach

The need for a 'step-change' in the way people value Christchurch water was identified in the stakeholder workshops. Advocacy and outreach initiatives would be the foundation to support other suggested approaches implemented for the **draft**-strategy, valuing all of the waters needs to become a 'top-of-mind'

issue for the majority of the population to achieve the 'step-change' required to a future where the waters are valued by all.

2. Demonstration projects

Stakeholders have suggested demonstration projects as an interim measure for naturalising the ~~waterways~~~~waterbodies~~ in the Christchurch metropolitan area. This recognises the potentially large scale and cost of the works necessary to fully implement naturalisation. Implementation of projects to protect areas of springs and naturalising existing piped ~~waterways~~~~waterbodies~~ would support mana whenua aspirations, ensuring relevant Ngāi Tahu Papatipu Rūnanga are involved, and provide demonstrations of the value of water and ~~waterways~~~~waterbodies~~.

3. Facilitate water sensitive design

Water sensitive design seeks to protect and enhance natural freshwater systems, sustainably manage water resources, and mimic natural processes to achieve enhanced outcomes for ecosystems and communities. The community has expressed a desire for water sensitive design measures such as rainwater harvesting and greywater reuse to be made easier to incorporate into new or renovated houses or housing developments. Measures that might include greywater reuse need to consider public health risks and how they could be mitigated. This suggested approach has linkages to a related approach to address objective 3.

4. Improve public understanding of the cost of water services

Our current charging structures are targeted rates for water supply, wastewater and stormwater services. This approach means that, unless they are high water users (typically non-residential customers charged for their excess water use on a volumetric basis), all customers of our water services pay a common rate for each water service regardless of the volume consumed or produced. Changing our water services charging structure was raised as an option during engagement workshops. Any consideration of a change in the charging structure would need to include equity and the ability of the consumer to pay.

5. ~~Waterways~~~~Waterbodies~~ and wetlands enhancement and naturalisation

Encouraging and facilitating naturalisation works in key identified ~~waterways~~~~waterbodies~~ and wetlands can assist the community to value water, and to improve the state of the District's ~~waterways~~~~waterbodies~~. Works could be Council initiated or developed in collaboration with developers and/or local communities, or undertaken by community groups (with our support).

6. ~~Water Forums~~~~workshops~~

Regular events, such as seminars or workshops, can serve to raise and improve the public's awareness understanding and awareness of water-related issues.

Proposed ways of measuring achievement of the objective

- Annual average residential consumption of drinking water in litres per resident per day
- Peak day water supplied per connected property (L/connection/day)
- Assessment of the state of the Takiwā.

7.2 Objective 2: Efficient and resilient infrastructure

Ensure efficient use of three waters infrastructure and ensure the resilience of entire networks (including natural waterbodies) over the long term through timely asset renewal and/or better alternative solutions

Current situation

There have been increased water supply and wastewater pipe failures due to both age related deterioration and earthquake damage. Damage to stormwater and land drainage assets including damaged pipes and pump stations, as well as ~~stopbanks~~~~stop banks~~ and ~~box-lined~~ drains was also caused by the earthquakes. We have started work towards a proactive risk based approach to asset renewal that takes into account asset criticality, condition and performance.

In addition, the 2017 Government Inquiry into the Havelock North drinking water issues has resulted in a trend towards a more rigorous assessment of water supply security. We initiated a programme of works to upgrade below-ground wellheads to regain the 'secure' status of the metropolitan Christchurch water supply. Re-attainment of secure status will ~~enable~~~~assist~~ us to retire the temporary chlorination of the metropolitan Christchurch public water supply put in place from March 2018.

Ngāi Tahu have played a prominent and influential role in the re-build of Ōtautahi Christchurch, particularly around designing the urban environment in a way that respects the taonga status of its [waterwayswaterbodies](#). Ngāi Tahu wish to maintain this role and ensure that improved infrastructure is developed that reflects Ngāi Tahu values.

Suggested approaches

There may be opportunities for projects undertaken to meet objective 2 to link to joint work programmes with Ngāi Tahu Papatipu Rūnanga and Mahaanui Kurataiao Ltd.

1. Proactive risk-based asset renewals

Development of formal procedures for assessment of asset criticality, condition and performance is the first stage to improve our renewal planning approach. The second stage requires development of processes and guidelines for renewals criteria, renewals modelling and identification of opportunities to renew a group of assets that are inter-related. A key supporting action is the asset data capture, verification and validation programme, particularly for Te Pātaka o Rākaihautū Banks Peninsula infrastructure which has the greatest data gaps.

2. Proactive monitoring of condition

Condition based monitoring is the process of systematic data collection and evaluation to identify changes in performance or condition of a system, or its components, so that remedial interventions can be planned in a cost effective manner to maintain reliability and ensure continued service for customers. Condition-based monitoring is seen as a national and international best practice.

3. Intelligent technology

Intelligent technology would be used to improve infrastructure asset renewal and/or to enable more efficient use of existing infrastructure.

4. Continuing to manage for the six core values for stormwater and flood management

For over 20 years, we have focused on a multi-value and multi-party approach to stormwater and flood management. By identifying six core values – ecology, drainage, culture, heritage, landscape and recreation – as the drivers for improved surface water, stormwater and flood management, we have begun to translate legislative requirements and community aspirations into tangible reflections of a more sustainable approach to asset management.

5. Emerging contaminants

We will continue to monitor scientific evidence regarding emerging contaminants.

Proposed ways of measuring achievement of the objective

- Water main breaks per 100km per year, targeting a decreasing year-on-year trend
- Wastewater collection system dry weather overflows per 1000 connected properties per year, targeting a decreasing year-on-year trend

7.3 Objectives 3 and 4: Enhancement of ecological, cultural and natural values and water quality improvement

3: Enhance the ecological, cultural and natural values (including amenity, recreation, customary use, heritage and landscape) of [waterwayswaterbodies](#)

4: Improve the water quality of surface water resources to protect ecosystem health and provide for contact recreation, food gathering and cultural values

Current situation

Concern over the quality of rivers and streams has been consistent in feedback from the community and manawhenua.

The highly urbanised catchments such as the Ōtākaro Avon, ~~and~~ Ōpāwaho Heathcote and Huritini Halswell Rivers have poorer ecological health, whereas the less urbanised areas, such as the upper reaches of the Pūharakekenui Styx River, the Ōtukaikino catchment and many of the Te Pātaka o Rākaihautū Banks Peninsula [waterwayswaterbodies](#) have much better ecological health.

Suggested approaches

Where appropriate works undertaken to achieve these objectives should link to joint work programmes with Ngāi Tahu Papatipu Rūnanga and Mahaanui Kurataiao Ltd.

1. Advocacy and outreach and demonstration projects

These two approaches are shared in common with the suggested approaches 1 and 2 for objective 1.

2. Continue and enhance implementation of the current approach to stormwater management

The Stormwater Management Plans being prepared pursuant to conditions as part of the Comprehensive Stormwater Network Discharge Consent consider a number of measures for implementation in particular catchments or areas of catchments, such as:

- continuing a comprehensive surface water quality monitoring network to prioritise areas for stormwater management upgrading and treatment
- assessing stormwater network expansion and treatment and storage improvement opportunities
- requiring greenfield and significant infill residential developments to construct stormwater detention and treatment systems or connect to an existing collective mitigation system
- exploring options for retrofitting existing infrastructure
- undertaking stormwater network drain clearing practices
- working with landowners, and commercial and industrial land users to address on-site stormwater management practices
- installing rainwater gardens and investigating pavement types
- implementing large-scale measures such as sedimentation and detention ponds and wetlands where suitable land is available

Our current aim is for all of the catchments in the Christchurch District to be covered by a Stormwater Management Plan by 2022 or within 3 years of the consent being granted 2020.

Note: An overview of the current Integrated Catchment Management Plan programme, including plans ones completed, reviewed and upcoming, and proposed indicative timeframes are and subject to the date of granting of the Global Discharge Consent.

Controlling contaminants at source would lead to an improvement in the state of waterways/waterbodies in Christchurch. Some of these controls require a nationwide, co-ordinated response and we could advocate to central Government for this.

3. Increased sediment control

Sediment discharges are a frequent cause of adverse effects in Christchurch's surface waterways/waterbodies, including Whakaraupō Lyttelton Harbour and Akaroa Harbour. Conditions are placed on resource consents for developments, but there are a number of other measures that could be instituted to increase control over the effects of sediment discharges such as:

- land use controls to limit vegetation clearance and overgrazing in areas identified as priorities for addressing sediment discharge
- improved mitigation of sediment discharges from road corridors and cuttings
- monitoring and enforcement of erosion control
- planting erosion prone valleys

Initiatives such as these support actions in programmes and plans such as the Whaka-Ora Healthy Harbour Plan and the Banks Peninsula Zone Implementation Programme.

4. Waterway vegetation management

Aquatic vegetation clearance is undertaken, both in-channel and along banks, throughout many of our waterways/waterbodies to maintain channel capacity for flood flows and recreational use. The removal of this vegetation can remove habitat and food for animals, such as fish, and can result in the discharge of sediment when plants along banks are removed. Aquatic vegetation clearance may also contribute to the spread of pest plant species if not managed appropriately. The Council intends to ensure that best practice methods are incorporated to avoid adverse impacts from aquatic vegetation clearance.

Stakeholder workshops identified the option of adjusting vegetation removal practices to take into account the ecological values of **waterwayswaterbodies**, such as controlling growth of flag iris in the lower Ōtākaro Avon River and refraining from 'shaving' banks along areas of the Ōtākaro Avon and Ōpāwaho Heathcote Rivers to support inanga spawning in these areas.

5. **Stormwater and wastewater network upgrades and real-time control technology**

Wastewater and stormwater network upgrades and real time control technology also have a significant role to play in improving the resilience of the networks. Increasing the resilience of the network will both improve the ability of the network to cope with further seismic or other natural hazard events, and also reduce the potential for adverse effects from discharges from damaged or inadequate areas of the networks.

Wastewater and stormwater network upgrades and real time control technology also have a significant role to play in improving the resilience of the networks.

Continuing to consider and, where possible address capacity constraints at the time of installing new and replacing existing infrastructure provides a cost effective solution for managed improvements. Additional consideration and implementation of real-time control technology to make use of spare network capacity offers further opportunities to reduce overflows.

6. **Wetlands and **waterwayswaterbodies** enhancement and naturalisation**

Continuing naturalisation works of key identified wetlands and **waterwayswaterbodies**, and protection of existing waterbody and wetland systems, should form an important measure to assist the community to value water and to improve the state of the District's **waterwayswaterbodies**. This approach aligns with and supports the Whaka-Ora Healthy Harbour Plan.

Our *Waterways, Wetlands and Drainage Guide (WWDG)* could be used to assist with this work.

7. **Implementation of water sensitive design**

The basic approach of water sensitive design is described in relation to suggested approach 3 under objective 1, in relation to enabling the community to implement water sensitive design measures. Water sensitive design can also be applied at multiple scales, for structure planning, subdivision and site development. It is appropriate for both greenfield sites and brownfield redevelopment. It can have a significant positive effect in reducing adverse effects on water quality and can reduce the effects of downstream flooding by delaying discharges and utilising ground soakage to reduce immediate runoff.

A combination of regional policy statement, regional plan and district plan provisions would facilitate adoption of water sensitive design into developments where collective stormwater systems do not exist or have insufficient capacity. We are directly responsible only for district plan provisions. To implement this option we work closely with Environment Canterbury to ensure the regional planning framework appropriately facilitates the adoption of water sensitive design.

8. **Development of stormwater discharge standards**

Through a regulatory mechanism, such as the Comprehensive Stormwater Network Discharge Consent or section 35 of the Water Supply, Wastewater and Stormwater Bylaw 2014, standards for stormwater discharges could be developed. These standards could aid in limiting the concentration of affected contaminants in stormwater, and thence to receiving surface water bodies.

9. **Retain stock water races for ecosystem services**

Stock water races can be used to augment flows in the network and they have also been found to be a good habitat for threatened and endangered species. They are therefore providing a useful ecological and amenity function in Christchurch. The City Council will continue to work with Selwyn District Council to ensure that the ecosystem services provided by stock water races can continue.

Proposed ways of measuring achievement of the objective

Enhance ecological values	Quantitative Macroinvertebrate Community Index scores
Decreasing sediment inputs	Fine sediment percent cover of stream bed Maximum concentrations of Total Suspended Sediment in surface water

Reducing copper, lead and zinc levels	Maximum concentrations of dissolved copper, lead and zinc in surface water and sediment
Reducing nutrient levels	Maximum total macrophyte cover of the stream bed Maximum filamentous algae cover of the stream bed
Mana whenua values	Cultural Health Index (CHI) and State of Takiwā scores

7.4 Objective 5: Wastewater overflows management

Reduce and work towards eliminating, the effects of wastewater overflows

Current situation

Wastewater network overflows can adversely affect the water quality and ecology of ~~waterways~~waterbodies, and may pose a public health risk. The overflows are also considered culturally offensive to Ngāi Tahu who either maintain or have aspirations to carryout mahinga kai food gathering practices. Ngāi Tahu oppose wastewater overflows and wish to see the elimination of untreated wastewater into ~~waterways~~waterbodies.

Challenges for managing wastewater overflows and community perception include

- Pre-earthquake some parts of the wastewater network had insufficient capacity to convey storm flows. Stormwater inflow and groundwater infiltration entering the wastewater network has significantly increased as a result of the earthquakes, resulting in a further reduction in capacity.
- Rapid post-earthquake housing development on the periphery of the Christchurch metropolitan area, together with new housing intensification areas arising from the Land Use Recovery Plan, and the potential for further intensification as a result of provisions in the Christchurch District Plan, has placed, and is likely to continue to place, considerable additional pressure on the capacity of parts of the network.
- Experience in Christchurch, nationally and overseas has demonstrated the difficulty of significantly reducing inflow and infiltration. Once the easily identified sources have been determined and resolved and treated (such as significant individual illegal stormwater connections), there would then be a diminishing level of return on investment in inflow and infiltration reduction programmes.

Suggested approaches

Works aimed at achieving this objective could link to joint work programmes with Ngāi Tahu Papatipu Rūnanga and Mahaanui Kurataiao where relevant and appropriate.

1. Wastewater network upgrades

To date, infrastructure construction projects have been designed to both provide capacity for growth and to address wet weather overflow reduction. Preliminary post-SCIRT wastewater modelling results show that the wastewater network is worse than before the 2010/2011 earthquakes.

Continuing to co-ordinate capacity improvements with renewal of infrastructure provides a cost effective solution for managed improvements. Additional consideration and implementation of real-time control technology to make use of spare network capacity offers further opportunities to reduce overflows.

Increased use of pressure and vacuum sewer systems (or other smart systems) is expected to progressively reduce levels of inflow and infiltration within local catchments. This should be undertaken in parallel with improvements to the stormwater systems in those catchments to maximise the benefits of these types of wastewater systems.

2. Effects based wastewater network consent

There are environmental, social and cultural pressures regarding management of wastewater overflows. ~~However the traditional approach to catchment management focused on managing wastewater overflows risks spending large sums of money for little benefit in terms of actual community outcomes unless stormwater contamination is also addressed. An~~When future wastewater network consents are required an integrated effects-based approach to wastewater network overflow consents would assess total catchment pollution from both stormwater and wastewater discharges, so that mitigation efforts and infrastructure spending can be prioritised based on cost effective and risk-based water quality outcomes be consistent with the effects-based framework of the Resource

Management Act. Frequency of overflows will continue to be the main measure of compliance with the aim of continuing to reduce frequency.

3. Reducing inflow and infiltration

There is a clear link between wastewater overflows and inflow and infiltration into the wastewater network. Inflow can be reduced by measures such as addressing illegal household stormwater connections to the wastewater network and sealing vents on wastewater manholes to exclude stormwater from the system. Increased use of pressure and vacuum sewers will reduce levels of infiltration and also therefore reduce overflows.

4. Encouraging or requiring repair/renewal of private sewer laterals

Private laterals are not our responsibility but can be a significant source of infiltration to wastewater networks and potential groundwater contamination, particularly where laterals are in poor condition, or earthquake damaged.

Private lateral upgrades will help to reduce wastewater overflows and improving the state of Christchurch's surface ~~waterways~~waterbodies as well as reduce the potential for groundwater contamination resulting from untreated wastewater leakage affecting surface groundwater quality. Included under this approach is public engagement and education about issues with private laterals.

Proposed ways of measuring achievement of the objective

- Reducing frequency of overflows, reported as the annual number of overflows per 1000km of pipe

7.5 Objective 6 and objective 7: Flood risk and flood management and adaptation

6: Understand the likely extent and effect of flooding, and the risk posed by flooding

7: Manage and adapt to the effects of flooding using natural systems, planning tools, community adaptation and infrastructure solutions

Objectives 6 and 7 are grouped together as they both relate to flooding and flood management.

Current situation

We already have in place a comprehensive approach to flooding and flood management that dates back to the early work of the Christchurch Drainage Board at the start of the twentieth century. However, the earthquakes had a significant effect on both flood management assets and the ~~waterways~~waterbodies of Christchurch, particularly in the Christchurch metropolitan area. The increase in flooding as a result of the earthquakes is most evident in areas close to the ~~waterways~~waterbodies, where soft ground has settled and thus become more flood prone

Suggested approaches

Works aimed at achieving these objectives could seek to link to joint work programmes with Ngāi Tahu Papatipu Rūnanga and Mahaanui Kurataiao where relevant and appropriate.

1. Enhance the current approach for flooding and flood management

We have a multi-value management and treatment philosophy, and ~~have~~has begun preparing comprehensive Stormwater Management Plans. Stormwater Management Plans for all areas ~~should be~~will have been prepared by ~~2020~~2022, ~~the~~ The implementation of the recommendations of these plans will be a longer term exercise.

Flood models across the city are also being updated. A comprehensive and integrated city-wide assessment of flood-risk will help us to better understand the implications of management decisions being made, and to make appropriate decisions around how to address flood risk in an integrated way.

Monitoring of shallow groundwater level across the city will improve flood modelling accuracy and help inform decisions.

District Plan provisions to address known flood hazard (including defining flood management areas) have been developed and implemented. The continued development of flood models to cover the full area of the city and the unfolding effects of sea level rise mean that District Plan provisions will continue to evolve.

The earthquakes had a significant effect on flood management assets and the ~~waterways~~waterbodies of the district, particularly in the Christchurch metropolitan area. In response, we launched the Land Drainage Recovery Programme in 2012. There ~~is~~ are a range of physical defences proposed in the programme, including stop banks,

pump stations, waterway channel modifications (widening, re-grading, bank trimming), floodwater storage and property level defences (such as house raising).

2. **Develop a risk based approach to managing the effects of flooding**

Best practice for flood risk mitigation is to develop a risk based approach. Decisions on floodplain management in the lower reaches of our major rivers need to be made within an 'all hazards' framework. We have already taken the first steps towards a risk based approach to flood management:

- Delivering an integrated approach to flood modelling across the city
- Developing a financial model to feed into the integrated city-wide flood modelling, to enable the economic costs of options to be considered against each other
- Undertaking a multi-hazards analysis to inform decisions on floodplain management in the lower reaches of our major rivers
- The work under the Land Drainage Recovery Programme and other Council projects consider at a local scale the options and costs of particular flood management or mitigation options for specific sites, balancing those against the residual consequences of flooding, and prioritising actions

A system that is adaptive and responsive to change needs to be developed and flood management processes and procedures developed so that:

- Sustainable flood plain development and risk management are a normal part of business and community activities and development
- People are informed and understand and accept the level of flood risk in Christchurch
- A combination of measures (such as those outlined above) is instituted, rather than reliance on single approaches in isolation
- Long term outcomes rather than short term measures are considered
- Integrated catchment and floodplain management is undertaken as a matter of course
- Natural processes and systems are understood and taken into account
- Climate change and variability are factored in.

We will continue to work with other territorial authorities, Environment Canterbury and the Government to develop appropriate flood mitigation responses.

3. **Communicate a risk based approach to the community and foster community support**

Best practice for a risk based approach to flood management emphasises the need for conversations with the affected communities about the options and approaches – particularly in relation to responses that do not involve structural measures.

A conversation needs to be held with the community about feasible and realistic levels of service in relation to management of flooding across Christchurch, informed by the outputs of the current modelling, additional modelling, the works under the Land Drainage Recovery Programme, and the development of the Stormwater Management Plans, noting the uncertainty resulting from climate change.

4. **Implement options tailored to address flood management in specific circumstances**

The implementation of a whole-of-catchment approach that includes a range of tools to address flood risk is an important component of a risk based approach to flood management. Our existing programme of Stormwater Management Plans offers an opportunity to move further towards whole-of-catchment integrated floodplain management and a risk based approach.

A number of tools exist for flood management. Some of these were canvassed in stakeholder workshops as part of the development of the ~~draft~~ strategy, including:

- Review of operation and management regimes - provides opportunities to maintain the inlet capacity of the stormwater system, to reduce the incidence of nuisance flooding
- Development of multi-use areas - where appropriately sited public open space can be used ~~as-for~~ flood detention ~~areas~~ and to reduce the effects of downstream flooding. The Residential Red Zone in the

Ōtākaro Avon catchment is an opportunity to 'make room for the river', by re-aligning the stop_banks onto a more stable foundation away from the present water edge

- Property specific interventions - such as house purchase, house tanking, raising floor levels, relocation, and development of commercial properties to withstand the effects of flooding
- Engineering solutions - such as stop_banks, stormwater detention and ponding areas, in order to delay the impacts of climate change and allow prolonged occupation of areas at risk of flooding.
- Development of District Plan provisions aimed at limiting development in flood-prone areas is also likely to play an important role in integrated floodplain management.

Other tools suggested through available best practice include:

- Ongoing communication and education plans to inform people of flood risk
- Naturalising areas to achieve better management of stormwater
- Advice to landowners on flooding and mitigation options
- Land purchase.

Proposed ways of measuring achievement of the objective

- For each flooding event, the measure is the number of habitable floors affected (expressed per 1000 properties connected to the stormwater system), targeting a decreasing event-by-event trend for similar sized events. Use modelling to demonstrate year by year improvements.

7.6 Objective 8: Sustainable wastewater systems

Manage the effects of the wastewater systems to meet community needs for environmental, social, cultural and economic sustainability over the long term

Current situation

The immediate challenge for managing the wastewater systems is to provide a long term solution to the treated wastewater discharges into Akaroa Harbour that addresses the concerns of the community and Ōnuku Rūnanga.

Wastewater treatment and disposal needs for the Christchurch metropolitan area have been addressed for the next 20 years at least. Beyond 2040, Christchurch's wastewater treatment and disposal system may require changes to accommodate the new areas of growth in the north and southwest.

Suggested approaches

There may be opportunities for projects undertaken to meet objective 8 to link to joint work programmes with Ngāi Tahu Papatipu Rūnanga and Mahaanui Kurataiao Ltd.

1. Improved trade waste management

The Trade Waste Bylaw 2015 includes measures to advance waste minimisation and cleaner production, and other measures to protect the wastewater infrastructure and natural ~~waterways~~waterbodies.

Improved management of trade waste could include regulatory or non-regulatory mechanisms to encourage trade waste customers to pre-treat at source.

2. Biosolids management with multiple pathways for beneficial reuse

The current biosolids management approach is centralised dewatering and thermal drying of biosolids at the Christchurch Wastewater Treatment Plant to stabilise the material and minimise volume (this includes trucking of biosolids from the Akaroa Harbour plants to Christchurch for processing). The dried biosolids are then trucked to the West Coast for beneficial use in remediation of the Stockton Coal Mine land. Reuse is also consented in Chaney's Forest or the material can go to landfill. An opportunity exists to reconsider biosolids treatment and reuse, particularly from the Akaroa Harbour wastewater treatment plants. There may be opportunities for multiple paths for beneficial reuse of biosolids in the future. Options for biosolids reuse will need to consider public health risks and ways to mitigate them.

3. Develop a long term wastewater treatment and collection solution to accommodate future growth

The Christchurch wastewater treatment plant at Bromley has sufficient capacity to treat flow associated with projected growth for the next twenty to twenty five years. A shift in the city's population has already occurred to

the north and to the west of the city as a result of the earthquakes and is expected to continue. This will result in longer conveyance distances and increased average retention time within the wastewater network. We need to fully investigate alternatives to centralised wastewater treatment to address wastewater treatment and disposal needs after 2040 for the Christchurch metropolitan area (including Whakaraupō Lyttelton Harbour). The alternatives include decentralised treatment, satellite treatment plants and/or sewer mining.

All three alternatives have the potential for beneficial reuse of treated wastewater due to lower volumes. An example would be as irrigation water for Council sports fields/parks and/or industrial or agricultural use. Recovery of nutrients from wastewater treatment streams, in particular the recovery of phosphorus, are opportunities for the future.

4. **Reduce generation of wastewater at source**

Increasing water use efficiency in domestic, commercial and industrial settings, to directly reduce the volume of wastewater being generated is currently done through education, with bylaw requirements regulating trade waste discharges.

Compliance checks are used and could be expanded as necessary to address the impact of other water users on wastewater discharges. Water demand management can lead to a reduction in the volume of wastewater volume where the measures target water use inside buildings. Reducing wastewater at source could extend to the programme of inflow and infiltration identification and reduction.

This approach links to reduction of inflow and infiltration (option 3, objective 5), trade waste management (option 1, objective 8) and water demand management (option 1, objective 11).

5. **Agree with Ngāi Tahu and the community on long term solution for treated wastewater in Akaroa Harbour**

We have been working on an upgrade for the Akaroa wastewater scheme and its discharge to address the ongoing concern from the local community, including Ōnuku and Wairewa Rūnanga, about the current treatment plant location at Takapūneke and the discharge of treated wastewater directly into Akaroa Harbour. The community and local rūnanga have expressed strong preferences for treated wastewater to be available for non-potable reuse and irrigation to land. A new wastewater treatment plant on an alternative site above Akaroa has been consented. We are exploring alternatives to the harbour discharge.

The discharge of treated wastewater from the Duvauchelle wastewater treatment plant into Akaroa Harbour is consented until 2023. The Duvauchelle wastewater treatment plant provides secondary treatment of wastewater and ultraviolet (UV) disinfection before discharging the treated wastewater to the Harbour via a 1.6km long outfall pipeline. Consent conditions require the investigation of alternative disposal options.

6. **Investigate potential use of treated wastewater**

One alternative to treated wastewater discharges to the environment could be reuse – this would require investigation of costs, benefits and public acceptance.

7. **Investigate wastewater options for small Banks Peninsula settlements**

Smaller communities in Banks Peninsula are not serviced by a public wastewater network. Investigations of the costs and benefits to provide such service could be undertaken.

Proposed ways of measuring achievement of the objective

- Maintain consent compliance for wastewater treatment plants; targeting 100% consent compliance.
- Percentage of biosolids diverted from landfill; targeting 100% of biosolids are diverted from landfill (assumes all biosolids diverted from landfill have beneficial reuse).

7.7 Objective 9 and objective 10: Groundwater protection and improvement in understanding of aquifer system

9: Advance source protection of groundwater recharge areas and surface water supply sources for all drinking water supplies

10: Understand the vulnerability, transit times and extent of confining layers of the Christchurch aquifers as well as the link to surface water quantity and quality

Objectives 9 and 10 are grouped together as they both relate to protecting the quality of water sources for drinking water supplies.

Current situation

The availability of high quality groundwater for public water supply is an extremely valuable natural resource for Christchurch and has been a source of pride for residents. Common to all groundwater sources, Christchurch's aquifers are vulnerable to contamination and, while the likelihood of contamination of the deeper aquifers is very small, the consequences would be significant, costly and potentially irreversible.

Recent groundwater monitoring and modelling has found that groundwater from deeper aquifers north of the Waimakariri River can travel under the river and into the deeper Christchurch aquifers. This is a concern due to the rising nitrate levels in groundwater in the Waimakariri zone.

A recent Danish epidemiological study has found a strong link between nitrate concentration in drinking water and increased risk of colorectal cancer when nitrate is present at concentrations at or above 0.87mg/L nitrate-nitrogen.

Suggested approaches

Works aimed at achieving this objective could link to joint work programmes with Ngāi Tahu Papatipu Rūnanga and Mahaanui Kurataiao where relevant and appropriate.

1. Support research and monitoring programmes to better understand of groundwater vulnerability to contamination

Improving understanding of the extent and potential contamination mechanisms for groundwater would help to determine actions needed to address the issue of groundwater vulnerability. This could impact on stormwater management, and improve the poor waterbody state by maintaining the quality of groundwater discharging to the District's surface ~~waterways~~~~waterbodies~~.

2. Source protection of drinking water supplies

For the Christchurch metropolitan area, source protection could consist of a detailed assessment of general aquifer vulnerability, a capture zone analysis for each Council drinking water well, and a contaminant inventory to identify specific risks for each well.

In particular establishment of a precautionary limit for nitrate in groundwater sources of public drinking water is needed¹⁰.

Recommendations for groundwater protection should be developed for each Council drinking water supply protection zone. Public education would be an important part of the source protection approach.

We will continue to advocate for improvements in groundwater protection at both the regional and national levels. This would form a part of our commitment to manage and mitigate risk of contamination of Christchurch's urban public water supplies, to protect public health and avoid the need for residual disinfection. This links to approaches suggested for objective 11.

3. Restrictions on excavation and filling below groundwater level

In areas to the west of the Christchurch metropolitan area, excavation activities (primarily quarrying for gravel extraction) represent a risk to groundwater quality, particularly in relation to the backfilling and rehabilitation of excavated areas over the unconfined aquifers. A further risk is the longer term potential for groundwater level to rise with the completion of large scale irrigation schemes on the Canterbury Plains. This could result in contact with possible contaminated backfill already in place in excavations that were at the time of excavation above the highest recorded groundwater level, but in the future could be within areas of increased groundwater levels. Controlling the depth of excavation in relation to the groundwater level, requirements for rehabilitation plans and control of material used for backfilling would help to manage the risk to groundwater quality.

~~A further risk is the longer term potential for groundwater level to rise with the completion of large scale irrigation schemes on the Canterbury Plains. This could result in contact with possible contaminated backfill already in place in excavations that were at the time of excavation above the highest recorded groundwater level, but in the future could be within areas of increased groundwater levels.~~

¹⁰ For example, the level at which groundwater ecosystem health may be maintained has been assessed at anywhere from 3.9 mg/L to protect 90% of aquatic species and 2.4 mg/L to protect 95% of aquatic species to an annual median of no more than 0.55 mg/L nitrate-nitrogen as the appropriate level to protect stygofauna in the groundwater at Te Waikoropū Springs. With respect to human health, while the New Zealand Drinking Water Standard is 11.3 mg/L nitrate-Nitrogen, a recent Danish study found an increased risk of colorectal cancer at nitrate-Nitrogen levels as low as 0.87 mg/L.

4. **Partner with Environment Canterbury and neighbouring district councils**

Suggested approaches will not be effective without partnering and engaging with Environment Canterbury and neighbouring district councils. Through its regional planning and consenting processes Environment Canterbury establishes policies and rules which manage activities which may affect groundwater quality and/or quantity.

Matters affecting groundwater are not constrained to jurisdictional boundaries. The inter-zone nitrate issue described in section 7.75.3 is one example. We will be unwavering in its advocacy for minimising nitrate incursion into groundwater sources used for drinking water supply.

We will continue to **advocate for change where needed. We will** work collaboratively with **central government**, Environment Canterbury and Waimakariri and Selwyn District Councils to promote and enhance groundwater protection.

Proposed ways of measuring achievement of the objective

- Proportion of Council drinking water wells with source protection zones identified that provide specific protection/management of land use around the existing community supply wells.
- Monitoring groundwater quality of biological and chemical contaminants of concerns (e.g. nitrates) against human health and ecosystem health parameters.

7.8 Objective 11: Sustainable water supply

Manage the water sources for drinking water supplies to meet the forecast reasonable demands over the long term and ensure efficiency of water use.

Current situation

A clear message from stakeholders, manawhenua and the community is the desire to both protect and make the best use of existing drinking water sources. The Christchurch metropolitan area and Whakaraupō Lyttelton Harbour settlements have an abundant but finite source of high quality groundwater. Several

Te Pātaka o Rākaihautū Banks Peninsula schemes however have limited water source availability e.g. water restrictions are typically implemented in Akaroa during the peak summer holiday season. Options may be needed in the shorter term for Te Pātaka o Rākaihautū Banks Peninsula settlements to ensure sustainable water supplies are available.

Environment Canterbury manages water resources through its regional plans and policies. We manage water resources through our District Plan and its strategies and policies. More information about how water resources are managed by the Council and Environment Canterbury can be found in Appendix A.

We have long recognised the need to ensure the sustainability of Christchurch's groundwater and has undertaken water demand management and leakage reduction work since at least 1996.

Protection of the Christchurch aquifers from contamination and infrastructure upgrades continue to be a key priority, along with testing to provide ongoing confidence that the metropolitan Christchurch public water supply poses minimal public health risk. However, it is noted that central government is reviewing the regulatory policy arrangements for drinking water supply and some form of treatment (UV disinfection, chlorination etc.) may become more likely. Additionally, it is becoming apparent that other public health initiatives e.g. fluoridation may impact on water supply infrastructure in future.¹¹

An untreated public water supply for the Christchurch metropolitan area is embedded in Christchurch's social and cultural identity. We remain committed to providing demonstrably safe drinking water without the need for residual disinfection.

Suggested approaches

The following preferred options were identified to address this objective:

1. **Improve understanding of water use and develop improved demand management programme**

¹¹ Health (Fluoridation of Drinking Water) Amendment Bill, introduced 17 November 2016. https://www.parliament.nz/en/pb/bills-and-laws/bills-proposed-laws/document/00DBHOH_BILL71741_1/health-fluoridation-of-drinking-water-amendment-bill

This option builds on the legacy of our water demand studies undertaken since 1996. Our water demand forecasting model can assess the potential impact of water demand management initiatives. Examples of water demand management interventions that could be evaluated include more frequent meter reading with results provided to residents, assessment of volumetric charging as noted in option 4 for objective 1, incentives to encourage retrofit of dual flush toilets and installation of sub-surface garden watering systems.

We will continue to work with Environment Canterbury to develop an agreed forecast for reasonable demand and reasonable availability.

2. **Implement pressure management zones**

Pressure management of water supply zones is a well-recognised national and international best practice with multiple benefits for extending infrastructure service life, and reducing leakage, operational costs and service interruptions. We are currently piloting the benefits of pressure management in urban Christchurch through the Rāwhiti (New Brighton) zone pressure management trial with the primary goal quantifying the benefits of reduced breakages, fewer service interruptions, lower leakage rates, increased asset life and lower power costs. A key finding from the earthquakes was that smaller zones also greatly assist in managing recovery of water supply systems should Christchurch experience another significant seismic event or other major disaster.

3. **Implement 'smart' water supply network operation**

'Smart' technologies could be used to improve network operation and reduce demands and leakage to prolong the long term availability of the water sources. Instantaneous monitoring technology can also provide an assurance as to water quality and public safety.

We have been installing water meters in recent years with the capability for conversion to 'smart' meter readings and estimate that over 50% of current meters are ready for smart communication technology to be fitted (at a cost). The key benefit of remote reading is a large reduction in the cost per reading, enabling more frequent readings (e.g. every 15 minutes). Smart metering has many benefits including early notification of leaks and meter issues and a better understanding of daily water use for each property.

4. **Improve understanding of groundwater sources and levels**

The understanding of both the Christchurch aquifers and the groundwater sources for the Te Pātaka o Rākahautū Banks Peninsula water supply schemes needs to improve. The Christchurch aquifers are abundant, but have an unknown overall capacity and availability. In addition to the Council wells for the urban Christchurch water supply, other users including individual commercial and industrial properties have their own private bores, so overall take is also uncertain.

The Council and Environment Canterbury will collaborate with managing the shallow groundwater monitoring network formerly owned and operated by the Earthquake Commission.

We will continue to work with Environment Canterbury, the Government, universities and crown research institutes to advance our understanding of the groundwater system, including impacts of climate change and sea level rise.

This option links to option 1 for objectives 9 and 10.

5. **Secure access to Christchurch groundwater sources for public drinking water supply**

The Resource Management Act 1991 and the Freshwater NPS provide for the allocation of water to specific end uses. While a regional plan only has an effective life of 10 years, the establishment of a policy framework for allocation for community drinking water supplies would provide greater security of access to groundwater in the absence of resource consents.

6. **Enable reuse and harvesting**

Installation of on-site water sources for non-potable uses of water (e.g. garden irrigation, toilet flushing and clothes washing) could have multiple benefits including stormwater attenuation and reduction in water demands and wastewater flows to the network. Examples of on-site water sources are greywater reuse and rainwater harvesting.

Mana whenua noted that reuse and harvesting should be encouraged, particularly if residential volumetric pricing was introduced. Mana whenua consider that an advantage of residential volumetric charging could be the ability to enable incentives for incorporating reuse into sustainable house design e.g. greywater and rainwater harvesting.

Methods to encourage and incentivise rainwater reuse will be considered as part of the implementation plan for water supply.

Options for greywater reuse harvesting will need to include considerations for methods to mitigate public health risks.

7. **Enhance management of below-ground well heads**

As one of the consequences of the 2017 Government inquiry into the Havelock North campylobacteriosis outbreak, greater rigour is being applied to the assessment of well head security. In response to that increased rigour, we are strengthening its asset management regime for all drinking water wells and well heads to maximise security of the wells. This work is being undertaken to enable us to demonstrate that, along with other initiatives such as enhanced asset management and a robust monitoring programme, delivery of drinking water can be safely delivered to residents without the need for residual disinfection for the Christchurch, Lyttelton Harbour and Brooklands-Kainga supplies. We remain committed to managing and mitigating risk of contamination of its groundwater-sourced supplies to avoid the need for residual disinfection. To that end, we will continue to work with the Canterbury District health Board and the Government.

8. **Collaboration with other territorial authorities to retain control of public water infrastructure**

We will continue to collaborate and share information with other city and district councils, Local Government New Zealand and central government. We will continue to advocate for ensuring that local communities have control over the provision of public water infrastructure to achieve effective integration of all community services.

9. **Investigate other potential water supply sources**

In light of concerns about nitrate levels in drinking water sources, treatment and other potential sources could be investigated, such as large-scale rainwater collection schemes, piping water from headwaters of Canterbury's alpine rivers, desalination of seawater.

Proposed ways of measuring achievement of the objective

- Annual total volume of potable water abstracted for urban supplies in litres per person per day (where total water abstracted includes non-residential use, residential use, leakage etc.), targeting a decreasing year-on-year trend for this measure
- Real water loss in litres per connection per day, targeting a decreasing year-on-year trend for this measure

Te tuatoru **Part three:**

Whakatinanatanga **Implementation**

Attachment A Item 15

8 Te whakatinanatanga Stepwise and parallel implementation

The Integrated Water Strategy is intended to be an enduring long-term strategy. Implementation of many of the preferred options is also long-term, recognising its 100 year plus horizon. Resourcing for actions arising out of the implementation plans will be determined through the Long Term Plan process. Key to this process will be recognition that budgetary priorities must include not only business-as-usual infrastructure renewals and replacements and allowance for providing for growth, but also proactive capital and operational projects to ensure the long-term sustainability of the water services infrastructure in Christchurch.

Implementation plans will need to outline means of measuring achievement of the Integrated Water Strategy (including further development of the proposed measures included in the ~~draft~~ strategy), and high-level cost estimates, targets and monitoring that are realistically set and periodically reviewed and reassessed. All implementation plans will consider the ongoing relationship with manawhenua and joint work programmes to be development and implemented with Ngāi Tahu Papatipu Rūnanga and Mahaanui Kurataiao Ltd.

Implementation plans will be developed for water supply, wastewater and stormwater (incorporating surface water) once the strategy has been adopted by the Council, as follows:

- within 6 months for water supply
- within 18 months for wastewater
- within 24 months for stormwater

Progress on implementing the strategy will be reported annually to the Council or the relevant committee of the Council. Information about progress to implement the strategy will be displayed on the Council's web site and will also be provided through other communications channels.

9 Ngā rauemi me ngā āheinga Resources and capability

The following are key parties and stakeholders with roles to play in implementing the Integrated Water Strategy:

Christchurch City Council owns and operates the water services infrastructure for Christchurch.

Ngāi Tahu, through the six local rūnanga – Te Ngāi Tūāhuriri Rūnanga, Te Hapū o Ngāti Wheke (Rāpaki), Te Rūnanga o Koukourārata, Ōnuku Rūnanga, Wairewa Rūnanga and Te Taumutu Rūnanga, supported by Mahaanui Kurataiao Ltd and Te Rūnanga o Ngāi Tahu – provide resource management skills and have mātauranga and kaitiakitanga over resources.

Environment Canterbury has statutory planning responsibilities, is active in stream care programmes and water quality monitoring, flood management responsibilities, and maintains the Waimakariri River flood protection scheme.

Waimakariri District Council and **Selwyn District Council** have the same statutory functions as the Christchurch City Council. Opportunities for greater co-ordination and co-operation should be explored.

Community and Public Health provides public health services to the community and aims to create environments, communities and families that support healthy choices and lifestyles.

The **Department of Conservation** has overall responsibility for indigenous biodiversity conservation under a range of statutory mechanisms, such as the Conservation Act 1987, Reserves Act 1977 and Wildlife Act 1953.

Fish and Game New Zealand are an angler and game bird hunter organisation with a statutory mandate to manage New Zealand's freshwater fisheries and game bird hunting, and has interests in the management of freshwater resources.

Other key groups and organisations with interests in water and water services infrastructure, public and community organisations such as Community Boards, water management zone committees, Avon-Ōtākaro Network, Ōpāwaho-Heathcote River Network and stream care groups.

The community in general and business and industry players also have key roles to play in implementing the strategy, as their actions have a direct impact on achieving the vision and goals.

10 Te aroturuki me te arotake Monitoring evaluation and review

It is intended that the strategy should be a living document that can be adjusted in the face of additional information, changing circumstances and further national and international developments in best practice over time.

The strategy should be formally reviewed on a six-yearly basis to match the Long Term Plan cycle, with a review recommended to occur in the year prior to a Long Term Plan so that specific projects or changes in priorities can be fed into that plan. The first review of the strategy is targeted for financial year 2023/24.

The implementation plans that follow the adoption of the strategy should be reviewed periodically.

Appendices

Appendix A Legislative and policy context

The management of water supply, stormwater and wastewater infrastructure and of surface water, groundwater and coastal waters sits within a comprehensive legislative and statutory framework. The key elements of that framework are outlined below.

Te Tiriti o Waitangi - Treaty of Waitangi

Te Tiriti o Waitangi established a partnership between the Crown and tangata whenua. Māori were guaranteed possession of their lands, forests, fisheries and other possessions.

The Treaty partnership requires both parties to act in good faith and to make informed decisions.

The principles of the Treaty recognise and guarantee the protection of *tino rangatiratanga* (sovereignty) and empower kaitiakitanga as customary trusteeship to be exercised by tangata whenua over their taonga, such as sacred and traditional places, built heritage, traditional practices and cultural heritage resources including water. Of particular importance is the principle for the Crown to actively protect Māori interests.

The requirement for Council to take into account Te Tiriti o Waitangi arises through requirements in the Local Government Act 2002 and the Resource Management Act 1991, ~~(as amended)~~.

The Mahaanui Iwi Management Plan 2013 (IMP)

The IMP provides a statement of Ngāi Tahu issues, objectives and policies for natural resource and environmental management. The IMP includes a chapter on the management of water which addresses the rights and values of Ngāi Tahu hapū within Christchurch associated with water, the management of activities that affect water and the cultural impact of those activities. The IMP also includes as a key policy that local authorities are required to initiate and develop ~~processes for implementing~~ a memorandum of understanding regarding the implementation of the Mahaanui IMP in council planning and decision-making. The IMP also references and is consistent with the Te Rūnanga o Ngāi Tahu Freshwater Policy Statement as a key part of the water management policy framework.

Local Government Act 2002 (LGA)

The LGA states that the purpose of local government is to enable democratic local decision-making and action by, and on behalf of, communities, and to promote the social, economic, environmental, and cultural well-being of communities in the present and for the future.

The LGA also requires a territorial authority to assess the provision within its district of water services and other sanitary services. The purpose of the assessment is to assess from a public health perspective the adequacy of water and other sanitary services available to communities within the territorial authority's district.

~~The LGA outlines the purpose of territorial authorities to meet the current and future needs of communities for good-quality local infrastructure, local public services and performance of regulatory functions in a way that is most cost-effective for households and businesses.~~

~~The LGA also requires territorial authorities to assess the water supply and sanitary services and provide and maintain services to the community in a manner that promotes the four wellbeingswell-being's outlined in the LGA.~~

~~2014 A~~ amendments to the LGA in 2014 added a requirement for territorial authorities to prepare a 30-year infrastructure strategy in conjunction with their long term planning.

Health Act 1956

Under the Health Act, it is the duty of every local authority to improve, promote and protect public health within its district. ~~In respect to water, local authorities have an obligation to provide surface water, wastewater and water supply infrastructure (Section 25).~~ The Health Act provides for each local authority to make bylaws for improving, promoting, or protecting public health and regulating drainage and the collection and disposal of wastewater. (There are similar bylaw-making powers in the LGA).

~~The Health (Drinking Water) Amendment Act 2007~~

The Health (Drinking Water) Amendment The Health Act requires water suppliers to 'take all practicable steps' to comply with drinking water standards. The Council is a drinking water supplier for the purposes of this Act. This Act makes mandatory standards for drinking water that had previously been voluntary¹².

The Act applies to all drinking water suppliers who supply at least 25 people for at least 60 days a year.

The Act also requires that water suppliers prepare and implement a water safety plan in relation to that drinking water supplier's drinking water supply, public health risk management plans (water safety plans) for their supplies, along with assessments of drinking water supplies. These plans are intended to assist the drinking water suppliers in managing risks to both public water supply sources and the infrastructure and network that make up the public water supply systems, including risks such as proximity of contaminated sites to source water, leakage of contaminants into source water, and natural disasters such as earthquakes or tsunamis.

The most recent approved water safety plans for Christchurch's public water supplies are listed in the bibliography.

Resource Management Act 1991 (RMA) and RMA Framework

In order to achieve its sustainable management purpose, the RMA sets out the duties and functions of regional and territorial authorities and sets out a hierarchy of planning documents.

In regards to the management of effects of using or contaminating water resources, the responsibility largely lies with regional authorities-councils while the control of the effects of land-use activities lays largely territorial-authorities-with district or city councils.

The RMA provides for the preparation of national policy statements, national environmental standards, regional policy statements, regional plans and district plans. The most relevant documents are discussed below, and will, through their objectives, policies and rules set the resource management context for water, water services and associated infrastructure management in Christchurch.

The Canterbury Regional Plans, the Christchurch Plan, the Banks Peninsula District Plan and the Christchurch District Plan impact the management of water services and infrastructure. All activities associated with the establishment and operation of water services and infrastructure must be assessed against the rules of these plans, which will influence what and where infrastructure can be developed, how it is managed, its development cost and the timing of development.

National Environmental Standard (NES) for Sources of Human Drinking Water

Under its authority provided in the RMA the Ministry for the Environment established a NES for drinking water which became effective in mid-2008. The NESThis regulation aims to ensure that resource consents for land use activities upstream of drinking water abstraction points, or which may adversely affect water quality at abstraction points, do not pollute human drinking water sources. The NES requires local governments to consider the effect of catchment activities on drinking water sources. The NES also requires that new consents affecting drinking water catchments can only be granted if the proposed activity will not result in drinking water becoming non-potable or unwholesome after treatment.

New Zealand Coastal Policy Statement 2010 (NZCPS)

Under the NZCPS local authorities have a role in safeguarding the integrity, form, functioning and resilience of the coastal environment. Regional and district plans must give effect to the NZCPS and decisions on resource consent applications must have regard to the NZCPS. Treated sewage can be discharged only if there is adequate consideration of alternatives. Stormwater discharge to water in the coastal environment is to be managed to:In relation to the management of the three waters, the NZCPS places responsibilities on regional and territorial authorities in respect of:

- Taking steps to avoid adverse effects of stormwater discharge to water in the coastal environment including:
- Avoid where practicable and otherwise remedy cross contamination of sewage and stormwater systems
- Reduce Ccontaminant and sediment loads in stormwater at source
- Promoting designs that reduce flows to stormwater reticulation systems at source.
- Avoiding the discharge of human sewage directly to water in the coastal environment without treatment

¹² Drinking-Water Standards for New Zealand 2005 (Revised 2018); <https://www.health.govt.nz/publication/drinking-water-standards-new-zealand-2005-revised-2018>

- Ensuring adequate consideration of alternatives and being informed by tangata whenua in terms of discharging treated human sewage to the coastal marine area
- Enhancing coastal water quality

National Policy Statement for Freshwater Management (Freshwater NPS), ~~as amended~~

~~Regional and district councils must give effect to this and decisions on resource consents must have regard to it.~~ The Freshwater NPS requires regional councils to recognise the national significance of freshwater for all New Zealanders through including provisions within their regional ~~policy statements plans~~ to set freshwater objectives and set environmental standards for all of the freshwater ~~management units in its region use, discharges into water and integrated management of the effect of land use and development on fresh water.~~

~~The Freshwater NPS requires territorial authorities to give effect to the regional policy statement and include rules in their district plans that sustainably manage the demands on freshwater.~~ The Freshwater NPS also requires local authorities to take reasonable steps to involve and work with iwi and hapū in the management of freshwater and identify tangata whenua values and interests in freshwater and reflect these values and interests when managing and making decisions regarding freshwater within the region.

Canterbury Regional Policy Statement (RPS)

~~Under section 75 of the RMA, the Council must give effect to the Canterbury RPS by setting out objectives, policies and methods in district plans that are consistent with the RPS. Regional and district plans must give effect to the RPS, and decisions on resource consents must have regard to it. While the RPS does not place direct responsibilities on the Council for the provision and management of the three waters, the strategy must be consistent with the RPS in order to appropriately guide future district plan development and the consenting of future three waters activities to meet the requirements under the RPS, and the planning documents that sit under it. Implementation of the Strategy will be more straightforward if it is consistent the RPS and regional plans for the consenting of future three waters activities.~~

~~In relation to the management of the three waters, there are four key chapters within the RPS which direct the management of water infrastructure and guide the protection of natural and physical resources and cultural values. They are Chapter 5 Land Use and Infrastructure, Chapter 7 Fresh Water, Chapter 8 Coastal Environment, Chapter 9 Ecosystems and Indigenous Biodiversity and Chapter 11 Natural Hazards.~~

~~A number of objectives and policies in the RPS are given effect to in regional plans in a manner that regulates the Council's development of its three waters infrastructure.~~

The RPS is due for review in 2021.

Regional Coastal Environment Plan (RCEP) for the Canterbury Region

The RCEP for Canterbury controls activities within the coastal environment to promote the appropriate use of the coastal environment, and the maintenance of the natural character of the coastal environment and coastal water quality. Any three waters activities within the coastal environment or discharging to the coastal environment are subject to the rules under the RCEP.

The RCEP is scheduled to be reviewed in 2021.

Canterbury Land and Water Regional Plan (LWRP) 2017

The Canterbury LWRP establishes objectives, policies and rules for land and water management on a regional-wide basis in chapters 3, 4 and 5, and also provides for catchment-specific ('sub-regional') policies and rules in chapters 6 through 15. Rules include those for discharges to land and water and takes from surface and groundwater.

Waimakariri River Regional Plan 2004, as amended

The Waimakariri River Regional Plan recognises the need to protect both water quantity and water quality of the Waimakariri River. The purpose of the Plan is to promote sustainable management of the River and connected groundwater. Objective 5.1 seeks to 'enable present and future generations to gain cultural, social, recreational, economic, health and other benefits from the rivers, lakes and wetlands in the Waimakariri River Catchment,, and from the hydraulically connected groundwater while (a) safeguarding their existing value for efficiently providing for sources of drinking water for people and their animals'.

Christchurch City District Plan

The Christchurch ~~City~~ District Plan, ~~the Banks Peninsula District Plan and the Christchurch District Plan~~ manages land use activities across Christchurch District, including the integration of water services with land use development.

Other Legislation

The following are other relevant statutes and regulations: Biosecurity Act 1993, Building Act 2004, Civil Defence and Emergency Management Act 2002, Conservation Act 1987, [Christchurch District Drainage Act 1951](#), Fisheries Act 1996, Hazardous Substances and New Organisms Act (1996), Heritage New Zealand Pouhere Taonga Act (2014), [Land Drainage Act 1908](#), [Ngāi Tahu Claims Settlement Act 1998](#), Public Works Act 1981, Reserves Act 1977, [Resource Management \(Measurement and Reporting of Water Takes\) Regulations 2010](#), [Soil Conservation and Rivers Control Act 1941](#), [Sport and Recreation New Zealand Act 2002](#), [New Zealand Walkways Act 1990](#), [Ngāi Tahu Claims Settlement Act 1998](#), [Public Works Act 1981](#), [Reserves Act 1977](#), [Resource Management – Measuring and Report of Water Takes – Regulation 2010](#), [Soil Conservation and Rivers Control Act 1941](#), [Sport and Recreation New Zealand Act 2002](#).

Bylaws

Water Supply, Wastewater and Stormwater Bylaw 2014

This bylaw manages and regulates our water supply, wastewater and stormwater systems.

The bylaw:

- Sets out the requirements for connecting to the public water supply;
- Provides for water supply demand management;
- Establishes regulations for backflow prevention;
- Provides for protection of the wastewater network;
- Establishes conditions for connecting and discharging to our stormwater network;
- Provides rules for design of stormwater systems;
- Restricts or prohibits specified activities in relation to the stormwater network; and
- Allows for future development of minimum standards for discharges into the stormwater network.

Trade Waste Bylaw 2015

This bylaw regulates the discharge of trade waste into our wastewater network, including:

- Conditions for long-term, intermittent or temporary trade water discharges;
- Three grades of discharges: permitted, conditional and prohibited;
- Conditions for suspension or cancellation of permission to discharge trade waste; and
- Requirements for sampling, analysis and monitoring.

Canterbury Water Management Strategy (CWMS)

The CWMS is a non-statutory framework for managing water led by Environment Canterbury, Ngāi Tahu and Canterbury's District and City Councils and implemented by local communities. The Canterbury Region is split into ten zones which are each governed by a committee which is tasked with making recommendations for the best way to manage water in their area. Each zone committee is required to prepare a zone implementation programme (ZIP), which contains recommendations aimed at meeting CWMS targets in their respective zones. ZIP recommendations may be focussed on regional and/or district councils, iwi and/or other parties.

The CWMS established targets for ten subject areas:

- Ecosystem health/biodiversity
- Natural character of braided rivers
- Kaitiakitanga
- Drinking water
- Recreational and amenity opportunities
- Water-use efficiency
- Irrigated land area

- Energy security and efficiency
- Regional and national economies
- Environmental limits

The Integrated Water Strategy has a key role in contributing to the implementation of relevant recommendations put forward by the Zone Committees.

Christchurch–West Melton Zone Implementation Programme (ZIP)

This ZIP forms a package of recommendations for the zone that have been developed in consultation with key stakeholders and the general public to give effect to the Canterbury Water Management Strategy.

The Christchurch–West Melton ZIP focuses on five priority issues:

- Enhancing and managing [waterwayswaterbodies](#) for recreation, relaxation and amenity
- Improving surface water quality and safeguarding surface water flows
- Enhancing healthy ecosystems, indigenous biodiversity, and valued introduced species and landscapes
- Safeguarding groundwater quality and flows for multiple uses
- Making efficient use of water and managing demand

Banks Peninsula Zone Implementation Programme (ZIP)

The Banks Peninsula ZIP identifies key areas of focus and includes priority outcomes and recommendations to Environment Canterbury for each area.

In relation to the three waters, recommendations in relation to water quality and wastewater include upgrading and management of water resources and infrastructure, management and prevention of discharges and contamination, further research to be undertaken, efficiency and implementation of new technologies.

[The Banks Peninsula ZIP Addendum \(ZIPA\) focuses on the Te Roto o Wairewa/Lake Forsyth catchment with recommendations to improve water quality. The ZIPA informed the development of Plan Change 6 of the Canterbury Land and Water Regional Plan.](#)

Selwyn–Waihora Zone Implementation Programme (ZIP)

Five key areas of work have been established for the Selwyn–Waihora ZIP, including; nutrient and water management, water supply, Te Waihora and lowland [waterwayswaterbodies](#), braided rivers/upper plains/high country, and biodiversity.

Within the key areas, the priority critical issues to be addressed include setting limits for nutrients and water storage.

[Whaka-Ora Healthy Harbour Plan – Whakaraupo/Lyttelton Harbour Catchment Management Plan](#)

[Te Hapū o Ngāti Wheke, Lyttelton Port Company, Environment Canterbury, Christchurch City Council, and Te Rūnanga o Ngāi Tahu in consultation with harbour communities developed the Whaka-Ora Healthy Harbour Plan, which is designed to help improve the cultural and ecological health of Whakaraupō/Lyttelton Harbour. The Plan addresses issues including pollution of waterways, erosion and sedimentation and indigenous biodiversity.](#)

Appendix B References

[Glossary](#)

Aquifers - underground layers of porous rock or sand through which groundwater flows.

Biosolids - solids separated by wastewater treatment processes that has been stabilised to reduce pathogens and pest-attraction, and which can be beneficially reused.

Christchurch - the whole of Christchurch District, including the Ōtautahi Christchurch City urban area, other settlement areas in the district, Te Pātaka o Rākaihautū Banks Peninsula and all rural areas within the jurisdiction of the Council.

Christchurch metropolitan area - 'urban' Ōtautahi Christchurch, as opposed to 'Christchurch' which refers to the entire district.

Greywater - used water from sinks, washing machines, showers and baths, dish washers and similar appliances, but not including any toilet wastewater. Water from toilet flushing is known as black water.

Groundwater - water stored beneath Earth's surface in aquifers (layers of water-bearing rock or sand). Groundwater tends to be abstracted from deeper aquifers tens to hundreds of metres below the ground surface) for drinking water, whilst shallow groundwater (water within a few metres of the ground surface) may contribute to flood issues.

Inflow - when stormwater enters the wastewater network via surface ponding of stormwater entering wastewater manholes and private gully traps and via illegal cross connections between the wastewater and urban stormwater networks.

Infiltration – when groundwater or stormwater seeps into wastewater pipelines and structures through breaks or joints.

Kaitiakitanga - the intergenerational responsibility and right of tangata whenua to take care of the environment and resources upon which we depend (as defined in the Mahaanui Iwi Management Plan 2013).

Mahinga kai - the customary gathering of food and natural materials and the places where those resources are gathered (as defined in the Ngāi Tahu Claims Settlement Act 1998).

Mauri - the essential life force of all things, spiritual essence (as defined in the Mahaanui Iwi Management Plan 2013).

Non-potable - water suitable for uses other than human drinking water, such as industrial process water and landscape irrigation.

Papatipu Rūnanga - marae based councils, administering the affairs of the hapū (as defined in the Mahaanui Iwi Management Plan 2013).

Potable - water suitable for human drinking water.

Reticulation - a network of pipes and pumps.

SCIRT - Stronger Christchurch Infrastructure Rebuild Team. An alliance of Christchurch City Council, New Zealand Transport Agency, Department of Prime Minister and Cabinet, City Care, Downer, Fulton Hogan, Fletcher and McConnell Dowell established after the 2010-2011 earthquakes. The SCIRT programme was completed in 2017.

Sewer - a pipe that carries wastewater.

Sewerage system - another name for wastewater reticulation.

Stormwater - water that originates during precipitation events and snow/ice melt. Stormwater can soak into the soil (infiltrate), be held on the surface and evaporate, or runoff and end up in nearby streams, rivers, or other water bodies (surface water).

Surface water - includes drains, streams, rivers, lakes, wetlands, lagoons, springs and estuaries.

Taonga - treasure (as defined in the Mahaanui Iwi Management Plan 2013).

'Three waters' - [public water supplies, wastewater and surface water \(including stormwater and flooding/floodplain management\) and their infrastructure.](#)

Wastewater - both the liquid and non-liquid portions of municipal sewage.

Water supply - all drinking water provided to households, public buildings, gardens and sports fields, and commercial and industrial customers through our water supply reticulation systems. It does not include the private residential and commercial supplies that operate in Christchurch, which are not owned or operated by, or on behalf of, the Council. It also doesn't include 'community water supplies' operated by other organisations (e.g., Christchurch International Airport).

Waterbody – means river, lake, stream, pond, wetland and aquifer.

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to be updated when re-formatted post hearings panel

Staff update to Draft Integrated Water Strategy Hearings Panel

16 August 2019

1. The Panel asked to include clarification that the Council would not only collaborate with ECan, district councils, central government and the private sector, but advocate for change.

The following change is suggested and have been incorporate into the tracked changes version of the strategy.

Section 7.7-4. Partner with Environment Canterbury and neighbouring district councils

We will continue to [advocate for change where needed](#). We will work collaboratively with [central government](#), Environment Canterbury and Waimakariri and Selwyn District Councils to promote and enhance groundwater protection.

2. The panel asked staff to consider how we might have on-going visibility of water. In line with the oral submission from Karolin Potter the following new action was added to section 7.1:

[6. Water forums](#)

[Regular events, such as seminars or workshops, can serve to raise and improve the public's awareness understanding and awareness of water-related issues, and provide on-going visibility of water matters.](#)

3. The Panel asked for clear targets. The objectives have measures associated with them to allow us to measure progress and staff propose that this would be the means by which progress in implementing the strategy would be report to the Council.
4. The Panel queried about a stock take of all bores. Consents for bores are managed by ECan. If new bores are proposed to be installed the applicant would need to demonstrate that takes from the new bore would not interfere with existing takes. Staff don't see that there is a compelling reason for the city council to undertake a stock take of "all" bores. Staff are mindful of any new bore and possible impacts on city council wells.

In November 2018 staff provided an online map to councillors showing Christchurch drinking water wells and bores held by other consent holders, viewable at <https://gis.ccc.govt.nz/portal/apps/webappviewer/index.html?id=80fd02b42fb04adb9ba4055d63b2968f>

The information was current as of October/November 2018, based on ECan and city council data.

Staff have not recommended any change to the strategy.

5. The Panel requested a definition of 'waterbodies'. A definition was added to the Glossary in Appendix B:

[Waterbody – means river, lake, stream, pond, wetland and aquifer.](#)

6. The Panel sought advice about adding water races to the strategy. Staff note that we are using stock races to augment the flows in our network and plan to continue to do this. They have also been found to be a good habitat for mudfish. They are therefore providing a useful ecological and amenity function in Christchurch.

The following new action was added to section 7.3 the strategy:

9. Retain stock races for ecosystem services

Stock races can be used to augment flows in the network and they have also been found to be a good habitat for threatened and endangered species. They are therefore providing a useful ecological and amenity function in Christchurch. The City Council will continue to work with Selwyn District Council to ensure that the ecosystem services provided by stock races can continue.

7. The Panel asked about the rates demand and getting visibility of the water rate. All rates charges are individually listed on the assessment issued by the Council along with the first rates instalment notice. Properties within the water supply network are charged a Water Connected rate while properties which are not actually connected including vacant sections are charged at a lower Water Not Connected Rate and both are charged against the Capital Value of the property. This assessment information isn't listed in the other three invoices issued during a rating year.

Staff have not recommended any change to the strategy.

Below are screenshots of an assessment for both types of water charges.

RATES ASSESSMENT					
Rating year 1 July 2019 to 30 June 2020					
				Valuation Roll No.	
General Rate	Standard	Capital Value	590000	0.307431	\$1,813.84
Uniform Annual Gen Ch	Separately Used Inhabited	PFixed Dollar Charge	1	130.00	\$130.00
Water Connected	No Differential	Capital Value	590000	0.060783	\$358.62
Land Drainage	No Differential	Capital Value	590000	0.04043	\$238.54
Sewerage	No Differential	Capital Value	590000	0.08	\$472.00
Waste Minimisation	Provision of Service-	Fixed Dollar Charge	1	168.85	\$168.85
Active Travel Rate	Separately Used Inhabited	PFixed Dollar Charge	1	20.00	\$20.00
Heritage(Cathedral)	Separately Used Inhabited	PFixed Dollar Charge	1	6.52	\$6.52

RATES ASSESSMENT					
Rating year 1 July 2019 to 30 June 2020					
				Valuation Roll No.	
General Rate	Standard	Capital Value	670000	0.307431	\$2,059.79
Uniform Annual Gen Ch	Separately Used Inhabited	PFixed Dollar Charge	1	130.00	\$130.00
Water Not Connected	No Differential	Capital Value	670000	0.030392	\$203.63
Land Drainage	No Differential	Capital Value	670000	0.04043	\$270.88
Sewerage	No Differential	Capital Value	670000	0.08	\$536.00
Active Travel Rate	Separately Used Inhabited	PFixed Dollar Charge	1	20.00	\$20.00
Heritage(Cathedral)	Separately Used Inhabited	PFixed Dollar Charge	1	6.52	\$6.52

8. The Panel asked that "equity" is added to the strategy as per Alistair Humphrey's submission. The following was added to section 7.1-4:

Any consideration of a change in the charging structure would need to include equity and the ability of the consumer to pay.

9. The Panel asked for time frames for implementation plans. Implementation plans will be developed in a phased approach once the strategy is adopted in order to spread the load for the staff and to recognise the high priority for water supply. Stormwater will be the last implementation plan to be completed as staff have quite a lot of work to be undertaken for the stormwater management plans.

The following was added to section 8 of the strategy:

Implementation plans will be developed for water supply, wastewater and stormwater (incorporating surface water) once the strategy has been adopted by the Council, as follows:

- within 6 months for water supply
- within 18 months for wastewater
- within 24 months for stormwater

Progress on implementing the strategy will be reported annually to the Council or the relevant committee of the Council.

10. The Panel asked about requirements for rainwater/stormwater capturing and asked about rainwater/stormwater capture in the district plan.

The District Plan requires resource consent for all new subdivisions. There is a requirement that any subdivision consent application specify the means of managing stormwater. If this system is vested in the Council, it must comply with the Infrastructure Design Standards (IDSs) for stormwater (as per the link below), which set out what the Council considers best practice for the management, collection and treatment of stormwater. To approve the application, the design, location, capacity, type and construction of the stormwater system must be “acceptable to the Council (i.e. consistent with the IDSs and/or with the District Plan policies as discussed below).

The Infrastructure Design Standard is online here:

<https://ccc.govt.nz/assets/Documents/Consents-and-Licences/construction-requirements/IDS/IDS-Part-05-Stormwater-Land-Drainage-V3-September-2016.pdf>

There is also a policy in the District Plan (Policy 8.2.3.4) to “ensure that stormwater is disposed of in a manner which maintains or enhances the quality of surface water and groundwater” and “ensure that stormwater is disposed of in a manner which is consistent with maintaining public health”. Outside the Central City, the same policy seeks to encourage “low-impact or water-sensitive designs” and “on-site rain-water collection for non-potable use.”

Existing use rights mean that the District Plan cannot require a different stormwater treatment system for a rebuild as long as the rebuilt development is substantially the same as the old development. “Rainwater collection systems” (not defined) are also a permitted activity as long as they comply with built form standards relating to height and setbacks from the road or internal boundaries. Rainwater tanks (and potentially other collection systems) may also require a building consent under the Building Act.

Generally the District Plan manages environmental effects (such as the impact on water quality from stormwater runoff) without specifying in the Plan the means that must be used. There would potentially be a very high burden of evidence that would need to be presented to justify policies or rules requiring stormwater to be treated using a specific method (e.g. requiring on-site rainwater tanks in urban areas) as opposed to enabling a range of solutions that could then

be assessed on a case by case basis. A proposal of this type would need to establish that the specified method was the most efficient and effective in all circumstances before the provisions would be adopted

Another approach to rainwater reuse could be a change to the Water Supply, Wastewater and Stormwater Bylaw 2014. That bylaw is part of a programme of work to review several bylaws in the current and next financial years. The current bylaw has the following requirement for rainwater storage:

15. Requirement for supplementary water storage for Akaroa and Little River areas

(1) Within the Council water supply areas of Akaroa, Duvauchelle, Takamatua, Wainui, Pigeon Bay, Little River and Birdlings Flat (Schedule 1 to this bylaw) a tank or facility with a minimum capacity of 5000 litres is required for all new premises constructed in these areas after this bylaw comes into force for the purpose of collecting and storing rainwater for non potable purposes only.

The following note is explanatory and is not part of the bylaw: Examples of non potable water use include toilet flushing and the watering of gardens.

Schedule 1 to this bylaw- a map of the water supply areas will be appended to the bylaw once the mapping is completed.

(2) If there is any potential for possible contamination of the public water supply system from the supplementary water storage tank or facility, backflow prevention measures must be installed to the satisfaction of the Council.

The following note is explanatory and is not part of the bylaw: Further information about the requirement under Clause 15 can be found on the Council's website.

(3) For the purposes of clause 15(1), the construction of new premises means:

- (a) the construction of a residential or commercial building on an undeveloped site
- (b) the construction of a replacement residential or commercial building that increases the footprint area of the pre-existing building on the site

BUT does not mean:

- (c) the construction of a replacement residential or commercial building that covers the same footprint area or less of the pre-existing building on the site
- (d) repairs or alterations to any building
- (e) the construction of a garage or outbuilding
- (f) the construction of a temporary building that has an intended life of less than 5 years.

The following note is explanatory and is not part of the bylaw: If any person believes that compliance with the requirement in clause 15 would needlessly and injuriously affect them or their business without a corresponding public benefit they can apply to the Council for a dispensation from compliance with this requirement under clause 13 of the General Bylaw 2008.

Staff have not recommended any changes to the strategy.

11. The Panel sought a change to a portion of the vision. The draft vision is:

Te Wai Ora o Tāne -Water for life
Valuing water and water services for people and the environment

The Panel suggested the following:

We want a Christchurch where water for people and the environment is valued.

The staff suggestion, which has been added to the revised tracked change version of the strategy, is:

[Water is a valued taonga, in all that we do.](#)

12. The Panel asked about wastewater overflow consenting and an explanation of why incidence-based overflow consent criteria for wastewater overflows should be excluded from consideration.

Staff have advised that the reason for proposing an effects based approach for a wastewater network consent is that this is consistent with the effects based framework of the Resource Management Act. That said, because we largely comply with our current frequency-based overflow consent and have agreed with ECan that we're better off undertaking physical works to fully comply, rather than applying for a new consent, we are not currently looking to undertake a new consent. When the time comes to start that work, we will do so in a manner consistent with the requirements of the RMA.

Staff recommend that to avoid confusion option 7.4-2 is either reworded or deleted. The amended tracked change version of the strategy has a modified option 7.4-2:

2. Effects based wastewater network consent

There are environmental, social and cultural pressures regarding management of wastewater overflows. ~~However the traditional approach to catchment management focused on managing wastewater overflows risks spending large sums of money for little benefit in terms of actual community outcomes unless stormwater contamination is also addressed. An~~ When future wastewater network consents are required an integrated effects-based ~~approach to wastewater~~ network overflow consents would ~~assess total catchment pollution from both stormwater and wastewater discharges, so that mitigation efforts and infrastructure spending can be prioritised based on cost effective and risk based water quality outcomes~~ be consistent with the effects-based framework of the Resource Management Act.

13. The hearings panel asked about catchment-based approaches. Staff note that on the one hand there are stormwater management plans (some completed, some to be completed) that are catchment-based, and on the other hand there is a programme of work (Community Water Partnership) to engage with and support catchment-based community groups such as the Avon-Ōtākaro Network, the Ōpāwaho-Heathcote River Network, the Styx Living Laboratory, the Cashmere Stream Care Group and many others.
14. The Panel asked about adding social wellbeing as a 7th value for stormwater/land drainage. Staff do not support adding social wellbeing as a 7th value because:
- Under the LGA, we are required to consider the four wellbeings (which include social) in our decision making anyway. Adding it to the six values in the Waterways, Wetland and Design Guide would be redundant.
 - Social wellbeing is a characteristic of people and/or a community whereas the Six Values are recognisable and quantifiable characteristics of waterways.
 - The Six Values concept is embedded in the Waterways Wetlands and Drainage Guide, Part A. The change process for the Guide is a deliberative process.
15. The Panel asked about unserviced communities. This is already included in the strategy in section 5.11 for water supply. For wastewater this is addressed in section 7.6.

Staff have not recommended any change to the strategy.

16. The Panel asked about how to ensure there is a budget to implement the strategy. The Council considers budgets across the suite of services it provides through the LTP and annual plan process.

Staff have not recommended any change to the strategy.

17. With respect to the deputation from Ngāti Wheke concerning recognition of Whaka-Ora Healthy Harbour Management Plan (the Plan) the following are issues/actions identified in the Plan that relate to the Integrated Water Strategy:

- Developing a programme to target erosion and sedimentation, identifying and managing key pollution sources and contaminants
- Addressing bank erosion, and stock access; building on the considerable riparian fencing and planting that has already occurred
- Development of an education programme to inform the community about streams in our catchment and to encourage increased interaction.
- Re-establishing the natural drainage paths and the coastal wetlands and enhancement of the saltmarsh at the head of the bay and Teddington

Staff note that content relevant to the Plan is already in the strategy while at the same time noting that the Plan is not referenced in these sections of the strategy.

- Goal 2 includes increasing focus on sediment control measures
- Issues 5.2 and 5.6 includes sediment as a contaminant leading to decreased water quality; and 5.6 refers specifically to the Port Hills and Banks Peninsula
- Throughout section 7 (Objectives with suggested approaches) there is a commitment to link to joint work programmes with iwi.
- Section 7.1 includes sediment as an issue
- Section 7.3 includes a suggested approach specifically for increased sediment control

Staff recommend adding the following to the strategy:

Adding sentence to option 7.3-3: [Initiatives such as these support actions in programmes and plans such as the Whaka-Ora Healthy Harbour Plan and the Banks Peninsula Zone Implementation Programme.](#)

Adding a sentence to option 7.3-6: [This approach aligns with and supports the Whaka-Ora Healthy Harbour Plan.](#)

18. With respect to the deputation from Ōnuku, staff received the comments in writing after 5pm on 13 August, as follows:

Specific feedback on Akaroa wastewater from Ōnuku Rūnanga

- The recognition of Akaroa wastewater in the draft strategy as an important matter for Council to resolve was welcomed.
- The recent improvements in how Council has sought to engage with Ōnuku Rūnanga on Akaroa wastewater matters was acknowledged however there was some frustration at the need to reiterate concerns for this process.
- Ōnuku Rūnanga has worked with Council (and its Community Working Group) to identify a feasible option(s) for the beneficial re-use of treated wastewater that could provide environmental, cultural and social outcomes in a cost-effective manner.

- A combination of irrigation to land, new wetland areas and purple pipes within the inner harbour could potentially meet those criteria, inclusive of addressing waste water overflows.
- In this context, the draft strategy could be amended as follows:
 - Page 12 - Appropriate use of rate payer funds
 - Page 12 states that “We need to find a solution that balances the concerns of the community and Ōnuku Rūnanga, and environmental effects with appropriate use of ratepayer funds.”
 - Suggested that this could be reworked to reflect that the emphasis should be on finding a solution that addresses the cultural, environmental, and social concerns first, before then evaluating the relative cost benefits of those options i.e. an appropriate spend of rate payer funds is one that addresses the issues.
 - Page 32 – Success measures to reflect
 - The stated objective is to “Agree with Ngāi Tahu and the community on long term solution for treated wastewater in Akaroa Harbour” however the proposed ways of measuring achievement don’t directly address the concerns of Ōnuku.
 - Suggested that alternative measures of success are developed for inclusion in the new strategy, for example:
 - *No direct wastewater discharge to the harbour; and*
 - *100% beneficial reuse of waste water.*
 - Page 27 – Wastewater overflows and a global effects-based wastewater network consent
 - A global effects-based wastewater network consent is proposed as the mechanisms for a whole of catchment pollution management approach.
 - Ōnuku is cautious about this approach: Wastewater overflows into Akaroa harbour are offensive to Ōnuku and will need to be addressed for this approach to be successful.
 - Suggested that:
 - The merits of a global effects-based wastewater network consent are investigated i.e. not pre-determined as the best approach;
 - Specific reference is made to Mātauranga Māori as part of the assessment; and
 - Development of this approach should not be used as a reason to delay implementation of feasible alternative options to the direct discharge of wastewater into the Harbour in the short term.

Staff response to the points raised are:

- With respect to the comment about page 12 [section 5.5] while we understand that this is their preference but it is not consistent with the LGA. Staff recommend a change to section 5.5 below.
- With respect to the comment about page 32 [option 7.6-5] staff note that the suggested changes would predetermine the outcome of the Council decision and would be inappropriate.
- With respect to the comment about page 27 state note that there is no mention of a global wastewater overflow consent in the strategy. A few years ago when it looked like we needed to apply for a new consent, this was our proposed approach. However, feedback from the Rūnanga was that they didn’t support a global consent, so we agreed

to not do this. Should we need to apply for a new overflow consent, an effects based approach is appropriate as it is consistent with the RMA (See also the staff response at point 12 above concerning consistency with the RMA). Staff also note that the Council has no intention of delaying implementation of alternatives to discharge to harbour in the short term, and there is nothing in the strategy that suggests a delay.

Staff recommend the following change to the strategy in section 5.5:

Replace the last sentence in section 5.5 with: The Council will be making a Local Government Act (LGA) decision on which reclaimed water disposal option to pursue. It must take into account social, cultural and economic interests; the option must be efficient, effective and appropriate; and it must be consentable as sustainable management under the Resource Management Act (RMA). Discharge to water is not sustainable management under the RMA unless land-based options have been adequately investigated and reasonably discounted.

19. As with any larger document additional review of the strategy has found some grammatical errors and typos in the document and minor changes have been made to the amended tracked change version of the strategy address those found to date.

Decision-making on Water Matters

Summary for hearings panel 13 August 2019

Management of water resources falls under multiple pieces of legislation. These are discussed in Appendix A of the draft Integrated Water Strategy.

Water is managed under the various pieces of legislation by all three levels of government.

Central government

Ministry for the Environment promulgates national environmental standards and national policy statements in accordance with provisions in the Resource Management Act. For water these include:

- National Environmental Standard for Sources of Human Drinking Water
- National Policy Statement for Freshwater Management

Ministry of Health (currently) oversees community and public drinking water supplies in accordance with provisions in the Health Act. Compliance with drinking water standards is delegated to Community and Public Health (CPH), which is a part of the Canterbury District Health Board.

Environment Canterbury

Environment Canterbury promulgates regional policy statements and plans in accordance with provisions of the Resource Management Act. These include:

- Canterbury Regional Policy Statement
- Land and Water Regional Plan
- Waimakariri River Regional Plan

The Land and Water Regional Plan has policies and rules including those applicable to takes and discharges to land, surface water and groundwater.

ECan issues resource consents for takes and discharges to land, surface water and groundwater in accordance with the Land and Water Regional Plan.

ECan also promulgates bylaws under the Local Government Act, such as:

- Flood Protection and Drainage Bylaw 2013

ECan undertakes monitoring and compliance activities for compliance with bylaws and consents.

Environment Canterbury developed the Canterbury Water Management Strategy (CWMS) in a collaborative community/stakeholder process. The CWMS is not a statutory document but processes undertaken to implement the CWMS (e.g. Zone Implementation Programme Addendums) inform plan changes to regional plans.

Christchurch City Council

The Christchurch District Plan manages land use activities across the Christchurch District, including the integration of water services with land use development. The City Council grants land use and subdivision consents in accordance with the District Plan, and the Resource Management Act 1991. The City Council has a monitoring and compliance function under the Resource Management Act 1991.

Under the Building Act 2004, the City Council issues building consents as a building consent authority. It also has a monitoring and compliance function under this Act.

Under the Local Government Act 2002, the City Council has a variety of powers to make bylaws to protect the public from nuisance, as well as protect, promote and maintain public health and safety. In addition, there are bylaw-making powers to manage, regulate and protect from damage, its water supply, wastewater, drainage and sanitation infrastructure. In this respect, the Council has made the Water Supply, Wastewater and Stormwater Bylaw 2014 and the Trade Waste Bylaw 2015. However, there are a range of statutes under which the Council has responsibilities, functions and powers which affect its decision-making in relation to water infrastructure. For example, the Health Act 1956 and the Christchurch District Drainage Act 1951.

The Council's decision-making is guided by the purpose of local government which is set out in section 10 of the Local Government Act 2002 which is

- (a) to enable democratic local decision-making and action by, and on behalf of, communities; and
- (b) to promote the social, economic, environmental, and cultural well-being of communities in the present and for the future.

From: Matthew Ross [mailto:Matthew.Ross@ngaitahu.iwi.nz]
Sent: Tuesday, 13 August 2019 5:36 p.m.
To: Saunders, Mark <Mark.Saunders@ccc.govt.nz>
Subject: RE: Draft Integrated Water Strategy Hearings Panel - 12 August 2019

Tēnā koe Mark

Please pass on thanks to the hearings panel for the opportunity to make a deputation yesterday.

As requested, please find below a summary of the feedback provided by Te Hapū o Ngāti Wheke and Ōnuku Rūnanga on the draft strategy.

General

- Te Hapū o Ngāti Wheke and Ōnuku Rūnanga acknowledged and supported:
 - The recognition of Te Ao Māori throughout the draft strategy;
 - The opportunity to comment through Mahaanui Kurataiao Limited during development of the draft strategy; and
 - The commitment embedded within the draft strategy for Council to work with Papatipu Rūnanga and Mahaanui Kurataiao Limited on implementation.

Specific Feedback on Whaka Ora Healthy Harbour Plan from Te Hapū o Ngāti Wheke

- The Whaka Ora Healthy Harbour Plan has established a framework of actions for partner agencies to work with the community to improve mahinga kai and the health of the harbour.
- The Council is party to the Whaka Ora Healthy Harbour Plan and it is important that the new strategy delivers on Council's commitment to proactively improve the health of the harbour.
- In this context, the draft strategy could be amended to include:
 - Clear reference to the Whaka Ora Healthy Harbour Plan; and
 - Explanation as to how the draft strategy would enable implementation of the Whaka Ora Healthy Harbour Plan.
- Further engagement with Te Hapū o Ngāti Wheke and the Whaka Ora Healthy Plan partner agencies was suggested.

Specific feedback on Akaroa wastewater from Ōnuku Rūnanga

- The recognition of Akaroa wastewater in the draft strategy as an important matter for Council to resolve was welcomed.
- The recent improvements in how Council has sought to engage with Ōnuku Rūnanga on Akaroa wastewater matters was acknowledged however there was some frustration at the need to reiterate concerns for this process.
- Ōnuku Rūnanga has worked with Council (and its Community Working Group) to identify a feasible option(s) for the beneficial re-use of treated wastewater that could provide environmental, cultural and social outcomes in a cost-effective manner.
- A combination of irrigation to land, new wetland areas and purple pipes within the inner harbour could potentially meet those criteria, inclusive of addressing waste water overflows.
- In this context, the draft strategy could be amended as follows:
 - Page 12 - Appropriate use of rate payer funds
 - Page 12 states that "We need to find a solution that balances the concerns of the community and Ōnuku Rūnanga, and environmental effects with appropriate use of ratepayer funds."

- Suggested that this could be reworked to reflect that the emphasis should be on finding a solution that addresses the cultural, environmental, and social concerns first, before then evaluating the relative cost benefits of those options i.e. an appropriate spend of rate payer funds is one that addresses the issues.
- Page 32 – Success measures to reflect
 - The stated objective is to “Agree with Ngāi Tahu and the community on long term solution for treated wastewater in Akaroa Harbour” however the proposed ways of measuring achievement don’t directly address the concerns of Ōnuku.
 - Suggested that alternative measures of success are developed for inclusion in the new strategy, for example:
 - *No direct wastewater discharge to the harbour; and*
 - *100% beneficial reuse of waste water.*
- Page 27 – Wastewater overflows and a global effects-based wastewater network consent
 - A global effects-based wastewater network consent is proposed as the mechanisms for a whole of catchment pollution management approach.
 - Ōnuku is cautious about this approach: Wastewater overflows into Akaroa harbour are offensive to Ōnuku and will need to be addressed for this approach to be successful.
 - Suggested that:
 - The merits of a global effects-based wastewater network consent are investigated i.e. not pre-determined as the best approach;
 - Specific reference is made to Mātauranga Māori as part of the assessment; and
 - Development of this approach should not be used as a reason to delay implementation of feasible alternative options to the direct discharge of wastewater into the Harbour in the short term.

Kā mihi
Matthew



Memorandum

Date: 9 August 2019

To: Hearings Panel – Draft Integrated Water Strategy
CC: Diane Shelander
Lori Rankin
Tessa Zant

From: Vivienne Wilson, Legal Services Unit

Re: Suggested Amendments to Te Wai Ora o Tāne Draft Integrated Water Strategy

Legal Services Unit 8 August 2019

The Legal Services Unit has reviewed the Draft Integrated Water Strategy, and is providing the suggested amendments, as per the tracked changes below, for the Hearings Panel to consider.

Main body of Strategy

- Page 13, under the heading “why is it a key issue?”

Delete the words “Under the Health Act 1956, the Christchurch District Drainage Act, and the Local Government Act, we have a responsibility to provide for the health and safety of the community and maintain a duty of care with respect to managing drainage and the effects of flooding.”



- Page 16, amend as follows:
A review of the manner in which water supply, wastewater and stormwater services are delivered in New Zealand is underway. A separate national regulatory body will be established

~~by the Government, with details about scope, roles and institutional form of the regulator as yet to be established~~Proposals include a separate national regulatory body to direct and oversee provision of the three waters services and possible 'supra-regional' public drinking water suppliers. The Council remains committed to local control over three waters services integrated with all other community services.

- Page 23, amend as follows:

In addition, the 2017 Government Inquiry into the Havelock North drinking water issues has resulted in a trend towards a more rigorous assessment of water supply security. We initiated a programme of works to upgrade below-ground wellheads to regain the 'secure' status of the metropolitan Christchurch water supply. Re-attainment of secure status will ~~enable-assist~~ us to retire the temporary chlorination of the metropolitan Christchurch public water supply put in place from March 2018.

Appendix A

Legislative and Policy content

- Amend Appendix A as set out below. This updates statutory references and incorporates recent amendments to statutes, District Plan references etc.

The management of water supply, stormwater and wastewater infrastructure and of surface water, groundwater and coastal waters sits within a comprehensive legislative and statutory framework. The key elements of that framework are outlined below.

Te Tiriti o Waitangi Treaty of Waitangi

Te Tiriti o Waitangi established a partnership between the Crown and tangata whenua. Māori were guaranteed possession of their lands, forests, fisheries and other possessions.

The Treaty partnership requires both parties to act in good faith and to make informed decisions.

The principles of the Treaty recognise and guarantee the protection of tino rangatiratanga (sovereignty) and empower kaitiakitanga as customary trusteeship to be exercised by tangata whenua over their taonga, such as sacred and traditional places, built heritage, traditional practices and cultural heritage resources including water. Of particular importance is the principle for the Crown to actively protect Māori interests.

The requirement for Council to take into account Te Tiriti o Waitangi arises through requirements in the Local Government Act 2002 and the Resource Management Act 1991~~-(as amended)~~.

Mahaanui Iwi Management Plan 2013

The Mahaanui Iwi Management Plan (IMP) provides a statement of Ngāi Tahu issues, objectives and policies for natural resource and environmental management. The IMP includes a chapter on the management of water which addresses the rights and values of Ngāi Tahu hapū within Christchurch associated with water, the management of activities that affect water and the cultural impact of those activities. The IMP also includes as a key policy that local authorities are required to initiate and develop ~~processes for implementing a memorandum of understanding regarding the implementation of~~ the Mahaanui IMP in council planning and decision-making. The IMP also references and is consistent with the Te Rūnanga o Ngāi Tahu Freshwater Policy Statement as a key part of the water management policy framework.

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Local Government Act 2002 (LGA)

~~The LGA states that the purpose of local government is to enable democratic local decision-making and action by, and on behalf of, communities; and to promote the social, economic, environmental, and cultural well-being of communities in the present and for the future.~~

~~The LGA also requires a territorial authority to assess the provision within its district of water services and other sanitary services. The purpose of the assessment is to assess from a public health perspective the adequacy of water and other sanitary services available to communities within the territorial authority's district.~~

~~The LGA outlines the purpose of territorial authorities to meet the current and future needs of communities for good quality local infrastructure, local public services and performance of regulatory functions in a way that is most cost effective for households and businesses.~~

~~The LGA also requires territorial authorities to assess the water supply and sanitary services and provide and maintain services to the community in a manner that promotes the four wellbeings outlined in the LGA.~~

~~2014 a~~ Amendments to the LGA ~~in 2014~~ added a requirement for territorial authorities to prepare a 30-year infrastructure strategy in conjunction with their long term planning.

Health Act 1956

Under the Health Act 1956, it is the duty of every local authority to improve, promote and protect public health within its district. ~~in respect to water, local authorities have an obligation to provide surface water, wastewater and water supply infrastructure (Section 25).~~ The Health Act provides for each local authority to make bylaws for improving, promoting, or protecting public health and

regulating drainage and the collection and disposal of wastewater. ~~.(There are similar bylaw-making powers in the LGA.)~~

~~The Health (Drinking Water) Amendment Act 2007~~

~~The Health (Drinking Water) Amendment Act 2007~~~~(external link)~~~~The Health Act~~ requires water suppliers to ~~'take all practicable steps'~~ to comply with drinking water standards. ~~The Council is a drinking water supplier for the purposes of this Act.~~~~This Act makes mandatory standards for drinking water that had previously been voluntary.~~

~~The Act applies to all drinking water suppliers who supply at least 25 people for at least 60 days a year.~~

The Act also requires that water suppliers prepare and implement ~~and implement a water safety plan in relation to that drinking water supplier's drinking water supply~~~~public health risk management plans (water safety plans) for their supplies, along with assessments of drinking water supplies.~~ These plans are intended to assist the drinking water suppliers in managing risks to both public water supply sources and the infrastructure and network that make up the public water supply systems, including risks such as proximity of contaminated sites to source water, leakage of contaminants into source water, and natural disasters such as earthquakes or tsunamis.

The most recent approved water safety plans for Christchurch's public water supplies are listed in the bibliography.

Resource Management Act 1991 (RMA) and RMA Framework

In order to achieve its sustainable management purpose, the RMA sets out the duties and functions of regional and territorial authorities and sets out a hierarchy of planning documents.

In regards to the ~~management of~~~~effects of using or contaminating~~ water resources, the responsibility largely lies with regional ~~authorities-councils~~ while the control of the effects of land-use activities lays largely ~~-territorial authorities~~~~with district or city councils.~~

The RMA provides for the preparation of national policy statements, national environmental standards, regional policy statements, regional plans and district plans. The most relevant documents are discussed below, and will, through their objectives, policies and rules set the resource management context for water, water services and associated infrastructure management in Christchurch.

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~~The Canterbury Regional Plans, the Christchurch Plan, the Banks Peninsula District Plan and the Christchurch District Plan impact the management of water services and infrastructure.~~ All activities associated with the establishment and operation of water services and infrastructure must be assessed against ~~the rules of~~ these plans, which will influence what and where infrastructure can be developed, how it is managed, its development cost and the timing of development.

National Environmental Standard for Sources of Human Drinking Water

~~Under its authority provided in the RMA the Ministry for the Environment established a National Environmental Standard (NES) for drinking water. The NES~~This regulation, which became effective in mid-2008, aims to ensure that resource consents for land use activities upstream of drinking water abstraction points, or which may adversely affect water quality at abstraction points, do not pollute human drinking water sources. ~~The NES requires local governments to consider the effect of catchment activities on drinking water sources.~~ The NES also requires that new consents affecting drinking water catchments can only be granted if the proposed activity will not result in drinking water becoming non-potable or unwholesome after treatment.

New Zealand Coastal Policy Statement 2010

~~Under the New Zealand Coastal Policy Statement (NZCPS) local authorities have a role in safeguarding the integrity, form, functioning and resilience of the coastal environment. Regional and district plans must give effect to the NZCPS and decisions on resource consent applications must have regard to the NZCPS. Treated sewage can be discharged only if there is adequate consideration of alternatives. Stormwater discharge to water in the coastal environment is to be managed to relation to the management of the three waters, the NZCPS places responsibilities on regional and territorial authorities in respect of:~~

- ~~• Taking steps to avoid adverse effects of stormwater discharge to water in the coastal environment including:~~
- Avoid where practicable and otherwise remedy cross contamination of sewage and stormwater systems
- ~~Reduce c~~Contaminant and sediment loads in stormwater at source
- ~~Promoting~~Age designs that reduce flows to stormwater reticulation systems at source.

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- Avoiding the discharge of human sewage directly to water in the coastal environment without treatment
- Ensuring adequate consideration of alternatives and being informed by tangata whenua in terms of discharging treated human sewage to the coastal marine area
- Enhancing coastal water quality

New Zealand Policy Statement for Freshwater Management, ~~as amended~~

~~Regional and district councils must give effect to this and decisions on resource consents must have regard to it.~~ The National Policy Statement for Freshwater Management (Freshwater NPS) requires regional councils to recognise the national significance of freshwater for all New Zealanders through including provisions within their regional ~~policy statement~~ plans to set freshwater objectives and set environmental standards for all of the freshwater ~~management units in its region~~ use, discharges into water and integrated management of the effect of land use and development on fresh water.

~~The Freshwater NPS requires territorial authorities to give effect to the regional policy statement and include rules in their district plans that sustainably manage the demands on freshwater.~~ The Freshwater NPS also requires local authorities to take reasonable steps to involve and work with iwi and hapū in the management of freshwater and identify tangata whenua values and interests in freshwater and reflect these values and interests when managing and making decisions regarding freshwater within the region.

Canterbury Regional Policy Statement

~~Under section 75 of the RMA, the Council must give effect to the Canterbury Regional Policy Statement (RPS) by setting out objectives, policies and methods in district plans that are consistent with the RPS. Regional and district plans must give effect to the RPS, and decisions on resource consents must have regard to it. While the RPS does not place direct responsibilities on the Council for the provision and management of the three waters, the strategy must be consistent with the RPS in order to appropriately guide future district plan development and the consenting of future three waters activities to meet the requirements under the RPS, and the planning documents that sit under it. Implementation of the Strategy will be more straightforward if it is consistent the RPS and regional plans for the consenting of future three waters activities.~~

~~In relation to the management of the three waters, there are four key chapters within the RPS which direct the management of water infrastructure and guide the protection of natural and physical resources and cultural values. They are Chapter 5 Land Use and Infrastructure, Chapter 7~~

~~Fresh Water, Chapter 8 Coastal Environment, Chapter 9 Ecosystems and Indigenous Biodiversity and Chapter 11 Natural Hazards.~~

~~A number of objectives and policies in the RPS are given effect to in regional plans in a manner that regulates the Council's development of its three waters infrastructure.~~

The RPS is due for review in 2021.

Regional Coastal Environment Plan for the Canterbury Region

The Regional Coastal Environment Plan for Canterbury (RCEP) controls activities within the coastal environment to promote the appropriate use of the coastal environment, and the maintenance of the natural character of the coastal environment and coastal water quality. Any three waters activities within the coastal environment or discharging to the coastal environment are subject to the rules under the RCEP. The RCEP is scheduled to be reviewed in 2021.

Canterbury Land and Water Regional Plan

The Canterbury Land and Water Regional Plan (LWRP) became fully operative on 1 February 2017. The LWRP establishes objectives, policies and rules for land and water management on a regional-wide basis in chapters 3, 4 and 5, and also provides for catchment-specific ('sub-regional') policies and rules in chapters 6 through 15. Rules include those for discharges to land and water and takes from surface and groundwater.

Waimakariri River Regional Plan (2004)

The Waimakariri River Regional Plan recognises the need to protect both water quantity and water quality of the Waimakariri River. The purpose of the Plan is to promote sustainable management of the River and connected groundwater. Objective 5.1 seeks to 'enable present and future generations to gain cultural, social, recreational, economic, health and other benefits from the rivers, lakes and wetlands in the Waimakariri River Catchment, and from the hydraulically connected groundwater while (a) safeguarding their existing value for efficiently providing for sources of drinking water for people and their animals'.

Christchurch City-District Plan

The Christchurch City-District Plan, ~~the Banks Peninsula District Plan and the Christchurch District Plan~~ manages land use activities across Christchurch District, ~~including the integration of water services with land use development.~~

Other legislation

The following are other relevant statutes and regulations: Biosecurity Act 1993, Building Act 2004, Civil Defence and Emergency Management Act 2002, Conservation Act 1987, Christchurch District Drainage Act 1951, Fisheries Act 1996, Hazardous Substances and New Organisms Act 1996, Heritage New Zealand Pouhere Taonga Act 2014, Land Drainage Act 1908, Ngāi Tahu Claims Settlement Act 1998, Public Works Act 1981, Reserves Act 1977, Resource Management (Measurement and Reporting of Water Takes) Regulations 2010, Soil Conservation and Rivers Control Act 1941, Sport and Recreation New Zealand Act 2002.

The following are other relevant statutes and regulations: Biosecurity Act 1993, Building Act 2004, Civil Defence and Emergency Act 2002, Conservation Act 1986, Fisheries Act 1996, Hazardous Substances and New Organisms Act (1996), Heritage New Zealand Pouhere Taonga Act (2014), New Zealand Walkways Act 1990, Ngāi Tahu Claims Settlement Act 1998, Public Works Act 1981, Reserves Act 1997, Resource Management — Measuring and Report of Water Takes — Regulation 2010, Soil Conservation and Rivers Control Act 1941, Sport and Recreation New Zealand Act 2002.

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Summary of recommended changes

The following changes to the draft Integrated Water Strategy have been incorporated into the strategy the Hearings Panel is recommending to the Council for adoption.

Section	Rationale	Change
Throughout	Remove 'draft' throughout the document to enable Councillors to receive a better idea of what the final strategy may look like	Remove 'draft' throughout
Executive Summary Section 3 Vision	Editing for clarification	Te wai ora o Tāne Water for life Valuing water and water services for people and the environment <u>Water is a valued taonga, in all that we do</u>
Throughout	Editing for clarification	Replace the term 'waterways' with the term 'waterbodies' throughout the strategy
Executive Summary Section 6 Goals	Editing Goal 4 first bullet point for clarification	• Managing assets across all disciplines of <u>the Council's activities (such as roading; water supply, wastewater and stormwater operations; parks; etc.)</u> in an integrated manner ...
1.2	Editing for clarification	The <u>actual and</u> potential effects of climate change will also need to be responded or adapted to over the duration of the draft strategy
1.5	Edited to reflect consultation completed	The process for developing the strategy is outlined in Figure 1-1. The next step for this draft is public consultation.
2 Purpose	Include alignment with Local Government Act and 4 well-beings	New second paragraph: <u>The strategy aligns with the Local Government Act 2002 to promote the social, economic, environmental, and cultural well-being of the community now and into the future.</u>
3 Vision	Editing for clarification	Achieving the vision ... to: • provide people, communities and future generations with access to safe and sufficient water resources • maintain the integrity <u>and indigenous biodiversity</u> of freshwater ecosystems • <u>better understand and</u> manage hazards from flooding and sea level rise.
4 Guiding Principles	Inclusiveness added as new guiding principle	• <u>Inclusiveness – The strategy can only be fully realised with the support and knowledge-sharing from the whole of the Christchurch community, including iwi, residents, organisations, business and industry, other stakeholders.</u>
5.1	Editing for clarification	Furthermore, we are committed to working with iwi, and hapū <u>and rūnanga</u> to identify and provide for manawhenua values and interests in freshwater management.

Section	Rationale	Change
5.2	Editing for clarification	Surface water catchments in the urban area and rural settlements areas are subject to contamination from a ... Generally, in Christchurch, poorer waterway health is recorded in urban areas of the district, and better waterway health is variable recorded in rural areas throughout the district. Receiving waterbodies, such as Te Ihutai, Te Roto o Waihora, Wairewa ...
5.5	Adding detail concerning any decision-making on Akaroa harbour treated wastewater discharges	We need to find a solution that balances the concerns of the community and Ōnuku Rūnanga, and environmental effects with appropriate use of ratepayer funds. The Council will be making a Local Government Act (LGA) decision on which reclaimed water disposal option to pursue. It must take into account social, cultural and economic interests; the option must be efficient, effective and appropriate; and it must be consentable as sustainable management under the Resource Management Act (RMA). Discharge to water is not sustainable management under the RMA unless land-based options have been adequately investigated and reasonably discounted.
5.6	Adding sentence that sediment as particular issue in Port Hills and Banks Peninsula	The quality of stormwater has a significant effect on surface water quality. Stormwater from urban catchments contains a wide range of contaminants ranging from suspended sediments, nutrients and micro-organisms to chemical contaminants, metals and synthetic hydrocarbons. <u>Sediment is a particular issue in the Port Hills and Banks Peninsula due to highly erodible loess soils.</u>
5.7	Deleting text related to certain legislation as it is incorrect	Under the Health Act 1956, the Christchurch District Drainage Act and the Local Government Act, we have a responsibility to provide for the health and safety of the community and maintain a duty of care with respect to managing drainage, and the effects of flooding.
5.8	Editing for clarification	Coastal areas in the east of the Christchurch metropolitan area, low lying land in the mid to lower Ōtakaro Avon River catchment and lower Ōpāwaho Heathcote River catchment, and low lying areas in the main Akaroa Harbour settlements in Banks Peninsula are particularly vulnerable.

Section	Rationale	Change
5.9	Including text about potential for warmer, drier weather and its effects	<u>The long-term effects of climate change, with the potential for warmer and drier summers in Canterbury, would be likely to affect surface and groundwater quantity and could also increase seasonal peak demand on public water supplies.</u>
5.11	Updating to reflect recent Government announcement	<ul style="list-style-type: none"> A review of the manner in which water supply, wastewater and stormwater services in New Zealand are delivered in New Zealand is underway. <u>A separate national regulatory body will be established by the Government, with details about scope, roles and institutional form of the regulator as yet to be established.</u> Proposals include a separate national regulatory body to direct and oversee provision of the three waters services and possible 'supra-regional' public drinking water suppliers.
5.11	Editing for clarification	The challenge for us is to ensure that Christchurch's drinking water is demonstrably safe and <u>groundwater-sourced supplies</u> do <u>does</u> not require residual treatment.
6 Goals	Editing for clarification	Goal 1: The multiple uses of water are valued (<u>cherished, respected</u>) by all for the benefit of all
6 Goals	Editing for clarification – Goal 2 third bullet point	Goal 2 ... <ul style="list-style-type: none"> <u>Protecting Understanding</u> groundwater sources and their vulnerability to from contamination – through targeted investigations <u>to improve understanding</u>, further implementation of source protection, <u>advocacy</u> and restrictions on excavation below groundwater level.
6 Goals	Editing for clarification – Goal 3 second bullet point	Goal 3 ... <ul style="list-style-type: none"> Understanding risks due to sea level rise and consequences resulting from climate change, and developing <u>prioritising development of</u> an adaptive response.

Section	Rationale	Change
6 Goals	Editing for clarification – Goal 4 first 3 bullet points	<p>Goal 4 ...</p> <ul style="list-style-type: none"> • Managing assets across all disciplines of the Council's activities (such as roading; water supply, wastewater and stormwater operations; parks; etc.) in an integrated manner to maximise attributes like place-making, collaborative benefits, eco-system service harmonies which may not be realised when assets are developed in isolation for a single discipline. • Managing stormwater collectively wherever practicable in order to maximise efficiency, cost effectiveness and ease of maintenance. Encouraging on-site stormwater management using water sensitive design where collective stormwater management is not efficient or feasible (such as areas where urban intensification and redevelopment of industrial and business land is prevalent). • Managing wastewater systems to meet community needs – including through reviewing and revising trade waste and biosolids management and developing long term solutions for Christchurch's future growth and for the disposal of treated wastewater from the Akaroa Harbour communities and other Banks Peninsula communities.
7 Objectives	Editing for clarification – added sentence in second paragraph; added new graphic	<p>Each of the 11 objectives directly relates to at least two of the four goals. The objectives are not listed in any order of priority.</p>
7.1 Objective 1	Editing for clarification	<p>Increase awareness, facilitate sharing of technical knowledge and engage with the community (residential and commercial) and mana whenua regarding the multiple uses and values of water</p>

Section	Rationale	Change
7.1 Objective 1	Editing for clarification – option 3	The community has expressed a desire for water sensitive design measures such as rainwater harvesting and greywater reuse to be made easier to incorporate into new or renovated houses or housing developments. Measures that might include greywater reuse need to consider public health risks and how they could be mitigated.
7.1 Objective 1	Editing for clarification – option 4	Changing our water services charging structure was raised as an option during engagement workshops. Any consideration of a change in the charging structure would need to include equity and the ability of the consumer to pay.
7.1 Objective 1	New option 6 added	6. Water Forums Regular events, such as seminars or workshops, can serve to raise and improve the public's awareness understanding and awareness of water-related issues.
7.3 Objectives 3 & 4	Editing for clarification	The highly urbanised catchments such as the Ōtakaro Avon, and Ōpāwaho Heathcote and Huritini Halswell Rivers have poorer ecological health, whereas the less urbanised areas, such as the upper reaches of the Pūharakekenui Styx River, the Ōtukaikino catchment and many of the Te Pātaka o Rākaihautū Banks Peninsula waterways waterbodies have much better ecological health
7.3 Objectives 3 & 4	Editing for clarification – to reflect the current situation	Our current aim is for all of the catchments in the Christchurch District to be covered by a Stormwater Management Plan by 2022 or within 3 years of the consent being granted 2020. Note: An overview of the current Integrated Catchment Management Plan programme, ones completed, reviewed and upcoming, proposed indicative timeframes and subject to the date of granting of the Global Discharge Consent.
7.3 Objectives 3 & 4	Option 3 new bullet point; new paragraph recognising Whaka-Ora Healthy Harbour Plan	3. Increased sediment control ... • planting erosion prone valleys Initiatives such as these support actions in programmes and plans such as the Whaka-Ora Healthy Harbour Plan and the Banks Peninsula Zone Implementation Programme.

Section	Rationale	Change
7.3 Objectives 3 & 4	Editing for clarification – new sentences added to first paragraph	Aquatic vegetation clearance may also contribute to the spread of pest plant species if not managed appropriately. The Council intends to ensure that best practice methods are incorporated to avoid adverse impacts from aquatic vegetation clearance.
7.3 Objectives 3 & 4	Option 6 – new sentence recognising Whaka-Ora Healthy Harbour Plan	6. Wetlands and waterways waterbodies enhancement and naturalisation ... This approach aligns with and supports the Whaka-Ora Healthy Harbour Plan.
7.3 Objectives 3 & 4	New option 9 added	9. Retain stock water races for ecosystem services Stock water races can be used to augment flows in the network and they have also been found to be a good habitat for threatened and endangered species. They are therefore providing a useful ecological and amenity function in Christchurch. The City Council will continue to work with Selwyn District Council to ensure that the ecosystem services provided by stock water races can continue.
7.4 Objective 5	Editing for clarification – Option 2	There are environmental, social and cultural pressures regarding management of wastewater overflows. However the traditional approach to catchment management focused on managing wastewater overflows risks spending large sums of money for little benefit in terms of actual community outcomes unless stormwater contamination is also addressed. An When future wastewater network consents are required an integrated effects-based approach to wastewater network overflow consents would assess total catchment pollution from both stormwater and wastewater discharges, so that mitigation efforts and infrastructure spending can be prioritised based on cost effective and risk based water quality outcomes be consistent with the effects-based framework of the Resource Management Act. Frequency of overflows will continue to be the main measure of compliance with the aim of continuing to reduce frequency.
7.4 Objective 5	Editing for clarification – Option 4; new sentence in second paragraph	Included under this approach is public engagement and education about issues with private laterals.

Section	Rationale	Change
7.5 Objectives 6 & 8	Editing for clarification – Option 1 to reflect the current situation	We have a multi-value management and treatment philosophy, and have ^{has} begun preparing comprehensive Stormwater Management Plans. Stormwater Management Plans for all areas should be ^{will have been} prepared by 2020 ²⁰²² , the ^{The} implementation of the recommendations of these plans will be a longer term exercise.
7.6 Objective 8	Editing for clarification – Option 2 new sentence	2. Biosolids management with multiple pathways for beneficial reuse ... <u>Options for biosolids reuse will need to consider public health risks and ways to mitigate them.</u>
7.6 Objective 8	2 new options added	<u>6. Investigate potential use of treated wastewater</u> <u>One alternative to treated wastewater discharges to the environment could be reuse – this would require investigation of costs, benefits and public acceptance.</u> <u>7. Investigate wastewater options for small Banks Peninsula settlements</u> <u>Smaller communities in Banks Peninsula are not serviced by a public wastewater network. Investigations of the costs and benefits to provide such service could be undertaken.</u>
7.7 Objectives 9 & 10	Editing for clarification – Option 4	We will continue to <u>advocate for change where needed.</u> We will work collaboratively with <u>central government</u> , Environment Canterbury and Waimakariri and Selwyn District Councils to promote and enhance groundwater protection.
7.8 Objective 11	Editing for clarification – Option 6 – two new sentences	6. Enable reuse and harvesting ... <u>Methods to encourage and incentivise rainwater reuse will be considered as part of the implementation plan for water supply.</u> <u>Options for greywater reuse harvesting will need to include considerations for methods to mitigate public health risks.</u>
7.8 Objective 11	New option 9	<u>9. Investigate other potential water supply sources.</u> <u>In light of concerns about nitrate levels in drinking water sources, treatment and other potential sources could be investigated.</u>

Section	Rationale	Change
8 Implementation	Two new paragraphs added	Implementation plans will be developed for water supply, wastewater and stormwater (incorporating surface water) once the strategy has been adopted by the Council, as follows: <ul style="list-style-type: none"> • within 6 months for water supply • within 18 months for wastewater • within 24 months for stormwater Progress on implementing the strategy will be reported annually to the Council or the relevant committee of the Council. Information about progress to implement the strategy will be displayed on the Council's web site and will also be provided through other communications channels.
Appendix A	Multiple updates to description of legislation and regulations to correct current situation	Updates to descriptions of: Mahaanui Iwi Management Plan Local Government Act 2002 Health Act 1956 Resource Management Act 1991 NES for Sources of Human Drinking Water NZ Coastal Policy Statement NPS for Freshwater Management Canterbury Regional Policy Statement Christchurch City District Plan Other Legislation
Appendix A	Added paragraph under Banks Peninsula ZIP	Banks Peninsula Zone Implementation Programme (ZIP) ... The Banks Peninsula ZIP Addendum (ZIPA) focuses on the Te Roto o Wairewa/Lake Forsyth catchment with recommendations to improve water quality. The ZIPA informed the development of Plan Change 6 of the Canterbury Land and Water Regional Plan.
Appendix A	Added new Plan - Whaka-Ora Healthy Harbour Plan – Whakaraupo/Lyttelton Harbour Catchment Management Plan	Te Hapū o Ngāti Wheke, Lyttelton Port Company, Environment Canterbury, Christchurch City Council, and Te Rūnanga o Ngāi Tahu in consultation with harbour communities developed the Whaka-Ora Healthy Harbour Plan, which is designed to help improve the cultural and ecological health of Whakaraupō/Lyttelton Harbour. The Plan addresses issues including pollution of waterways, erosion and sedimentation and indigenous biodiversity.
Throughout	Minor corrections for typos and grammar	Minor corrections for typos and grammar

16. Action for Healthy Waterways consultation

Reference: 19/1036994

Presenter(s): Diane Shelander, Senior Policy Analyst

1. Purpose of Report

- 1.1 The purpose of this report is for the Council to resolve delegations to approve a submission on the Government's Action for Healthy Waterways consultation.

2. Staff Recommendations

That the Council:

1. Delegate approval of the Council's submission on the Actions for Healthy Waterways consultation to the Mayor and *[named Councillors]* to enable it to be finalised prior to the election, and submitted by Friday 17 October 2019.

3. Context/Background

- 3.1 The Ministry for the Environment is consulting on a package of proposals for freshwater management that seeks to stop further degradation of waterways and reverse past damage to waterway and their ecosystems.
- 3.2 The proposals include:
 - Amendments to the current National Policy Statement on Freshwater Management (NPS FM).
 - New National Environmental Standard for Freshwater.
 - New regulation to control stock access to waterways.
 - Additional proposals for which details are limited and for which further consultation will occur in 2020 include:
 - A new National Environmental Standard for Wastewater and a new Water Services Act, both of which are intended to introduce new requirements on stormwater and wastewater network operators such as risk management plans.
 - A new freshwater planning process to enable faster and more consistent water management to be included in the Resource Management Amendment Bill due for introduction in a few months.
 - Amending the water take regulations to make telemetering of water takes mandatory.
- 3.3 Consultation documents can be found on the Ministry for the Environment's website: <https://www.mfe.govt.nz/consultation/action-for-healthy-waterways>. A summary of the proposals is provided as Attachment A.
- 3.4 Submissions were originally set to close Thursday 17 October 2019. Friday evening 13 September staff were advised that Minister Parker has extended the consultation period to 31 October.

- 3.5 Pending Legal advice concerning the extended closing date we understand that due to the local government elections, the submission will need to be approved by Friday 11 October 2019.
- 3.6 The proposed amendments to the National Policy Statement for Freshwater Management (NPS FM) are intended to improve the current management of freshwater. The amendments include new requirements that would:
- Strengthen Te Mana o Te Wai as the framework for freshwater management.
 - Better provide for ecosystem health (water, fish and plant life).
 - Better protect wetlands and estuaries.
- 3.7 The proposed new National Environmental Standard for Freshwater (NES Freshwater) proposes to require regional councils to adopt methods in their regional policy statements and plans to:
- Protect wetlands and estuaries.
 - Control high-risk farming activities and limit agricultural intensification.

Key Issues

- 3.8 Of the wide-ranging changes suggested in the Action for Healthy Waterways consultation document, and the associated NPS FM, NES Freshwater and Stock Exclusion Regulations, the following are key issues staff have identified to date which could serve as the basis for a Council submission.
- Te Mana o Te Wai. The NPS FM sets out a hierarchy that prioritises Te Mana o te Wai over the essential health needs of people and other social, economic and cultural wellbeing needs. Staff support the increased significance given in the NPS FM to Te Mana o te Wai, noting the following considerations.
 - This is generally appropriate as a policy direction but staff note that this is likely to impose costs where, for example, infrastructure needs to be provided in an area with freshwater values. The infrastructure would either need to be placed in alternative location or significant and costly mitigation measures would need to be undertaken.
 - The term Te Mana o te Wai will also need to be quite carefully defined so that appropriate and necessary Council activities are not unduly restricted.
 - Staff note that there are some inconsistencies concerning the policy directions concerning the relationship between Te Mana o Te Wai with other objectives and policies in the NPS FM.
 - Further, staff consider that the Ministry needs to consider carefully the relative strength of this objective in the context of other national policy statements including the National Policy Statement on Urban Development (NPS UD). If the health and wellbeing of waterways and freshwater ecosystems take precedence over providing for human needs, this potentially means that the levels of impervious surfacing in urban areas may need to be tightly constrained which conflicts with other national directions to enable intensification and development of urban areas. The proposed wording of the Te Mana o Te Wai objective is very black and white and needs to be sense-tested in the context of realistic urban growth scenarios. Alternately, the NPS-UD needs to define a 'quality urban environment' in a way that sets aside realistic amounts of land for appropriate low impact mitigation and treatment of stormwater runoff.

- Staff consider that the proposal could mean restrictions on water supply takes if these impacted on the health of the waterway, and could particularly affect surface water supply takes on Banks Peninsula, noting that our consented takes already have provisions with respect to stream flows.
- Mahinga kai or tangata whenua values as compulsory. The NPS FM currently has two compulsory values that must be considered by regional councils when developing objectives for freshwater management units in their regions: ecosystem health and human health for recreation. The Government proposes adding Mahinga kai or tangata whenua to these compulsory values. Staff support his proposal.
- Threatened species. The NPS FM seeks greater recognition of threatened species by adding threatened species to as an additional compulsory value. Staff support this proposal.
- New national bottom line for nitrogen. Among the amendments to the NPS FM is a new 'attribute' in the National Objectives Framework for dissolved inorganic nitrogen (DIN) in rivers, including a national bottom line of 1 milligram nitrogen per litre. The NPS FM currently has attributes nitrate and ammonia in rivers, both of which are set around toxicity to aquatic organisms. The new DIN attribute is intended to recognise the impact of nitrogen on ecosystem health. Staff support the addition of this attribute in principle.
- New national bottom line for phosphorus. Phosphorus is not currently included as an attribute for rivers in the NPS FM. It is proposed that dissolved reactive phosphorus (DRP) is added to the National Objectives Framework. Like nitrogen, phosphorus is a nutrient that can have an adverse effect on ecosystem health. A national bottom line of 0.18 milligrams DRP per litre is proposed. Staff support the addition of this attribute in principle.
- New national bottom lines for sediment. Sediment can have an adverse effect on waterways. Two new attributes are proposed to be added to the National Objectives Framework in the NPS FM: suspended fine sediment and deposited fine sediment. Staff support these in principle.
- New attributes added for macroinvertebrates. For 'wadeable streams and rivers' there are two new national bottoms lines added to the NPS FM. The types and varieties of macroinvertebrates reflects the quality of ecosystem health and the quality of the water body. Staff support the attribute based on the macroinvertebrate community index (Table 13). Staff support the attribute for the macroinvertebrate average score per metric (Table 14) but are assessing the technical information on which it is based.
- New attributes for health of aquatic life. New attributes were added for fish (in wadeable water bodies), submerged native plants, (for lakes) submerged invasive species plants (for lakes), deposited fine sediment (wadeable rivers and streams), dissolved oxygen (4 sets for two for rivers, one lakes, and one for seasonally stratifying lakes). Staff support these attributes in principle but are assessing the information in the technical reports sitting behind them.
- New attribute for E. coli. While there is already an attribute for E. coli in the current NPS FM the Ministry proposes to add an attribute for which an action plan must be developed for E.coli in swimming sites in lakes and rivers during the swimming season (1 November-31 March). Staff are of the view that there should be a single attribute for E. coli, rather than one E. coli attribute 'requiring limits' and a separate E. coli attribute 'requiring actions plans'.
- Integrated management. The proposal includes policy direction on the need to consider and manage cumulative effects of development and land uses on waterways, which staff support. However staff suggest that more specific guidance is needed on how this can be

assessed under the current planning regime to avoid “death by 1,000 cuts”. The level (and cost) of monitoring that would be required to adequately assess cumulative effect impacts in the context of resource consent decisions is likely to be considerable.

- Natural wetlands. The proposed new NES Freshwater would require rules to restrict filling in or draining of natural wetlands and piping or filling in of streams. Staff support these provisions in principle but some rules are extremely restrictive (e.g. prohibited activity status to drain any part of a natural wetland) and may need to be adjusted to account for additional business as usual activities (for example, to build or maintain recreation facilities in Travis Wetland).
- Farm plans. The proposed new NES Freshwater would require mandatory farm plans. Staff support a requirement for mandatory farm plans as long as there are clear quality standards for their preparation and a robust auditing, approval and monitoring process set in place.
- Rural land use intensification. The proposed NES Freshwater would establish requirements for land use intensification, under which some activities would be permitted and others would be discretionary, where regional councils have not fully implemented the NPS FM. Staff are reviewing these requirements.
- Stock control. The Ministry proposes new Stock Exclusion Section 360 Regulations under which stock would be excluded from rivers at least 1 metre wide in ‘low-slope areas’ (or in other areas that are more intensively grazed). While staff generally support these rules and consider that they will be effective in improving water quality, it should be noted that they may impose significant additional costs on farmers (to construct fences, retire additional setback areas and maintain them).
- Additional proposals. The Ministry proposes a number of other initiatives for which there are not many details.
 - Proposal for a National Environmental Standard for National Environmental Standard for Wastewater Discharges and Overflow. Staff have concerns regarding what this NES will require. In addition there are concerns that this NES may not be consistent with the Resource Management Act 1991 (RMA), since the Ministry is proposing that this NES would include requirements such as “*minimum treatment standards or ‘limits’ for wastewater quality parameters*”. Staff consider that the RMA requires an effects-based approach with consents, while a national limit implies a ‘one size fits all’ as a bottom line and takes no account of receiving environment, mixing and dilution in the receiving environment. The result of this will likely be limits that are so high as to be easily achievable by most dischargers.
 - Wastewater and stormwater network requirements. The Ministry proposed new requirements for wastewater network operators and stormwater network operators via the new NES for Wastewater and a new Water Services Act, including risk management plans to be completed for wastewater and stormwater networks. Staff are assessing the implications of these proposals.
 - New planning process for freshwater. To enable regional councils to give effect to the amended NPS FM by 31 December 2025 the Ministry proposes a new planning process, which will be part of the RMA reform bill to be introduced in Parliament. There are few details but the Ministry is proposing government-appointed commissioners with ‘freshwater skills’ who would “*form a panel with panel with local councillors, and tangata whenua-nominated representatives to consider council plans, hear submissions and make recommendations. There would be restricted*

avenues for appeal.” Staff have concerns with a proposal for limited appeal but note that there will be opportunity for feedback when the Bill is publicly consulted.

- National guidance on ‘green infrastructure’. The proposal includes some discussion of national guidance on incorporating green infrastructure for managing stormwater but does not include details of what the guidance would include or what type of legal effect it would have. Staff would support best practice guidance documents but notes that ‘best practice’ can vary significantly across regions and would not want to see overly proscriptive mandatory standards.
- Groundwater. The proposals do not address groundwater, except in an indirect, peripheral way. There are no proposals to place any limitations on contaminants in groundwater. Staff consider that inclusion of groundwater in the NPS FM is long overdue.

Attachments

No.	Title	Page
A ↓	Action for Healthy Waterways Summary	460

Confirmation of Statutory Compliance

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

(a) This report contains:

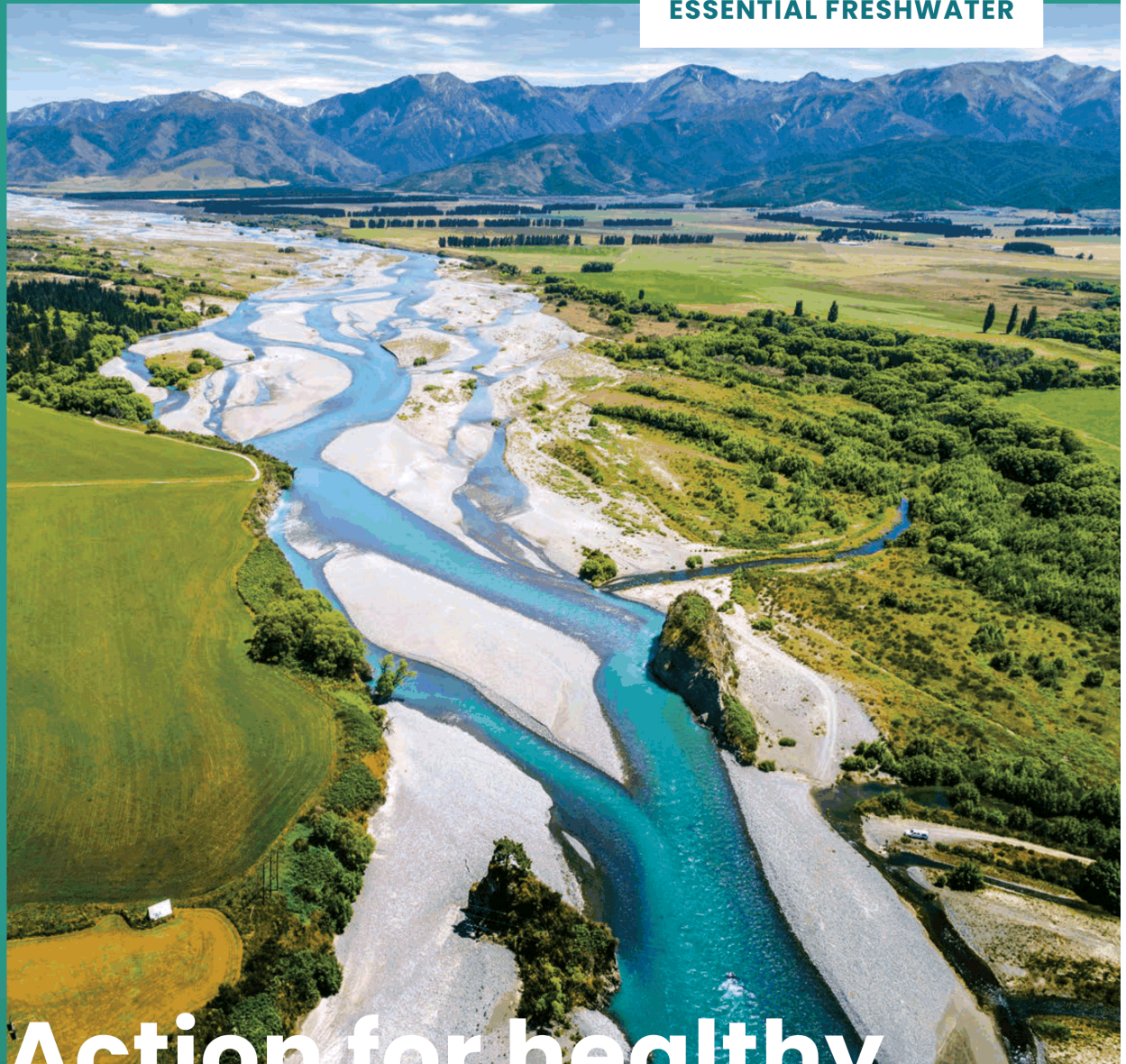
- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

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

Signatories

Author	Diane Shelander - Senior Policy Analyst
Approved By	Emma Davis - Head of Strategic Policy Brendan Anstiss - General Manager Strategy and Transformation

ESSENTIAL FRESHWATER



Action for healthy waterways summary

An 'at a glance' summary of the discussion document
on national direction for freshwater

New Zealand Government

Attachment A Item 16

New Zealanders value our freshwater. Our rivers and lakes, and how we care for and use them, are a fundamental part of who we are. We respect the mana of our freshwater – Te Mana o te Wai.

New Zealanders want to be able to swim, fish, gather mahinga kai, and enjoy freshwater as our parents and grandparents did. We also need clean water to drink and irrigation to support a sustainable economy.

But our water is suffering as a result of human activity – urban development, agriculture, horticulture, forestry, and other activities – and because of a lack of robust regulation, monitoring and enforcement.

What do we need to do?

Many people, including farmers and growers, are already taking action to reduce their impact on freshwater. However, their efforts are undermined by those who are not. We want to acknowledge positive efforts and follow good examples wherever we can, and make sure everybody contributes.

Urgent action is required, to stop our water getting worse so that water quality is materially improving within five years. We want to bring our freshwater to a healthy state within a generation.

To reduce the amount of pollution entering our waterways from our cities and our farms, and to uphold Te Mana o te Wai, we have to put the water first in our decision-making.

This document summarises proposed new requirements that are intended to both quickly stop water quality getting worse, and set us on a path to healthier freshwater in a generation.

These regulations would require different actions in different regions and catchments, but in general would mean:

- ▶ better management of stormwater and wastewater
- ▶ no further loss of wetlands and streams
- ▶ tighter controls to prevent sediment loss from earthworks and urban development
- ▶ farmers and growers understanding and managing environmental risks and following good practice
- ▶ new standards and limits on some farming activities in some regions or catchments.

Beyond these proposals the Government is continuing to work on other parts of its plan for freshwater, including allocation of allowances to discharge nutrients, institutional/oversight arrangements for the freshwater management system, and addressing Māori rights and interests in freshwater.

What's on the table?

The Government is asking for feedback on proposals to improve the current management of freshwater by changing legislation and regulation. It's proposing amendments to the Resource Management Act, an updated National Policy Statement for Freshwater Management, an updated National Environmental Standard for Sources of Human Drinking Water, and new National Environmental Standards for Freshwater and Wastewater.

The proposals are outlined in the table on the next page, and more detail can be found in the discussion document [Action on Healthy Waterways](#), available on the Ministry for the Environment's website.

How will Government help?

As well as setting out requirements through legislation and regulations, the Government is investing in supporting communities, including farmers and growers, to take action.

In a number of catchments where the risk to freshwater and indigenous species is higher, the Government is working with communities to understand how best to leverage and accelerate community-led action, help target investment, and assist with access to other funding support.

The Government is also investing in helping farmers and growers, businesses, and Māori transition to sustainable land use. This includes: providing practical advice, information and tools; protecting high-value food exports; and further developing decision-support tools like Overseer®.

The Government will work to ensure up-to-date qualifications are available for farm advisors, and improve skills development for rural professionals.

Proposal

What will be different

◆ Speed up the implementation of freshwater regulations through amendments to the RMA

Introduce a new freshwater planning process that will require councils to have new plans in place no later than 2025.

Better, faster, more nationally-consistent freshwater management plans and implementation.

◆ Set and clarify policy direction to bring our freshwater to a healthy state within a generation in a new National Policy Statement for Freshwater Management (NPS-FM)

Strengthen and clarify the requirement to manage freshwater in a way that gives effect to Te Mana o te Wai; this refers to the integrated and holistic health and wellbeing of waters as a continuum from the mountains to the sea.

The health and wellbeing of the water will be put first in decision-making; providing for essential human needs, such as drinking water, will be second, and other uses will follow.

Restructure and redraft the NPS-FM to improve clarity and reinforce a holistic approach to freshwater management.

Councils and the communities they represent will find it easier to put the health and wellbeing of the water first because they will have stronger and clearer direction.

Strengthen the requirement to identify and reflect Māori values in freshwater planning, with two options set out in the [discussion document](#) for feedback.

Iwi and hapū values for freshwater in a region will be a focus for freshwater management.

Support renewable energy targets by exempting major hydro-electric schemes from some freshwater management requirements.

Status of major existing hydro-electric schemes will be clarified but this is not expected to result in any change to current freshwater management requirements.

◆ Raise the bar on freshwater ecosystem health by introducing new attributes and requirements in the NPS-FM to protect threatened species and habitats

Broaden the focus of national direction and planning to a more holistic view of freshwater ecosystem health and require better monitoring and reporting.

Land and water resources will be managed so that in a generation our freshwater will be healthier for people, animals, native fish, trout and salmon, plants, and other species that live in or alongside waterways.

New attributes (indicators of ecosystem health) to be monitored and maintained or improved:

- ▶ nutrients (nitrogen and phosphorus)
- ▶ sediment
- ▶ fish and macroinvertebrate numbers
- ▶ lake macrophytes (amount of native or invasive plants)
- ▶ river ecosystem metabolism
- ▶ dissolved oxygen in rivers and lakes.

Land and water resources will be managed to maintain or improve ecosystem health in each catchment. This is likely to require different actions in different catchments, including reducing soil loss, reducing nutrient run-off, and/or investing in upgrading wastewater and stormwater infrastructure.

Higher standard for swimming in summer.

Greater efforts to reduce contamination where people want to swim.

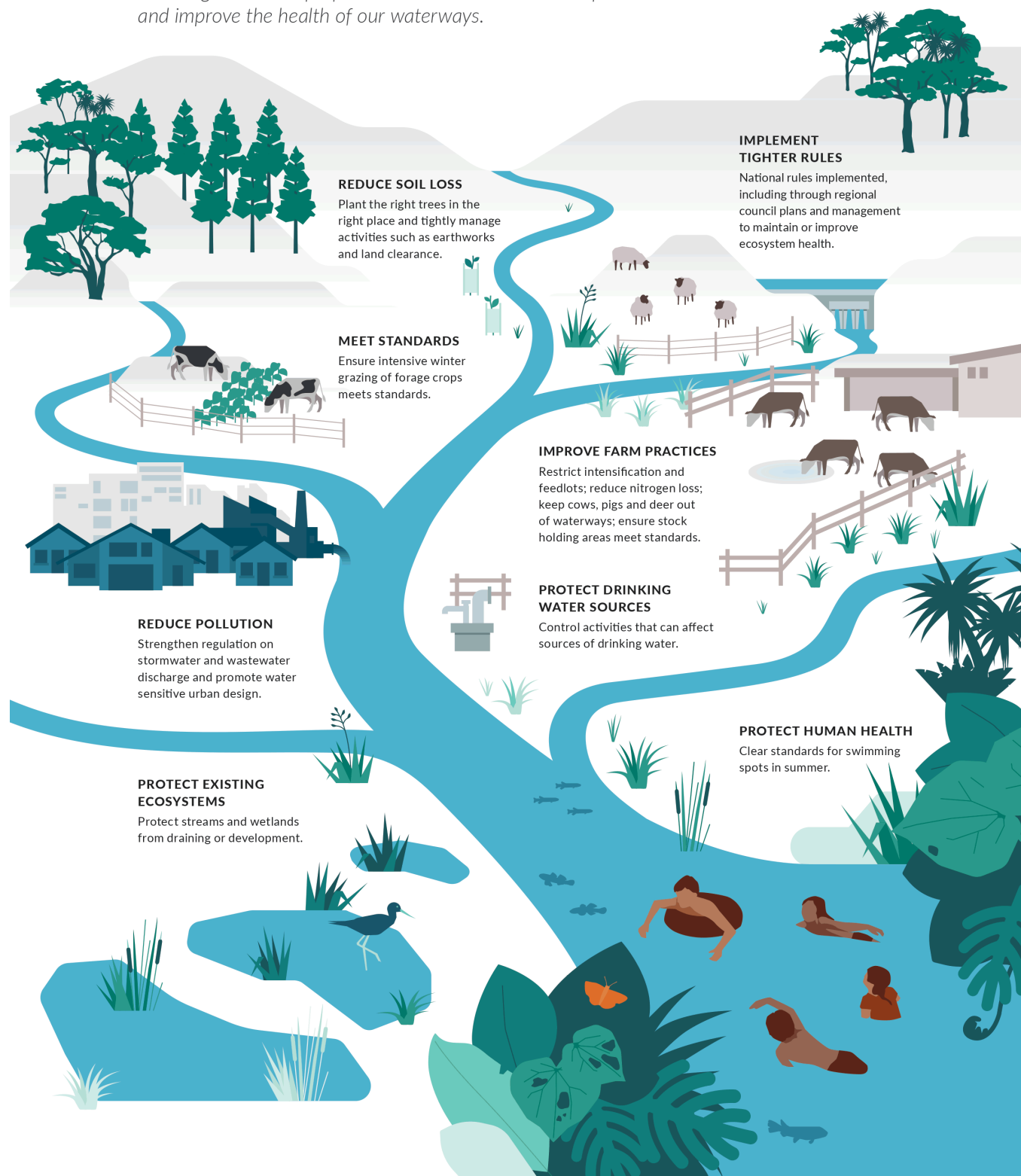
Protect urban and rural wetlands and streams.

There will be no more draining or development of wetlands.
Remaining streams in urban and rural areas will not be piped or filled in unless there is no other option, for example to provide a crossing.

Proposal	What will be different
Protect threatened indigenous freshwater species.	Land and water resources will be managed in a way that helps indigenous species thrive.
Provide for fish passage.	Fish that need access to the sea to breed will face fewer barriers.
Improvements to setting minimum water flows and reporting on water use.	Better management of water allocation within the current system.
Support the delivery of safe drinking water through amending the National Environmental Standard for Sources of Human Drinking Water	
Strengthen requirements to assess and control risks to drinking water sources.	Tighter management of land use in areas that are sources of drinking water supply so drinking water is not contaminated.
Better manage stormwater and wastewater to stop things getting worse and improve freshwater health in a generation, through new regulations and potentially new legislation	
Set minimum standards for wastewater discharges and overflows and require all operators to follow good practice risk management.	There is less pollution of rivers, lakes, groundwater and the sea from stormwater and wastewater.
Improve farming practices where needed to stop things getting worse and improve freshwater health in a generation, through new National Environmental Standards for Freshwater and regulations	
Ensure all farmers and growers have a plan to manage risks to freshwater.	There is less pollution of rivers, lakes and groundwater from agriculture and horticulture because all farmers and growers understand and manage environmental risks and follow good practice. All farmers and growers have a farm plan by 2025.
Tightly restrict any further intensification of land use through interim measures until all regions have operative freshwater management plans.	From June 2020, changes such as new irrigation or conversion to dairying will only happen where there is evidence it will not increase pollution.
Reduce nitrogen loss in catchments with high nitrate/nitrogen levels through interim measures until all regions have operative freshwater management plans.	In catchments with high nitrate/nitrogen levels there will be a reduction in nitrogen loss within five years.
Exclude stock from waterways.	There will be more fencing and wider setbacks to keep stock out of waterways, reduce erosion, and capture contaminants before they reach the water.
Apply standards for intensive winter grazing, feedlots, and stock holding areas.	There will be less erosion and less pollution of waterways from nutrients, sediment and pathogens.

Action across a catchment

This diagram shows proposed actions intended to limit pollution and improve the health of our waterways.







What do you think?

The Government is interested in your views.

If you want more detail before you have your say, download the [full discussion document](#) on the Ministry for the Environment's website.

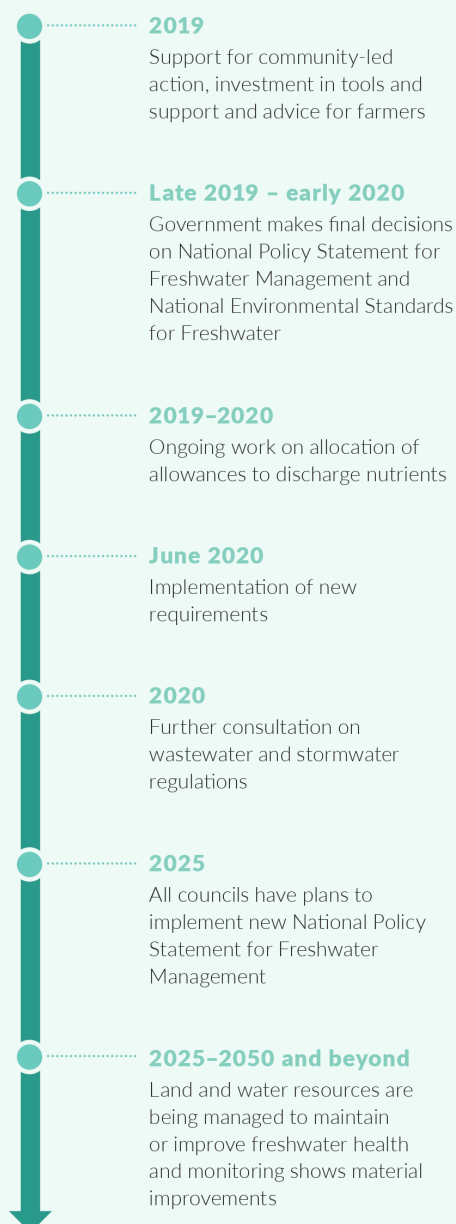
Join the kōrero and have your say:

-  @nzenvironment
-  @mfe_news
-  www.facebook.com/ministryfortheenvironment/
-  www.linkedin.com/company/449977

? Here's some questions to get you started

- ▶ Do you agree that the health of our freshwater should be our first priority?
- ▶ Do you think the proposals will result in water quality materially improving within five years?
- ▶ Do you think the proposals will achieve healthier freshwater in a generation?
- ▶ What difference do you think these proposals would make to your local waterways, and your contact with them?
- ▶ What would you have to do differently, under these proposals?

Timeline



17. Draft Submissions on the National Policy Statements on Urban Development and Highly Productive Land

Reference: 19/972702

Presenter(s): David Falconer - Team Leader City Planning

1. Purpose of Report / Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Council to approve the draft submissions on the proposed National Policy Statements on Urban Development and Highly Productive Land.

2. Context/Background / Te Horopaki

- 2.1 Ministry for the Environment (MfE) - and Ministry for Primary Industries (MPI) are seeking feedback on two national policy proposals, namely the proposed National Policy Statements (NPSs) on:
 - [Urban Development \(NPS-UD\)](#)
 - [Highly Productive Land \(NPS-HPL\)](#)
- 2.2 These National Policy Statements are developed under the Resource Management Act 1991 (RMA). Under the RMA, Council is required to amend its District Plan to give effect to a National Policy Statement. Therefore, Council will be legally required to implement what is contained in the final NPSs.
- 2.3 The Council has an opportunity to provide its views on these policies, with consultation on both NPSs closing on 10 October 2019.

3. Staff Recommendations / Ngā Tūtohu

That the Council:

1. 1. Approve the draft submissions on the proposed National Policy Statements on Urban Development and Highly Productive Land.
2. 2. Delegates to staff the ability to provide the Ministry for the Environment and Ministry of Primary Industries with any additional technical comments that support the Council's submission.

4. Summary of the Proposed National Policy Statement's

[Proposed National Policy Statement on Urban Development \(NPS-UD\)](#)

- 4.1 The proposed NPS-UD provides direction to local authorities about when and how cities should plan for growth. It aims to remove unnecessary restrictions on development and to allow for growth 'up' and 'out' in locations that have good access to existing services and infrastructure.
- 4.2 The NPS-UD will replace the existing National Policy Statement on Urban Development Capacity (NPS-UDC). According to the Government, one of the main reasons for releasing the NPS-UD is that everyone in New Zealand deserves healthy, secure and affordable homes that provide access to jobs, education, amenities and services. To achieve this the Government is looking at ways to make our cities perform better by making room for growth, investing in

transport to drive more efficient and liveable urban forms, and ensuring active travel that provides health benefits is a more attractive and accessible choice. The Government considers our cities need to be able to adapt and respond to the diverse and changing needs of all people, whānau, communities and future generations, and function within environmental limits.

4.3 The NPS-UD contains the following key proposals:

- 4.3.1 Councils are required to carry out long-term planning by producing a Future Development Strategy every 3 years that states how their cities will grow in the future.
- 4.3.2 Councils are required to provide for enough capacity for housing and business and associated infrastructure to meet future demand.
- 4.3.3 Councils are required to enable more dense housing (i.e. more compact, multi-unit dwellings) in certain areas close to public transport, commercial centres and the Central City.
- 4.3.4 Allow consideration of urban development where land has not yet been released or not identified for urban development.
- 4.3.5 Limit the ability of councils to regulate the number of car parks required for a development.
- 4.3.6 New requirements for councils to gather evidence about the housing market to inform their planning decisions.
- 4.3.7 Encourages councils to work together on implementing the NPS-UD and on engaging with iwi/hapū and infrastructure providers.

[Proposed National Policy Statement on Highly Productive Land \(NPS-HPL\)](#)

- 4.4 The overall purpose of the proposed NPS-HPL is to improve the way highly-productive land is managed under the RMA to:
- 4.4.1 Recognise the full range of values and benefits associated with its use for primary production.
 - 4.4.2 Maintain its availability for primary production for future generations
 - 4.4.3 Protect it from inappropriate subdivision, use, and development.

5. Key Submission Points

Proposed National Policy Statement on Urban Development (NPS-UD)

- 5.1 In the draft submission on the **NPS-UD (Attachment A)**, the following key points are made:
- 5.1.1 Concerns about the **process and the timing** of the consultation – the reduced timeframes and consultation occurring directly prior to the local body elections.
 - 5.1.2 A more **comprehensive vision of Aotearoa/New Zealand** as a network of interconnected cities and towns is required, with associated objectives and policies requiring infrastructure provision to support this.
 - 5.1.3 Better direction is required on what constitutes a **quality urban environment**, because the proposed NPS-UD does not give clear direction on what this is.
 - 5.1.4 The need to consider local priorities and the unique circumstances of each major urban centre, as **one solution will not work for all** – the proposed NPS-UD does not currently achieve this.

- 5.1.5 **Less directive policies are preferred** as there is a need to consider local priorities and context, which such an approach does not encourage.
- 5.1.6 The NPS-UD is likely to require **greater intensification** than what is enabled in Christchurch's recently-developed District Plan, without considering the lack of demonstrable need for this additional capacity, local priorities specific to Christchurch, and the potential impact on neighbourhood amenity.
- 5.1.7 The **policies around out-of-sequence greenfield development** are too directive, inappropriate for application on a national scale, and are not consistent with the National Policy Statement on Highly Productive Land nor the evidence-based, plan-led ethos of the rest of the NPS-UD.
- 5.1.8 The **costs for local authorities** of the extra requirements of the NPS-UD will need to be addressed through consideration of funding tools available to local government, and funding from central government.
- 5.1.9 Without more central government funding and support to achieve a transport mode shift and significantly better public passenger transport, the **removal of all parking requirements** will result in negative consequences, especially in terms of parking spill over and access for the disabled and service providers.
- 5.1.10 The document should give greater consideration to the **effects of climate change** on the urban environment, and how urban environments can support a low-carbon economy.
- 5.1.11 **Community involvement** in urban planning needs to be factored into the draft NPS-UD, and more clearly provided for. This includes community involvement in the discussion about intensification, and the need to consider the diversity and character of neighbourhoods.

Proposed National Policy Statement on Highly Productive Land (NPS-HPL)

- 5.2 In the draft submission on the **NPS-HPL (Attachment B)**, the following key points are made:
 - 5.2.1 The Council supports the principle of a NPS-HPL that provides policy direction on the protection of highly productive land and how it should be managed. In particular, it supports ensuring that the primary production potential of such land is protected for primary production in preference to other potential uses, particularly urban growth and rural lifestyle development.
 - 5.2.2 The NPS, in its current form, provides limited clear direction and contains uncertainty and internal inconsistency.
 - 5.2.3 The NPS-HPL has the potential to involve Councils and communities in significant costly planning assessment work in a more complicate and less certain statutory environment, with increased legal debate, compared to dealing with the issues under the RMA without the NPS. It is also likely to result in variations in approach across the country, rather than a nationally consistent approach where circumstances are similar.
 - 5.2.4 In particular, the Council seeks changes to the NPS-HPL to:
 - (i) clearly identify what is to be protected and why;
 - (ii) focus on the protection of the productive potential of land that is suitable for a wide range of primary production activities, where that range includes those forms of primary production that require land with attributes that are scarce, i.e. land with versatile soils;

- (iii) clearly identify what highly productive land is to be protected from and to what degree, through clear policy direction;
- (iv) include explicit direction as to the forms, or characteristics, of primary production that should be restricted to also assist in maintaining the availability of the productive capacity of highly productive land;
- (v) ensure the policy directions and outcomes sought are consistent for regional councils, district councils, resource consent applications and requests for private plan changes; and
- (vi) ensure consistency with, or clearly resolve potential inconsistencies with, other National Policy Statements, particularly the NPS – Urban Development.

Engagement with Community Boards

- 5.3 In developing the draft submissions Council staff have engaged with Community Boards and received feedback from a number of Community Boards that has been incorporated into the draft submissions. One of the issues that Community Boards have raised is the impact of high density development on neighbourhood amenity and character. This matter is discussed in the draft submission on the NPS-UD and staff have been working on this as outlined in the following section.

Impact of high density on neighbourhood amenity

- 5.4 Entirely separately to, and prior to the release of the NPS-UD, Council requested staff to urgently investigate the operation of the District Plan as it affects neighbourhood amenity in areas that allow/require high density². In response to this, Council staff are reviewing the impact of multi-unit residential housing developments, as part of the District Plan Monitoring and Research programme. This also involves independent post-construction urban design reviews of multi-unit housing developments in the Central City and Residential Medium Density and Residential Suburban Density Transition zones built since the District Plan was made operative (in December 2017). These have a particular focus on amenity and design. An initial desktop review of sites, buildings and neighbours in medium and high density zones alongside this design review, has found that neighbourhood and street environments (i.e. the public realm) also contribute significantly to overall amenity.
- 5.5 Once the research has been completed later this year, staff can further brief the Council on the findings of this work, and any implications for future District Plan changes.

Attachments

No.	Title	Page
A ↓	National Policy Statement - Urban Development - draft submission	471
B ↓	National Policy Statement - Highly Productive Land - draft submission	482

² Council resolution CNCL/2018/00268.

24 September 2019

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Christchurch City Council submission on the *National Policy Statement on Urban Development*

Thank you for the opportunity to comment on the proposed National Policy Statement on Urban Development (NPS-UD).

The Council agrees with and supports the Government's focus on successful cities. However, we have a number of concerns with what is being proposed and the process being used to make these changes. The very tight timeframe for this consultation, combined with the fact that it is taking place directly prior to the local body elections, is extremely disappointing to the Council.

Our feedback is attached to this letter and includes general comments and covers the draft objectives and policies and responses to the consultation questions. The Council's feedback particularly highlights issues around:

- the lack of a vision for urban NZ as a network of interconnected cities and towns;
- the need for much clearer direction on what constitutes a quality urban environment;
- the need to properly consider local priorities and context and thus lessen the directive nature of the proposed policies;
- the inconsistency of the proposed policies on greenfield development with the rest of the NPS-UD and with the draft NPS on Highly Productive Land;
- the lack of consideration of climate change imperatives; and
- the potential costs to local authorities.

These are all matters of significant concern to the Council.

The Council looks forward to working with the Government on making cities such as Christchurch even more successful. We thank you for the opportunity to provide this submission.

For any clarification on points within this submission please contact David Falconer, Team Leader – City Planning, at david.falconer@ccc.govt.nz.

Heio ano

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APPENDIX 1: Christchurch City Council submission on the *National Policy Statement on Urban Development* - key submission points

Introduction

1. Whilst Council agrees with the Government's focus on successful cities, the Council has a number of concerns with what is being proposed and the process being used to make these changes. The main points we would like to discuss in this submission are:
 - Concerns about the **process and the timing** of the consultation – the reduced timeframes and consultation occurring directly prior to the local body elections.
 - A more **comprehensive vision of Aotearoa/New Zealand** as a network of interconnected cities and towns is required, with associated objectives and policies requiring infrastructure provision to support this.
 - Better direction is required on what constitutes a **quality urban environment**, because the proposed NPS-UD does not give clear direction on what this is.
 - The need to consider local priorities and the unique circumstances of each major urban centre, as **one solution will not work for all** – the proposed NPS-UD does not currently achieve this.
 - **Less directive policies are preferred** as there is a need to consider local priorities and context, which such an approach does not encourage.
 - The NPS-UD is likely to require **greater intensification** than what is enabled in Christchurch's recently-developed District Plan, without considering the lack of demonstrable need for this additional capacity, local priorities specific to Christchurch, and the potential impact on neighbourhood amenity.
 - **The policies around out-of-sequence greenfield development** are too directive, inappropriate for application on a national scale, and are not consistent with the National Policy Statement on Highly Productive Land nor the evidence-based, plan-led ethos of the rest of the NPS-UD.
 - The **costs for local authorities** of the extra requirements of the NPS-UD will need to be addressed through consideration of funding tools available to local government, and funding from central government.
 - Without more central government funding and support to achieve a transport mode shift and significantly better public passenger transport, the **removal of all parking requirements** will result in negative consequences, especially in terms of parking spill over and access for the disabled and service providers.
 - The document should give greater consideration to the **effects of climate change** on the urban environment, and how urban environments can support a low-carbon economy.
 - **Community involvement** in urban planning needs to be factored into the draft NPS-UD, and more clearly provided for. This includes community involvement in the discussion about intensification, and the need to consider the diversity and character of neighbourhoods.

General government aims described in the discussion document

2. The Council agrees with the Government's focus on successful cities, and that the success of New Zealand's cities will affect New Zealand's overall economic, social, and cultural performance. Improving the way our towns and cities function is also critical to supporting and fostering healthy local communities. The Council supports the objective of the Urban Growth Agenda, to improve housing affordability (underpinned by more affordable urban land), and along with this improve the choices for the location and type of housing, and access to employment, education and services; assist emission reductions and build climate resilience; and enable quality built environments, while avoiding unnecessary urban sprawl. These objectives are already embedded in the Christchurch District Plan, the Council's strategic framework, and other Council strategies and infrastructure planning documents. They are also part of good planning practice. The Council has had a successful record over several decades, in managing urban growth.

Timing and consultation

3. The Council is disappointed at the very tight timeframes for providing a submission on the proposed NPS-UD, and that the consultation is occurring directly prior to the local body elections. This restricts the ability for the Council and its communities to provide feedback on this document.
4. The Council notes that the implementation of the policies contained in this document for communities in Christchurch could be very significant. However, there is limited potential for targeted engagement with affected communities built into the process, particularly the communities that might be identified for higher density development under P6C Option 2 in the discussion document. We submit that the process would benefit from more meaningful engagement with these communities.

One-size-fits-all approach

5. The Council strongly believes that a one-size-fits-all solution across New Zealand's six major urban centres will not achieve the best outcomes for our cities. The objectives and policies in the proposed NPS-UD appears to be an approach that is better suited for cities that have an identified housing shortage, such as Auckland. Christchurch City does not have a housing capacity issue. This was demonstrated in Christchurch's first Housing Land Capacity Assessment in 2017/18 and in its Future Development Strategy 2018-2048 "Our Space", undertaken with adjoining councils. It is also evidenced by the government recently announcing its intention to sell all 75 Kiwibuild houses in Canterbury due to lack of demand.
6. Christchurch has other important, localised issues that inform our priorities. These include: addressing and mitigating the effects of natural hazards and climate change; regeneration of the Central City; restricting greenfield expansion to reduce transport costs, emissions and impact on versatile soils; transitioning to a low-carbon urban environment; and supporting growth and public transport corridors. The fact that local centres across New Zealand will have differing priorities should be properly considered in the finalised NPS-UD.
7. Christchurch's Central City is still very much in recovery mode and has not yet managed to attract the necessary critical mass of visitors, workers and residents needed to sustain a vital

and viable Central City. The Central City lost around 23,000 workers, 3,000 residents, and 140,000sqm of retail floor space as a result of the earthquakes and its recovery remains of the utmost importance to our City. We are still well short of our aspirational regeneration targets of 60,000 workers and 20,000 residents in the central city; this is our immediate focus and where we suggest greater central government support ought to be directed. Any national policy direction that facilitates significant unplanned and dispersed growth outside the Central City may undermine not only our priority earthquake recovery objectives, but the at least [\$2-4 billion] of public and private investment in the Central City to date.

Costs

8. The Council is concerned about the costs of the process changes needed to implement the draft policies and objectives. The Council found it costly and onerous to implement the National Policy Statement on Urban Development Capacity, and the NPS-UD continues to impose similar requirements on major urban centres. It may even be more costly to implement since it contains additional requirements such as that of assessing the amount of development that will likely be taken up (O5 and P4A refers). This goes further than the previous feasibility assessment and will be difficult to determine as it is to some extent subjective. It is impossible for councils to have certainty regarding the eventual housing typology and costs of construction and prices at which these types of residential units will be offered. Zone rules can shape housing typologies and enable choice to some degree, but cannot determine or control the type of development that actually takes place.
9. The requirement for 'enough' development capacity that is feasible and 'likely to be taken up' to meet the demand for land and dwellings over the short, medium and long term, is appropriate but requires consideration of land banking, relative attractiveness of areas, and other matters in the same way as for previous feasibility assessments. However, Council is particularly concerned about the continued NPS requirement to effectively provide a (surplus) buffer of land or dwellings (20% extra in the short and medium terms and 15% extra in the long term) and to plan for infrastructure to be in place to service that land. This risks unnecessarily increasing Council costs.
10. The Council cannot fund the costs of infrastructure planning for buffers through development contributions, meaning that existing Council funds, borrowing, and ratepayers must cover these costs. Ratepayers and developers will pay a premium for these large buffers, through high holding costs, long cost recovery times and the risk of infrastructure being planned or provided that is underused or not used at all. This would put upward pressure on rates and on housing costs, which is contrary to the Government's objective of making housing more affordable.
11. The Long Term Plan is unlikely to be able to factor in these additional 20/15% buffers appropriately, because they are additional to the amount of growth that Statistics New Zealand is projecting will occur, and thus unlikely to pass an external audit. Any early investment or over-investment by councils close to their debt limits will lead to suboptimal overall capital investment simply to meet the requirements of the NPS. Thus support from central government will be needed in order to fund the additional infrastructure, if this requirement is retained.

12. The further requirement that infrastructure required for long-term capacity is identified in the relevant infrastructure strategy (P4A) is ambitious, given how little certainty there can be regarding eventual development to be serviced. The Council's 30-year Infrastructure Strategy is a high-level document only and cannot be used for detailed planning.
13. Some of the infrastructure required is the responsibility of central government or regional government, such as State Highways and Rapid Public Transport. However, business cases for these cannot include the 20/15% buffers, as that is a hypothetical situation. This means that it will not be possible to provide sufficient infrastructure to meet the requirements of the proposed NPS-UD. One of the pillars of the Government's Urban Growth Agenda is infrastructure funding and financing, and the Council requests support from central government to fund the requirements of the NPS-UD in line with this.
14. The NPS-UD would also result in unnecessary costs associated with staff responding to ad-hoc requests for rezoning of greenfield land outside of areas identified for urban development (see page 38 of the discussion document). This could divert staff from working on other growth priorities such as growth corridors and Central City regeneration. (For more on the Council's view on this proposed policy, see the section on greenfield development below.)

Community involvement in local decision making

15. The policies contained in the document will have wide-ranging implications for communities. However, the document makes little mention of communities and their needs and aspirations, and how they can be involved in decision making. Engagement with communities should be a greater focus of the development of the NPS-UD. As the discussion document gives different options for some of the policies within it, the final draft version of the NPS-UD should be put back out for public consultation, once the Government has decided which option they are proposing.

Extent of the Christchurch Urban Area

16. Many of the policies in the NPS-UD will now only apply to Major Urban Centres, including Christchurch. Statistics New Zealand defines the Christchurch Urban Area as wholly contained within Christchurch City Council's boundaries. The application of the term 'Major Urban Centres' as set out on pages 19 and 20 of the discussion document should technically be consistent with the Statistics New Zealand definition of the Christchurch Urban Area, and thus for Christchurch not extend beyond the Christchurch City Council boundary. However, Greater Christchurch operates as a single housing and business market, so it is important that the proposed NPS-UD does apply also to those parts of Waimakariri and Selwyn Districts that form part of Greater Christchurch (as set out in Table 2). There are elements of the NPS that need to be specifically considered by those areas, for example intensification.

Successful cities and quality urban environments

17. As mentioned above, the Council agrees with the Government's focus on successful cities. However, it is the Council's view that the proposed NPS-UD does not clearly convey what

constitutes a 'successful city', nor how such a goal can be achieved. There is no overall direction and vision in the proposed NPS for how towns and cities should be growing and developing. While the draft objectives include a focus on long-term strategic planning that provides for 'quality urban environments', the document does not explain this term sufficiently, nor does it provide clear direction as to what constitutes such an environment.

18. There does not need to be uniformity in the features of all quality urban environments, and what is a quality urban environment. There must be room for areas to decide for themselves on the development of their urban environments, in keeping with central government objectives and policies. The NPS-UD should reference design guidelines from local authorities and encourage the use of Urban Design Panels and Design Advisory Committees in heritage areas to assess intensification proposals. Intensification must not be at the cost of existing built and landscape character, including significant areas of open space within urban areas. If intensification occurs in a uniform manner it could strip urban areas of the diversity and character that gives them "soul". If the definition of a quality environment is to be determined by each local authority in consultation with its communities then the Council requests that this be made clear within the document.
19. The document focuses on the supply of affordable housing. However, indicators in housing and development must be considered alongside other indicators relating to deprivation, unemployment, education, and health issues. These factors are all part of the urban environment and affect many people directly and indirectly. The discussion document does not address these matters despite their importance to the quality of urban living. The Council appreciates that the Government has a number of programmes aimed at promoting the four wellbeings, and would like to see these referred to in the NPS-UD by way of context to provide assurance that the NPS-UD is part of a wider package of measures to achieve quality urban environments.
20. It is not clear that the focus on land supply solutions in the NPS-UD will adequately address the problem of housing affordability. The Greater Christchurch Urban Development Strategy and the Christchurch District Plan provide for sufficient land for housing for at least 30 years at current rates of take up. However, housing is still unaffordable for many people and we are still struggling to encourage Central City living over suburban greenfield locations. The Council does not agree with the apparent underlying assumption in the proposed NPS-UD that housing is unaffordable because the planning system is overly restrictive, preventing the market from supplying affordable land, and considers it simplistic to attribute any lack of development to planning rules alone. These are complex issues and the discussion document's approach does not paint a full picture of how housing and land markets work in urban areas, nor does it mention funding to local government that might aid development or support public transport and community facilities.
21. The Councils submits that the proposed NPS-UD should recognise that land values are primarily a function of the underlying highest use value of the land. The price of residential land is based on its residual value once house values and development costs are taken into account. This in turn means the proposed NPS-UD framework is unlikely to provide adequate prescriptions and tools for local authorities to tackle affordable housing. For example, it will

not assist local authorities to justify, and survive challenges to, any requirements in plan changes to provide a proportion of affordable housing when rezoning land to a higher residential use.

Future Development Strategy (FDS)

22. Overall, the Council supports the requirements for a Housing and Business Capacity Assessment (HBA) and FDS to be undertaken to inform Long Term Plans (LTPs), notwithstanding our concerns about funding for the 20/15% buffers. The assessments of housing and business land development capacity are essential components of growth planning.
23. We consider that better alignment with LTP processes is desirable. However, in terms of timing, the next HBA and FDS will not be able to inform the 2021 LTP as the planning for this LTP has already commenced. It would be more appropriate for the next HBA and FDS to inform the subsequent LTP (2024), rather than be required to inform the 2021 LTP. This would also enable us to use the detailed, area-distributed 2018 census projections (expected late 2020) and would inform a full review of the Canterbury Regional Policy Statement, scheduled for 2022/2023.

Making room for growth – greenfield development

24. The Council considers the policies around out-of-sequence greenfield development to be too directive, and inappropriate for application on a national scale.
25. The proposed NPS-UD would facilitate continued 'business as usual' greenfield development rather than demanding integrated subdivision and land use planning. The latter would better ensure quality while achieving higher density urban outcomes. There are broader network/facility planning and community development implications associated with outward growth that the document does not appear to have considered at all. Achieving quality urban environments in lower density greenfield developments can be difficult and expensive. If the NPS-UD aims to achieve higher densities in existing urban areas, it should also set minimum densities in greenfield areas.
26. As mentioned above, the Government has recently announced its intention to sell all 75 Kiwibuild houses in Canterbury due to lack of demand. Most of these unsold houses are in Selwyn and Waimakariri and greenfield areas, whereas the fewer houses in existing urban areas sold much better. Greenfields development as a proportion of the total new housing that the market has been providing in Christchurch City has been declining since 2013. Since 2017, the majority of housing, i.e. more than 50% of net new housing, has been within the existing urban area in the form of infill, rather than in greenfield areas. This indicates that these types and locations of homes are in demand, particularly amongst typical first-home buyers, and is further evidence that we should be focusing on quality intensification and all that this entails.
27. Directing councils to consider unplanned growth in greenfield areas would risk working against the requirements for evidence based plan-led intensification, and would impose time and resource costs on councils. If implemented, this policy would mean councils are required

to spend large amounts of time responding to plan change requests, and community reaction and litigation, to the detriment of undertaking 'responsive planning'. This policy also risks conflicting with the National Policy Statement on Highly Productive Land, and should therefore require consideration of whether or not the land in question is highly productive land.

28. Overall we consider that this proposal pulls in the opposite direction to the rest of the NPS-UD. If councils undertake the NPS requirements to assess plan-enabled capacity and respond to any shortfall through an FDS on a very regular basis, there should be no need to spend additional time and resources assessing the merits of such growth in less than optimum locations. We strongly oppose this aspect of the draft and suggest that the appropriate time to consider such ad-hoc opportunities is through the FDS process, in response to an identified capacity shortfall, and potentially through a 'call for sites' stage in the FDS process (as is undertaken in the UK).

Making room for growth – intensification development

29. The proposed NPS-UD is likely to require greater intensification than what is enabled in Christchurch's recently-developed District Plan, without considering the local priorities specific to Christchurch. Such blunt measures to impose density could have significant adverse effects, for example on the character of areas or their historic heritage. There is also very little consideration of natural hazards such as flooding and liquefaction potential in the proposed NPS and none in the sections on intensification.
30. P6C Option 2 in the discussion document requires higher density around 'centres' and 'frequent public transport stops', but these terms are not defined. Christchurch has over 130 centres of a wide variety of sizes and functions, with around 100 of these being local centres which are not meant to be accessed by public transport but rather primarily by walking (these centres are not intended nor appropriate as growth modes). If this option were to proceed we request clarity on what these terms mean, and the omission of local centres, due to the risk of inconsistency across the country, and potential legal challenge on local interpretations.
31. In Christchurch, 10% of flat 'urban area'^[1] is already enabled for medium density within 800 metres of our Key Activity Centres, and in the Central City within a number of zones. This policy approach provides more than sufficient development capacity to meet projected long term needs^[2]. If the Council were required to adopt the approach of increasing density around our centres (including local centres), this would increase to 60% coverage i.e. six times the current provision. This does not take into account further increased density around frequent public transport corridors, which is likely to be significant. The wording in P6C Option 2 would also require residential intensification within industrial zones, where they fall within 800 metres of frequent public transport stops. The Council does not support this because this land may be needed for industrial purposes. The potential effect of draft policy P6C Option 2 is illustrated

^[1] Described as all industrial, commercial and residential zones (except residential hills)

^[2] <http://greaterchristchurch.org.nz/assets/Documents/greaterchristchurch/Our-Space-final/Our-Space-2018-2048-WEB.pdf> - see page 15.

by the maps the Council has provided as appendices to its submission. This degree of intensification is neither necessary nor desirable and such dispersed growth may run counter to our objectives of facilitating recovery of the Central City and Key Activity Centres.

32. Christchurch generally has a zoning pattern similar to the philosophy behind the P6C options. The higher density zones in the Christchurch District Plan surround the Central City and some of the largest centres. These centres are also served by frequent public transport. Christchurch is also considering options for higher density further along public transport corridors, as part of the Christchurch Spatial Plan work associated with the Greater Christchurch Future Public Transport Business Case. We would welcome further support from the Government for this work.
33. Overall, the Council's preferred option is a revised Option 1 that enables councils to provide for higher densities in appropriate locations in response to their housing and business land capacity assessments.

Prescriptive vs flexible requirements

34. The NPS-UD combines prescriptive options, such as requiring higher densities in particular areas, with flexibility in wording, such as 'except where evidence demonstrates that intensification should not be enabled' (P6C). Providing a prescriptive direction with some flexibility is a valid approach but could create some difficulty, because the Council is required to give effect to the prescriptive part of the policy, with the application of the flexible policy open to debate and legal challenge. It would be costly and time consuming to test where there is sufficient evidence demonstrating that intensification should not be enabled. This could hold up the implementation of the NPS-UD. In some situations there would be no ability for local communities to have input into whether or not intensification should be enabled.

Car parking

35. The removal of regulation around car parking (P7A Options 1-3) will support the rebuild of some centres such as the Central City (which already has parking minimums removed) and Lyttelton (for which the Council is proposing to use section 71 of the Greater Christchurch Regeneration Act to remove parking minimums), and may help to support a mode shift. However, to ensure the removal of rules is workable, on-street parking will need to be managed efficiently for businesses and residents, given that the city is still rebuilding. Central government may need to provide funding support for improved public and active transport options. This would mitigate the risk that the removal of parking rules will not provide a sufficient mode shift and result in negative consequences, particularly in terms of increased spillover parking in any local residential receiving environments that, under these proposals, will have no input in the decision to remove car parking rules.
36. While the Council supports the overall intent of the policy and would prefer to see Option 3 adopted, it considers that this is a level of detail that is possibly too low a level for a national policy direction. It is one of many factors that may decrease the quality of urban environments

and the efficiency of land use, and it seems out of place therefore to isolate this at a national level.

Evidence for good decision making

37. The test of 'best available evidence' should also be applied to the drafting of national policy statements. The discussion document does not appear to have been fully informed by current local government practice.
38. Current Resource Management Act processes such as plan changes for rezoning already require section 32 evaluation reports. The recent Christchurch District Plan review carefully considered intensification and greenfield development and ensured that the supply of residential land was adequate for all time periods - short, medium, and long term.

Climate change

39. The Council considers that there is insufficient linkage between this NPS-UD and the government's carbon zero initiatives, and that the NPS-UD could be strengthened in that regard. The proposed NPS-UD would benefit from a more robust consideration of the impacts of climate change on the urban environment. The focus of this NPS-UD on delivering more affordable and quality housing should also incorporate climate change mitigation and response objectives such as making efficient use of land and infrastructure (which is important to local government planning and financing, and supports intensification), and facilitating the move to urban environments that support a low-carbon economy.

Working together

40. The Council would like to build stronger relations with central government as part of a 'whole of government approach' to dealing with urban problems, particularly at a community level. The Council considers that central government could better work with local authorities on a collaborative basis, to provide a comprehensive and integrated approach to urban policy development and implementation. Although this proposed NPS is intended as a means of promoting the Urban Growth Agenda, it will need to be revised and to work alongside other initiatives to achieve this goal more effectively. For example, the Government could engage more directly with the Council to work particularly on growth corridor priorities, affordable housing projects, and Central City regeneration, and better integrate decision making through initiatives such as spatial planning.



24 September 2019

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Christchurch City Council submission on the discussion document on a *National Policy Statement for Highly Productive Land*

Overall Submission Points

1. Christchurch City Council (the Council) thanks the Ministry for the opportunity to provide comment on the discussion document on a *National Policy Statement for Highly Productive Land*.
2. The Council supports a NPS being prepared that provides policy direction on the protection of highly productive land under the Resource Management Act (RMA). It supports ensuring that the primary production potential of such land is protected for primary production in preference to other potential uses, particularly urban growth and rural lifestyle development.
3. It is acknowledged that the draft NPS forms part of a discussion document that seeks feedback on a number of issues that have not been resolved. However, the Council is concerned that the NPS, in its current form, provides limited clear direction and contains uncertainty and internal inconsistency. This has the potential to involve Councils and communities in significant planning assessment work in a more complicated and less certain statutory environment, with increased legal debate, compared to dealing with the issues under the RMA without the NPS. It is also likely to result in variations in approach across the country, rather than a nationally consistent approach where circumstances are similar.
4. In particular, the Council seeks changes to the NPS to:
 - (i) clearly identify what is to be protected and why;
 - (ii) clearly identify what it is to be protected from and to what degree, through clear policy direction; and
 - (iii) ensure consistency with other National Policy Statements, particularly the NPS – Urban Development.
5. The following are the principal submission points of the Council, with more detailed submission points and the reasons for the submissions in the attached documents.

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The purpose of the NPS and the land that should be protected

6. The principle objective of the NPS should be to protect the productive potential of land that is suitable for a wide range of primary production activities, where that range includes those forms of primary production that require land with attributes that are scarce. In particular, it should seek to protect the production potential of land with highly versatile soils suitable for a wide range of primary production activities (LUC Classes 1-3).
7. This would maintain the productive potential that is most critical for maintaining the future ability of NZ to produce a wide range of food and other forms of primary production. It is the land with more versatile soils that more clearly justifies a high bar on its use for other activities that are likely to reduce or remove primary productive potential, such as urban development. This land is also reasonably readily able to be identified now, so that the NPS can provide clear direction on what is to be protected.
8. There is other land that is important in terms of economic returns and wider related benefits, e.g. land suitable for viticulture. However, it is submitted that the NPS need not protect that land. The justification for protecting land on the basis of suitability for particular crops or other particular forms of primary production is less clear and does not appear to have been progressed in the formulation of the NPS at this time. Protection of such land can still be achieved, where justified, through normal RMA plan and regional policy statement preparation and assessment/section 32 processes.
9. The NPS needs to be clear that it is not the intention to require the degree of protection proposed for all land that has some primary production potential. Where land has limited primary production potential, it should not be necessary to justify that there is no other better alternative location or method of providing for urban growth, or to avoid its use for rural lifestyle development.
10. The Council supports the proposed provisions to allow LUC Class 1-3 land to be subject to later review as to whether they should all be identified as "highly productive land", where there are constraints to the achievement of that productive potential or the land has other significant values that outweigh its use for primary production. However, the matters that can be considered should not be limited to those currently listed, but should include all relevant considerations.

Protection of highly productive land from some forms of primary production

11. There are forms of primary production that could also reduce the availability, at least for long periods, of highly productive land for those forms of primary production that more particularly require the higher quality soils and other attributes of highly productive land. The NPS should provide explicit direction restricting some forms, or characteristics, of primary production in order to maintain the availability of the productive capacity of highly productive land.

Urban development and consistency with the NPS – Urban Development Capacity

12. The objectives indicate that subdivision of highly productive land should be avoided, whereas the policies indicate that urban development of highly productive land should be avoided only if it is not the most appropriate option for providing any shortfall in urban

development capacity. The Council supports the latter direction and seeks that the objective be amended to reflect this.

13. The Council also considers that it would be inappropriate for the NPS to seek the maintenance of the productive potential of highly productive land where the use of that land for urban development accords with a Future Development Strategy produced in accordance with the NPS – Urban Development. Amendments to the objectives and the definition of “highly productive land” are necessary to achieve this.
14. The NPS currently limits the policies that are to be implemented by regional councils. However, regional councils have a role in terms of many of the matters covered in the other policies, particularly through urban growth strategies in regional policy statements. For example, the identification of future urban growth areas and rural lifestyle areas. All the policies should apply to regional councils, where potentially relevant.

Separate policy direction for private plan changes and resource consent applications

15. The NPS contains specific policy direction as what matters must be had regard to when making decisions on private plan changes and resource consent applications. This is proposed to ensure that highly productive land is protected from such applications immediately, rather than only when the regional policy statements and district plans have been amended to reflect the NPS. This is not necessary as the RMA already requires that any decision on such applications must have regard to, or give effect to, any relevant NPS.
16. Further, the plan change and resource consent policies cover the same issues as the earlier objectives and policies of the NPS, but with slightly different wording in some cases. This creates potential for confusion and uncertainty and leaves the provisions open to the suggestion that different outcomes are intended. There is no clear basis for different policy direction for such applications compared to that for plans and policy statements. The specific policies for these applications do not provide any useful additional policy direction. As such, these specific policies should be deleted and the same policy direction should apply equally to private plan changes and resource consent applications as applies to the content of district plans and regional planning documents, where relevant.

Other matters

17. The policy direction on the fragmentation/subdivision of highly productive land, and the protection of the productive potential of such land from reverse sensitivity effects, is inconsistent and requires clearer direction.

Conclusion

18. The Council looks forward to working with Government in achieving the appropriate protection of highly productive land. We thank you for the opportunity to provide this submission.

For any clarification on points within this submission please contact Peter Eman, Principal Advisor Planning, at peter.eman@ccc.govt.nz.

Heio ano

Na
Lianne Dalziel
Mayor of Christchurch

DRAFT

4

Christchurch City Council submissions on the National Policy Statement for Highly Productive Land - DRAFT

i. Overview

- The purpose of National Policy Statements is to provide policy direction on how specific resource issues covered by the Resource Management Act (RMA) are to be managed. The proposed National Policy Statement for Highly Productive Land (NPS - HPL) seeks to improve how “highly productive land” (HPL) is managed under the RMA by Regional and District Councils. In particular, to ensure the primary production potential of such land is protected for primary production compared to other potential uses, particularly urban growth and rural lifestyle development.
- The draft NPS - HPL contains limited clear direction, partly because fundamental issues on what it is trying to achieve, its scope and appropriate direction are yet to be resolved. This is reflected in the questions asked in the discussion document, which include whether the focus of the NPS should be on versatile soils (Class 1-3 soils identified under the Land Use Capability classification system) or more broadly on “highly productive land”. The latter term is poorly defined and potentially includes any land that has potential for any type of primary production.
- The direction that is clear is largely limited to the starting point that land with versatile soils Class 1-3 will initially be immediately protected until a review by regional councils. But the uncertainty, internal inconsistency, and lack of direction that is in the rest of the draft NPS raises questions as to its value. It has the potential to involve Councils and communities in significant planning assessment work in a more complicated and less certain statutory environment, with increased legal debate, compared to dealing with the issues under the RMA without any NPS. However, a modified NPS that is more appropriately focused has the potential to provide more useful direction, provide greater certainty and reduce potential litigation.
- The discussion document indicates that the intent of the NPS is to ensure that the economic argument that HPL is worth more if used for urban development, does not prevail over the irreversible loss of its primary production potential. It also indicates an intention that urban development should be consistent with future development strategies under the NPS – Urban Development. However, none of the objectives or policies include clear policy direction to this effect. Rather the existing direction requires a balancing of the benefits and costs of the options for the future use of HPL.

Submissions

- a. The concept of a NPS for Highly Productive Land is supported. However, the NPS needs to be amended to be more appropriately focused, provide more useful direction, and provide greater certainty.

ii. The purpose of the NPS and the land that should be protected

- The NPS seeks to improve the weight given to, and the protection of, HPL in regional RMA documents, district plans and resource consent applications. In particular it seeks to avoid the use of such land for urban development (except possibly when there is no other more appropriate alternative), avoid using such land for rural lifestyle activities,

and ensure new sensitive activities do not pose reverse sensitivity risks for the use of such land for primary production. However, the NPs is not certain or clear what "highly productive land" is, due to the definition and Policy 1 that it relies on.

- The protection directed by the NPS is initially just Class 1-3 soils, but it is proposed that regional councils will have 3 years to review the land identified as HPL. This may include removing land with Class 1-3 soils if their productive potential is constrained after consideration of listed factors, e.g. lack of water for irrigation. That review will also enable land with other less versatile classifications to be identified as HPL having considered the listed factors.
- However, the listed factors are just issues for consideration. They contain no criteria or measures, or specific direction, as to when land should, or should not, be identified as NPL. In essence, any land that has any potential for any form of primary production potentially should or could be identified as HPL. Councils and their communities will in effect have to go through the full normal RMA assessment and statutory processes, without any clear direction from the NPS, to resolve which land should be identified as highly productive land.
- If anything, the uncertainty and internal inconsistency in the current form of the NPS is likely to make the assessment and identification of HPL more convoluted and difficult, with greater potential for legal debate, than if the NPS did not exist. It is also likely to result in variations in approach across the country, rather than a nationally consistent approach. These difficulties are particularly likely to arise considering the significant restrictions proposed to be imposed on the use of HPL and the consequences of that for landowners and the wider community.
- Some land with primary production potential would not seem to justify the level of protection proposed by the NPS. For example, land which only has primary production potential for factory farming, hydroponics, or other primary production that does not rely on the production potential of the soil. Probably also where the land has limited primary production potential, such as that only suitable for sheep grazing or plantation forestry.
- The protection proposed in the NPS should focus on land that can be used for a wide range of primary production and particularly on land that has the scarce versatile soils. That would best maintain the future ability of NZ to produce a wide range of food and other forms of primary production. There is also a relatively good degree of certainty as to which land is to be protected.
- In terms of the factors in the draft NPS that can be considered when deciding whether land should be identified as HPL, this is currently limited to those listed. However, there are other factors that may influence the primary production potential of land or whether it is appropriate to protect it for primary production. For example, whether the land is at potential risk from natural hazards, where there is potential for reverse sensitivity effects arising from existing sensitive activities in the area, and where the land has significant landscape or indigenous fauna values.

Submissions

- a. The focus of the NPS and the protection it affords, should be focused on the protection of land with highly versatile soils suitable for a wide range of primary production activities (LUC 1-3), and the protection of that production potential. However, it should include, as proposed, the ability for Councils to exclude such land where other factors significantly detract from that potential of the soils. This would clearly define the land that must be considered for protection. Other land that is valued for its potential primary production purposes, such as viticulture, could still be protected through normal RMA plan preparation processes and s.32 assessment. Importantly, it would remove the implication that all land that has some capability for primary production is to be potentially covered by the NPS obligations and restrictions.
- b. The factors listed in Appendix A of Policy 1 for determining whether land should be identified as HPL should not exclude any other relevant matters. The list should specifically include potential risk to primary production from natural hazards, potential for reverse sensitivity arising from existing activities in the area, and significant landscape or ecological values.
- iii. **Use of highly productive land for urban development and inconsistency between the NPS - HPL and the NPS - UD**
- Draft Objective 3 seeks that the subdivision of HPL be avoided. However, Policy 3 only requires avoidance of the use of HPL for urban development where there is no more appropriate alternative to provide for any shortfall in urban development capacity. The direction in the policy is appropriate and the objectives should be amended to reflect that. This is particularly important in Greater Christchurch where there are few options for providing for greenfield development, in accordance with the NPS - Urban Development, without using highly productive land.
 - Draft Objective 3 also seeks to avoid urban development on highly productive land that has not been subject to "a strategic planning process". The objectives should clarify the reference to "a strategic planning process" by amending it to where the urban development of the land is not in accordance with the Future Development Strategy produced in accordance with the National Policy Statement – Urban Development (NPS – UD).
 - It is noted that the draft NPS - UD proposes to require that plan changes that enable urban development must be permitted to provide for that urban development, irrespective of whether it is on highly productive land and even if it is not in accordance with the Future Development Strategy produced in accordance with the National Policy Statement – Urban Development. It will be important that the NPS - HPL and NPS - UD are consistent in both respects and avoid urban development of HPL where there is a more appropriate alternative and where not in accordance with a Future Development Strategy.
 - The definition of highly productive land excludes urban areas or areas identified as a future urban zone in a district plan or proposed district plan". This raises two issues. At the time this NPS comes in to effect, any Future Development Strategy that has already been produced would need to be reviewed in accordance with the NPS – HPS, if it included HPL land for urban development that had not yet also been included in the district plan or a proposed plan. This would be necessary even if that strategy and the

particular future urban land had been incorporated into the RPS in accordance with the NPS – UD. It would be more appropriate to also exclude highly productive land that has already been identified for future urban use in a future development strategy produced under the NPS – UD.

- Secondly, it is unclear whether the term "identified as a future urban zone in a district plan" means only where land has been zoned "Future Urban Zone", or where land is identified in some other way in the district plan as a future urban area that has not been zoned, and/or land not currently used for urban activities but has a zoning with another name that will allow urban activities. The latter would seem to be appropriate. Note that if the intention was to be consistent with the National Planning Standards 2019, which specifies a "future urban zone", such zone names do not need to be included in district plans for at least 5 years – 7 years in the case of Christchurch City and a number of other Councils.
- It is proposed that regional councils only have to implement draft Policies 1.1 and 2. However, in Canterbury and other regions of NZ, Regional Policy Statements also contain provisions relating to the matters covered in the remaining draft policies, particularly as part of their urban growth strategy. For example, they identify future urban growth areas and include provisions relating to land fragmentation, including provisions relating to rural lifestyle development. It would be more appropriate to require regional councils to implement all relevant aspects of the NPS.

Submissions

- a. Amend the objectives to require avoidance of the use of HPL for urban development only where there is no more appropriate alternative and is in accord with any Future Development Strategy. The latter amendment should also be included to Policy 3. Similar amendments should be made to the NPS – UD.
- b. Amend the definition of "highly productive land" to also exclude highly productive land that has already been identified for future urban use in a future development strategy produced under the NPS – UD. Also amend the definition so the term "identified as a future urban zone in a district plan" is replaced with "zoned to provide for urban activities".
- c. Require regional councils to implement all relevant objectives and policies of the NPS.

iv. Protection from some forms of primary production

- Draft Policy 2 seeks to protect the availability and productive capacity of highly productive land for primary production and protect it from inappropriate use. It is not clear whether it is the intention to also limit the use of highly productive land from forms of primary production that can reduce availability, at least for long periods, for those forms of primary production that more particularly require the higher quality soils and other attributes of the land. Examples of forms of primary production that may lock up the productive potential of the land include forestry, factory farming and other primary production that does not rely on the soil, particularly where buildings have concrete floors. It would seem to be appropriate to limit such forms of primary production to maintain the availability of the productive capacity of the land, as indicated in the policy.

- This may be what was intended by sub-clause b. of the policy which seeks "greater protection of highly productive land that make a greater contribution to the economy". The intent of that wording is far from clear on a number of counts, but it seems to be referring to land that can sustain more valuable forms of primary production. Certainly the reference at the start of the policy to protecting productive capacity (defined as the qualities of the land to "generate the most economic output") seem to support a differentiation between different forms of primary production.
- If it is the intention to limit such forms of primary production, this needs to be much more explicit and direction should be given as to the forms of primary production that should be restricted. Otherwise Councils and communities will face a significant task in identifying the form of primary production that generates "the most economic output" or "make the greater contribution to the economy" for each area of land, and in trying to justify which forms of primary production should be restricted, taking into account all the attributes of the land that may affect its productive potential. At the very least the two terms just mentioned, that refer to economic output or contribution, need significant clarification as their meaning.
- The direction in sub-class b. to consider greater protection for areas of HPL that "make the greater contribution to the economy" suggests that the greatest focus should be on land that has the potential to be used for those forms of primary production that generate the greatest economic return. However, as indicated earlier, it would be more appropriate to give priority to the protection of land with the greatest potential to maintain the future ability of NZ to produce a wide range of food and other forms of primary production. That may not necessarily include suitability for the particular form of primary production that currently makes the greatest contribution to the economy.

Submissions

- a. At the very least clarify the meaning of the terms "the most economic output" and "make the greater contribution to the economy".
- b. If the focus of the NPS is amended to protect land with the most versatile soils, as sought earlier in this submission, sub-class b. should be deleted.
- c. Provide explicit direction as to the forms or characteristics of primary production that should be restricted to maintain the availability of the productive capacity of the land.

v. Subdivision and rural lifestyle development

- Draft Policy 4 seeks to avoid the fragmentation of highly productive land and maintain productive capacity by imposing minimum lot sizes, including incentives and restrictions on subdivisions in district plans to help retain and increase the productive capacity, and avoid rural lifestyle development on such land. It seems almost inevitable that subdivision will reduce the productive potential of land, at least for those primary production activities that require larger areas of land to be economically viable. So the direction to provide for subdivision through the specification minimum lot sizes contradicts the direction to avoid fragmentation.

- The discussion document recognises that incentives and restrictions, other than minimum lot sizes, may not be appropriate in all circumstances. As such these should not be mandatory.

Submissions

- a. If no loss of primary production potential is acceptable, the policy direction should be to avoid any subdivision and not have minimum lot sizes. If that is not the intention, it will be necessary to clarify what reduction in primary production potential is acceptable.
- b. Amend Policy 4 so that other restrictions or incentives are not mandatory.

vi. **Reverse sensitivity**

- The Council supports the protection of highly productive land from the reverse sensitivity effects that may arise if new sensitive activities create pressure to limit rural activities from making use of the productive potential of such land. This includes the use of buffers, with clear direction that the obligation to provide the buffer applies to the proposal for new sensitive activities.
- Draft Policy 5 is internally inconsistent and inconsistent with other objectives and policies, in that in some cases it allows reverse sensitivity effects on primary production activities to only be mitigated, while other directions suggest they should be avoided.
- Providing the option of mitigating reverse sensitivity effects provides virtually no policy direction, as just a very slightly reduction in reverse sensitivity effects would be sufficient to meet such a policy.

Submissions

- a. Clarify in Policy 5 the reverse sensitivity effects that must be avoided and the degree to which other reverse sensitivity effects must be reduced.

vii. **Separate policy direction for private plan changes and resource consent applications**

- Draft Policies 6 and 7 contain specific policy direction as what matters must be had regard to when making decisions on private plan changes and resource consent applications. This is proposed to ensure that HPL is protected immediately from such applications immediately, rather than only when the regional policy statements and district plans have been amended to reflect the NPS. This is not necessary as the RMA already requires that any decision on such applications must have regard to, or give effect to, any relevant NPS.
- In addition, these policies cover some of the same issues as covered in the earlier objectives and policies of the NPS, but with slightly different wording in some cases. The earlier objectives and policies in the NPS should apply equally to private plan change and resource consent applications, where relevant. There is no clear basis for the issues covered in the earlier objectives and policies to apply differently to such applications. Providing differently worded policy direction for such applications, even where the wording varies only slightly, has the potential to result in confusion and uncertainty and leave the provisions open to the suggestion that different outcomes are intended.

- They do not add any useful additional direction that would not already be apparent from the earlier objectives and policies. The discussion document states that the intent of these policies is to ensure that the economic argument that HPL is worth more if used for urban activities, does not prevail over the irreversible loss of its primary production potential. However, neither these policies, nor the earlier objectives and policies, include clear policy direction to this effect. Rather the existing direction requires a balancing of the benefits and costs of the options for the future use of HPL. They also do not contain, as is indicated as being the intention, clear policy direction that has the effect of requiring that such applications must be aligned with future development strategies under the NPS – UD.

Submissions

- a. Delete Policies 6 and 7 and amend all objectives and other policies to ensure they apply equally to resource consent applications and requests for plan changes where relevant.

viii. Other amendments

- Draft Policy 1 requires both Regional Councils and District Councils to identify HPL. There is no point in district plans showing HPL. The NPS requires the regional council to identify the HPL and the regional council will set the regional policy direction for how it must be managed in the district plans. The RMA already requires that the zoning and provisions of the district plans give effect to such regional policy direction. This is the normal approach for resource management issues that are of relevance to both regional and district councils, e.g. the identification of future urban development areas. The second sentence of the definition of “highly productive land” should also be amended to reflect this.
- Other detailed amendments are included in the attached copy of the objectives and policies that are particularly intended to clarify and simplify the direction in the NPS, in addition to amendments that incorporate the submissions above where that could be readily achieved within the draft provisions. Comments are included to explain the reasons for these where not obvious.

Submissions

- a. Delete the requirement in Policy 1 for district plans to identify HPL and amend the second sentence of definition of “highly productive land” to read “Where highly productive land has not been identified in accordance with Policy 1 ...”.
- b. The amendments in the attached version of the objectives and policies should be included in the NPS, or amendments with similar effect.

Appendix 1: NPS Highly Productive Soils draft objectives and policies – submission amendments and comments

Table 2: Proposed wording for NPS

<p>Objective 1: Recognising the benefits of highly productive land</p> <p>To recognise and provide for the value and long-term benefits of using highly productive land for primary production.</p> <p>Objective 2: Maintaining the availability primary production potential of highly productive land</p> <p>To maintain the availability primary production potential of highly productive land for primary production for future generations, except where necessary to provide for urban development where no more appropriate option exists or it is in accordance with any Future Development Strategy produced in accordance with the National Policy Statement – Urban Development.</p> <p>Objective 3: Protecting from inappropriate subdivision, use and development</p> <p>To protect highly productive land from inappropriate subdivision, use and development, including by:</p> <ul style="list-style-type: none"> • avoiding subdivision and land fragmentation that compromises the use of highly productive land for primary production; • avoiding uncoordinated urban expansion on highly productive land that has not been subject to a strategic planning process; and • avoiding and mitigating reverse sensitivity effects from sensitive and incompatible activities within and adjacent to highly productive land. 	<p>Commented [EP1]: This objective is unnecessary as it is implicit in Objective 2. It is not an RMA objective in the sense of identifying the intended environmental outcome. That is covered in Objective 2.</p> <p>Commented [EP2]: This is unnecessary as Objective 2 requires the protection of the value.</p> <p>Commented [EP3]: The addition of this exception to the objective is necessary to allow for the policy direction contained in Policy 3.</p> <p>Commented [EP4]: It is not clear what “uncoordinated means”. Does this mean well integrated into the surrounding are, in accord with any Future Development Strategy, or something else?</p> <p>Commented [EP5]: Objective 3 is unnecessary and confusing. It is a set of policies addressing how the objective of maintaining primary production potential of highly productive land is to be maintained. But these matters are covered by the specific policies that follow and are covered more fully. For example, it is clear from Policy 3, that subdivision of highly productive land does not always have to be avoided, as it provides for urban development in certain circumstances.</p> <p>Commented [EP6]: These are not criteria, but just a list of considerations, as there is no indication of what must be achieved in respect of each of the considerations. As per the main CCC submission, much clearer direction should be included as to what is highly productive land and what forms of primary production are relevant and justify the NPS obligations and restrictions on urban development, etc.</p> <p>Commented [EP7]: District Plans should not have to identify highly productive land. The RMA already requires that they give effect to the contents of RPSs. Any RPS provisions, including the identification of highly productive land and the regional policy direction applying to such land to reflect this NPL would be reflected in the zoning and provisions of the district plan. In the same way future U ... [1]</p> <p>Commented [EP8]: This Appendix does not list criteria as they contain no measurable criteria or specific directions that enable it to be determined whether any piece of land should or should not be identified as highly productive ... [2]</p> <p>Commented [EP9]: Appendix A expands the requirements of Policy 1 by specifying how highly productive land is to be identified – it is part of Policy 1.</p> <p>Commented [EP10]: The list that follows are not criteria as they contain no measurable criteria or specific directions that enable it to be determined whether they apply to any piece of land. Rather they are a list of considerations.</p> <p>Commented [EP11]: No longer required with the preceding amendments</p> <p>Commented [EP12]: “Crop” could include forestry and less valuable primary production, which would not be appropriate.</p> <p>Commented [EP13]: The matters that may be relevant could include matters not included in this list and will vary from location to location, so this should not be an exclusive list of what may be considered.</p>
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Proposed Policy 1: Identification of highly productive land

1.1 Regional councils must identify areas of highly productive land using the criteria set out in Appendix A and:

- map each area of highly productive land; and
- amend their regional policy statements to identify areas of highly productive land within the region.

1.2 Territorial authorities must amend their district plans to identify highly productive land identified by the relevant regional council under policy 1.1.

Appendix A: Criteria to identify highly productive land

In accordance with Policy 1, regional councils must use the following criteria to assess and Land shall be identify-identified areas of as highly productive land if classified as Land Use Capability Classes 1, 2 and 3 by the New Zealand Land Resource Inventory, unless there are factors of such significance to make such identification inappropriate, including those relating to:

- a. the capability and versatility of the land to support primary production based on the Land Use Capability classification system;
- b. the suitability of the climate for limitations on primary production capacity of the land, particularly for crop food production; and
- c. limitations on primary production capacity arising from the size and cohesiveness of the area of land to support primary production.

When identifying areas of highly productive land, local authorities may also consider the following factors:

- a. limitations on primary production capacity due to the current or potential availability of water for irrigation – see question below;
- b. limitations on primary production capacity due to insufficient access to transport routes;
- c. limitations on primary production capacity due to insufficient access to appropriate labour markets;

d. ~~limitations on primary production capacity due to insufficient access to~~ supporting rural processing facilities and infrastructure;
e. ~~the current land cover and use and the~~ environmental, economic, social, and cultural ~~benefits values of it the land, including landscape and indigenous biodiversity provides; and~~
f. ~~water quality issues or constraints that may limit the use of the land for primary production~~
g. ~~the potential for reverse sensitivity arising from existing activities in the area; and~~
h. ~~risks to primary production from natural hazards.~~

Highly productive land ~~shall~~ excludes:
a. urban areas; ~~and~~
b. areas that have been identified as future urban zones in district plans, ~~and~~
c. ~~areas identified in an future development strategy produced in accordance with the NPS – Urban Development.~~

Proposed Policy 2: Maintaining highly productive land for primary production

~~Local authorities must maintain~~ Maintain the availability and productive capacity* of highly productive land for primary production ~~by making changes to their regional policy statements and district plans to:~~

a. ~~prioritise the use of highly productive land for primary production~~
b. ~~consider giving greater protection to areas of highly productive land that make a greater contribution to the economy and community;~~
c. ~~identify inappropriate subdivision, use and development of highly productive land; and~~
d. protect highly productive land from ~~the identified~~ inappropriate subdivision, use and development.

*Note the draft definition for productive capacity is: “means, in relation to highly productive land, the physical qualities of the land to support primary production and generate the ~~most economic output~~. This includes consideration of physical constraints on use of land for primary production (e.g. lot size, presence of structures and buildings) but does not include consideration of wider soil quality issues”.

Proposed Policy 3: New urban development and growth on highly productive land

~~Urban~~ Avoid urban ~~expansion development must not be located~~ on highly productive land unless:

a. ~~it is in accordance with any Future Development Strategy produced in accordance with the National Policy Statement – Urban Development; or~~

b. there is a shortage of development capacity to meet demand (in accordance with the NPS-UDC methodologies and definitions); and it is demonstrated that this is the most appropriate option based on a consideration of:

- ~~a cost-benefit analysis that explicitly considers the long-term costs associated with the irreversible loss of highly productive land for primary production;~~
- whether the ~~costs and~~ benefits (environmental, economic, social and cultural) ~~from of~~ allowing urban ~~expansion development~~ on highly productive land outweigh ~~the~~ ~~benefits~~ those of the continued use of that land for primary production; and
- ~~the feasibility of in comparison with~~ alternative locations and options to provide for the required demand, including intensification of existing urban areas.

Commented [EP14]: These values should not just be limited to the existing cover and use of the land, but should include existing fauna and landscape values.

Commented [EP15]: Not needed as already covered above.

Commented [EP16]: This is unnecessary and the policy direction should apply to everyone, including applicants for resource consents and private plan changes.

Commented [EP17]: It is not clear if this means we need to protect the land from primary production activities that may reduce the availability for other primary production with higher economic outputs? If so, this needs to be made more explicit and there should be much more direction in the policy as to what forms of primary production should be restricted.

Commented [EP18]: This is unnecessary and the policy direction should apply to everyone, including applicants for resource consents and private plan changes.

Commented [EP19]: Unnecessary, repeats what is required by the preceding lines of the policy.

Commented [EP20]: It is not clear if this is intended to lead to restrictions on the use of the land for less valuable forms of primary production, and/or primary production activities that may reduce the availability of the land/soils for other primary production? If so, this should be made more explicit. There should be much more direction in the policy as to what forms of primary production should be restricted.

Land does not make a contribution to the economy, rather it is the use of land that does.

The term “greater contribution to the economy” needs clarification – is it greatest profits, does it include the amount of employment it generates, or is what is really sought simply greater protection for land that has the potential for the greatest range of primary production activities, i.e the most versatile land?

Commented [EP21]: Not needed, see next sub-clause which, even as amended, inherently requires identification of inappropriate subdivision, etc. in order to protect highly productive land.

Commented [EP22]: It is not clear what this means. Is it the form of primary production that generates the greatest profit, the greatest contribution to the NZ economy giv ... [3]

Commented [EP23]: Should apply to all urban development, irrespective of whether it is an expansion of an existing urban area or an isolated site within a rural area.

Commented [EP24]: Unnecessary as it repeats the requirements of the following bullet point

Commented [EP25]: It is possible for many alternative locations to be feasible, but the critical issue would seem to be whether any of them are more appropriate than the use of highly productive land.

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Proposed Policy 4: Rural subdivision and fragmentation

~~Territorial authorities must amend their district plans to manage rural subdivision to avoid subdivision and fragmentation and maintain that reduces~~ the productive capacity of highly productive land, including by:

- ~~setting minimum lot size standards in the district plan~~ for subdivision located on highly productive land to retain the productive capacity of that land;
- ~~incentives and restrictions on subdivisions to help retain and increase the productive capacity of highly productive land;~~ and
- ~~directing providing for~~ new rural lifestyle development ~~away from only on sites that do not contain areas of~~ highly productive land.

Commented [EP26]: The policy should apply not just to the contents of district plans, but also to applications for resource consents and private plan changes.

Commented [EP27]: It seems almost inevitable that any subdivision will reduce production potential to at least some degree.

Commented [EP28]: This policy requires district plans to include incentives and restrictions, presumably in addition to the requirement to set minimum lot sizes. However, the discussion document recognises that such tools may not be appropriate in all circumstances. As such these should not be mandatory.

Proposed Policy 5: Reverse sensitivity

~~Territorial authorities must~~ recognise the potential for sensitive and incompatible activities within and adjacent to areas of highly productive land to result in reverse sensitivity effects and amend their district plans to:

- identify the typical activities and effects associated with primary production activities on highly productive land that should be anticipated and tolerated in rural areas;
- restrict new sensitive and potentially incompatible activities on highly productive land to ensure these do not compromise the efficient operation of primary production activities;
- establish methods to avoid or mitigate reverse sensitivity effects including through setbacks and the design of developments; and
- establish methods to avoid or mitigate reverse sensitivity effects at the interface between areas of highly productive land and adjacent residential and rural lifestyle zones.

Commented [EP29]: The policy should apply not just to the contents of district plans, but also to applications for resource consents and private plan changes.

Proposed Policy 6: Consideration of requests for plan changes

~~When considering a request for a private plan change for urban expansion on highly productive land, or to rezone an area of highly productive land to rural lifestyle use, local authorities must have regard to:~~

- ~~The alignment of the request with relevant local authority statutory and non-statutory plans and policies relating to urban growth and highly productive land;~~
- ~~The benefits (environmental, economic, social and cultural) from the proposed use of land compared to benefits from the continued use of that land for primary production; and~~
- ~~Whether there are alternative options for the proposed use on land that has less value for primary production.~~

Commented [EP30]: Including the option in these sub-clauses to only mitigate reverse sensitivity effects, rather than avoid, is inconsistent with the direction in sub-clause b. (which is effectively to avoid such effects) and with the objectives and Policy 2 to "maintain" productive capacity. This inconsistency needs to be clarified.

Providing the option of mitigating reverse sensitivity effects provides virtually no policy direction, as just very slightly reducing reverse sensitivity effects would be sufficient to meet such a policy.

Proposed Policy 7: Consideration of resource consent applications for subdivision and urban expansion on highly productive land

~~When considering an application for subdivision or urban expansion on highly productive land, consent authorities must have regard to:~~

- ~~The alignment of the application with relevant local authority statutory and non-statutory plans and policies relating to urban growth and highly productive land;~~
- ~~The extent to which the subdivision or development will impact on the existing and future use of the land for primary production;~~
- ~~The practical and functional need for the subdivision or urban expansion to occur at that location;~~

d. The potential for reverse sensitivity effects and proposed methods to avoid or mitigate potential adverse effects on, and conflicts with, lawfully established activities; and
e. The benefits (environmental, economic, social and cultural) from the proposed activity compared to the long term benefits that would occur from the continued or potential use of the land for primary production;

Resource consent applications must include a site specific Land Use Capability Assessment prepared by a suitably qualified expert.

Commented [EP31]: These policies are unnecessary for the NPS to have immediate effect, as decisions on resource consent applications and plan changes are required to consider any NPS. They also cover the same issues as covered in the earlier objectives and policies which should apply equally to private plan change and resource consent applications. There is no clear basis for the issues covered in the earlier objectives and policies to apply differently to such applications. Providing differently worded policy direction for such applications is likely to result in confusion and uncertainty and leave them open to the suggestion that different outcomes are intended.

Page 12: [1] Commented [EP7] Eman, Peter 26/08/2019 3:50:00 p.m.

District Plans should not have to identify highly productive land. The RMA already requires that they give effect to the contents of RPSs. Any RPS provisions, including the identification of highly productive land and the regional policy direction applying to such land to reflect this NPL would be reflected in the zoning and provisions of the district plan. In the same way future urban development areas are identified in an RPS are reflected in the zoning provisions of district plans. There is no point in district plans showing HPL, particularly as it is the regional council who will identify the HPL and set the regional policy direction for how it must be managed in the district plans.

Page 12: [2] Commented [EP8] Eman, Peter 29/08/2019 2:52:00 p.m.

This Appendix does not list criteria as they contain no measurable criteria or specific directions that enable it to be determined whether any piece of land should or should not be identified as highly productive soils. Rather they are a list of considerations. As such they provide very limited direction.

The amendments indicated provide more direction, in that the starting point for identifying highly productive land is land with Class 1 -3 soils. The list of factors that then follow are still just considerations. The NPS would be much more useful if they included measurable criteria or specific direction.

They should not, however, be an exclusive list of considerations as there may be other factors in particular cases that are not listed, but which warrant excluding land from being identified as highly productive soils.

Page 13: [3] Commented [EP22] Eman, Peter 26/08/2019 5:07:00 p.m.

It is not clear what this means. Is it the form of primary production that generates the greatest profit, the greatest contribution to the NZ economy giving consideration to all direct and indirect costs and benefits, or something else?

18. Cranford Regeneration Area: Infrastructure Funding

Reference: 19/1026928

Presenter(s): Ivan Thomson - Principal Adviser Planning
Gavin Thomas - Principal Adviser Economic Policy

1. Purpose of Report

- 1.1 To provide staff advice to the Council regarding options for the funding of stormwater and roading infrastructure within the Cranford Regeneration Plan “Grassmere Street” development area.

2. Executive Summary

- 2.1 The Council asked staff to ‘investigate the options available to the Council to assist with enabling the Grassmere Street residential development to progress, including more detail around the Development Contributions, development infrastructure and risks to the Council, and report back within three months to the appropriate committee with recommendations’.
- 2.2 The request followed submissions made by the affected land owners through the consultation process for the draft Annual Plan 2019-20. The land owners have asked for Council funding to assist with progressing development in accordance with the East Papanui Outline Development Plan (ODP). The ODP is appended as **Attachment A**.
- 2.3 The Cranford Regeneration Plan placed responsibility (and therefore funding) for development with the land owners. Preparation of consent documents and associated supporting research by land owners necessary to initiate the development process have not progressed since the Council initiated District Plan changes (approved via the Regeneration Plan). This is primarily due to the inability of the land owners to raise the up-front capital needed to fund on-site stormwater mitigation facilities and the collector road required. The land owners also don’t wish to fund a Geo-hydrological management plan, a prerequisite to obtaining consent to subdivide, without certainty over infrastructure provision.
- 2.4 If the Council is of a mind to assist with providing the required infrastructure, staff believe there are two options that would enable the Council to best manage costs and risks: an Infrastructure Development Agreement (IDA), under which the Council and all land owners would formally agree that the Council would provide the infrastructure and recover the costs from land owners/ developers, or; the Council providing the infrastructure and using a targeted development contributions charge to recover the costs.
- 2.5 Both approaches would see the Council provide the infrastructure with land owners paying their share of the costs when subdividing the land for development. This would ensure all infrastructure costs are eventually borne by the land owners (as determined in the Regeneration Plan), while expediting development. The up-front cost to the Council of this option has been estimated at around \$5.7 million for the stormwater mitigation works plus around \$2.5 million for the developer’s share of the cost of the collector road.
- 2.6 The other option for the Council to provide the up-front infrastructure is for the recovery of costs through a targeted rate levied on the development area. This option is considered to be less attractive in terms of cost to implement and management of risk.
- 2.7 To give the land owners the confidence to proceed with commissioning the Geo-hydrological Management Plan the Council and land owners could sign a Memorandum of Understanding

that documents the intention to enter into the IDA following both parties being satisfied the Geo-hydrological Management Plan shows development is feasible.

- 2.8 The staff recommendation is for the Council to remain consistent with its previous decision, included in the Regeneration Plan, for land owners/ developers to fund all the on-site infrastructure costs. This eliminates financial risk for the Council but potentially means having to wait for development to occur when the land owners are able to progress collectively together.
- 2.9 If the Council does not agree with the staff recommendation to maintain the status quo, and instead want to pursue intervention and upfront funding options, staff will need to carry out more work on which of an IDA or development contribution catchment approach would be the better option. If this is sought we will do this work and report back early in the new term of Council.

3. Staff Recommendations

That the Council:

1. Maintains its approach to infrastructure provision, as detailed in the Cranford Regeneration Plan, that all on-site infrastructure be provided and funded by the developers.
2. Maintains, as detailed in the Cranford Regeneration Plan, that responsibility for development feasibility (including a geo-hydrological management plan) is with the land owners/developers.

4. Context/Background

Issues and Opportunities

- 4.1 The Cranford Regeneration Plan (the Plan) was approved by the Hon Gerry Brownlee in August 2017, acting on behalf of the Minister Supporting Greater Christchurch Regeneration. The Plan amended both the Canterbury Regional Policy Statement and the Christchurch District Plan to enable and expedite residential development adjacent to the Cranford Basin designated stormwater facility.
- 4.2 The amendments to the District Plan included an Outline Development Plan (ODP) and a comprehensive rules package that, among other things, sought to avoid adverse environmental effects on natural groundwater and surface water quality, mitigate or avoid potential flood and geotechnical hazards, and manage the effects of additional traffic on the surrounding road network. The Plan amended Planning Map A in the Canterbury Regional Policy Statement to create a new Greenfields Priority Area for the proposed development.
- 4.3 The Plan was approved under the Greater Christchurch Regeneration Act (GCRA). This Act, other than two minor clauses, will be repealed on the close of 30 June 2021 pursuant to Section 151 (1) of the Act. Until that time decisions made under the Resource Management Act, Long Term Plan and Annual Plans cannot be inconsistent with the Plan. A legal assessment covering this matter is contained in Section 7 of this Report.
- 4.4 The ODP identifies two development areas: the 'Grassmere Block' (33ha /420 houses approx.) and the 'Crozier's Road' Block (4.7 ha / 50-60 houses approx.). This report deals only with the Grassmere Block. (See **Attachment B**). Unlike the Crozier's Road Block (two landowners) the Grassmere Block has fragmented landownership (nine landowners) and has widely variable ground and subsurface conditions. It is characterised by peaty soils which contain many

springs over some parts of the development site, and watercourses that are largely groundwater fed.

- 4.5 The ODP provides for around 105 houses able to be developed on land currently occupied by the Top 10 Holiday Park. Although there are no expressed plans to develop the land for housing in the foreseeable future, there were advantages with including it in the ODP to show how the long term development framework would work, particularly from a transport perspective. If and when that land is developed the Council's expectation is that the land will integrate the stormwater and roading requirements into the rest of the regeneration area and costs would be recovered at that time.
- 4.6 As is frequently the case, the land owners face costs prior to lodging consent applications to develop the land, particularly the requirement to prepare a Geo-hydrological Management Plan, and the construction of at least some of the stormwater mitigation facilities. The Plan also requires the provision of a collector road once the development exceeds 99 household units.
- 4.7 The stormwater mitigation requirements include construction of a first flush basin area, detention basin and wetland area, along with additional land for buffers, access and landscaping. In total close to 8 hectares of land is required. The total cost for land and works required is estimated to be \$5.7 million.
- 4.8 The Plan requires that a through road connecting Grassmere and Cranford Street must be built once the development exceeds 99 dwellings. The construction of a minimum standard 7 metre carriageway (without utilities) between Grassmere and Cranford Street is needed to minimize effects on the local network. The cost of the developer's share of construction is estimated to be \$2.5 million (excluding land cost). The Council would fund the additional 4 metre pavement width of the collector road to serve the wider community.
- 4.9 The Transport Asset Planning Team has budgeted \$3.4 million in the LTP over the years 2023/24/25 for the installation of traffic signals that provide access to the site from Cranford Street but has not budgeted for the developer's share of construction of the collector road between Grassmere and Cranford Street.
- 4.10 There has been ongoing discussions between Council staff and some land owners regarding the costs of meeting the requirements of the District Plan, coordinating infrastructure provision, and financing. Several of the land owners want to proceed with the development but providing stormwater mitigation is proving particularly difficult because:
 - One of the landowners, on whose land the stormwater basins and part of the Collector Road would be located, appears to not want to enter into any agreements at the present time, preventing the land being used for those purposes; and therefore:
 - The other landowners are not prepared to outlay the cost of preparing the Geo - hydrological Management Plan because of the lack of certainty surrounding the provision of this critical infrastructure.
- 4.11 A possible solution suggested by the land owners through their submissions to the Council is to locate the stormwater mitigation facilities on Council-owned land in the Cranford Basin. However, this is an existing flood ponding area which must be protected, and is designated for future management of stormwater for the wider catchment. The land owners also proposed that the Council build the required facilities and finance this through development contributions, or possibly a targeted rate.
- 4.12 While these approaches are commonly used by councils to facilitate development, the Cranford Regeneration Plan (Clause 6.2) states that infrastructure within the area covered by the Plan will be privately funded. Consequently the Council has not budgeted for land purchase or the up-front infrastructure provision in its Long Term Plan 2018-28 (LTP).

Infrastructure Development Agreement

- 4.13 One way the Council and land owners can work together to expedite future development is to jointly enter into an Infrastructure Development Agreement (IDA). Normally the Council enters into an IDA in a situation where the developer is to provide infrastructure requested by the Council which is not required under the conditions of consent or other Council requirements.
- 4.14 However, in this case an IDA would see the Council purchase the land required for the stormwater and roading infrastructure and provide the up-front infrastructure required, with the land owners agreeing to repay the Council for costs incurred at an agreed time.

Development Contributions

- 4.15 The Local Government Act 2002 (LGA) provides for councils to recover the capital cost of providing infrastructure that specifically services the requirements of growth development. The Council's Development Contributions Policy details its approach to levying development contributions. Development within the ODP area would be subject to paying development contributions on the same basis as any similar development in the Christchurch district.
- 4.16 In this case, where the costs of providing stormwater and roading assets would normally be funded by the developer, the Council's up-front investment could be recovered through targeted development contributions. This would require creating overlay catchments for the Stormwater and Road Network activities and allocating the cost of providing the infrastructure through additional development contribution charges specific to the ODP area.
- 4.17 This would require the cost of providing the assets to be budgeted in the LTP and listed in the schedule of assets in the Development Contributions Policy. This may be outside the Plan requirement for no Council investment for the Regeneration Plan to be included in the LTP.
- 4.18 Using this approach would need to be provided for in the Council's Development Contributions Policy which is currently under review. Staff have advised that adding the overlay catchments and charges is easily achieved as part of the Policy review but note that final inclusion in the Policy would be subject to the consultation process to be undertaken and obviously Council approval. Any 'decision' to use a development contributions catchment could only be 'in principle' - as the Council cannot predetermine the introduction of any new development contribution prior to consultation.
- 4.19 The use of development contributions in this way would be one way for the Council to proceed with purchasing land and providing infrastructure without the agreement of all current land owners (which would be required for the IDA approach).

Targeted Rate

- 4.20 The Local Government (Rating) Act 2002 (LGRA) provides for councils to levy a targeted rate on the basis of location and services provided (amongst others). This would enable the Council to purchase land and provide infrastructure and then recover the costs through a targeted rate over time. This approach would not require the agreement of all current land owners for the Council to proceed. The Council's Revenue and Financing Policy may need to be amended to provide for a specific targeted rate of this kind.

Summary

- 4.21 The Council is being asked to provide certainty to the land owners that critical infrastructure will be provided so that the Regeneration Plan can be given effect to. The costs to Council of providing the infrastructure required are not currently provided for in the LTP, (other than the collector road intersection with Cranford Street and the 4 metre additional width required to develop the collector road).

Strategic Alignment

- 4.22 The report supports the Activity: Strategic Planning and Policy Level of Service: 9.5.1.1 Guidance on where and how the city grows through the District Plan. While there are no stated statutory timeframes for implementing the Cranford Regeneration Plan, the use of the Greater Christchurch Regeneration Act to expedite the residential zoning suggests an expectation by the Minister that development will be started sooner rather than later.
- 4.23 The development area aligns well with the objectives and policies contained in Chapter 6 of the Canterbury Regional Policy Statement, and the Strategic Objectives in the Christchurch District Plan.

Decision Making Authority

- 4.24 The Council would need to agree to the capital expenditure to provide the up-front infrastructure through its Annual Plan or Long Term Plan.

Previous Decisions

- 4.25 The decision to prepare a Regeneration Plan originated from a resolution of the Council at its meeting on 21 June 2016, as part of its Annual Plan decisions. The Council requested the Chief Executive to report on the possible rezoning of land on the western side of Cranford Street from rural to residential.
- 4.26 On 27 July 2017 the Council approved the Draft Cranford Regeneration Plan for submission to Regenerate Christchurch to review under Section 36 of the Greater Christchurch Regeneration Act. Regenerate Christchurch subsequently forwarded the draft Plan to the Minister for approval. The Plan was approved by the Hon Gerry Brownlee in August 2017, acting on behalf of the Minister Supporting Greater Christchurch Regeneration.

Assessment of Significance and Engagement

- 4.27 The significance in relation to the Christchurch City Council's Significance and Engagement Policy has been assessed as being medium.
- 4.28 The level of significance was determined by the number of land owners affected and potential risks and cost to the Council.
- 4.29 No further specific community engagement is required regarding the decision to provide infrastructure.
- 4.30 Any capital cost of providing infrastructure will be included in the future Annual Plan and/ or Long Term Plan budgets and work programmes.

5. Options Analysis

Options Considered

- 5.1 The following reasonably practicable options were considered and are assessed in this report:
1. Status Quo – the Council leaves provision of all internal services to be funded by developers as per the Plan.
 2. The Council and all affected land owners agree to enter into an Infrastructure Development Agreement (IDA). Under an IDA the Council would acquire the land in the development area needed for the stormwater mitigation facilities and the collector road as identified in the ODP, construct the facilities and recover proportional costs from each developer at the time of subdivision.
 3. The Council would acquire the land in the development area needed for the stormwater mitigation facilities and the collector road as identified in the ODP, constructs the facilities

and recovers the costs through targeted development contribution charges at the time of subdivision. This option could only be 'in principle' - as the Council cannot predetermine the introduction of any new development contribution prior to consultation.

4. As for option 2 but the Council recovers its costs over time through a targeted rate on the developed residential lots. This option may require an amendment to the Council's Revenue and Financing Policy, including community consultation, before being implemented.

5.2 The following options were considered but ruled out:

5.2.1 Construct the stormwater facilities in the Designated Area (Cranford Basin).

- Reason: the principal function of the Cranford Basin is to protect the existing flood ponding area and enable retrofitting treatment for existing urban areas to meet water quality standards prior to release into the downstream receiving environment. Retrofitting is necessary to achieve overall improvements in water quality, but is primarily ratepayer funded (i.e. because it is not "growth" the Policy does not allow for Development Contributions to be collected). Using scarce storage capacity in the Basin to service new development is not an efficient use of that resource, and does not result in the overall improvement in water quality sought.

5.2.2 Catchment-wide development contribution. Acquire all the land needed in the development area for the stormwater mitigation facilities and collector road, construct the facilities and recover the money through catchment wide development contributions.

- Reason: Most of the development costs would be borne by other developments in the catchment, and not just the developers within the Plan area. This is contrary to what is anticipated in the Plan.

Options Descriptions

5.3 **Option 1 - Status Quo (Preferred Option)**

- 5.3.1 **Option Description** This is the current position of the Council as set out in the Plan. The Plan was prepared on the basis that the land owners would cooperate and form some kind of consortium to drive the development. Alternatively a developer would buy the properties and take over the project including infrastructure provision.

The Plan was prepared under the GCRA because at the time it was considered important to expedite the development of the area for regeneration purposes. The assessment upon which this decision was taken is still relevant, particularly in the context of 'Our Space' and the overriding objective of urban consolidation.

There are inefficiencies in the current situation in terms of not achieving the goals of the Plan, opportunity costs, and utilisation of strategic infrastructure. There could be, therefore, notwithstanding private benefits, a public interest argument for intervention.

Overall, this is clearly the least risk, least cost option for the Council and maintains consistency with decisions the Council made in proposing the Cranford Regeneration Plan.

5.4 **Option 2- Infrastructure Development Agreement (IDA)**

5.4.1 **Option Description:** The Council and all affected land owners agree to enter into an IDA. Under the agreement the Council would acquire the land in the development area needed for the stormwater mitigation facilities and the collector road as identified in the ODP, construct the facilities and recover proportional costs from each developer at the time of subdivision.

5.4.2 Prerequisites for the Council entering into an IDA would be:

- The landowners having a Geo-hydrological Management Plan prepared (at their cost) that shows development is feasible, and;
- All land owners agreeing to the terms of the IDA and being prepared to sign up to it.

5.4.3 To give the land owners the confidence to proceed with commissioning the Geo-hydrological Management Plan the Council and all land owners could sign a Memorandum of Understanding that documents the intention to enter into the IDA following both parties being satisfied the Geo-hydrological Management Plan shows development is feasible.

5.4.4 **Option Advantages**

- Provides the certainty needed to enable the landowners to start the process of preparing the information needed for consent to subdivide and develop the land.
- Relatively simple to administer.
- All of the costs for the stormwater mitigation facilities and collector road would be paid for by the land owners/ developers within the growth area.
- May be able to be funded using existing budget for this purpose and by reprioritising existing capital expenditure budgets to fund the currently unfunded portions. The \$3.4m allocated for the Cranford/collector signalled intersection can be reallocated for the road with the signals being pushed out to next AP/LTP, subject to Council approval, and then be recovered from land owners/ developers according to the provisions of the IDA.

5.4.5 **Option Disadvantages**

- Needs all current land owners to agree to enter into the IDA and to ultimately fund their share of the upfront infrastructure costs at the time of subdivision.
- The Council is taking the risk that development will proceed soon after the infrastructure is in place, enabling timely recovery of costs.
- If only some or none of the potential development proceeds the Council is left to fund the cost of infrastructure.

5.5 **Option 3 – Development Contributions - new targeted catchments.**

5.6 **Option Description:** The Council would acquire the land in the development area needed for the stormwater mitigation facilities and the collector road as identified in the ODP, construct the facilities and recover those costs through a development contribution charged on development within the ODP area.

This option requires the creation of new development contribution catchments for stormwater and road network that apply only to the development area and that overlay the existing catchments for these activities. This would mean development contributions would

be charged as normal under the existing catchments plus an additional development contribution charge to recover the Council's cost of providing the upfront infrastructure.

This option would require the capital expenditure to be budgeted in the Council's Annual Plan and/ or Long Term Plan and would require a change to the Council's development contributions policy to include the infrastructure in the schedule of growth assets and to create the new catchments.

Both the Annual Plan/ Long Term Plan and Development Contributions Policy changes would be subject to community consultation.

5.6.1 Option advantages

- Provides the certainty needed to enable the land owners to start the process of preparing the information needed for consent to subdivide and develop the land.
- Relatively simple to administer.
- All of the costs for the stormwater mitigation facilities and collector road would be paid for by the land owners/ developers within the growth area.
- Does not require agreement with all land owners.
- No additional rates for future households in the development area compared to a targeted rate.

5.6.2 Option disadvantages

- The Council is taking the risk that development will go ahead soon after the infrastructure is in place.
- Would require a change to the Development Contributions Policy which would be consulted on – some uncertainty regarding the eventual policy provision.
- Would require capital expenditure to be budgeted before the development contribution can be included.
- The Council is taking the risk that development will proceed soon after the infrastructure is in place, enabling timely recovery of costs.
- If only some or none of the potential development proceeds, the Council is left to fund the cost of infrastructure.

5.7 Option 4 – Targeted Rate

5.7.1 **Option Description:** The Council would acquire the land in the development area needed for the stormwater mitigation facilities and the collector road as identified in the ODP, construct the facilities and recover those costs through a targeted rate on properties in the Grassmere Block. The rate could be levied from the time of subdivision (preferred) or as residents move in.

5.7.2 The targeted rate would be set at a level and for a period necessary to recover the Council's cost of infrastructure. This could be over a period of say 10 years, 15 years or 20 years and the annual cost of the rate would depend on the costs incurred by the Council, the rating period and the number of households over which the rate would be set.

5.7.3 Option Advantages

- Provides the certainty needed to enable the land owners to start the process of preparing the information needed for consent to subdivide and develop the land.

- Relatively simple to administer once established.
- All of the costs for the stormwater mitigation facilities and collector road would be paid for by the eventual beneficiaries - residents within the growth area.
- Does not require agreement with all land owners.
- May be able to be funded using existing budget for this purpose and by reprioritising existing capital expenditure budgets to fund the currently unfunded portions. The \$3.4m allocated for the Cranford/collector signalled intersection can be reallocated for the road with the signals being pushed out to next AP/LTP, subject to Council approval, and then be recovered through the targeted rate.

5.7.4 Option Disadvantages

- The Council is taking the risk that development will go ahead soon after the infrastructure is in place.
- Would require capital expenditure to be budgeted before the targeted rate can be set.
- The additional annual rates cost will be explicitly borne by the homeowner over a long period which could be a disincentive for potential purchasers.
- The Council is taking the risk that development will proceed soon after the infrastructure is in place, enabling timely recovery of costs.
- If only some or none of the potential development proceeds the Council is left to fund the cost of infrastructure.

Analysis Criteria

- 5.8 Having particular regard to Council's request, the options outlined above have been assessed against four criteria:
- a) risk and cost for the Council;
 - b) fairness, including the beneficiary pays principle;
 - c) ease of administration and
 - d) enabling a focused and expedited regeneration process (GCRA Section 3(a) Purposes).
- Consideration has also been given to whether or not a particular decision would be inconsistent with Sections 60-63 of the Act.

Options Considerations

- 5.9 Option 1 clearly meets criteria a, b and c better than any other options. This option comes originally from the Regeneration Plan proposed by the Council and so was seen as part of a package that would enable a focused and expedited regeneration process.
- 5.10 As implementation of the Regeneration Plan has barely progressed at all it is reasonable to question whether the Plan as adopted includes sufficient levers to expedite development for this particular situation. It is unclear what exactly is holding back development. Land owner inability to collaborate effectively to progress development appears to be part of the issue. The relatively soft demand for new residential development may mean the return on investment isn't currently sufficient to encourage land owner collaboration.
- 5.11 There is an opportunity cost accruing from the lack of development progress. While the land lies vacant there is relatively little revenue either for the land owners or the Council. Part of the reasoning for the Regeneration Plan was based on the favourable location of the land with

- respect to the urban growth policies in the Canterbury Regional Policy Statement and Christchurch District Plan.
- 5.12 The Council needs to decide whether intervention through infrastructure provision as sought by the land owners will expedite development and if so whether the risk to the Council is acceptable given the range of possible outcomes.
- 5.13 Option 2 (Infrastructure Development Agreement) could assist in expediting the development and ensures the developers still pay for the internal infrastructure as intended. It carries the same financial risk to the Council in terms of holding costs for unused infrastructure if development is slow to occur as the other the other cost recovery methods. Administration and transaction costs are likely to be similar to the other options.
- 5.14 Option 2 is dependent on all land owners agreeing to the terms of an IDA. It is not clear whether this is a reasonable expectation or not. The land owners would therefore need to initiate the development of an IDA proposal which has the support of all land owners. The Council would then need to ensure any final agreement met its requirements also.
- 5.15 Option 3 (Development Contributions) could assist in expediting the development and ensures the developers pay for the internal infrastructure as intended. It carries the same financial risk to the Council in terms of holding costs for unused infrastructure if development is slow to occur as the other the other cost recovery methods. Administration and transaction costs are likely to be similar to the other options. The Council's Development Contribution Policy is currently under review and there is an opportunity to propose a specific catchment overlay to the subject area.
- 5.16 Option 4 (Targeted Rate) meets three of the above criteria. It applies the beneficiary pays principle, should be reasonably easy to administer once it has been set up, and could help expedite development. However, this method of cost recovery doesn't apply to other growth areas so there is some inconsistency in that respect. Applying two targeted rates would significantly increase the annual rates bill which could result in a lack of buyer interest in subdivided property.
- 5.17 Option 1 is the current position of the Council (Cranford Regeneration Plan, Goal 6.3.2 p11).
Any additional local improvements that may be required {in addition to that already provided}, and other infrastructure and connections to service new residential development, will be provided at the developer's cost at the time of subdivision. The developer is also expected to fund the preparation of the Geo-hydrological Management Plan (GMP).
- 5.18 It is two years since the Minister approved the Plan and little progress has been made either on the GMP or acquiring the land for the stormwater mitigation facilities, despite genuine attempts by several of the land owners. The land owners are reluctant to fund the GMP without some certainty regarding provision and funding the stormwater basins and collector road. There has been little developer interest because of the complexity of the situation.

6. Community Views and Preferences

- 6.1 There has been no wider community engagement as part of writing this report. Community engagement took place in April-May 2017 as part of the preparation of the Cranford Regeneration Plan when the subject land was rezoned for residential development. The provision of infrastructure to service subdivisions is not a matter that requires public consultation, unless it involves a change to the Development Contributions Policy and/or Long Term Plan.
- 6.2 Any new capital expenditure required (even though ultimately funded from development contributions) would need to be included in the Council's Annual Plan and/ or Long Term Plan and would be likely to be consulted on (indirectly) through this process. This wouldn't necessarily be the case for a cost share scheme depending on how the existing capital program was managed.
- 6.3 If the Council decided to use a development contribution catchment overlay approach it will require a change to the Council's Development Contributions Policy and this would include a community engagement process.
- 6.4 There have been on-going discussions with most of the landowners regarding the issues and options, and these resulted in some of those landowners submitting on the 2019 Annual Plan.

7. Legal Implications

- 7.1 This report has been reviewed by the Council's Legal Services Unit.
- 7.2 Section 63 (1)(a) of the Greater Christchurch Regeneration Act 2016 states that councils' annual plans and long term plans must not be inconsistent with a Regeneration Plan. Clause 6.3.2 of the Cranford Regeneration Plan states that '...other infrastructure needed to service new residential development will be provided at the developer's cost at the time of subdivision'.
- 7.3 If the Council adopts the preferred option of not providing funding then this is consistent with the Act.
- 7.4 The legal consideration is whether using an IDA or development contributions to provide and fund the on-site infrastructure would be inconsistent with the Cranford Regeneration Plan.
- 7.5 If the Council uses a mechanism for funding the infrastructure itself initially, and then recovers 100% of that cost from the directly affected land owners, then this is largely consistent with the Plan. It would result in full recovery from the benefiting developers, as is intended by the Plan. That the recovery is not at the time of subdivision is not considered significant.
- 7.6 If the development contribution option was favoured by the Council it could not be implemented without consultation and decision-making as required under the Local Government Act 2002.

8. Risks

- 8.1 The Council takes on this type of risk whenever it has provided subdivision infrastructure and recovered the cost over time. There are financial risks to the Council if, for whatever reason, development doesn't proceed immediately or at all. Until funding is received from owners/ developers the Council would need to use rates to fund the cost of capital to the Council. The Council therefore would want to recover its cost of capital from the developers as quickly as possible.
- 8.2 The risk of not acting is that the regeneration objective of the Regeneration Plan takes longer to be achieved or isn't achieved at all. The land is well located and there is a high level of

consistency with the Greater Christchurch Urban Development Strategy. Removing this infrastructure impediment will provide more certainty and confidence for the private sector.

- 8.3 Overall, officers consider that the financial risks involved with providing the local infrastructure are outweighed by the eventual development and financial benefits to the wider community.

9. Next Steps

- 9.1 If the Council agrees with the recommendation to retain the status quo and not explore infrastructure provision options staff will continue to work with the land owners as and when opportunities to facilitate development arise. Officers will continue to liaise with the land owners and provide any advice it can with regard to progressing the Geo-hydrological Management Plan, and the consent application generally.
- 9.2 If the Council decides it should look at intervention through infrastructure provision then staff recommend further comparative analysis of the costs and risks of options 2 and 3 be undertaken.
- 9.3 To enable a more detailed analysis to be undertaken further refinement of budget requirements and of the sequencing and timing of work required is needed. This is likely to require fairly significant staff time and should only be considered if the land owners are prepared to make some investment in progress themselves – such as by funding the preparation of the Geo-hydrological Management Plan – as a show of good faith.
- 9.4 If the Council wants to consider providing up-front infrastructure the apparent inconsistency with the Regeneration Plan, which requires all on-site costs to be met by developers, will need to be assessed in terms of legal implications. This can only be done when the extent of any Council infrastructure provision is clearer.

10. Options Matrix

		Issue Specific Criteria			
Criteria		Option 1 Status Quo	Option 2 IDA	Option 3 Targeted DC	Option 4 Targeted Rate
Financial Implications	Cost to Implement	Nil	\$11.6 million CAPEX being unplanned Stormwater and developers' share of the collector road \$8.2 million plus \$3.4 million.	Per Option 2.	Per Option 2.
	Maintenance/Ongoing	Nil	Anticipated in future LTP years for growth related maintenance and operating costs. Will incur some borrowing costs to cover the timing gap between capital build and recoveries on subdivision which would likely be in stages.	Per Option 2.	Per Option 2.
	Funding Source	N/A	\$8.2 million plus borrowing costs from new debt to be recovered from developer under IDA And \$3.4 million from the current capital program	\$8.2 million plus borrowing costs from new debt to be recovered from developer under Targeted DC and \$3.4 million from the current capital program	\$8.2 million plus borrowing costs from new debt to be recovered from the homeowner under Targeted Rate and \$3.4 million from the current capital program

	Impact on Rates	Nil	Insignificant if development proceeds apace from first subdivision/ capital investment	Per option 2	Per Option 2
Criteria 1. Risk and Cost to Council		Nil	Medium	Medium	Medium
Criteria 2: Beneficiary pays principle		Strong alignment	Strong alignment	Strong alignment	Strong alignment
Criteria 3: Administration costs		Nil	Low	Low	Low
Criteria 4 : Compliance with/ implementing the GCRA		As per Regeneration Plan	Strong alignment	Strong alignment	Strong alignment

Statutory Criteria				
Criteria	Option 1 Status Quo	Option 2 IDA	Option 3 Targeted DC	Option 4 Targeted Rate
Impact on Mana Whenua	Not applicable	Not applicable	Not applicable	Not applicable
Alignment to Council Plans & Policies	Strong	Strong	Strong	Strong

Attachments

No.	Title	Page
A ↓	East Papanui Outline Development Plan	514
B ↓	Cranford Regeneration Plan Location	515

Confirmation of Statutory Compliance

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

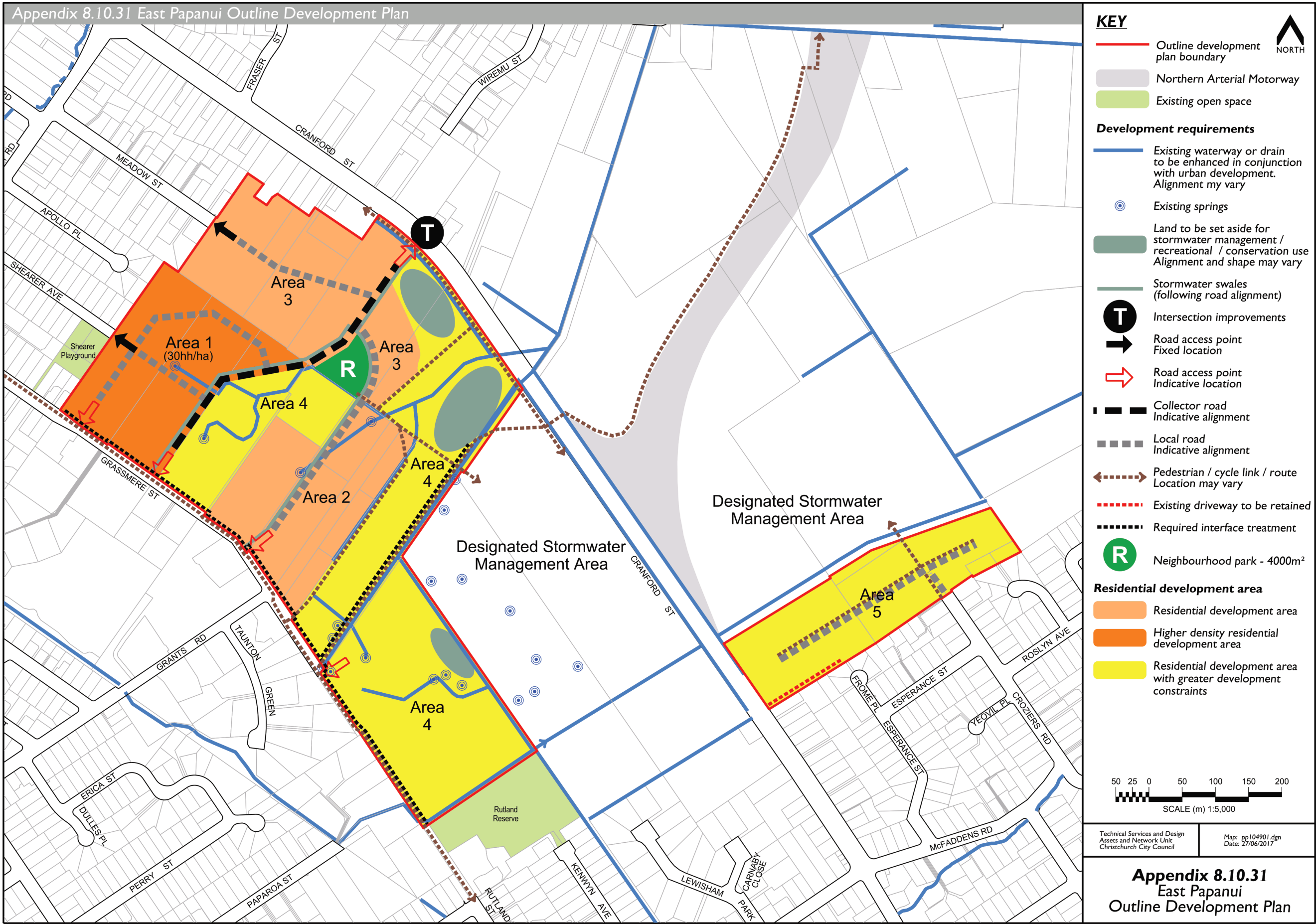
(a) This report contains:

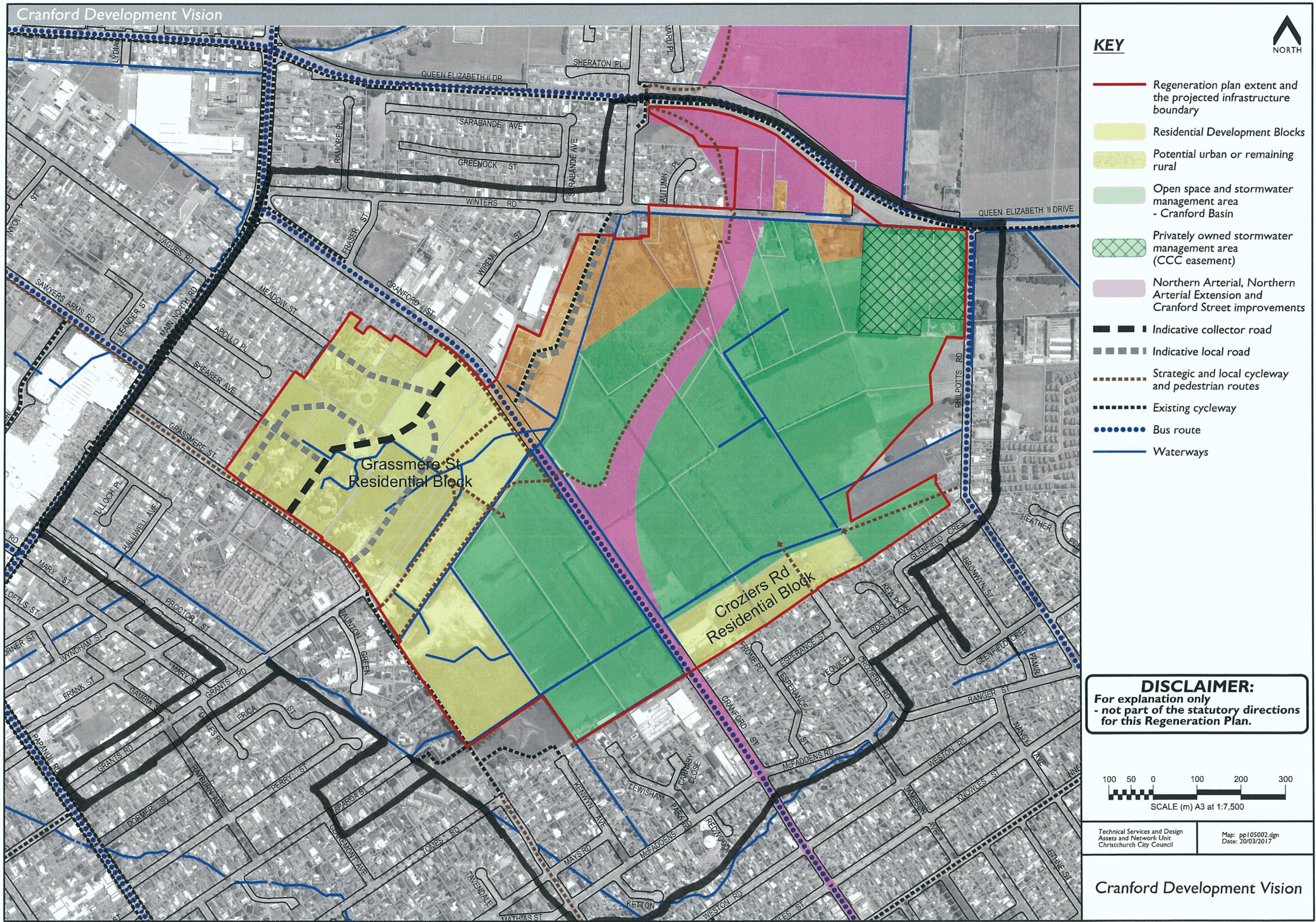
- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.

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

Signatories

Authors	Ivan Thomson - Principal Advisor Planning Gavin Thomas - Principal Advisor Economic Policy
Approved By	Diane Brandish - Head of Financial Management Peter Langbein - Finance Business Partner Gavin Thomas - Principal Advisor Economic Policy Carol Bellette - General Manager Finance and Commercial (CFO) Brendan Anstiss - General Manager Strategy and Transformation David Adamson - General Manager City Services





19. 2019/20 Discretionary Response Fund

Reference: 19/1012933

Presenter(s): Sam Callander - Funding Team Leader

Purpose of Report

- 1.1 The purpose of this report is to recommend to the Council the allocation of grants from the 2019/20 Discretionary Response Fund (DRF).

2. Staff Recommendations

That the Council:

1. Makes a grant of \$20,000 from the 2019/20 Metropolitan Discretionary Response Fund to The Art & Industry Biennial Trust (trading as SCAPE Public Art) towards SCAPE Public Art Season 2019 for operational costs.
2. Makes a grant of \$5,000 from the 2019/20 Metropolitan Discretionary Response Fund to Social Service Council of the Diocese of Christchurch towards Community Energy Efficiency Programme for volunteer recognition and equipment.

3. Key Points – Discretionary Response Fund

Issue or Opportunity

- 3.1 These two applications to the Discretionary Response Fund address:
 - 3.1.1 Reducing poverty while increasing connectedness for vulnerable residents
 - 3.1.2 Funding to help promote, develop and deliver new public art.

Strategic Alignment

- 3.2 The recommendation aligns to the Strategic Framework and in particular the Arts Strategy and the Strengthening Communities Strategy.

Decision Making Authority

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

Assessment of Significance and Engagement

- 3.6 The decision(s) in this report is of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 3.7 The level of significance was determined by the number of people affected and/or with an interest.

- 3.8 Due to the assessment of low significance, no further community engagement and consultation is required.

Discussion

- 3.9 At the time of writing, the balance of the 2019/20 Metropolitan Discretionary Response Fund is as below.

Total Budget 2019/20	Granted To Date	Available for allocation	Balance If Staff Recommendation adopted
\$137,046	\$17,510	\$119,536	\$94,536

- 3.10 Based on the current Discretionary Response Fund criteria, the application listed above is eligible for funding.
- 3.11 Decision Matrix in **Attachment A** provides detailed information for the applications. This includes organisational details, project details, financial information and a staff assessments.

Attachments

No.	Title	Page
A ↓	DRF Decision Matrices - September 2019	519

Confirmation of Statutory Compliance

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

(a) This report contains:

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

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

Signatories

Authors	Nicola Thompson - Community Funding Advisor Sam Callander - Team Leader Community Funding
Approved By	Michael Down - Finance Business Partner John Filsell - Head of Community Support, Governance and Partnerships Brent Smith - Acting General Manager Citizens & Community

2019/20 DRF METROPOLITAN DECISION MATRIX

Priority Rating

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

00059734	Organisation Name The Art & Industry Biennial Trust (trading as SCAPE Public Art)	Name and Description SCAPE Public Art Season 2019 Held in Christchurch's central city public spaces and supported through a range of partnerships, SCAPE Public Art showcases leading international contemporary artists and local talent. At the heart of the annual SCAPE Public Art Season is a central city walkway, which highlights a new series of public artworks alongside the city's growing catalogue of highly regarded legacy works. Funding is being sought from the Discretionary Response Fund for support towards operational costs.	Funding History 2018/19 - \$40,000 (SCAPE Public Art) SCF 2018/19 - \$45,000 (Public Art Walkway) EFSF 2017/18 - \$40,000 (Public Arts Walkway) EFSF Other Sources of Funding Artworks are generated through a detailed process of planning and negotiation involving innovation, dialogue and active partnerships between artists, industry, cultural institutions and local body government.	Request Budget Total Cost \$1,550,000 Requested Amount \$100,000 6% percentage requested Contribution Sought Towards:	Staff Recommendation \$20,000 That the Council makes a grant of \$20,000 from the 2019/20 Metropolitan Discretionary Response Fund to The Art and Industry Biennial Trust (t/a SCAPE Public Art) towards operational costs.	Priority 2
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Organisation Details: Service Base: 301 Montreal Street, Central City Legal Status: Charitable Trust Established: 1/01/1998 Staff – Paid: 5 Volunteers: 20 Annual Volunteer Hours: Participants: Target Groups: Arts Networks: Arts Voice Christchurch, CERA Community Forum Organisation Description/Objectives: The purposes of the Trust are promoting, developing and delivering public art and enhancing New Zealand's cultural artistic identity, such as by: Taking a prominent role in promoting, developing and delivering new public art Promoting access and engagement to public art presented through an education and public programmes framework Presenting a series of SCAPE Christchurch Biennial events and associated activities	Alignment with Council Strategies and Board Objectives <ul style="list-style-type: none">Arts StrategyStrengthening Communities Alignment with Council Funding Outcomes <ul style="list-style-type: none">Community participation and awareness How Much Will The Project Do? (Measures) The SCAPE Season includes new legacy public artworks presented to the city, a curated temporary public art walkway, the Re:ACTIVATE kids and teens programme and a six week free education and public programme. SCAPE Season 2019 Public Art Walkway - Temporary & Legacy Artworks Presenting artworks from leading national and international contemporary artists, as well as from emerging local talent, the walkway will allow visitors to explore temporary and permanent artworks around the central city. TEMPOARY ARTWORKS - An exhibition of 10-12 new and existing temporary artworks curated by SCAPE Managing Curator, Heather Galbraith, within Christchurch public spaces. LEGACY ARTWORKS - Promotion of the legacy SCAPE public artworks, produced since 2000. RE: ACTIVATE KIDS & TEEN - Now in its 4th year this is an open competition to all students' under 18. One design from each category will be selected and produced into a public artwork. Both these artworks will be installed and promoted alongside the curated and legacy artworks. Christchurch schools have the opportunity to participate with guided tours to the artworks, seminars and opportunities to meet the artists. These education offerings are available for all primary, intermediate and secondary school students. How Will Participants Be Better Off? Many of the benefits of public art are as much a result of the process to create arts as in the finished work of art. SCAPE can provide new opportunities for community participation and learning through a dedicated education programme. SCAPE helps to grow the public's perception of art while committing to new audiences by building new, sustainable audience experiences.	Staff Assessment This request is recommended as a Priority Two due to the reach and impact of the organisation Scape Public Art have been delivering public arts programmes in Christchurch for over 20 years and are a unique organisation in New Zealand. They have produced several large notable artworks across the city and work collaboratively with community organisations, Council and CCO's as well as central government agencies. Scape have endeavoured to increase participation by Maori and Pasifika artists in commissioning both temporary and permanent artworks. SCAPE offers an education programme that offers workshops, children's activities, guided tours of the works of art, seminars and events, opportunities to meet the artists and hosted school visits. SCAPE Events engage diverse communities and position Christchurch as a public arts destination. SCAPE continues to work with mana whenua agency Matapopore to support implementation of works, which celebrate local narratives and bring Ngai Tahu artists to the fore. SCAPE made an application to ChristchurchNZ for \$100,000 for the 2019/20 financial year. This application did not meet the Christchurch NZ Major Events threshold and the application was subsequently referred back to Council for funding. A Council partnership with SCAPE is currently being discussed through the New Funding Framework - 2019 trial year. As a trial organisation there is the provision to draw on funding from a range of Council funds within one funding contract. Due to the timing of the application being returned to Council, SCAPE was unable to meet the Strengthening Communities funding deadline for support towards operational costs. Staff have sought to recommend support for SCAPE as much as possible in the 2019/20 year within the restraints of the remaining available funding pools. The DRF Staff panel considered the application and recommend funding \$20,000 from the Discretionary Response Fund towards operational costs. The recommendation sits alongside the \$35,000 from the 2019/20 Events and Festivals Fund towards the delivery of the annual SCAPE Public Art Walkway, recently approved, to total \$55,000 from these funding pools for 2019/20. By comparison; in the 2018/19 financial year, SCAPE received Council Funding of \$85,000 comprised of \$40,000 from the Events and Festivals Fund and \$45,000 from The Strengthening Communities Fund
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2019/20 DRF METROPOLITAN DECISION MATRIX

Priority Rating

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

00059811	Organisation Name Social Service Council of the Diocese of Christchurch	Name and Description Community Energy Efficiency Programme This programme involves door knocking up to 4,000 homes in Deprivation 7-10 areas of the city, offering to change incandescent lighting for quality LED bulbs, saving each household money on electricity bills. The funding would primarily support a local coordinator who would oversee a team of volunteer doorknockers and provide specific energy advice to households with identified saving opportunities.	Funding History Nil Other Sources of Funding An application has also been submitted to the Christchurch Agency for Energy (CAfE) for funding to purchase the light bulbs. Funding is being sought through EECA who may contribute to some of the Coordinator costs.	Request Budget Total Cost \$68,000 Requested Amount \$52,500 77% percentage requested Contribution Sought Towards: Salaries and Wages - \$47,500 Volunteer Recognition - \$3,500 Equipment / Materials - \$1,500	Staff Recommendation \$5,000 That Council approves a grant of \$5,000 to the Social Service Council of the Diocese of Christchurch for their Community Energy Efficiency Programme towards volunteer recognition and equipment costs.	Priority 2
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Organisation Details: Service Base: 10 Logistics Drive, Harewood Legal Status: Charitable Trust Established: 3/10/1952 Staff – Paid: 5 Volunteers: 540 Annual Volunteer Hours: 540 Participants: 10,000 Target Groups: Networks: Anglican Care Network Organisation Description/Objectives: The mission of Anglican Care (Canterbury/Westland) is to show "Christian love, to serve and seek justice in the community". The vision is that "In Christ, Anglican Care exists to enable every person within the Diocese region of Canterbury/Westland to have the opportunity to take a just, fulfilling and appropriate part in the community according to the resources reasonably available both internal and external.	Alignment with Council Strategies and Board Objectives <ul style="list-style-type: none">Social Wellbeing Policy,Housing Policy, Alignment with Council Funding Outcomes <ul style="list-style-type: none">Support, develop and promote capacityCommunity participation and awarenessIncrease community engagementProvide community based programmesReduce or overcome barriersFoster collaborative responses How Much Will The Project Do? (Measures) This project will have volunteers visit and offer LED lightbulbs to 4,000 high deprivation homes around Christchurch. Following each door-knock, volunteers will also offer to return to the property to discuss any other energy-saving opportunities that the household may have. How Will Participants Be Better Off? The homeowners will have the opportunity to learn how to save money on their power bills. Participants with new LED bulbs installed will save roughly \$25 in power per bulb per year over the lifetime of the bulbs (estimated at 20 years).	Staff Assessment This initiative began with a trial in the Broomfield suburb of Hornby, where 299 homes were visited, with 190 accepting the free light bulbs and roughly 100 requesting a second visit from volunteers. This initiative was well received by the community board and citizens alike, and supported by staff at a local level. Following the success of this trial there has been interest in running a wider implementation of this project, specifically targeting lower socio-economic neighbourhoods across the city (Deprivation areas seven to 10). If 4,000 homes were successfully approached, having up to five bulbs replaced, there would be a collective saving of \$500,000 in the first year. Over the lifetime of the bulbs (expected to be 20 years), those savings would rise to \$10 Million. In addition to the financial savings of the lightbulbs, volunteers also offer their advice to households on other ways to achieve energy efficiency, including potentially changing energy providers, installing insulation or closing curtains at night. This advice would be free to all households, and not be conditional on accepting the light bulbs on the first visit. This positive obligation-free visit from volunteers is also a great opportunity to share knowledge about local groups or initiatives that might be relevant to each household (i.e. men's' shed open days, Salvation army food drive, or free health check-ups at the medical centre).
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20. Elected Member Allowances and Expenses Policy - 2019

Reference: 19/965971

Presenter(s): Jo Daly - Council Secretary

1. Purpose of Report

- 1.1 The purpose of this report is for the Council to consider and adopt the draft Elected Member Allowances and Expenses Policy (Policy) to take effect from 1 July 2019 (Attachment A).

2. Executive Summary

- 2.1 On 1 July 2019 the Remuneration Authority's Local Government Elected Members Determination 2019/20 (the determination) came into effect. This legislation provides Government direction for entitlements, pay rates, and expense expectations for local government elected members.
- 2.2 The draft Policy, as did the previous schedule, incorporates allowances and contributions towards expenses relating to travel, mileage, communication and technology along with travel, conference and training attendance and professional development.
- 2.3 The 2019 determination includes the ability for Councils to adopt an allowance towards the cost of childcare. Informal discussion with the current Council has indicated a preference for the incoming Council;
 - to consider the inclusion of a childcare allowance in the Policy in the new triennium; and
 - recommend that it apply to Community Board members only.
- 2.4 The Council can review the Policy at any time.

3. Staff Recommendations

That the Council:

1. Approve the attached Elected Member Allowances and Expenses Policy to take effect from 1 July 2019 (Attachment A).
2. Recommend that the incoming Council consider including an allowance for childcare in this policy, and that it apply to Community Board members only.

4. Context/Background

Issue or Opportunity

- 4.1 The Council is required to consider and adopt a policy relating to the payment of allowances and expenses, and related matters for elected members. This is done prior to each local body election, based on the release of the Remuneration Authority determination for that year.
- 4.2 The Remuneration Authority Local Government Members (2019/20) Determination 2019: <http://www.legislation.govt.nz/regulation/public/2019/0135/latest/LMS211368.html>
- 4.3 The 2019 determination allows Councils to consider inclusion of a new childcare allowance as a contribution to expenses related to childcare while on local authority business. The allowance is capped and subject to the conditions outlined in clause 14 of the determination.

Strategic Alignment

- 4.4 The draft Policy supports progress towards the Council's Strategic Priority of enabling active citizenship and connected communities. It details the expenses and allowances that elected members are entitled to and will be published on the Council's website.
- 4.5 This report supports the [Council's Long Term Plan \(2018 - 2028\)](#):
- 4.5.1 Activity: Governance & Decision Making.
- Level of Service: 4.1.22 Provide services that ensure all Council and Community Board Meetings are held with full statutory compliance - 100% compliance.

Decision Making Authority

- 4.6 Under the Local Government Act 2002 the Remuneration Authority must determine the remuneration, allowances and expenses payable to members to territorial local authorities. This is done through an annual determination which takes effect from 1 July each year.
- 4.7 The Remuneration Authority is responsible for setting the allowance and contribution to expense entitlements. The payment of any or all allowances is at the discretion of each Council. The Remuneration Authority reviews allowances included in the determination annually.
- 4.8 Prior to each triennial election the Council considers and adopts a schedule or policy of allowances and expenses for elected members.

Previous Decisions

- 4.9 The Council last considered elected members expenses and allowances in 2016, prior to the triennial elections.
- 4.10 Allowances relating to vehicle mileage, travel time allowance and communications and technology have been updated annually to reflect changes in the Remuneration Authority Determination issued to take effect from 1 July of each year.
- 4.11 In the past the Remuneration Authority required Councils to submit schedules or policies relating to expenses and allowances to the Remuneration Authority for approval. This is no longer a requirement unless a Council's policy for the payment of allowances is outside those allowed for in the determination.

Assessment of Significance and Engagement

- 4.12 The decision in this report is of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 4.13 The level of significance was determined by considering that this is a policy based on the determination of the Remuneration Authority and the previous schedule adopted by the Council in 2016.

5. Options Analysis

Options Considered

- 5.1 The following reasonably practicable options were considered and are assessed in this report:
- Adoption of the draft Elected Members Allowances and Expenses Policy, recommending the new Council consider the inclusion of an allowance for childcare.
- 5.2 The following options were considered but ruled out:
- Adoption of the Elected Member Allowances and Expenses Policy, including an allowance for childcare.

This option was discussed informally with the Mayor and Councillors on 27 August 2019. An indication was given to staff that it is appropriate for the incoming Council to consider the inclusion of a childcare allowance in the policy, in the new triennium. The Council also indicated a preference that the childcare allowance apply to Community Board members only and that staff include this as a recommendation for Council consideration.

- Not adopting an Elected Member Allowances and Expenses Policy. The Council should take the opportunity to ensure its policy reflects the current determination by the Remuneration Authority and current practice.

Options Descriptions

- 5.3 **Preferred Option:** Adoption of the draft Elected Members Allowances and Expenses Policy, recommending the new Council consider the inclusion of an allowance for childcare.

Option Description:

5.3.1 Under this option the Council would update its policy to reflect the expenses and allowances included in the latest Remuneration Authority determination and the current practice relating to other matters.

5.3.2 Consider and any decision relating to an allowance for childcare will be made by the incoming Council.

Option Advantages:

5.3.3 The Council's policy will be updated to reflect the current Remuneration Authority determination.

5.3.4 It provides clarity to members relating to allowances, expenses, conference and training attendance and professional development.

5.3.5 It provides the opportunity to refresh the policy and confirm administrative practices relating to it.

5.3.6 It allows the incoming Council to consider and make decisions related to an allowance towards the cost of childcare.

5.3.7 The Council can review this policy at any time.

Option Disadvantages

5.3.8 There are no identified disadvantages.

6. Elected Member Expense and Allowances Policy

- 6.1 The 2019 Remuneration Authority determination includes the following detail for Council consideration as contributions towards expenses and allowances:

- 6.1.1 The vehicle mileage rate has been increased from the previous determination to reflect the latest rates published by Inland Revenue (clause 11):

Vehicle type	up to 14,000 km	After 14,000 km
<i>Petrol and Diesel</i>	\$0.79/km	\$0.30/km
<i>Petrol Hybrid</i>	\$0.79/km	\$0.19/km
<i>Electric</i>	\$0.79/km	\$0.09/km

- 6.1.2 There is no change to the allowance for travel time from the previous determination (clause 12). This allows for travel on local authority business, a travel time allowance payable after the first hour travelled of \$37.50 per hour for travel time within the Christchurch City Council area.
- 6.1.3 There is no change to the allowances for communication equipment and services from the previous determination (clause 13). The following allowances apply when members are not provided with communication equipment or services by the Council:

Communication Equipment	Allowance per annum 2019
Personal computer, tablet or laptop	\$200* <i>As all Council elected members are provided with a device this allowance is not payable.</i>
Printer	\$40
Personal Mobile telephone	\$150
Communication Services	Allowance per annum 2019
Internet service	\$400
Mobile telephone service	\$400

- 6.1.4 Inclusion of a childcare allowance, allowing Councils to pay a contribution of up to \$6,000 per annum per child under 14, toward expenses incurred by the member for childcare provided while the member is engaged on local authority business (clause 14). As detailed in this report, the draft policy does not include a childcare allowance and recommends this be considered by the incoming Council.
- 6.2 Additional changes to the policy from the 2016 schedule:
- 6.2.1 There are no material changes in this policy from the previous schedule.
- 6.2.2 The format of the policy is refreshed, and updated to incorporate minor changes to administration practices and definitions.
- 6.2.3 The policy reflects the current practice that Community Board members are able to claim for parking expenses if attending local authority business at Civic Offices during business hours.
- 6.2.4 The policy confirms the current approach to elected member travel and attendance at conferences, courses and training.

7. Legal Implications

- 7.1 There is not a legal context, issue or implication relevant to this decision.
- 7.2 This report and the policy attached have been reviewed by the Legal Services Unit.

8. Financial Implications

- 8.1 Elected member expenses and allowances as proposed in the draft policy are allowed for within current operational budgets in the Long Term Plan.
- 8.2 There is no provision in operational budgets for payment of a childcare allowance. The quantum of payments is unknown and will be assessed when considered by the incoming Council.

- 8.3 No allowances can be paid from the governance remuneration pool allocated to the Council in the 2019/20 determination.

9. Next Steps

- 9.1 If adopted this policy will take effect immediately and the rates for allowances will be payable for claims backdated to 1 July 2019.
- 9.2 Staff will seek direction from the incoming Council regarding consideration of a childcare allowance.

Attachments

No.	Title	Page
A ↓	Draft Elected Member Allowances and Expenses Policy 2019	526

Confirmation of Statutory Compliance

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

(a) This report contains:

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

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

Signatories

Author	Jo Daly - Council Secretary
Approved By	John Filsell - Head of Community Support, Governance and Partnerships Brent Smith - Acting General Manager Citizens & Community

DRAFT ELECTED MEMBER ALLOWANCES AND EXPENSES POLICY 2019

1. Introduction

- 1.1. This policy covers the entitlement of elected members to allowances and contributions towards expenses related to travel, mileage, communication, and travel, conference and training attendance and professional development.
- 1.2. Each year the Remuneration Authority sets the remuneration and allowances for all Elected Members' through the Local Government Members Determination¹.
- 1.3. The payment of any or all allowances is at the discretion of the Christchurch City Council.
- 1.4. This policy takes effect from 1 July 2019.

2. Purpose

- 2.1. This policy sets out Elected Members' entitlements to allowances and expenses.
- 2.2. The allowances and expense entitlements in this policy are updated annually following the release of the Local Government Members Determination.
- 2.3. This policy outlines the Christchurch City Council processes for Elected Members to use and apply for allowances and entitlements, including those set by the Christchurch City Council that are not included in the Local Government Members Determination.
- 2.4. This policy covers:
 - Communications allowance.
 - Vehicle mileage allowance and travel time allowance.
 - Conference, course and training attendance, professional development and travel.
 - Any other allowances the Council resolves to be relevant.

3. Principles

- 3.1. This policy is based on the principles that all expenditure is:
 - Actual and reasonable.
 - Related to conduct of local authority business.
 - Represents the best use of ratepayer funds.
- 3.2. This policy applies to all Elected Members of the Christchurch City Council, including the Mayor, Councillors and Community Board Members.
- 3.3. All entitlements are considered to be a contribution to expenses Elected Members may incur in the course of conducting local authority business.

¹ <https://www.remauthority.govt.nz/clients-remuneration/local-government-elected-officials/>

3.4. This policy is aligned with:

- The Remuneration Authority's Local Government Members (2019/20) Determination 2019.
- The Codes of Conduct for Elected Members.
- The International Relations Policy Framework.
- The Climate Change Strategic Priority.

4. Interpretation

Local Authority	means the Christchurch City Council
Local Authority Business	<p>means any activity or business conducted as part of the role of an Elected Member of the Christchurch City Council, and can include:</p> <ul style="list-style-type: none">• Scheduled meetings, seminars and workshops as appointed or invited to• Formal representation of Council and/or Community Board• Scheduled meetings for external appointments or• Site visits or attendance at conferences, courses, seminars, or training programmes. <p>Local authority business does not include:</p> <ul style="list-style-type: none">• Events where the primary focus is social activity• Event attendance in a non-representative capacity• Travel not related to the business of the Christchurch City Council, and• Personal travel interspersed with Council related business.
Elected Members	are those individuals declared to be elected to the Christchurch City Council, including as a member of a Community Board, Councillor, or Mayor
Local Government Members Determination	is the annual determination given by the Remuneration Authority that specifies the remuneration for Elected Members, and their entitlements and allowances.
Remuneration Authority	is the independent body set up by Parliament to handle the remuneration of key office holders such as Judges, Members of Parliament, local government representatives, and some individual office holders and board members of independent statutory bodies.

5. Implementation

- 5.1. All expense claims must be submitted on the relevant claim form and where appropriate accompanied by full receipts. Eligibility of claims presented without receipts will be determined by the Council Secretary.
- 5.2. All expense claims are to be returned at least quarterly.
- 5.3. Expense claims by the Mayor, Deputy Mayor, or Councillors are approved by the Council Secretary unless referenced otherwise.

- 5.4. Expense claims by Community Board Members are approved by the relevant Community Governance Team Manager or Council Secretary unless referenced otherwise.
- 5.5. The internal audit work programme will include sampling of expense claims and allowances paid to Elected Members and staff.
- 5.6. An external audit work programme may be undertaken as required.

6. Communications and technology

- 6.1. The Deputy Mayor, Councillors and Community Board Members are currently provided with a device (equivalent to a personal computer, tablet, laptop) to use for local authority business. Where not provided, they may be entitled to receive an annual communications allowance (over the period 1 July 2019 to 30 June 2020) for use of the following equipment and services:
 - Device (equivalent to a personal computer, tablet, laptop) \$200
 - Printer (with or without a scanner) \$40
 - Mobile phone \$150
 - Internet Connection \$400
 - Mobile phone services \$400
- 6.2. The Mayor is currently entitled to be provided with a:
 - Mobile phone, including all monthly internet and call charges
 - Device (equivalent to a personal computer, tablet, laptop)
 - Home telephone line, including all associated toll charges.

7. Travel entitlements and allowances

Climate change impacts

- 7.1. All approvals for travel must consider the impact on Climate Change, including whether there are any mitigations possible to reduce the impact such as the use of remote conferencing technology or a reduction in the number of Elected Member participants.

Vehicle

- 7.2. Vehicles are not provided for Elected Members' private use.

Vehicle mileage

- 7.3. An Elected Member may be eligible for the vehicle mileage allowance if they are travelling:
 - In the Member's own vehicle
 - To attend local authority business, and
 - By the most direct route reasonable in the circumstances.
- 7.4. Any mileage allowance claimed should meet the reasonable additional costs the Elected Member incurs by using their own vehicle for travel required on local authority business. This includes travel from home to the place of work or other venues required for local authority business.

- 7.5. The current vehicle mileage allowance rate for the period 1 July 2019 to 30 June 2020 is 79 cents per kilometre for the first 14,000 kilometres in a one year period. All distance travelled over that amount is subject to a variable rate as follows:

Vehicle type	travel up to 14,000km	travel over 14,000km
Petrol or Diesel vehicles	\$0.79 per km	\$0.30 per km
Petrol Hybrid vehicles	\$0.79 per km	\$0.19 per km
Electric vehicles	\$0.79 per km	\$0.09 per km

Travel time allowance

- 7.6. When travel exceeds one hour on a single day, all Elected Members (excluding the Mayor) may be entitled to claim \$37.50 per hour of travel time.
- 7.7. This entitlement only applies if the Elected Member is travelling:
- To attend local authority business
 - By the quickest form of transport reasonable in the circumstances
 - If the travel is undertaken on a single day, and
 - If the travel is entirely within the Christchurch City Council area.
- 7.8. The entitlement does not include the first hour of travel undertaken within the Christchurch City Council area, and only applies to time exceeding that threshold.

Car parking

- 7.9. The Mayor, Deputy Mayor, and Councillors are each provided with a carpark for use at Te Hononga Civic Offices when on local authority business.
- 7.10. Community Board Members may be entitled to payment or reimbursement for parking expenses if attending local authority business at Te Hononga Civic Offices during business hours.

Public transport, taxis and other transport

- 7.11. All Elected Members may be entitled to reimbursement of costs accrued using public transport when the travel relates to attending local authority business.
- 7.12. All Elected Members may be entitled to the reimbursement of taxi fares, or other approved commercial ride share fares, when attending local authority business, instead of utilising a private vehicle or public transport when:
- There are reasonable safety or security reasons, such as returning home from late local authority business
 - Travelling outside the Christchurch City Council area, if a taxi or commercial ride share is the most appropriate form of transport.

Use of rental cars

- 7.13. The Mayor, Deputy Mayor, and Councillors may occasionally be provided with rental cars when attending local authority business in other centres, where this is the most cost-effective travel option.
- 7.14. Rental cars are not provided for travel to and from Christchurch.

Air travel

- 7.15. Elected Members may use domestic air services for local authority business, where travel by air is the most cost effective option.
- 7.16. Elected Members required to travel on international air services are entitled to economy class when all or part of the fares are being met by Council. Exceptions require the approval of Council where business class air travel is desirable for health or other compelling reasons.

8. Attendance at conferences, courses, training, professional development and travel

- 8.1. Elected Members are entitled to payment of actual and reasonable registration, travel, accommodation, meal and related incidental expenses (including travel insurance) incurred in attendance at conferences, courses and training programmes held both within New Zealand and overseas, subject to related expenditure being accommodated within existing budgets.
- 8.2. All travel and accommodation arrangements for Elected Members are to be made by Council support staff with Council's preferred travel agents at the most economic cost available (where possible) at the time of booking. This does not apply if all travel related costs are being met privately or by an outside party.

Mayor

- 8.3. The Mayor is entitled to travel and related expenses for attendance at conferences, courses, training and professional development, or other purposes associated with the position of Mayor.
- 8.4. The prior approval of the Chief Executive is required for all travel on local authority business within New Zealand.
- 8.5. The prior approval of Council is required for:
 - Any travel by the Mayor outside New Zealand for the purpose of exploring partnerships, initiatives, facilities or operations which may be of benefit to Christchurch City
 - Any travel as part of a Sister City Delegation, where the cost of such travel is not wholly covered by the host city, or
 - The associated travel, accommodation and incidental costs for the Mayor's spouse or partner to accompany the Mayor on overseas trips.

Councillors

- 8.6. Councillors may be provided with a discretionary allocation of \$4,000 per annum from the relevant travel and conference budgets, to be used for their attendance at conferences, courses and training programmes.
- 8.7. This discretionary budget allocation:
- Is non-transferable; and
 - is to cover course fees, travel, accommodation and meals; and
 - Is to be used for conferences, courses or training programmes that must contribute to the Councillor's ability to carry out local authority business.
- 8.8. Councillors who are Chairpersons of Council Committees may wish to attend conferences, courses or training programmes that are directly relevant to the business of their Committees. This discretionary budget allocation does not fall within the discretionary funding assigned in their role as a Councillor, and additional costs of up to \$2,000 for such attendance will be met from general travel budgets.
- 8.9. Attendance by Councillors, including in the role of Committee Chair, at conferences, courses and training programmes requires the prior written approval from both the Mayor (or Deputy Mayor) and the Chief Executive.
- 8.10. Unless the costs of travel are being met privately or by another party, the prior approval of Council is required for Councillors to undertake:
- Travel outside Christchurch for the purpose of exploring partnerships, initiatives, facilities, or operations which may be of benefit to Christchurch City, or
 - Any travel as part of a Sister City Delegation, where the cost of such travel is not wholly covered by the host city.

Community Board Members

- 8.11. Community Board Chairpersons or Community Board Members attendance at conferences, courses, seminars and training programmes requires the prior approval of the relevant Community Board, and is required to fall within budget parameters.
- 8.12. Where a Community Board Member is to be the Council's representative at an event, the prior approval of the Council is required instead of the Community Board.

Elected Member representatives on external organisations

- 8.13. Where the Council has formally appointed an Elected Member to an external organisation, the Elected Member may attend conferences or seminars held by the relevant external organisations with prior approval from Council, provided the expenditure involved can be met within the relevant budget provision.
- 8.14. This expenditure does not fall within the Councillors' discretionary allocation of \$4,000.

Airline rewards and club membership

- 8.15. The Mayor is entitled to subscriptions to relevant airline benefit programmes given frequent travel requirements.

- 8.16. Airpoints and Airdollars earned on travel and accommodation paid for by the Christchurch City Council are available for the private use of Elected Members.

Accommodation costs, meals and incidental expenses

- 8.17. Actual and reasonable accommodation costs may be reimbursed.
- 8.18. All accommodation must be booked through the Christchurch City Council support staff.
- 8.19. Actual and reasonable meal costs, excluding alcohol, incurred while travelling may be reimbursed.
- 8.20. There is no reimbursement of meals provided by others.

Private accommodation

- 8.21. Private accommodation is not provided for any Elected Member.
- 8.22. No allowances are payable in respect of accommodation provided by friends or relatives when travelling on local authority business.

9. Entertainment and hospitality

- 9.1. No hospitality or entertainment allowances are payable and expenses are not reimbursed.
- 9.2. The Mayor does not hold a purchasing card to pay any costs directly for any hospitality expenses incurred while carrying out local authority business. Costs for such expenses are provided for in operational or catering budgets.

10. Clubs and associations

- 10.1. No expenses will be reimbursed or allowances paid in respect of subscriptions to clubs or associations.

11. Breach of allowance and expense rules

- 11.1. An alleged breach of allowance and expense rules is to be considered under the Code of Conduct.

12. Policy review

- 12.1. This policy will be reviewed annually following the release of the Remuneration Authority's Local Government Members Determination.
- 12.2. Allowances and expenses will be updated to reflect any changes to the entitlement rates included in the Determination.
- 12.3. The Council may direct a review of this policy at any time.

13. Policy owner

- 13.1. This policy is owned by the Community Support Governance and Partnership Unit.
- 13.2. This policy is administered by the Council Secretary.

21. Resolution to Exclude the Public

Section 48, Local Government Official Information and Meetings Act 1987.

I move that the public be excluded from the following parts of the proceedings of this meeting, namely items listed overleaf.

Reason for passing this resolution: good reason to withhold exists under section 7.

Specific grounds under section 48(1) for the passing of this resolution: Section 48(1)(a)

Note

Section 48(4) of the Local Government Official Information and Meetings Act 1987 provides as follows:

- “(4) Every resolution to exclude the public shall be put at a time when the meeting is open to the public, and the text of that resolution (or copies thereof):
- (a) Shall be available to any member of the public who is present; and
 - (b) Shall form part of the minutes of the local authority.”

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public are as follows:

ITEM NO.	GENERAL SUBJECT OF EACH MATTER TO BE CONSIDERED	SECTION	SUBCLAUSE AND REASON UNDER THE ACT	PLAIN ENGLISH REASON	WHEN REPORTS CAN BE RELEASED
22	PUBLIC EXCLUDED COUNCIL MINUTES - 12 SEPTEMBER 2019			REFER TO THE PREVIOUS PUBLIC EXCLUDED REASON IN THE AGENDAS FOR THESE MEETINGS.	
23	PUBLIC EXCLUDED CIVIC AWARDS COMMITTEE MINUTES - 6 SEPTEMBER 2019			REFER TO THE PREVIOUS PUBLIC EXCLUDED REASON IN THE AGENDAS FOR THESE MEETINGS.	
24	PUBLIC EXCLUDED HEALTH, SAFETY AND WELLBEING COMMITTEE MINUTES - 6 SEPTEMBER 2019			REFER TO THE PREVIOUS PUBLIC EXCLUDED REASON IN THE AGENDAS FOR THESE MEETINGS.	
25	PUBLIC EXCLUDED REGULATORY PERFORMANCE COMMITTEE MINUTES - 4 SEPTEMBER 2019			REFER TO THE PREVIOUS PUBLIC EXCLUDED REASON IN THE AGENDAS FOR THESE MEETINGS.	
26	ANNUAL PLAN FUNDING	S7(2)(B)(II)	PREJUDICE COMMERCIAL POSITION	INFORMATION CONTAINED IN THE REPORT MAY ADVANTAGE OR DISADVANTAGE COMMERCIAL ACTIVITIES	ONCE THE CHIEF EXECUTIVE IS SATISFIED THERE ARE NO LONGER GROUNDS FOR WITHHOLDING THE INFORMATION.
27	12 GILMOUR TCE, LYTTTELTON - LAND DISPOSAL	S7(2)(I)	CONDUCT NEGOTIATIONS	THIS MATTER INVOLVES THE POSSIBLE SALE OF LEASEHOLD LAND. IF APPROVED STAFF WILL NEED TO NEGOTIATE THE SALE. THE RELEASE OF INFORMATION IN THIS	ONCE SETTLEMENT IS COMPLETE

				REPORT MAY AFFECT THE ABILITY TO OBTAIN THE BEST OUTCOME FOR COUNCIL.	
28	THE PIANO - PROPOSED AMENDMENT TO LOAN ISSUED BY CHRISTCHURCH CITY COUNCIL	S7(2)(H)	COMMERCIAL ACTIVITIES	COMMENTARY IS MADE ON THE COMMERCIAL REVENUE EARNING ABILITY OF THE PIANO, INCLUDING RISKS THAT COULD BE TO THE DETRIMENT OF THE PIANO IF THE INFORMATION BECOMES KNOWN TO IN THE MARKET.	AFTER 2026 WHEN NAMING RIGHTS AND NEW TENANCIES SHOULD HAVE BEEN COMPLETED, AND WHEN THERE ARE NO LONGER VALID REASONS UNDER THE LOCAL GOVERNMENT OFFICIAL INFORMATION AND MEETINGS ACT 1987
29	CHRISTCHURCH CIVIC AWARDS 2019	S7(2)(A)	PROTECTION OF PRIVACY OF NATURAL PERSONS	PROTECTION OF PRIVACY	ONLY NAMES OF SUCCESSFUL CANDIDATE WILL BE RELEASED AFTER COUNCIL CONFIRMATION. NO PERSONAL INFORMATION WILL BE RELEASED.
30	USE OF THE DISTRICT PLAN TO SUPPORT CENTRAL CITY RECOVERY	S7(2)(G)	MAINTAIN LEGAL PROFESSIONAL PRIVILEGE	TO KEEP LEGAL ADVICE CONFIDENTIAL	10 YEARS OR UNTIL OPERATIVE DATE OF THE NEXT FULL DISTRICT PLAN REVIEW, WHICHEVER IS EARLIER.

31	COMMUNITY EARLY LEARNING CENTRES	S7(2)(I)	CONDUCT NEGOTIATIONS	TO ALLOW THE COUNCIL TO CONDUCT NEGOTIATIONS WITH EACH COMMUNITY ELC ON THE LEASING OF COMMUNITY FACILITIES.	THE RECOMMENDATIONS AND CONTENT OF THIS REPORT ARE RELEASED AS SOON AS THEY HAVE BEEN SHARED WITH THE EIGHT RELEVANT COMMUNITY ELCs. ATTACHMENT A CONTAINING COMERCIALY SENSITIVE INFORMATION IS NOT RELEASED.
32	CENTRAL PLAINS WATER TRUST - APPOINTMENT OF TRUSTEES AND DRAFT ENDURING LETTER OF EXPECTATIONS	S7(2)(I)	CONDUCT NEGOTIATIONS	TO ALLOW A PERIOD FOR NEGOTIATIONS WITH POTENTIAL NEW TRUSTEES AND TO PROTECT THEIR PRIVACY IN THE EVENT APPOINTMENT IS NOT MADE.	WHEN NOTIFIED PUBLICLY BY THE CENTRAL PLAINS WATER TRUST
33	THE COURT THEATRE, DEVELOPMENT AND LEASE AGREEMENTS	S7(2)(B)(II), S7(2)(H)	PREJUDICE COMMERCIAL POSITION, COMMERCIAL ACTIVITIES	THIS REPORT CONTAINS SENSITIVE COMMERCIAL INFORMATION PERTAINING TO THE FINANCIAL LEASE ARRANGEMENTS BETWEEN COUNCIL AND THE COURT.	26 SEPTEMBER 2020 ONE YEAR POST-COUNCIL MEETING