

Christchurch City Council
AGENDA

Notice of Meeting:

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

Date: **Thursday 13 February 2020**
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 Jimmy Chen
	Councillor Catherine Chu
	Councillor Melanie Coker
	Councillor Pauline Cotter
	Councillor James Daniels
	Councillor Mike Davidson
	Councillor Anne Galloway
	Councillor James Gough
	Councillor Yani Johanson
	Councillor Aaron Keown
	Councillor Sam MacDonald
	Councillor Phil Mauger
	Councillor Jake McLellan
	Councillor Tim Scandrett
	Councillor Sara Templeton

7 February 2020

Principal Advisor

Dawn Baxendale
Chief Executive
Tel: 941 6996

Jo Daly
Council Secretary
941 8581
jo.daly@ccc.govt.nz
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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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Karakia Whakamutunga

Karakia Timatanga

A minute's silence for Doug Couch

The meeting will acknowledge the passing last month of Douglas Falcon Herewini (Doug) Couch, who served on Mount Herbert County Council, Banks Peninsula District Council and Lyttelton/Mt Herbert Community Board.

Doug was born in Lyttelton in 1932 and was raised at Rāpaki where he lived for most of his life.

Throughout his life Doug was heavily involved in the Rāpaki and the wider Banks Peninsula communities. In the late 1970s he served a term on the Mount Herbert County Council before going on to serve on the Banks Peninsula District Council and the Lyttelton/Mt Herbert Community Board.

He had stints as president of the Lyttelton Lions Club and the Lyttelton Youth Council and was a member of the local Civil Defence operations team. He was also an active figure within his rūnanga, Te Hapū o Ngāti Wheke.

Our thoughts are with Doug's whānau and we acknowledge his contribution to the community he served so passionately.

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 / Te Huinga Tūmatanui

3.1 Public Forum / Te Huinga Whānui

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. Council Minutes - 23 January 2020

Reference / Te Tohutoro: 20/81924

Presenter(s) / Te kaupāhō: Jo Daly, Council Secretary

1. Purpose of Report / Te Pūtake Pūrongo

For the Council to confirm the minutes from the Council meeting held 23 January 2020.

2. Recommendation to Council

That the Council confirm the Minutes from the Council meeting held 23 January 2020.

Attachments / Ngā Tāpirihanga

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Signatories / Ngā Kaiwaitohu

Author
Jo Daly - Council Secretary

Christchurch City Council MINUTES

Date: Thursday 23 January 2020
Time: 9.31am
Venue: Council Chambers, Civic Offices,
53 Hereford Street, Christchurch

Present

Chairperson	Mayor Lianne Dalziel
Deputy Chairperson	Deputy Mayor Andrew Turner
Members	Councillor Jimmy Chen
	Councillor Catherine Chu
	Councillor Melanie Coker
	Councillor Pauline Cotter
	Councillor James Daniels
	Councillor Mike Davidson
	Councillor Anne Galloway
	Councillor James Gough
	Councillor Yani Johanson
	Councillor Aaron Keown
	Councillor Sam MacDonald
	Councillor Phil Mauger
	Councillor Jake McLellan
	Councillor Sara Templeton

23 January 2020

Principal Advisor

Dawn Baxendale
Chief Executive
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Karakia Timatanga:

Delivered by Councillor James Daniels.

The agenda was dealt with in the following order.

1. Apologies / Ngā Whakapāha

Council Resolved CNCL/2020/00001

That the apologies from Councillor Scandrett for absence and Councillor Keown for early departure be accepted.

Councillor McLellan/Councillor Cotter

Carried

2. Declarations of Interest / Ngā Whakapuaki Aronga

There were no declarations of interest recorded.

3. Public Participation / Te Huinga Tūmatanui

3.1 Public Forum / Te Huinga Whānui

There were no public forum presentations.

3.2 Deputations by Appointment / Ngā Huinga Whakaritenga

There were no deputations by appointment.

4. Presentation of Petitions / Ngā Pākikitanga

4.1 Petition

Jason Alexander, with Bec Sandys and Mayor Neil Brown, of Ashburton District Council presented a petition of 6,242 signatures:

Tayla and Sunmaras legacy Summit Road Christchurch needs to be made safe.

The summit road in Christchurch's port hills has been the subject of many serious and fatal accidents in recent times. On the 27th of November 2019 Tayla Alexander died when the car she was passenger in rolled off the cliff 2 weeks later her sister passed away from her injuries. I propose change is needed to make this road safer with more sturdy barriers and also deterrence for young who use this road to race I propose the road be controlled during weekend evenings by a closed barrier system to prevent needless racing or speeding around these hills causing injury and death I hope every person that reads this can understand why change is needed. It's is believed that this road is frequented each weekend by many young teens car enthusiasts and used to show off their cars those left behind by a moments distraction speed or just inexperience leaves a life time of grief and pain. I also want change to the rules and guidelines around our young getting their licences compulsory defensive driving courses to all drivers obtaining licences teaching our young the implications of their naivety and inexperience before more lives are lost more family's are hurt I ask that the nzta and the New Zealand government address these issues and support and address change

Council Resolved CNCL/2020/00002

That the Council:

1. Receives the petition regarding the crash that occurred on Summit Road on Wednesday 27 November 2019.
2. Records our deepest condolences on the deaths of Tayla and Sunmara Alexander, which occurred as a result of that terrible crash.
3. Refers the petition to the Urban Development and Transport Committee to consider in light of all of the issues that contributed to the crash.

Mayor/Councillor Davidson

Carried

Attachments

A Petition Summit Road, Christchurch - Jason Alexander

5. Council Minutes - 12 December 2019

Council Resolved CNCL/2020/00003

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

AND

That the minutes of the Public Excluded Council meeting held on 12 December 2019 be confirmed.

AND

That the Council confirm the Minutes from the Council meeting held 19 December 2019.

AND

That the minutes of the Public Excluded Council meeting held on 19 December 2019 be confirmed.

AND

That the Council receives the Minutes from the Multicultural Committee meeting held 9 December 2019.

AND

That the Council receives the Public Excluded Minutes from the Multicultural Committee meeting held 9 December 2019.

Mayor/Deputy Mayor

Carried

14. Public Excluded Council Minutes - 12 December 2019

Council Decision

Refer to item 5.

6. Council Minutes - 19 December 2019

Council Decision

Refer to item 5.

15. Public Excluded Council Minutes - 19 December 2019

Council Decision

Refer to item 5.

8. Multicultural Committee Minutes - 9 December 2019

Council Decision

Refer to item 5.

16. Public Excluded Multicultural Committee Minutes - 9 December 2019

Council Decision

Refer to item 5.

Report from Multicultural Committee - 9 December 2019

7. Multicultural Advisory Group

Council Resolved CNCL/2020/00004

1. That the Council:
 - a. Adopts an amended Multicultural Advisory Group Terms of Reference, Attachment A, specifically in relation to the following areas:

Membership – bullet point 2

- The Multicultural Advisory Group will comprise up to 20 individuals who either live, work or study in Christchurch, increased due to the underrepresented groups within the applications.

Chairperson – remove bullet point 2 that states:

- Act as a public spokesperson for the Multicultural Advisory Group.

MAG Meeting Structure – bullet point 1

- The Multicultural Advisory Group will hold regular meetings every two months at a time that suits the membership (to align with the Multicultural Committee meeting schedule).

Councillor Chen/Councillor Daniels

Carried

9. Mayor's Monthly Report - December 2019

A minute's silence was held to acknowledge those who have lost their lives in the Australian bush fires.

Council Resolved CNCL/2020/00005

That the Council:

1. Receive the information in this report.

Mayor/Councillor Gough

Carried

10. Update on the LGOIMA Improvement Plan

Council Resolved CNCL/2020/00006

That the Council:

1. Note the progress being made in the implementation of the improvement plan that addresses the action points and recommendation made by the Chief Ombudsman in his Christchurch City Council Local Government Official Information and Meetings Act Compliance and Practice report of November 2019.
2. Note that staff will report quarterly to the Council on progress on implementing the improvement plan.

Mayor/Councillor Templeton

Carried

11. External Advisory Group for LTP 2021-31 - Terms of Reference

Council Resolved CNCL/2020/00007

That the Council:

1. Approves the Terms of Reference for the External Advisory Group for the Long Term Plan (LTP) 2021-31
2. Note any interim reporting will be reported to the Finance and Performance Committee.

Mayor/Deputy Mayor

Carried

12. Delegations to the Finance and Performance Committee and Committees of the Whole

Council Resolved CNCL/2020/00008

That the Council:

1. Delegates to the Finance and Performance Committee the ability to consider and approve the Council's draft submissions on the following consultations:
 - a. Ministry for the Environment - Reducing Waste: A More Effective Landfill Levy.
 - b. Department of Internal Affairs - Fire and Emergency New Zealand Funding Review.
 - c. Local Government New Zealand - Local Government New Zealand Reinventing Local Democracy discussion paper.
2. Approves the following addition to the delegations in the Finance and Performance Committee Terms of Reference:
 - a. Provide oversight and monitor development of the Long Term Plan (LTP) and Annual Plan.
 - b. Appointment of the Chairperson and Deputy Chairperson of the External Advisory Group for the LTP 2021-31.
3. Approves additions to the terms of reference to each of the Committees of the Whole:
 - Finance and Performance Committee
 - Sustainability and Community Resilience Committee
 - Three Waters Infrastructure and Environment Committee
 - Urban Development and Transport Committee
 - a. Consideration and approval of draft submissions on behalf of the Council on topics within its terms of reference.
 - b. Where the timing of a consultation does not allow for consideration of a draft submission by the Council or relevant Committee, that the draft submission can be considered and approved on behalf of the Council.

Deputy Mayor/Councillor MacDonald

Carried

Karakia Whakamutunga: Delivered by Councillor James Daniels

Meeting concluded at 10.17am.

CONFIRMED THIS 13TH DAY OF FEBRUARY 2020

**MAYOR LIANNE DALZIEL
CHAIRPERSON**

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

Reference / Te Tohutoro: 19/1448785

Presenter(s) / Te kaupāhō: Kelly Barber, Chairperson Community Board

1. Purpose of Report / Te Pūtake Pūrongo

The purpose of this report is to provide the Council with an overview of Part A matters requiring a Council decision and of initiatives and issues considered by the Community Board.

2. Community Board Recommendations

That the Council:

1. [Receive the Waitai/Coastal-Burwood Community Board report for February 2020.](#)

3. Community Board Decisions Under Delegation

The Waitai/Coastal-Burwood Community Board held a meeting on Monday 3 February 2020. Decisions made under delegation were:

- To request for staff to put on hold any works previously resolved by the Board at its 2 December 2019 meeting in relation to the relocations of the bus stop at 111 Bassett Street and report back to the Board with alternative options
- Approve the public notification of the intention to grant a ground lease to Christchurch Archery Club Incorporated and grant a licence to occupy to Christchurch Archery Club Incorporated
- Approve of the surrender of the current lease, expiring 29 November 2021, to New Brighton Surf Club Incorporated and approved a new lease for the New Brighton Surf Club Incorporated
- Approve as landowner, the proposed building plans for the rebuild of the New Brighton Surf Club
- Approve the installation of a no stopping restrictions on the southwest side of Reginald Street commencing 63 metres southeast of its intersection with Vivian Street and extending in a southeast then southerly direction for a distance of 30 metres.
- Approve the installation of no stopping restrictions on the Radiata Avenue-Broadhaven Avenue intersection, for a distance of nine metres each way
- Approve the installation of a no-passing line on Burwood Road south of its intersection with Rothesay Road and north of its intersection with Mairehau Road.
- Appoint Board liaison representatives to the remaining local outside organisations and committees for the 2019/2022 term.
- Approve a grant of \$4,000 from its 2019-2020 Discretionary Response Fund to Avon Heathcote Estuary Ihutai Trust
- Approve a grant of \$3,295 from its 2019-2020 Discretionary Response Fund to the Dallington Community Gardens

4. Part A Recommendations to Council

No reports presenting Part A recommendations from the Board are included in this agenda.

5. Significant Council Projects in the Board Area

5.1 He Puna Taimoana

The hot pools are a key development in the New Brighton Regeneration Project – a transformation of the seaside village backed by the Council, Development Christchurch Limited (DCL), local businesses and the community.

The community has been part of the process from the beginning, with initial concepts for the hot pools facility based on ideas and feedback from locals.

When complete in March 2020, He Puna Taimoana will feature five outdoor pools for year-round use ranging in temperature and activity type, sauna and steam room, changing facilities and toilets, seating areas, feature night lighting and a café.

He Puna Taimoana will be a place for local people and visitors, young and old, to relax and enjoy.

5.2 Marine Parade Streetscape Siteworks

Progress with the site works between Hawke Street and New Brighton Mall has been regularly reported to the Board. Work undertaken to date on the Marine Parade Eastern Side has been footpath preparation and new paving stones are being laid on the footpath.



Marine Parade western side stormwater pipes are all installed, two of the rain garden walls have been completed, the kerb and channel has been partially completed, V Channels are currently underway, the footpath preparation has commenced lighting cables and CCTV ducts are installed.



6. Significant Community Issues, Events and Projects in the Board Area

6.1 I Love New Brighton

I love New Brighton was held on Thursday 6 February 11am to 3pm at Thomson Park, 93 Marine Parade, North New Brighton.

The event opened with a Kapa haka to recognise and celebrate Waitangi Day and there was a range of local performances and music.

There was an 'Active Zone' where you can try the Pedalmania bikes, archery tag course, the FLIP OUT mat and a range of fun sports and activities.

6.2 Children's Day

Children's Day is held on Sunday 1 March 2020 from 11am to 3pm in the red zone at 152 New Brighton Road.

The red zone comes alive with activities and events designed to bring families together and show how important children are in our community.

Come down with your picnic lunch and enjoy all the free children's activities. This year the event includes the performing arts, crafts, demonstrations, sports, activities and games.

Getting there is easy, just catch the [orange line bus](#) to avoid all the hassle of traffic. If you need to bring a car the car park can be accessed from Mundys Road.

6.3 Parklands at Play

Parklands @ Play celebrates and connects the community with local play for all ages at Parklands Reserve on Sunday 16 February from 12-3pm. Activities on offer at this event range from have a go fencing, tennis, archery, bowls, karate and table tennis, as well as a specific pre-schoolers area with bouncy castles, ride-on's, nature play and craft as well as pony and gig rides

6.4 **Community Board Bus Tour**

The Waitai/Coastal-Burwood Community Board Bus Tour around the ward will take place on Monday 9 March 2020. This will provide Board members with the opportunity to visit various projects currently underway and highlight areas of interest to the Board.

7. Progress Report Against the Community Board Plan

7.1 The Board is currently developing its Community Board Plan for the 2019-22 term.

8. Community Board Matters of Interest

8.1 **Ben Rarere Pump Station**

The project management team briefed the Board on the progress of the Ben Rarere new Water Supply Pump Station which replaces Bexley Pump Station that was damaged in the earthquakes. The detailed design stage is due to be completed at the end of March and construction is due to start in June-July 2020.

8.2 **Shirley Boys' High School - QEII community project update**

This briefing sought Community Board feedback on the proposal for a temporary works compound with a site office and shipping container on QEII Park; to support Shirley Boys and Isaacs Construction Civil Works with a volunteer-led programme of development.

8.3 **Overview of our external capital works map**

The head of Programme Management Office provided the Board with an overview of the Capital Works Programme map, which is now available on the Council's external website.

8.4 **Community Board Planning**

The Board convened on the 11 December and 20 January a workshop to discuss and their priorities for the 2019/21 Board Plan.

8.5 **Early Birds QEII club**

Coastal-Burwood Community Board made the following submission to the 2019/20 Annual Plan 'Request advice from staff on how toilet/shower facilities can be added in close proximity to the hydrotherapy pool at Taiora: QEII, with the advice including feedback from the New Zealand Spinal Trust and the Disabled Persons Assembly. The Board also requested Council identify funding to allow this improvement to be made as soon as possible.

The Board has also requested the installation of a new adult spa with multi-functioned therapeutic jets be considered in the next Long Term Plan.

The QEII Early Birds Club made a deputation and presented a letter to the Coastal Burwood Community Board on 2 December 2019.

Sport and recreation staff hosted a briefing with the Community Board on 20 December 2019 in response to the letter they received from the Early Birds QEII Club.

8.6 **Rawhiti Domain Site visit and briefing**

The Board received an update from staff following a site visit to Rawhiti Domain. The Board were briefed on the purpose and process for the report which was be considered by the Board at its meeting on 3 February 2020.

Attachments / Ngā Tāpirihanga

There are no attachments to this report.

Signatories / Ngā Kaiwaitohu

Authors	Ann Furlong - Support Officer Anna Langley - Community Development Advisor Jacqui Miller - Community Recreation Advisor Heather Davies - Community Development Advisor Katie MacDonald - Community Support Officer
Approved By	Christopher Turner-Bullock - Manager Community Governance, Coastal-Burwood Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support, Governance and Partnerships

7. Te Pātaka o Rākaihautū/Banks Peninsula Community Board Report to Council

Reference / Te Tohutoro: 20/47222

Presenter(s) / Te kaupāhō: Tori Peden, Chairperson, Banks Peninsula Community Board

1. Purpose of Report / Te Pūtake Pūrongo

The purpose of this report is to provide the Council with an overview of Part A matters requiring a Council decision and of initiatives and issues considered by the Community Board.

2. Community Board Recommendations

That the Council:

1. [Receive the Community Board report for December 2019.](#)

3. Community Board Decisions Under Delegation

The Banks Peninsula Community Board held meetings on 2 December and 16 December 2019. Decisions made under delegation were:

- **Governance Arrangements** – The Board appointed its committees, subcommittees, subordinate decision making bodies and working parties for the term.
- **Banks Peninsula Road Maintenance Working Party** – The Board requested that staff report back on the re-establishment of the Working Party with reviewed Terms of Reference to reflect a changed role to focus on assisting staff in identifying priorities for road maintenance on Banks Peninsula
- **Reserve Management Committees (RMCs)** – Following a deputation on this matter, the Board approved the membership of RMCs. The Board also acknowledged concerns that not all user groups are represented on one of the RMCs, and requested that the RMC engage with the relevant group and report back.
- **Akaroa Issues Working Party** – Following correspondence and a deputation on this matter, the Board decided to not dissolve the Akaroa Issues Working Party at this time but signalled the likelihood of changes to its Terms of Reference, or the formation of a new community-led group that could replace it.
- **Outside Organisations and Committees** – The Board appointed representatives and liaisons to more than 60 outside organisations and committees.
- **Diamond Harbour Swimming Pool** – The Board approved a grant towards costs for the Diamond Harbour Swimming Pool to remain open over the school holidays.
- **Norman Kirk Memorial Pool** – The Board approved a grant for lifeguard wages to enable the pool to remain open on weekends to the end of February 2020.
- **Meeting Schedule** – The Board adopted its meeting schedule to December 2020.

4. Part A Recommendations to Council

No reports presenting Part A recommendations from the Board are included in this agenda for Council consideration.

5. Significant Council Projects in the Board Area

Fitness Equipment in Little River

- 5.1 Following the request of local residents, the Board approved an amendment to the Awa-iti Master Plan to allow for installation of fitness equipment in the Domain.

6. Significant Community Issues, Events and Projects in the Board Area

High Public Participation at Board Meetings

- 6.1 The Board heard nine presentations from local community groups and residents at its two public forum sessions. Topics ranged from a proposed community park which would be maintained by locals, wellbeing of Hector's dolphins, sustainable tourism and freedom camping. Where appropriate the Board referred issues to staff for advice.

Akaroa Harbour Community Hui

- 6.2 Eighty resident attended a community hui to identify a broad array of important issues and opportunities within the wider Akaroa Harbour community.
- 6.3 Issues raised included cost of housing, how to attract/retain younger people, environmental regeneration, sustainability, economic stability, decreasing seasonality of Akaroa tourism, issues of an aging population, cruise ships/tourism management, natural disasters, water and sewage, public toilets and freedom camping. There was discussion on how to build greater cohesion and unity and a desire to continue the conversation.
- 6.4 The next step is to trial suggested ways of increasing the communication flow within the community, and follow up with a similar event in the near future.

Little River Big Ideas Community Plan

- 6.5 The Little River Wairewa Community Trust updated the Board on the implementation of the Little River Big Ideas Community Plan. For more details please click [here](#).
- 6.6 Council staff from multiple units recently held a Community Breakfast in Little River to provide information and answer questions from residents about a range of Council-led projects identified in the Community Plan that are currently underway. Approximately 240 residents attended and many chose to engage with staff during the event.

Waterdrome in Lyttelton Harbour

- 6.7 In April 2019, the Board provided feedback to the Civil Aviation Authority of New Zealand (CAA) on Peninsula Air Limited's proposal to construct a waterdrome in Lyttelton Harbour for sea planes.
- 6.8 The Board stated it was unable to endorse the proposal without further information on the impact on the environment, marine life and the lifestyle and values of residents, including local hapu, and would find difficulty in supporting a proposal where that impact were negative.
- 6.9 Some local residents were concerned with the potential impact on public safety and marine life.
- 6.10 CAA recently issued an Objectionable Determination as it concluded that the proposed operation would adversely affect public safety.

7. Progress Report Against the Community Board Plan

- 7.1 The Board is currently developing its Community Board Plan for the 2019-22 term.

8. Community Board Matters of Interest

8.1 Lyttelton Recreation Centre Partnership Agreement

8.1.1 The Council and Project Lyttelton recently signed a Partnership Agreement for the management of the Lyttelton Recreation Centre. This partnership is the first of its kind as the Council explores ways to give communities a bigger role in the long-term management of their local facilities.

8.2 Planning for Cruise Ships

8.2.1 Planning is underway for the return of cruise ships to Lyttelton in Spring 2020. The Board received a public forum presentation from the Lyttelton Harbour Resource and Information Centre, which is working with the Council on this matter.

8.2.2 The Council has continued to put measures in place to help manage the impact of cruise ships in Akaroa over the current busy season. For example, the Council recently installed Big Belly rubbish bins in Akaroa and Little River to improve rubbish management. These bins have solar powered compactors, which allow them to hold up to five times more rubbish than a standard bin.

8.3 Mt Herbert By-Election

8.3.1 A by-election for an extraordinary vacancy for one member from the Mt Herbert Subdivision of the Banks Peninsula Community Board will be held. Voting will be open from 27 January to 18 February 2020 for the two candidates.

Attachments / Ngā Tāpirihanga

There are no attachments to this report.

Signatories / Ngā Kaiwaitohu

Authors	Joan Blatchford - Manager Community Governance, Banks Peninsula/Lyttelton Penelope Goldstone - Manager Community Governance, Banks Peninsula/Akaroa
Approved By	Joan Blatchford - Manager Community Governance, Banks Peninsula/Lyttelton Penelope Goldstone - Manager Community Governance, Banks Peninsula/Akaroa Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support, Governance and Partnerships

8. Waimāero/Fendalton-Waimairi-Harewood Community Board - Report to Council - February 2020

Reference / Te Tohutoro: 19/1478661

Presenter(s) / Te kaupāhō: David Cartwright, Board Chair

1. Purpose of Report / Te Pūtake Pūrongo

The purpose of this report is to provide the Council with an overview of Part A matters requiring a Council decision and of initiatives and issues considered by the Community Board.

2. Community Board Recommendations

That the Council:

1. Receive the Waimāero/Fendalton-Waimairi-Harewood Community Board report for February 2020.

3. Community Board Decisions Under Delegation

The Waimāero/Fendalton-Waimairi-Harewood Community Board held a meeting held on 9 December 2019. Decisions made under delegation were:

- Memorial Avenue – Proposed U-Turn Restrictions at Ron Guthrey Road and Peter Leeming Road: The Board approved a U-turn restriction at the Memorial Avenue/Ron Guthrey Road and Peter Leeming Road intersection and asked that staff give consideration to allocating extra time for right turning traffic at this intersection.
- 336 Clyde Road – Relocation of Existing Bus Stop and Proposed Markings: The Board approved the relocation of the bus stop and its markings
- Jeffreys Reserve – Suction Tank Replacement – Tree Removals: The Board approved the removal of nine trees in Jeffreys Reserve to allow for the construction of the replacement suction tank.
- Fendalton-Waimairi-Harewood 2019-20 Youth Development Fund Applications: The Board approved funding totalling \$320 to four applications to attend the Touch Rugby Nationals in Auckland and the New Zealand Schools National Touch Rugby Tournament in Rotorua.
- Waimāero/Fendalton-Waimairi-Harewood Community Board – Governance Arrangements 2020: The Board approved the dates, time and venue for its meeting in 2020 year and established the Waimāero/Fendalton-Waimairi-Harewood Community Board Submissions Committee to respond on behalf of the Board to submission opportunities as they arise through the present term.
- Waimāero/Fendalton-Waimairi-Harewood Community Board – Recess Committee 2019-20: The Board appointed a Recess Committee comprising the Chairperson or Deputy Chairperson and at least two other Board members, to be authorised to exercise the delegated powers of the Board for the period following its ordinary meeting on 9 December 2019 until the Board resumes normal business on 3 February 2020.

- Waimāero/Fendalton-Waimairi-Harewood Community Board Area Report: The Board approved the holding of a joint meeting of the Waimāero /Fendalton-Waimairi-Harewood Community Board and the Waipapa/Papanui-Innes Community Board on Tuesday 4 February 2020 to consider the Dickey's Road section of the proposed North West Speed Management Plan.

4. Part A Recommendations to Council

The following reports presenting Part A recommendations from the Board are included in this agenda for Council consideration:

- 4.1 North West – Proposed Speed Management Plan
- 4.2 North West – Proposed Speed Management Plan – Dickeys Road

The North West – Proposed Speed Management Plan report was considered at joint meetings of the Waimāero/Fendalton-Waimairi-Harewood and Waipuna/Halswell-Hornby-Riccarton Community Boards on 16 December 2019.

The Waimāero/Fendalton-Waimairi-Harewood and Waipapa/Papanui-Innes Community Boards considered the North West – Proposed Speed Management Plan – Dickeys Road report at a meeon respectively.

The Boards' considerations and recommendations of the North West – Proposed Speed Management Plan report and the North West – Proposed Speed Management Plan – Dickeys Road report will be considered by the Council at its meeting on 13 February 2020.

5. Council Projects in the Board Area

5.1 Avonhead Park Cemetery

Consultation on a name change for the Avonhead Park Cemetery was carried out between 2 December 2019 and 22 January 2020. This follows a Council decision in 2019 that staff should consult on a change of name from Avonhead Park Cemetery to Avonhead Memorial Cemetery.

As at 20 January 2020 97 submissions had been received. Council staff are now analysing the feedback. A report will be presented back to the Board for a decision in due course.

5.2 Elmwood Park

Council staff are re-consulting with the local community regarding the proposed cricket net lease to Old Boys Collegians Cricket Club on Elmwood Park.

The Board approved the lease for the Club's new pavilion in August 2019, but there has been opposition from the community to the positioning and size of the proposed cricket club nets.

Council staff have been working with the Club on other options and these will be taken back out to the Community during February 2020.

6. Community Issues, Events and Projects in the Board Area

6.1 North-West Pool Party

The annual youth North-West Pool Party took place in glorious weather on Friday 6 December 2019 at Jellie Park Pool.

Hosted by the Councils, the Papanui Youth Development Trust and the Council's Recreation Advisers, this year's theme was 'School's Out'.

Two hundred local youth enjoyed activities including live bands, competitions, dancing, bomb competition. In addition to the free sausage sizzle there some great prizes won.



6.2 **2018-19 Strengthening Communities End of Year Project Report**

Through its Area Report, the Board received a report outlining the outcomes of its 2018-19 Strengthening Communities Fund.

6.3 **Bishopdale Village Mall Projects**

Stage two of consultation with the community around what they would like to see at the Bishopdale Village Mall "Village Green" space was completed in November 2019. The project team have met with Parks to look at progressing the small additional plantings, seatings and a possible artificial turf space for library story times and outdoor Pilates or yoga etc.

The school panels for the mural that backs on to the village green have been completed and the artist is starting the work on the main mural in late February. After the mural is completed the school panels will be installed. The project group will then consider a celebration event to acknowledge all of those who have contributed to the project. And will also be considering their next project for the area.

6.4 **Culture Galore 2020**

Culture Galore has been running since 2001 and has grown cumulatively each year. In 2019 over 5000 people attended the event. This multicultural festival celebrates our city's diversity with food, arts and crafts, music and performances from more than 30 cultures who call Christchurch home.

This year the event will be held from 12 noon and 4pm on Saturday, 22 February 2020 at Ray Blank Park, Maidstone Road.

6.5 **Bus Tour**

The first of two bus tours around the Board area took place on 10 February 2020. This provided Board members with the opportunity to visit various projects currently underway and highlighted potential future issues which may come to the Board's attention.

7. Progress Report Against the Community Board Plan

- 7.1 The Board held a workshop on 27 January 2020 to further consider its priorities for its Community Board Plan 2020-22.

The Board will look to take its priorities out to the community for its feedback during February. The Board will adopt its Plan in early March 2020.

Attachments / Ngā Tāpirihanga

There are no attachments to this report.

Signatories / Ngā Kaiwaitohu

Authors	Bronwyn Frost - Support Officer Lisa Gregory - Community Recreation Advisor Natalie Dally - Community Development Advisor Margaret Henderson - Community Board Advisor
Approved By	Maryanne Lomax - Manager Community Governance, Fendalton-Waimairi-Harewood John Filsell - Head of Community Support, Governance and Partnerships

9. Waipuna/Halswell-Hornby-Riccarton Community Board Report to Council

Reference / Te Tohutoro: 20/60558

Presenter(s) / Te kaupāhō: Mike Mora, Chairperson

1. Purpose of Report / Te Pūtake Pūrongo

The purpose of this report is to provide the Council with an overview of Part A matters requiring a Council decision and of initiatives and issues considered by the Community Board.

2. Community Board Recommendations

That the Council:

1. Receive the Waipuna/Halswell-Hornby-Riccarton Community Board report for the December 2019/January 2020 period.

3. Community Board Decisions Under Delegation

The Waipuna/Halswell-Hornby-Riccarton Community Board held a meeting on 10 December 2019. Decisions made under delegation were:

- Approval of a bus stop relocation, and bus passenger shelter installation at 278/280 Halswell Road, and appropriate road markings opposite 284/286 Halswell Road
- Approval of the following new road names and right-of-way names in local subdivisions:
 - 310 Kennedys Bush (RMA/2018/2324)
 - a. Kokomea Street
 - b. Minsons Lane
 - c. Larnder Lane
 - 57 Sutherlands Road (RMA/2018/1992)
 - a. Tempering Drive
 - b. Forge Close
 - c. Bellows Close
- Approval of a bus passenger shelter installation and bus stop markings at 166 Waimairi Road in Ilam
- Approval of a bus stop relocation beside 182 Springs Road in Hornby
- Approval of bus stop markings and the relocation of two existing bus stops beside 1B Oakridge Street and 2 Oakridge Street in Halswell
- Approval of a traffic island extension on Springs Road by the Garvins Road intersection in Hornby
- Approval of no stopping restrictions on Colligan Street and Bartlett Street in Riccarton
- Approval of P15 Parking restrictions at 119 Buchanans Road in Hornby

- Approval of P10, P30, P60, P120 Disabled Parking and P10 Loading Zone Parking Restrictions on Division Street in Riccarton
- Appointment of Board representation on outside organisations
- Adoption of the dates, time and venues of the Board's Ordinary Meetings for the period February to December 2020 inclusive
- Appointment of a Board Recess Committee for 2019 and 2020 inclusive
- Approval of the allocation of \$4,000 from its 2019-20 Halswell-Hornby-Riccarton Discretionary Response Fund to its 2019-20 Halswell-Hornby-Riccarton Youth Development Fund
- Allocations were made to one local recipient and a local high school on behalf of eleven students from the Board's 2019-20 Youth Development Fund

4. Part A Recommendations to Council

The following reports presenting Part A recommendations from the Board are included in this agenda for Council consideration:

4.1 North West – Proposed Speed Management Plan

The North West – Proposed Speed Management Plan report was considered at joint meetings of the Waimāero/Fendalton-Waimairi-Harewood and Waipuna/Halswell-Hornby-Riccarton Community Boards on 16 December 2019.

The Boards' considerations and recommendations of the North West – Proposed Speed Management Plan report will be considered by the Council at its meeting on 13 February 2020.

5. Significant Council Projects in the Board Area

Strengthening Community Fund Projects

5.1 CDN Luncheon

The CDN Trust recently held its annual celebration and thank you luncheon. At the event, Matthew Minnish was recognised as their Volunteer of the Year, having worked with the Trust as a volunteer since 2013.

CDN have been fortunate to be able to call on a pool of over 90 volunteers, donating 8,894 hours of time. Their work has been spread over the various programmes in Hornby and Riccarton (Youth Hangout, Kids and Teen Camps, school based youth work) and administration.

Their workers annually interact with over 1,200 young people and their families.

5.2 Young 1's and Shufflebumz Programme

Really Useful Resources (RUR) Trust have decided to wind up the Young 1's and Shufflebumz programme at the end of 2019.

The programme for young (Under 25 year old) mothers and their pre-schoolers has been operating for 14 years. It has been based around music to movement with holistic parenting support provide to the young mothers.

6. Significant Community Issues, Events and Projects in the Board Area

6.1 Community Pride Garden Awards

The Christchurch Beautifying Association undertook judging for the Community Pride Garden Awards between 18 January and 9 February 2020. An awards function to acknowledge Halswell-Hornby-Riccarton Community Pride Garden Award recipients is to be scheduled for March 2020.

6.2 Edible and Sustainable Garden Awards

Entries for the Awards closed on 20 January. Eleven entries have been received from residential properties and three entries from Community Gardens.

Garden assessments will be undertaken by the Canterbury Horticultural Society between 17 February and 28 February. There will be an opportunity for Board members to accompany judges during assessments.

6.3 Hei Hei Community Centre

The CDN Trust operate an after school hangout at the Hei Hei Community Centre on a Wednesday afternoon during the school term. Recently the students completed a mural which has been hung downstairs in the Community Centre.



6.4 Aidanfield Christian School - Park 'n' Stride - Trial

To address issues of safety and traffic congestion outside the Aidanfield Christian School a trial school-run was held where all parents who normally dropped their children off at school by car instead parked at Ngā Puna Wai and walked with their children along the existing track and in through the rear gate to the school.

Parents were rewarded with a free coffee and muffin and the students got a stamp card with which they could continue to collect stamps which equate to house points.

There were around fifty cars observed parking at Ngā Puna Wai that morning and initial feedback was positive, with one parent, remarking that it was the safest and quietest she had seen Dunbars Road the whole year.

Staff at Ngā Puna Wai have observed a few more cars parking there on mornings since the trial and a survey has been sent out to parents to seek feedback to see if the majority would use this route to the school on a regular basis. If the feedback finds most parents in favour of regularly using the route, the next step will be to secure funding to install a more formal pathway which links the walkway around Ngā Puna Wai to the rear gate of the Aidanfield Christian School.

6.5 Templeton Domain – Public Tennis Court

The upgrade and repair to the Templeton Domain public tennis court has been successfully completed. The work included a new surface, fence and net. Roots from the nearby tree had cracked through the surface rendering the court unsafe to play on and there were numerous holes in the fence.



6.6 Events - Reports Back

6.6.1 Greater Hornby Residents' Association - Family Fun Day

The Greater Hornby Residents' Association's annual Family Fun Day on the Park was successfully held on Sunday 24 November 2019 at Denton Park.

Supported by a range of local groups including Hornby Rugby, Hornby Netball and Hornby Cricket Clubs, and Marching Canterbury, the event attracted around 500 people throughout the afternoon. Activities included pony rides, merry-go rides, bouncy castle, face painting, airbrush tattoos, ripper rugby, netball, cricket and a variety of competitions and races. The event finished with Santa, riding in on a train showering the area in lollies for a scramble.



6.6.2 Riccarton Sports Hub Multi-Sport Holiday Festival

The Riccarton Sports Hub Holiday Festival was again a great success, with over fifty children aged between 5 and 12 attending over the two days at Upper Riccarton Domain, 14 and 15 of January 2020.

The three sports codes, FC Twenty 11, Upper Riccarton Tennis and Riccarton Cricket Clubs, as the three main users of the Domain, form the Riccarton Sports Hub collective which runs three of these holiday festivals annually.

This unique partnership offers children from the local area an opportunity to try and practise all three sports, along with other fun activities provided over the two days such as tug-o'-war, parachute games and team building.

The group's aim is to build on their success and continue to offer fun, affordable, sporting activities for each of the school holidays throughout the year encouraging more children and young people to get involved in sport.



7. Progress Report Against the Community Board Plan

7.1 The Community Board is continuing to work on producing its Community Board Plan 2020-22.

Attachments / Ngā Tāpirihanga

There are no attachments to this report.

Signatories / Ngā Kaiwaitohu

Authors	Noela Letufuga - Support Officer Marie Byrne - Community Development Advisor Karla Gunby - Community Development Advisor Peter Dow - Community Board Advisor Matthew Pratt - Manager Community Governance, Halswell-Hornby-Riccarton
Approved By	Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support, Governance and Partnerships

10. Waikura/Linwood-Central-Heathcote Community Board Report to Council

Reference / Te Tohutoro: 19/1455045

Presenter(s) / Te kaupāhō: Sally Buck, Chairperson

1. Purpose of Report / Te Pūtake Pūrongo

The purpose of this report is to provide the Council with an overview of Part A matters requiring a Council decision and of initiatives and issues considered by the Community Board.

2. Community Board Recommendations

That the Council:

1. Receive the Waikura/Linwood-Central-Heathcote Community Board report for December 2019.

3. Community Board Decisions Under Delegation

The Waikura/Linwood-Central-Heathcote Community Board held a meeting on 9 December 2019. Decisions made under delegation were:

- **Parking Restrictions** were approved in:
 - Salisbury and Colombo Streets, outside Maryville Courts entranceways.
- **Bus Stops** were approved in Gloucester Street.
- **Playground Renewals** including landscape plans for King Park and Radley Playground were approved.
- **Ōpāwaho/Heathcote River Dredging Stage 3 and 4a Tree Removals** – removal of three healthy and structurally sound road corridor trees were approved.
- **Discretionary Response Fund** contribution grant was made to Woolston Development Project towards its Family Support Worker.
- **2019/20 Recess Committee** was approved.
- **Board Governance Arrangements for 2020** – was approved with the Board confirming the timing of its Board meetings and briefings. The Board confirmed two Working Parties (Ōpāwaho to Ihutai and Greening the East) and a Submissions Committee.
- **Christchurch Street and Garden Awards** – The Board nominated Darrell Latham to be the Board's representative on the judging panel for Linwood-Central-Heathcote area.
- **Red Zones Transformation Land Use Co-Governance Group** – the Board nominated Tim Lindley for the Red Zones Transformation Land Use Co-Governance Group.

4. Part A Recommendations to Council

- 4.1 There are no Part A Board recommendations in this agenda for the Council to consider.

5. Significant Community Issues, Events and Projects in the Board Area

5.1 Bromley Heavy Transport

The Board held a community workshop on Bromley Heavy Transport matters at the Bromley Community Centre on 12 November 2019. The Board have held a further workshop to discuss the matters raised at the community workshop and possible ways forward.

5.2 Coastal Pathway – Clifton Beach

The Board invited the Redcliffs and Sumner community to a Board briefing on the Coastal Pathway Stage 4 works and Clifton Beach. The briefing was held on 18 November 2019 at Matuku Takotako: Sumner Centre.

The community were interested in hearing from the project team and the appearance of rocks on Clifton Beach post Coastal Pathway construction.

6. Progress Report Against the Community Board Plan

- 6.1 The Community Board have held workshops over December 2019/January 2020 to for their new Community Board Plan which will inform future Annual Plan and Long Term Plan submissions.

Attachments / Ngā Tāpirihanga

There are no attachments to this report.

Signatories / Ngā Kaiwaitohu

Author	Liz Beaven - Community Board Advisor
Approved By	Arohanui Grace - Manager Community Governance, Linwood-Central-Heathcote Christine Lane - Manager Community Governance, Papanui-Innes John Filsell - Head of Community Support, Governance and Partnerships

11. Waipapa/Papanui-Innes Community Board Report to Council for December 2019 and January 2020

Reference / Te Tohutoro: 20/62353

Presenter(s) / Te kaupāhō: Emma Norrish - Chair

1. Purpose of Report / Te Pūtake Pūrongo

The purpose of this report is to provide the Council with an overview of Part A matters requiring a Council decision and of initiatives and issues considered by the Waipapa/Papanui-Innes Community Board.

2. Community Board Recommendations

That the Council:

1. Receive the Waipapa/Papanui-Innes Community Board report for the months of December 2019 and January 2020.

3. Community Board Decisions Under Delegation

The Waipapa/Papanui-Innes Community Board held meetings on 6 December 2019 and 31 January 2020. Decisions made under delegation were:

- Relocate the existing bus stop beside 139 Harewood Road to 137-139 Harewood Road and remove the existing bus stop beside 161 Harewood Road.
- The Chairperson of the Waipapa/Papanui-Innes Community Board is to have a casting vote.
- The appointment of a Recess Committee for the period 13 December 2019 to 31 January 2020.
- Adopt meeting dates for 2020 and establish a Submissions Committee that has delegated authority to lodge submissions on behalf of the Waipapa/ Papanui-Innes Community Board.
- Approve a joint meeting with the Waimāero/Fendalton-Waimairi-Harewood Community Board to be held on Tuesday 4 February 2020.
- Appoint specified Board members as representatives to outside organisations and committees for the 2019-22 term.
- Approval of the following grants
 - \$4,000 from its 2019-20 Discretionary Response Fund to the Shirley Community Trust towards their summer holiday programme.
 - \$2,000 from its 2019-20 Discretionary Response Fund to the Community Focus Trust towards event costs.
 - \$200 from its 2019-20 Positive Youth Development Fund to Tayla Eagle towards attending the Royal New Zealand Pipe Band Association Summer School held in Wellington from 8-12 January 2020.
 - \$1,400 from its 2019-20 Positive Youth Development Fund to Casebrook Intermediate School towards senior students' attendance at the Papanui Youth Development Trust's Leadership Training Course to be held 6-7 April 2020.

- \$200 from its 2019-20 Positive Youth Development Fund to Jaze Gear-Jones towards attending the Junior Touch Nationals held in Wellington from 14-17 February 2020.

4. Part A Recommendations to Council

There were no Part A recommendations to the Council for this period.

5. Significant Council Projects in the Board Area

Community Facilities

5.1 St Albans Community Centre

A Start Work Notice was issued for the new community centre and building commenced mid-January 2020, with completion scheduled for December 2020.

6. Significant Community Issues, Events and Projects in the Board Area

Projects

6.1 The Santa Claus Workshop Charitable Trust



The Santa Claus Workshop Charitable Trust kindly gifted 25 handmade wooden toys prior to Christmas for the Waipapa/ Papanui-Innes Community Board to distribute to local community organisations.

The Waipapa/ Papanui-Innes Community Board gave the Santa Claus Workshop a Discretionary Response grant

in 2018-29 to purchase a new scroll saw. Each November hundreds of toys are distributed to a range of groups to give to whānau who will love and appreciate these beautiful toys.

Events

6.2 Leadership Day 2019

The Papanui-Innes Leadership Day 2019 was held on Friday 29 November 2019 at the Chapel Street Centre in Papanui with 79 attendees providing great representation from community organisations and agencies across the wards.

This year the programme provided the new and returned Board members with the opportunity to introduce themselves followed by a panel



discussion on elected members' aims for this electoral term. The remainder of the day was used to establish the main needs and issues that attendees had identified while working with

their local communities in the Papanui and Innes wards. The Board will include the information gathered when developing their plan for the next three years.

The overall concern in an increasingly technological society was considered to be social isolation.

6.3 Northwest Pool Party



The annual youth Northwest Pool Party took place in glorious weather on Friday 6 December 2019 at Jellie Park Pool.

Hosted by the CCC Recreation Advisors, the Fendalton-Waimairi-

Harewood and Papanui-Innes Community Boards and the Papanui Youth Development Trust, this year's theme was 'School's Out' and 200 local youth enjoyed some pretty epic activities: live bands, competitions, dancing, bomb competition, awesome prizes and a free sausage sizzle!

A great night was had by all!

6.4 St Albans Skate Jam

St Alban's Skate Jam was held on Saturday 16 January, and was thoroughly enjoyed by all participants who attended on the day. This event started at 12.00pm and finished at 3.00pm.

The two coaches from Skate Skool did a superb job throughout the day helping to teach the children that that were new to skating. The free equipment loan was popular, with plenty of children borrowing boards, helmets, and knee and elbow pads so they could participate throughout the event.

A competition was held during the Skate Jam event that enabled children to participate and show off their best skills to be in to win new skating equipment. Many parents commented that this event was great for the kids and that they were well supported by the crew.

The Skate Jam also provided an excellent opportunity for public consultation about the proposed revamp of the St Albans skate park area.



7. Progress Report Against the Community Board Plan

7.1 Planning and engagement with the community commenced in November 2019 in order to formulate a new Board Plan for the Papanui-Innes Wards at the beginning of 2020.

8. Community Board Matters of Interest

8.1 Nil to report.

Attachments / Ngā Tāpirihanga

There are no attachments to this report.

Signatories / Ngā Kaiwaitohu

Author	Elizabeth Hovell - Community Board Advisor
Approved By	Christine Lane - Manager Community Governance, Papanui-Innes Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support, Governance and Partnerships

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

Reference / Te Tohutoro: 20/91996

Presenter(s) / Te kaupāhō: Karolin Potter, Chairperson, Lee Sampson, Deputy Chairperson

1. Purpose of Report / Te Pūtake Pūrongo

The purpose of this report is to provide the Council with an overview of Part A matters requiring a Council decision and of initiatives and issues considered by the Community Board.

2. Community Board Recommendations

That the Council:

1. [Receive the Community Board report for December 2019.](#)

3. Community Board Decisions Under Delegation

The Waihoru/Spreydon-Cashmere Community Board held a meeting on 3 December 2019. Decisions made under delegation were:

- Approval of a bus stop on part of Wilsons Road South.
- Approval of relocation of an existing bus stop beside 30 Lincoln Road to 24/26 Lincoln Road
- Approval of the full surrender of the Deed of Lease with Canterbury Rugby Football League Incorporated over the premises known as Rugby League Park.

Appointment of Board members as representatives to outside organisations:

Neighbourhood Support Canterbury – Melanie Coker

Summit Road Society – Lee Sampson

Red Zones Transformation Land Use Co-Governance Group – Keir Leslie

- Appointment of a Recess Committee comprising the Board Chairperson and/or Deputy Chairperson and any two members available, with a quorum of three, to be authorised to exercise the delegated powers of the Waihoru/Spreydon-Cashmere Community Board for the period following its ordinary meeting on 3 December 2019 up until the Board resumption of normal business on 4 February 2020.
- Adoption of the Waihoru/Spreydon-Cashmere Community Board meeting schedule for the period February to December 2020:

4. Part A Recommendations to Council

There were no Part A recommendations from the Board to the Council from the Board's 3 December 2019 meeting.

5. Significant Council Projects in the Board Area

5.1 Spreydon-Cashmere Edible and Sustainable Garden Awards

Entries to the Spreydon-Cashmere Edible and Sustainable Garden Awards closed on Monday 20 January. Twenty-nine entries have been received and the assessment visits will be undertaken by Horticultural Society judges/assessors between Monday 3rd February and Friday 14th February.

Awards are to be presented at an event hosted by the Board in March 2020.

5.2 Pioneer Recreation and Sports Centre

Upgrade works are being carried out at the Pioneer Recreation and Sports Centre over the period 17 January 2020 to mid-May 2020. The works will include the upgrade of the air conditioning and replacement of roofing in certain areas.

The facility will remain open to the public throughout.



5.3 Community Board End of Year Network Function

The Board held its annual end of year network function on 11 December 2018. The event was attended by invited individuals and representatives of groups that the Board has worked with over the preceding year. The occasion was an opportunity for Board members, staff and community members to come together in a friendly and relaxed atmosphere to celebrate the community work being done in Spreydon-Cashmere.

The event was well attended and enjoyed by all.



5.4 Manuka Cottage

The Addington community development project, Addington Community House, known as “Manuka Cottage” was required to re-locate from its premises and has been in temporary accommodation since. A Capital Endowment Fund grant for replacement premises in 2012

A site on Cornelius O’Connor Reserve was identified as the site for development of a new Council owned cottage style community centre and consultation was undertaken.

Trees have now been removed from the site in preparation for the building work to commence. A sod turning and blessing for the construction of Manuka Cottage was held on 31 January 2020 attended by Board members, Manuka Cottage representatives, together with many of those involved in the project and local residents. The first sod was turned by the Board Chairperson and a member of the Addington Neighbourhood Association. The event was followed, by morning tea in the adjacent Harman Courts housing complex lounge room.



5.5 Music at your Library

The Council Library Outreach Team and Mai FM held a music event on Hoon Hay Park basketball court on 20 January 2020. Young people were encouraged to have a go on DJ decks, try out the green screen, play giant games and enjoy a free sausage. Free passes to the creative suite with media specialists at Turanga were also given away.



6. Significant Community Issues, Events and Projects in the Board Area

6.1 Lalaga Night Market

The first Lalaga Night Market was held on Friday 6 December 2019 at Te Komanawa Rowley Avenue School. The market has been led by Rowley Resource Centre and supported by Cross-Over Trust, Spreydon Youth Community Trust and local Community Governance staff. The market offered a variety of food stalls, craft stalls, entertainment and a chop suey bake off and was well attended.

The next market is to be held on Friday 14 February 2020.



7. Progress Report Against the Community Board Plan

7.1 Development of the Community Board Plan 2020-22 is underway. An initial session was held on 3 December 2019 with a further workshop due to be held on 18 February to finalise the Community Board's initiatives for the upcoming plan.

8. Community Board Matters of Interest

8.1 Nothing to report.

Attachments / Ngā Tāpirihanga

There are no attachments to this report.

Signatories / Ngā Kaiwaitohu

Author	Faye Collins - Community Board Advisor
Approved By	Emma Pavey - Manager Community Governance, Spreydon-Cashmere Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support, Governance and Partnerships

**Report from Joint Meeting - Waimāero/Fendalton-Waimairi-Harewood and
Waipuna/Halswell-Hornby-Riccarton Community – 16 December 2019**

13. North West - Proposed Speed Management Plan

Reference / Te Tohutoro: 19/1481199

Presenter(s) / Te kaupāhō: Steve Dejong, Traffic Engineer
Sam Sharland, Engagement Advisor

1. Joint Meeting - Waimāero/Fendalton-Waimairi-Harewood and Waipuna/Halswell-Hornby-Riccarton Community Boards Consideration / Te Whaiwhakaarotanga

The staff in attendance spoke to the accompanying report and answered questions from Board members.

Staff also advised the Boards of the New Zealand Transport Agency recommendation that the speed limit on Miners Road be reduced to 60 kilometres per hour. Item 3.n of the Staff Recommendation proposed a speed limit of 80 kilometres per hour. Council staff supported the New Zealand Transport Agency recommendation.

Mr Scarlett from New Zealand Transport Agency was also in attendance and answered questions from Board members.

In their deliberations, the Boards considered the information received in the deputations from the Christchurch International Airport Company Limited, Orana Wildlife Park and Toby Anderson. (Item 4. of the Boards' minutes refers.)

The Boards supported the staff recommendations with the exception of Items 3.i and 3.j relating to McLeans Island Road.

The Waimāero/Fendalton-Waimairi-Harewood Community Board is recommending that the Council defer a decision on these items to allow further consultation with key businesses and organisations on McLeans Island Road.

The Waimāero/Fendalton-Waimairi-Harewood Community Board is also recommending to the Council that the speed limit on Miners Road (Item 3.n of the staff recommendation), be reduced to 60 kilometres per hour.

Secretarial Notes:

An additional attachment with information on the crash locations in McLeans Island Road has been included with this report (Attachment F refers). The information in this attachment was not available at the Joint Community Board Meeting.

Sam MacDonald, James Gough and David Cartwright requested that their votes against the Joint Community Board recommendations 3. 4. 5. and 6., be recorded.

Mike Wall declared an interest in 3.i and 3.j (McLeans Island) and took no part in the discussion or voting on these items.

2. Staff Recommendations / Ngā Tūtohu

That the Waipuna/Halswell-Hornby-Riccarton Community Board recommend 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 detailed below in 1.a to 1.g including resultant changes made to the Christchurch City Council Register of Speed Limits and associated Speed Limit Maps.
 - a. Approve that the existing permanent speed limit of 70 kilometres per hour on Pound Road commencing at a point 350 metres south of its intersection with West Coast Road (SH73) and extending in a northerly direction to its intersection with West Coast Road (SH73), be revoked.
 - b. Approve that the permanent speed limit on Pound Road commencing at a point 350 metres south of its intersection with West Coast Road (SH73) and extending in a northerly direction to its intersection with West Coast Road (SH73), be set at 60 kilometres per hour.
 - c. Approve that the existing permanent speed limit of 70 kilometres per hour on Hasketts Road commencing at its intersection with Buchanans Road and extending in a northerly direction to its intersection with West Coast Road (SH73), be revoked.
 - d. Approve that the permanent speed limit on Hasketts Road commencing at its intersection with Buchanans Road and extending in a northerly direction to its intersection with West Coast Road (SH73), be set at 60 kilometres per hour.
 - e. Approve that all existing permanent speed limits on Buchanans Road commencing at a point 900 metres south east of its intersection with Pound Road and extending in a north westerly direction to its intersection with Old West Coast Road, be revoked.
 - f. Approve that the permanent speed limit on Buchanans Road commencing at a point 900 metres south east of its intersection with Pound Road and extending in a north westerly direction to its intersection with West Coast Road (SH73), be set at 80 kilometres per hour.
 - g. Approve that the permanent speed limit on Buchanans Road commencing at its intersection with West Coast Road (SH73) and extending in a north westerly direction to its intersection with Old West Coast Road, be set at 100 kilometres per hour.
2. Approve that the speed limit changes listed in clauses 1.a to 1.g 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.

That the Waimāero/Fendalton-Waimairi-Harewood Community Board recommend that the Council:

3. 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 detailed below in 3.a to 3.w including resultant changes made to the Christchurch City Council Register of Speed Limits and associated Speed Limit Maps.

- a. Approve that the all existing permanent speed limits on Pound Road commencing at its intersection with West Coast Road (SH73) and extending in a northerly direction to a point 300 metres north of its intersection with Ryans Road, be revoked.
- b. Approve that the permanent speed limit on Pound Road commencing at its intersection with West Coast Road (SH73) and extending in a northerly direction to a point 300 metres north of its intersection with Ryans Road, be set at 60 kilometres per hour.
- c. Approve that the existing permanent speed limits on Ryans Road commencing at a point 300 metres east of its intersection with Pound Road and extending in a westerly direction to its intersection with Guys Road, be revoked.
- d. Approve that the permanent speed limit on Ryans Road commencing at a point 300 metres east of its intersection with Pound Road and extending in a westerly direction to its intersection with Guys Road, be set at 60 kilometres per hour.
- e. Approve that the existing permanent speed limit of 80 kilometres per hour on School Road commencing at a point 60 metres west of its intersection with Hasketts Road and extending in a westerly direction to a point on School Road 1370 metres west of Hasketts Road, be revoked.
- f. Approve that the permanent speed limit on School Road commencing at a point 60 metres west of its intersection with Hasketts Road and extending in a westerly direction to a point on School Road 1370 metres west of Hasketts Road, be set at 60 kilometres per hour.
- g. Approve that the existing permanent speed limit of 100 kilometres per hour on Old West Coast Road commencing at its intersection with West Coast Road (SH73) and extending in a westerly direction to a point 300 metres west of West Coast Road (SH73,) be revoked.
- h. Approve that the permanent speed limit on Old West Coast Road commencing at its intersection with West Coast Road (SH73) and extending in a westerly direction to a point 300 metres west of West Coast Road (SH73), be set at 80 kilometres per hour.
- i. Approve that all existing permanent speed limits on McLeans Island Road commencing at its intersection with Pound Road and extending generally in a westerly direction to the point it joins Chattertons Road, be revoked.
- j. Approve that the permanent speed limit on McLeans Island Road commencing at its intersection with Pound Road and extending generally in a westerly direction to the point it joins Chattertons Road, be set at 80 kilometres per hour.
- k. Approve that the permanent existing speed limit of 100 kilometres per hour on Chattertons Road commencing at a point 2,829 metres north of its intersection with Old West Coast Road and extending in a northerly direction to the point it meets McLeans Island Road, be revoked. (This is a boundary road with Selwyn District)
- l. Approve that the permanent speed on Chattertons Road commencing at a point 2829 metres north of its intersection with Old West Coast Road and extending in a northerly direction to the point it meets McLeans Island Road, be set at limit of 80 kilometres per hour. (This is a boundary road with Selwyn District).

- m. Approve that the existing permanent speed limit of 100 kilometres per hour on Miners Road commencing at its intersection with Old West Coast Road and extending in a northerly direction to its end point, be revoked.
 - n. Approve that the permanent speed on Miners Road commencing at its intersection with Old West Coast Road and extending in a northerly direction to its end point, be set at 80 kilometres per hour.
 - o. Approve that all existing permanent speed limits on Brouchs Road commencing at its intersection with Sawyers Arms Road and extending generally in a south westerly direction to its intersection with McLeans Island Road, be revoked.
 - p. Approve that the permanent speed limit on Brouchs Road commencing at its intersection with Sawyers Arms Road and extending generally in a south westerly direction to its intersection with McLeans Island Road, be set at 50 kilometres per hour.
 - q. Approve that the existing permanent speed limit of 100 kilometres per hour on Export Avenue commencing at its intersection with McLeans Island Road and extending in an easterly direction to its end point, be revoked.
 - r. Approve that the permanent speed on Export Avenue commencing at its intersection with McLeans Island Road and extending in an easterly direction to its end point, be set at 50 kilometres per hour.
 - s. Approve that the existing permanent speed limit of 80 kilometres per hour on Grays Road commencing at its intersection with George Bellew Road and extending in a southerly direction to a point on Grays Road 287 metres south of George Bellew Road, be revoked.
 - t. Approve that the permanent speed limit on Grays Road commencing at its intersection with George Bellew Road and extending in a southerly direction to a point on Grays Road 287 metres south of George Bellew Road, be set at 50 kilometres per hour.
 - u. Approve that the permanent speed on Roto Kohatu Reserve as shown on plan TG133794 Issue 1, 30 June 2019, be set at 20 kilometres per hour.
 - v. Approve that all existing permanent speed limits on Watsons Road commencing at its intersection with Harewood Road and extending generally in a northerly direction to its intersection with Waimakariri Road, be revoked.
 - w. Approve that all permanent speed limits on Watsons Road commencing at its intersection with Harewood Road and extending generally in a northerly direction to its intersection with Waimakariri Road, be set at 50 kilometres per hour.
4. Approve that the speed limit changes listed in clauses 3.a to 3.w 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.

3. Joint Meeting - Waimāero/Fendalton-Waimairi-Harewood and Waipuna/Halswell-Hornby-Riccarton Community Recommendation to Council

Joint Community Board Decided JFWHH/2019/000016

Part A Waipuna/Halswell-Hornby-Riccarton Community Board (Staff recommendation without change)

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 detailed below in 1.a to 1.g including resultant changes made to the Christchurch City Council Register of Speed Limits and associated Speed Limit Maps.
 - a. Approve that the existing permanent speed limit of 70 kilometres per hour on Pound Road commencing at a point 350 metres south of its intersection with West Coast Road (SH73) and extending in a northerly direction to its intersection with West Coast Road (SH73), be revoked.
 - b. Approve that the permanent speed limit on Pound Road commencing at a point 350 metres south of its intersection with West Coast Road (SH73) and extending in a northerly direction to its intersection with West Coast Road (SH73), be set at 60 kilometres per hour.
 - c. Approve that the existing permanent speed limit of 70 kilometres per hour on Hasketts Road commencing at its intersection with Buchanans Road and extending in a northerly direction to its intersection with West Coast Road (SH73), be revoked.
 - d. Approve that the permanent speed limit on Hasketts Road commencing at its intersection with Buchanans Road and extending in a northerly direction to its intersection with West Coast Road (SH73), be set at 60 kilometres per hour.
 - e. Approve that all existing permanent speed limits on Buchanans Road commencing at a point 900 metres south east of its intersection with Pound Road and extending in a north westerly direction to its intersection with Old West Coast Road, be revoked.
 - f. Approve that the permanent speed limit on Buchanans Road commencing at a point 900 metres south east of its intersection with Pound Road and extending in a north westerly direction to its intersection with West Coast Road (SH73), be set at 80 kilometres per hour.
 - g. Approve that the permanent speed limit on Buchanans Road commencing at its intersection with West Coast Road (SH73) and extending in a north westerly direction to its intersection with Old West Coast Road, be set at 100 kilometres per hour.
2. Approve that the speed limit changes listed above in clauses 1a. to 1g. 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.

Part A Waimāero/Fendalton-Waimairi-Harewood Community Board

That the Council:

3. 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 detailed below in 3.a to 3.t including resultant changes made to the Christchurch City Council Register of Speed Limits and associated Speed Limit Maps.
 - a. Approve that the all existing permanent speed limits on Pound Road commencing at its intersection with West Coast Road (SH73) and extending in a northerly direction to a point 300 metres north of its intersection with Ryans Road, be revoked.
 - b. Approve that the permanent speed limit on Pound Road commencing at its intersection with West Coast Road (SH73) and extending in a northerly direction to a point 300 metres north of its intersection with Ryans Road, be set at 60 kilometres per hour.
 - c. Approve that the existing permanent speed limits on Ryans Road commencing at a point 300 metres east of its intersection with Pound Road and extending in a westerly direction to its intersection with Guys Road, be revoked.
 - d. Approve that the permanent speed limit on Ryans Road commencing at a point 300 metres east of its intersection with Pound Road and extending in a westerly direction to its intersection with Guys Road, be set at 60 kilometres per hour.
 - e. Approve that the existing permanent speed limit of 80 kilometres per hour on School Road commencing at a point 60 metres west of its intersection with Hasketts Road and extending in a westerly direction to a point on School Road 1370 metres west of Hasketts Road, be revoked.
 - f. Approve that the permanent speed limit on School Road commencing at a point 60 metres west of its intersection with Hasketts Road and extending in a westerly direction to a point on School Road 1370 metres west of Hasketts Road, be set at 60 kilometres per hour.
 - g. Approve that the existing permanent speed limit of 100 kilometres per hour on Old West Coast Road commencing at its intersection with West Coast Road (SH73) and extending in a westerly direction to a point 300 metres west of West Coast Road (SH73,) be revoked.
 - h. Approve that the permanent speed limit on Old West Coast Road commencing at its intersection with West Coast Road (SH73) and extending in a westerly direction to a point 300 metres west of West Coast Road (SH73), be set at 80 kilometres per hour.
 - i. Approve that the permanent existing speed limit of 100 kilometres per hour on Chattertons Road commencing at a point 2,829 metres north of its intersection with Old West Coast Road and extending in a northerly direction to the point it meets McLeans Island Road, be revoked. (This is a boundary road with Selwyn District)
 - j. Approve that the permanent speed on Chattertons Road commencing at a point 2829 metres north of its intersection with Old West Coast Road and extending in

- a northerly direction to the point it meets McLeans Island Road, be set at limit of 80 kilometres per hour. (This is a boundary road with Selwyn District).
- k. Approve that the existing permanent speed limit of 100 kilometres per hour on Miners Road commencing at its intersection with Old West Coast Road and extending in a northerly direction to its end point, be revoked.
 - l. Approve that all existing permanent speed limits on Brouchs Road commencing at its intersection with Sawyers Arms Road and extending generally in a south westerly direction to its intersection with McLeans Island Road, be revoked.
 - m. Approve that the permanent speed limit on Brouchs Road commencing at its intersection with Sawyers Arms Road and extending generally in a south westerly direction to its intersection with McLeans Island Road, be set at 50 kilometres per hour.
 - n. Approve that the existing permanent speed limit of 100 kilometres per hour on Export Avenue commencing at its intersection with McLeans Island Road and extending in an easterly direction to its end point, be revoked.
 - o. Approve that the permanent speed on Export Avenue commencing at its intersection with McLeans Island Road and extending in an easterly direction to its end point, be set at 50 kilometres per hour.
 - p. Approve that the existing permanent speed limit of 80 kilometres per hour on Grays Road commencing at its intersection with George Bellew Road and extending in a southerly direction to a point on Grays Road 287 metres south of George Bellew Road, be revoked.
 - q. Approve that the permanent speed limit on Grays Road commencing at its intersection with George Bellew Road and extending in a southerly direction to a point on Grays Road 287 metres south of George Bellew Road, be set at 50 kilometres per hour.
 - r. Approve that the permanent speed on Roto Kohatu Reserve as shown on plan TG133794 Issue 1, 30 June 2019, be set at 20 kilometres per hour.
 - s. Approve that all existing permanent speed limits on Watsons Road commencing at its intersection with Harewood Road and extending generally in a northerly direction to its intersection with Waimakariri Road, be revoked.
 - t. Approve that all permanent speed limits on Watsons Road commencing at its intersection with Harewood Road and extending generally in a northerly direction to its intersection with Waimakariri Road, be set at 50 kilometres per hour.
- 4. Approve that the speed limit changes listed in clauses 3.a to 3.t 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.
 - 5. Retain the speed limit on McLeans Island Road at 100 kilometres per hour and request that staff re-consult with businesses and user groups along McLeans Island Road, including visitors to the Orana Wildlife Park.
 - 6. Approve that the permanent speed limit on Miners Road commencing at its intersection with Old West Coast Road and extending in a northerly direction to its end point, be set at 60 kilometres per hour.

Attachments / Ngā Tāpirihanga

No.	Report Title	Page
1	North West - Proposed Speed Management Plan	55

No.	Title	Page
A ↓	Yaldhurst Village Area Speed Change Plan	70
B ↓	Chattertons Rd, McLeans Island Rd and Miners Rd Proposed Speed Changes	71
C ↓	Broughs Rd, Export Ave, Dickeys Rd and Grays Rd Proposed Speed Changes	72
D ↓	Roto Kohatu Reserve Proposed 20 Km/hr Speed Limit	73
E ↓	Yaldhurst PIL and feedback form	74
F ↓	Record Crash locations McLeans Island Road	78

North West - Proposed Speed Management Plan

Reference: 19/1209018

Presenter(s): Steve Dejong Traffic Engineer
Samantha Sharland, Engagement Advisor

1. Purpose of Report

- 1.1 The purpose of this report is for the Waipuna/Halswell-Hornby-Riccarton and Waimāero/Fendalton-Waimairi-Harewood Community Boards to consider the consultation feedback and views on proposed speed limit changes within the Hornby and Harewood wards, and to make a recommendation to the Council.

2. Executive Summary

- 2.2 In order to support the objectives of the New Zealand Transport Agency (NZTA) 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, a number of speed limit changes are proposed as shown in **Attachments A to D**).
- 2.3 The North West Proposed - Speed Management Plan covers two board areas; Waipuna/Halswell-Riccarton-Wigram and Waimaero/Fendalton-Waimairi-Harewood) as well as state highway 73 which is under New Zealand Transport Agency (NZTA) Jurisdiction. NZTA will make a decision on the proposed State Highway speeds indicated within this proposal.
- 2.4 This Proposal includes: The Yaldhurst Village Area speed change Plan **Attachment A**, Chatterton's Road, Mcleans Island Road and Miners Road Proposed Speed Limit Changes **Attachment B**, Grays/Shipleys/Broughs and Dickeys Roads proposed Speed Limit Changes **Attachment C** and Roto Kohatu Proposed 20 kilometre per hour Speed Limit **Attachment D**.
- 2.5 Dickeys Road is a boundary road between the Waimaero/Fendalton-Waimairi-Harewood and the Waipapa/Papanui- Innes Community board areas, and therefore requires a recommendation to Council from both Community Boards. Although Dickeys Road was consulted on together with the North West Proposed Speed Management Plan, it will be the subject of a separate report to the relevant Boards.
- 2.6 In 2018 Council approved the Northwest area speed change proposals which included Claridges Road, Styx Mill Road, Harewood Road, Hussey Road as well as parts of Guys Road and Ryans Road some of which are shown on the attached plans. The 2018 Council decision reduced rural speeds to facilitate residential development in the northwest of the city as well as introducing safer speeds to rural residential areas. The North West Proposed -Speed Management Plan complements and builds on the previously approved speed changes.
- 2.7 This proposal also includes some minor speed limit adjustments required in association with recent Roads of National Significance (RONS) projects, and the Roto Kohatu Recreational Reserve proposed 20 kilometres per hour speed limit as requested by the Parks Unit.
- 2.8 Also included in this report are two corrections to the Christchurch City Councils Register of Speed Limits. One is a typographical error from a previous speed change report and the other an omission in the previous mentioned 2018 report, which had been recently been identified (see section 4.18 to 4.20).

- 2.9 The proposed speed limits take into account safe and appropriate speeds identified in accordance with the NZTA Speed Management Guide, as well as another key objective of the Guide to improve consistency and credibility of speed limits locally and nationally.
- 2.10 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.
- 2.11 The proposed speed limits are supported by key stakeholder groups, including NZTA, Police, Selwyn District Council and, based on feedback received during consultation, are also supported by a majority of people in the community.

3. Staff Recommendations

That the Waipuna/Halswell-Hornby-Riccarton Community Board recommend 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 detailed below in 1a-1g including resultant changes made to the Christchurch City Council Register of Speed Limits and associated Speed Limit Maps.
 - a. Approve that the existing permanent speed limit of 70 kilometres per hour on Pound Road commencing at a point 350 metres south of its intersection with West Coast Road (SH73) and extending in a northerly direction to its intersection with West Coast Road (SH73) be revoked.
 - b. Approve that the permanent speed limit on Pound Road commencing at a point 350 metres south of its intersection with West Coast Road (SH73) and extending in a northerly direction to its intersection with West Coast Road (SH73) be set at 60 kilometres per hour.
 - c. Approve that the existing permanent speed limit of 70 kilometres per hour on Hasketts Road commencing at its intersection with Buchanans Road and extending in a northerly direction to its intersection with West Coast Road (SH73) be revoked.
 - d. Approve that the permanent speed limit on Hasketts Road commencing at its intersection with Buchanans Road and extending in a northerly direction to its intersection with West Coast Road (SH73) be set at 60 kilometres per hour.
 - e. Approve that all existing permanent speed limits on Buchanans Road commencing at a point 900 metres south east of its intersection with Pound Road and extending in a north westerly direction to its intersection with Old West Coast Road be revoked.
 - f. Approve that the permanent speed limit on Buchanans Road commencing at a point 900 metres south east of its intersection with Pound Road and extending in a north westerly direction to its intersection with West Coast Road (SH73) be set at 80 kilometres per hour.
 - g. Approve that the permanent speed limit on Buchanans Road commencing at its intersection with West Coast Road (SH73) and extending in a north westerly direction to its intersection with Old West Coast Road be set at 100 kilometres per hour.
2. Approve that the speed limit changes listed above in clauses 1a to 1g 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.

That the Waimāero/Fendalton-Waimairi-Harewood Community Board recommend that the Council:

3. 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 detailed below in 2h-2ff including resultant changes made to the Christchurch City Council Register of Speed Limits and associated Speed Limit Maps.
 - a. Approve that the all existing permanent speed limits on Pound Road commencing at its intersection with West Coast Road (SH73) and extending in a northerly direction to a point 300 metres north of its intersection with Ryans Road be revoked.
 - b. Approve that the permanent speed limit on Pound Road commencing at its intersection with West Coast Road (SH73) and extending in a northerly direction to a point 300 metres north of its intersection with Ryans Road be set at 60 kilometres per hour.
 - c. Approve that the existing permanent speed limits on Ryans Road commencing at a point 300 metres east of its intersection with Pound Road and extending in a westerly direction to its intersection with Guys Road be revoked..
 - d. Approve that the permanent speed limit on Ryans Road commencing at a point 300 metres east of its intersection with Pound Road and extending in a westerly direction to its intersection with Guys Road be set at 60 kilometres per hour.
 - e. Approve that the existing permanent speed limit of 80 kilometres per hour on School Road commencing at a point 60 metres west of its intersection with Hasketts Road and extending in a westerly direction to a point on School Road 1370 metres west of Hasketts Road be revoked.
 - f. Approve that the permanent speed limit on School Road commencing at a point 60 metres west of its intersection with Hasketts Road and extending in a westerly direction to a point on School Road 1370 metres west of Hasketts Road be set at 60 kilometres per hour.
 - g. Approve that the existing permanent speed limit of 100 kilometres per hour on Old West Coast Road commencing at its intersection with West Coast Road (SH73) and extending in a westerly direction to a point 300 metres west of West Coast Road (SH73) be revoked.
 - h. Approve that the permanent speed limit on Old West Coast Road commencing at its intersection with West Coast Road (SH73) and extending in a westerly direction to a point 300 metres west of West Coast Road (SH73) be set at 80 kilometres per hour.
 - i. Approve that all existing permanent speed limits on Mcleans Island Road commencing at its intersection with Pound Road and extending generally in a westerly direction to the point it joins Chattertons Road be revoked.
 - j. Approve that the permanent speed limit on Mcleans Island Road commencing at its intersection with Pound Road and extending generally in a westerly direction to the point it joins Chatterton's Road be set at 80 kilometres per hour.
 - k. Approve that the permanent existing speed limit of 100 kilometres per hour on Chatterton's Road commencing at a point 2829 metres north of its intersection with Old West Coast Road and extending in a northerly direction to the point it meets Mcleans Island Road be revoked. (This is a boundary road with Selwyn District)
 - l. Approve that the permanent speed on Chatterton's Road commencing at a point 2829 metres north of its intersection with Old West Coast Road and extending in a northerly

- direction to the point it meets Mcleans Island Road be set at limit of 80 kilometres per hour. (This is a boundary road with Selwyn District).
- m. Approve that the existing permanent speed limit of 100 kilometres per hour on Miners Road commencing at its intersection with Old West Coast Road and extending in a northerly direction to its end point be revoked.
 - n. Approve that the permanent speed on Miners Road commencing at its intersection with Old West Coast Road and extending in a northerly direction to its end point be set at 80 kilometres per hour.
 - o. Approve that all existing permanent speed limits on Brouchs Road commencing at its intersection with Sawyers Arms Road and extending generally in a south westerly direction to its intersection with Mcleans Island Road be revoked.
 - p. Approve that the permanent speed limit on Brouchs Road commencing at its intersection with Sawyers Arms Road and extending generally in a south westerly direction to its intersection with Mcleans Island Road be set at 50 kilometres per hour.
 - q. Approve that the existing permanent speed limit of 100 kilometres per hour on Export Avenue commencing at its intersection with Mcleans Island Road and extending in an easterly direction to its end point be revoked.
 - r. Approve that the permanent speed on Export Avenue commencing at its intersection with Mcleans Island Road and extending in an easterly direction to its end point be set at 50 kilometres per hour.
 - s. Approve that the existing permanent speed limit of 80 kilometres per hour on Grays Road commencing at its intersection with George Bellew Road and extending in a southerly direction to a point on Grays Road 287 metres south of George Bellew Road be revoked.
 - t. Approve that the permanent speed limit on Grays Road commencing at its intersection with George Bellew Road and extending in a southerly direction to a point on Grays Road 287 metres south of George Bellew Road be set at 50 kilometres per hour.
 - u. Approve that the permanent speed on Roto Kohatu Reserve as shown on plan TG133794 Issue 1, 30 June 2019, be set at 20 kilometres per hour.
 - v. Approve that all existing permanent speed limits on Watsons Road commencing at its intersection with Harewood Road and extending generally in a northerly direction to its intersection with Waimakariri Road be revoked.
 - w. Approve that all permanent speed limits on Watsons Road commencing at its intersection with Harewood Road and extending generally in a northerly direction to its intersection with Waimakariri Road be set at 50 kilometres per hour.
4. Approve that the speed limit changes listed above in clauses 2a to 2w 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.

4. Context/Background

Issue or Opportunity

- 4.1 Christchurch City Council is currently working on a number of speed management projects across its road network, many of which are focussed on those roads identified in the first

edition of the Safer Journeys Risk Assessment Tool (Mega Maps) as providing high benefit opportunities for speed management interventions as well as a number of adjoining and surrounding rural/ rural-residential roads with existing speed limits of 70/80 kilometres per hour. The following roads/corridors within the Hornby and Harewood wards were identified from Mega Maps as providing high benefit opportunities for speed management interventions.

- Pound Road from Buchanans Road to Ryans Road
- Mcleans Island Road

- 4.2 The focus on these high risk roads, and desired outcomes of reducing death and serious injury, is consistent with the approach of the Government Policy Statement on Land Transport, the Council's Road Safety Action Plan (which promotes collaborative planning among road safety inter-agencies) and the Council's Long Term Plan (which has a level of service target to reduce death and serious injuries by five or more per year).

Yaldhurst Village Area Speed Change Proposal: (Refer Attachment A)

- 4.3 The Yaldhurst Village Area Speed Change Proposal is a joint Christchurch City Council (CCC) and New Zealand Transport Agency (NZTA) initiative. It includes roads within the Waipuna/Halswell-Hornby-Riccarton and Waimāero/Fendalton - Waimairi- Harewood Community Board areas as well as roads under the jurisdiction of the NZTA and a boundary road with Selwyn District Council.
- 4.4 NZTA and CCC staff worked in collaboration to develop the Yaldhurst Village Area Speed Change Proposal, assessing the roads within it and producing the consultation documents. In September 2019, prior to consultation, CCC and NZTA staff held a seminar with both Community Boards where the proposal was presented.
- 4.5 The NZTA Board will make the decision on the State Highway speeds proposed in the plan and the Council will make the decision on local roads under its jurisdiction after taking into consideration recommendations from the joint Community Boards.
- 4.6 Pound Road, Hasketts Road and School Road are rural residential roads currently posted at either 70 kilometres per hour or 80 kilometres per hour. The plan proposes dropping the speed on these roads to 60 kilometres per hour to match the proposed speed on State Highway 73 through Yaldhurst Village. Development in the Village has increased in recent years and NZTA desire an extension of the 60 kilometre per hour Village proposed speed south of the Hasketts Road intersection to improve safety.
- 4.7 It is proposed to reduce the speed on all approaches to the Pound Road/Ryans Road intersection which is rated No 9 of the worst 100 Christchurch intersections. This intersection is in need of an upgrade, funding for which is currently being sought for improvements. The proposed speed reduction through the intersection will improve its safety until land can be purchased and intersection improvements can be programmed.

Chattertons Road, McLeans Island Road and Miners Road: (Refer Attachment B)

- 4.8 Chattertons Road is a Christchurch City/Selwyn District boundary road. Selwyn District Council's Team Leader Transportation has recently reaffirmed his intention to seek that the Selwyn District Council set the same speed limits as those that may be approved by the Christchurch City Council as part of this plan.
- 4.9 It is proposed to reduce the speed on the northern end of Chattertons Road , Miners Road and McLeans Island Road; to its intersection with pound Road, from 100 kilometres per hour to 80

kilometres per hour. This proposal covers the length of the McLeans Island Recreational Area that includes a number of recreational activities spread along either side of the road.

- 4.10 Reducing the speed through the McLeans Island Recreational Area from 100 kilometres per hour to 80 kilometres per hour will give users more time to identify the entrance to their chosen activity, slow down and turn without being pressured by following traffic to keep their speed up. The lower speed limit will also make it easier for vehicles to exit back onto McLeans Island Road particularly when towing horse floats.
- 4.11 The length of Miners Road is 90 percent unsealed and gravel. A speed in excess of 80 kilometres per hour is not safe nor appropriate on Miners Road.

Brouchs Road and Grays Road: (Refer Attachment C)

- 4.12 The speed on Brouchs Road is currently still set at the old rural default speed of 100km/hr however it has never been signed as 100 kilometres per hour.
- 4.13 Following the closure of the right turn into and out of Mcleans Island Road from Russley Road (done as part of the Russley Road 'RONS' upgrade), Brouchs Road (previously 'No Exit') was extended to intersect with Mcleans Island Road.
- 4.14 This proposal reduces the speed limit on this industrial road to the safe and appropriate speed of 50 kilometres per hour.
- 4.15 The speed limit on Grays Road is currently posted at 80 kilometres per hour however, the northern end of Grays Road has been stopped and sold to the Christchurch International Airport Authority (CIAL). Reducing the speed on Grays Road to 50 kilometres per hour at the approach to George Bellew Road will improve safety at the intersection where the priority route now makes a 90 degree turn towards the airport.

Roto Kohatu Recreation Reserve: (Refer Attachment D)

- 4.16 The access roads within the Roto Kohatu Recreation Reserve are currently set at 50 kilometres per hour by default under the Christchurch City Councils Urban Speed Limits Bylaw. The Council's Traffic Operations Team and the Parks Unit have received a number of complaints of speeding on the reserves gravel roads and requests to have the speed lowered.
- 4.17 This report proposes reducing the speed within the whole of the Roto Kohatu Reserve to 20 kilometres per hour, which is considered the safe and appropriate speed for a recreational reserve.

Corrections to the Speed Limits Register

- 4.18 **Buchanans Road:** Staff have identified an error in the Register of Speed Limits on Buchanans Road. Upon investigation this appears to have originated in 2010 when the speed limit on the majority of Buchanans Road was changed to 80 kilometres per hour. The cause appears to be due to a copy and paste error in the typing of the staff report which has been carried over into the Council resolutions which has resulted in Council unintentionally resolving a section of Buchanans Road as both 80 kilometres per hour and 100 kilometres per hour simultaneously.
- 4.19 In order to correct this error in the register, it is recommend that the Council resolve to correct this resolution. This correction is administrative only and has not been included in the consultation and reflects the current posted speed limit on Buchanans Road (refer staff recommendations 1e to 1g).
- 4.20 **Watsons Road:** In 2018, on request from the principal of Harewood Primary School, Council resolved Harewood Road at 50 kilometre per hour. The staff report recommended Harewood Road and a 200 metre stretch of Watsons Road be set at 60 kilometres per hour. At the Council

Meeting staff presenting the report were confused and agreed to the 50 kilometres per hour for Harewood Road, however the 200 metre section of Watsons Road was overlooked and left at 60 kilometres per hour. Staff returned to Council chamber to attempt to re-resolve Harewood Road at 60 kilometre per hour but did not get the required 75 percent vote to overturn the previous resolution of the Council.

- 4.21 This report simply seeks that the 200 metre section of Watsons Road be resolved at 50 kilometres per hour so its posted speed is consistent with Harewood Road and the northern end of Watsons Road (refer staff recommendations 2v to 2w).
- 4.22 **Export Ave:** Export Ave is a 100 metre long light industrial cul-de-sac. At the time staff were preparing to consult on the proposed speed changes in this report the council speed limit map incorrectly transposed Shipleys Road as a 100 kilometres per hour road and Export Avenue as a 50 kilometres per hour road. Staff mistakenly consulted on changing the speed on Shipleys Road, a private farm entrance that the map was showing as a legal 100 kilometres per hour road. (Refer Attachment C, Location B)
- 4.23 Staff did not receive feedback from the Shipleys Road consultation. Following the discovery of the error information was delivered to all businesses in Export Avenue explaining that it is recommended that the speed limit on Export Avenue be reduced to 50 kilometres per hour. Although Export Avenue is listed in the Councils Speed Limit Register as a 100 kilometre per hour road it has never been signed at that. All businesses located in Export Avenue were unaware that the road was legally 100 kilometres per hour.
- 4.24 This report seeks to have Export Avenue resolved as a 50 kilometres per hour road.

Strategic Alignment

- 4.25 The New Zealand Road Safety Strategy 2010-2020 'Safer Journeys', is designed to guide improvements in road safety, with the overall vision of "A safe road system increasingly free of death and serious injury". The 'Safe System' approach that underpins the Strategy looks across the entire road system to improve road safety by creating safer roads and road sides, safer vehicles, safer road use and safer speeds. This approach recognises that road user mistakes are inevitable, but that it is everyone's responsibility to ensure that the system protects people from death and serious injury when those mistakes occur. The Strategy recognises the speed affects the likelihood and impact of all crashes, and notes that small reductions in impact speed greatly increase the chances of surviving a crash, particularly for pedestrians or cyclists.
- 4.26 The 2020-2030 Road Safety Strategy 'Road to Zero' is due to be released before the end of the Year. It will build on the safe system approach adopted in 'Safer Journeys', and seek to strengthen all elements of the road system (safe roads and roadsides, safe vehicles, safe road use and safe speeds) through a collaborative approach as well as setting an ambitious (but achievable) target of a 40 per cent reduction in deaths and serious injuries over 10 years. The proposed new strategy also recognises that road safety actions can support the health and wellbeing of local communities, and help to make the roads more 'liveable places'.
- 4.27 The NZTA Speed Management Guide 2016 was developed to fulfil one of the early action points of the 'Safer Journeys' Strategy, and provides guidance on setting speeds that are safe and appropriate for the function, design and use of roads, whilst also seeking to improve consistency and credibility of speed limits locally and nationally.
- 4.28 Land Transport Rule: Setting of Speed Limits 2017 formalises the approach to speed management in the Guide, and establishes the requirements for road controlling authorities to set safe and appropriate speed limits whilst also encouraging a consistent approach to

speed management in New Zealand. The Rule also sets out the requirements for NZTA to provide road controlling authorities with guidance and information on speed management.

4.29 The Government Policy Statement on Land Transport 2018/2019 – 2027/2028 supports an accelerated approach to implementing the Speed Management Guide, focusing on treating the top 10 per cent of the road network which will result in the greatest reduction in death and serious injury. In the context of the northwest speed management plan, Pound Road between Buchanans and Ryans Road, and Mcleans Island Road are identified as being in the top 10 per cent of DSI saving road network sections to achieve the Government Policy Statement targets for 2018-2021.

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

4.30.1 Activity: Traffic Safety and Efficiency

- Level of Service: 10.0.6.1 Reduce the number of casualties on the road network. - <=124 (reduce by 5 or more per year)

Decision Making Authority

4.31 The Council

Previous Decisions

4.32 In 2018 Council approved that the speed limit on Guys Road, Coring Road and the western end of Ryans Road be set at 60 kilometres per hour. (These roads are shown on Attachment A as dashed red lines).

Assessment of Significance and Engagement

4.33 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.

4.34 The level of significance was determined through consideration of the various assessment criteria in the Council's Significance and Engagement Policy Worksheet.

4.35 The community engagement and consultation outlined in this report reflects the assessed level of significance.

5. Options Analysis

Options Considered

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

- Option 1 - Change the identified speed limits (preferred option)
- Option 2 - Do nothing/retain existing speed limits

Options Descriptions

5.3 **Preferred Option (option 1):** Change the identified speed limits in accordance with the staff recommendations.

5.3.1 **Option Description:** Change the speed limits as outlined in the staff recommendations of this report.

5.3.2 Option Advantages

- Aligns with the objectives of the NZTA Speed Management Guide and the overall vision of Safer Journeys: Road Safety Strategy 2010-2020.

- Fulfills legislative requirements to set speed limits that are safe and appropriate, and supports the Council policy and Long Term Plan levels of service seeking to reduce casualties on the road network.
- Responds to community road safety concerns and requests for safer speed limits.

5.3.3 Option Disadvantages

- Minor costs associated with installation or removal of infrastructure (speed limit signs).

5.4 Do nothing (option 2): Retain existing speed limits

5.4.1 Option Description: Retain existing speed limits

5.4.2 Option Advantages

- No cost

5.4.3 Option Disadvantages

- Does not align with the objectives of the NZTA Speed Management Guide or the overall vision of Safer Journeys: Road Safety Strategy 2010-2020.
- Does not fulfil legislative requirements to set speed limits that are safe and appropriate, and does not support the Council policy and Long Term Plan levels of service seeking to reduce casualties on the road network.
- Does not respond to community road safety concerns or requests for safer speed limits.

Analysis Criteria

5.5 Options have been assessed against the following criteria:

- Financial implications
- Road safety benefits
- Alignment with Council Plans and Policy
- Alignment with central government policy
- Alignment with legislative framework and responsibilities
- Impact on Mana Whenua

Options Considerations

5.6 Refer to the Options matrix in Section 10 of this report.

6. Community Views and Preferences

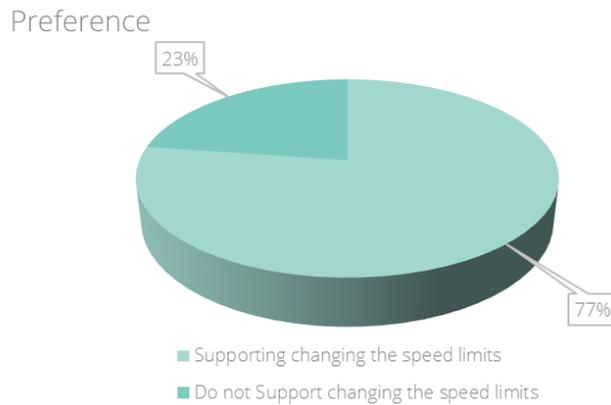
6.1 Consultation was open from 2 September to 30 September.

6.2 Approximately 150 consultation documents were delivered to residents and businesses in the area. Attachment E refers to the Yaldhurst Village Information leaflet.

6.3 Thirty nine comments were received on the local roads and 49 comments received on the State Highway 73. Submitters had a choice to comment on either areas or just one. Comments received that related to State Highway 73 have been passed on to NZTA, the decision-maker for the proposed speeds on those sections of State Highway 73 included in the joint proposal.

- 6.4 Due to the size of the speed review area, social media, Community Development Advisor's contacts, and local newspapers were utilized to let people know about the consultation.
- 6.5 The consultation was promoted through social media and was picked up by the Western News.
- 6.6 The majority of submitters supported the proposed speed reduction. Those who do not support the proposed change in speed, live outside the area and are travelling through.
- 6.7 We have commented on some of the common themes identified in the consultation.

Comments	Team response
Reducing the speed further especially in the village.	There are no plans to reduce speeds further in Yaldhurst Village from the proposed 60km/hr and School Road is already 50km/hr(SH73 is NZTA Jurisdiction)
Changing our proposed speed from 60km/h to 80km/h.	The proposed 60km/hr is the safe and appropriate speed for the identified sections of road which is supported By NZTA and the Police
Clearer line marking on the Pound Road/Yaldhurst Road roundabout.	NZTA staff will look into this and follow up with the maintenance contractor. (NZTA Jurisdiction)
Roundabout at Pound Road/Ryans Road.	A roundabout/ intersection up- grade is proposed for Pound/Ryans however this needs to be budgeted for and adjoining land purchased.
Slower speed on Ryans Road.	Ryans Road is a rural road and there is insufficient activity along the majority of this road to expect vehicles to travel at 60km/hr
<ul style="list-style-type: none"> • New footpath on Pound Road for school children. • Widening the shoulder area as that give room for vehicles to pass when waiting at centre of road to turn into driveways on Pound Road. • Ryans Road needs resurfacing. 	Footpaths are not currently budgeted or programmed for Pound Road. There is no resurfacing planned for Ryans Road for the next 4 years however identified failures of sections of road can be forwarded to the maintenance team for inspection and repair.



Suburbs where submitters live

Yaldhurst	15
Avonhead	2
Bishopdale	1
Bryndwr	1
Cashmere	1
Harewood	1
Hillmorton	1
Hoon Hay	1
Hotitika	1
Kirwee	1
Lincoln	2
Merivale	1
Riccarton	1
Rolleston	4
Runanga	1
Russley	2
Somerfield	1
Sydenham	1
Templeton	1

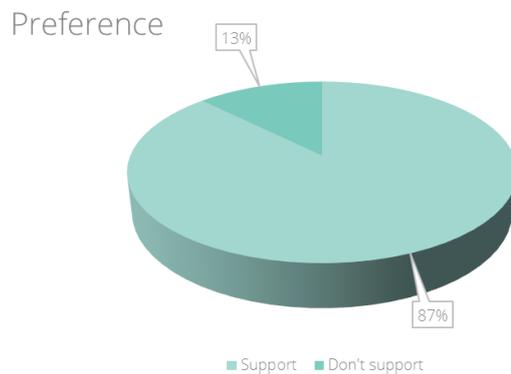
Yaldhurst residents

All agree to the speed reduction, other comments were regarding roundabouts installed at Hasketts Rd/SH73 and at Pound Rd, and a footpath for school kids.

North West consultation

- 6.8 Consultation was open from 2 September to 30 September and we received 25 submissions.
- 6.9 We delivered to businesses on Brouchs Road, and emailed the other businesses in the area including the groups who use Roto Kohatu Reserve.
- 6.10 As the area for the speed review was sparse, the project team decided to utilise social media, Community Development Advisor’s contacts, and newspapers to let people know about the consultation.
- 6.11 Some of the common themes identified in the consultation feedback were:
 - Not changing the speed limit on McLeans Island Road.

- Reducing the speed on McLeans Island Road.
- Enforcement.
- Keep Broughs Road at 80 kilometres per hour
- Remove centre lines to encourage motorists to slow down.
- Extend the speed reduction on Dickeys Road.
- Eight people commented and supported the Roto Kohatu Reserve speed reduction.
- One submitter commented and supported the reduction on Grays Road.



6.9 The Board will receive the full submissions prior to its meeting date. The redacted submissions, with address details removed, will be available on the consultation page when the meeting agenda is available.

7. Legal Implications

- 7.1 Speed limits must be set in accordance with Land Transport Rule: Setting of Speed Limits 2017.
- 7.2 Part 4 Section 27 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides the Council with the authority to set speed limits by resolution.
- 7.3 The Council has not delegated its authority to set speed limits.
- 7.4 The installation of signs and/or markings associated with traffic controls, including speed limits, must comply with Land Transport Rule: Traffic Control Devices 2004.
- 7.5 This report has not been reviewed and approved by the Legal Services Unit.

8. Risks

- 8.1 If the proposed speed limit changes are approved, Selwyn District Council will also need to set the same speed limit on Chattertons Road, which is a Christchurch City Council/Selwyn District Council boundary road under the control of both Road Controlling Authorities.

9. Next Steps

- 9.1 Report and recommendations referred to the Council for a decision.
- 9.2 If approved, implementation is expected to be complete by March 2020.

1.

10. Options Matrix

Criteria		Option 1 – Change the identified speed limits	Option 2 – Do nothing / retain existing speed limits
Financial Implications	Cost to Implement	Estimated cost to supply and install new signage and remove redundant signage is approximately \$20,000	Nil
	Maintenance/Ongoing	Covered under the existing area maintenance contract, and the effect will be minimal to the overall asset.	Covered under the existing area maintenance contract, and the effect will be minimal to the overall asset.
	Funding Source	Traffic Operations budget – Minor Safety Improvements	Does not apply
	Impact on Rates	Nil	Nil
Road Safety Benefits		Aligns posted speed limits to safe and appropriate speeds in accordance with the Speed Management Guide 2016	Nil
Alignment with Council Plans and Policy		Fully supports the Council Plans and Policies with regard to road safety, including the LTP level of service target to reduce casualties on eth road network	Does not support the Council Plans and Policies with regard to road safety, including the LTP level of service target to reduce casualties on eth road network
Alignment with Central Government Policy		Fully supports the direction of the Government Policy Statement on Transportation 2018/2019 – 2027/2028 to focus on identified high risk roads	Does not support the direction of the Government Policy Statement on Transportation 2018/2019 – 2027/2028 to focus on identified high risk roads
Alignment with Legislative Framework and Responsibilities		Fulfil the Council’s responsibility, as road controlling authority, to set safe and appropriate speed limits	Does not fulfil the Council’s responsibility, as road controlling authority, to set safe and appropriate speed limits
Impact on Mana Whenua		Nil	Nil

Attachments

No.	Title	Page
A	Yaldhurst Village Area Speed Change Plan	
B	Chattertons Rd, McLeans Island Rd and Miners Rd Proposed Speed Changes	
C	Broughs Rd, Export Ave, Dickeys Rd and Grays Rd Proposed Speed Changes	
D	Roto Kohatu Reserve Proposed 20 Km/hr Speed Limit	
E	Yaldhurst PIL and feedback form	

Confirmation of Statutory Compliance

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

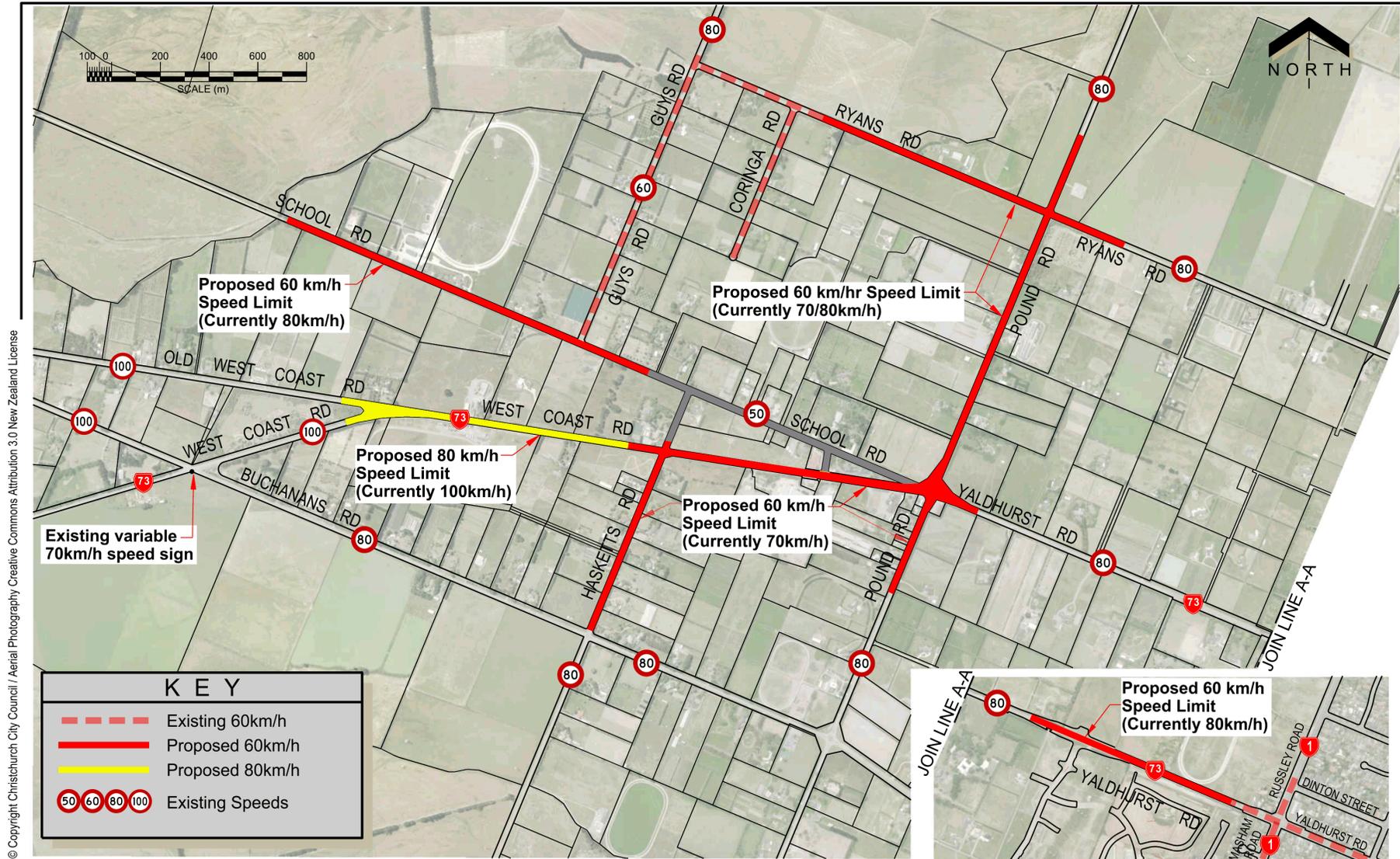
(a) This report contains:

- (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	Steve Dejong - Traffic Engineer Samantha Sharland - Engagement Advisor
Approved By	Wayne Gallot - Senior Transportation Engineer Stephen Wright - Team Leader Traffic Operations Richard Osborne - Head of Transport



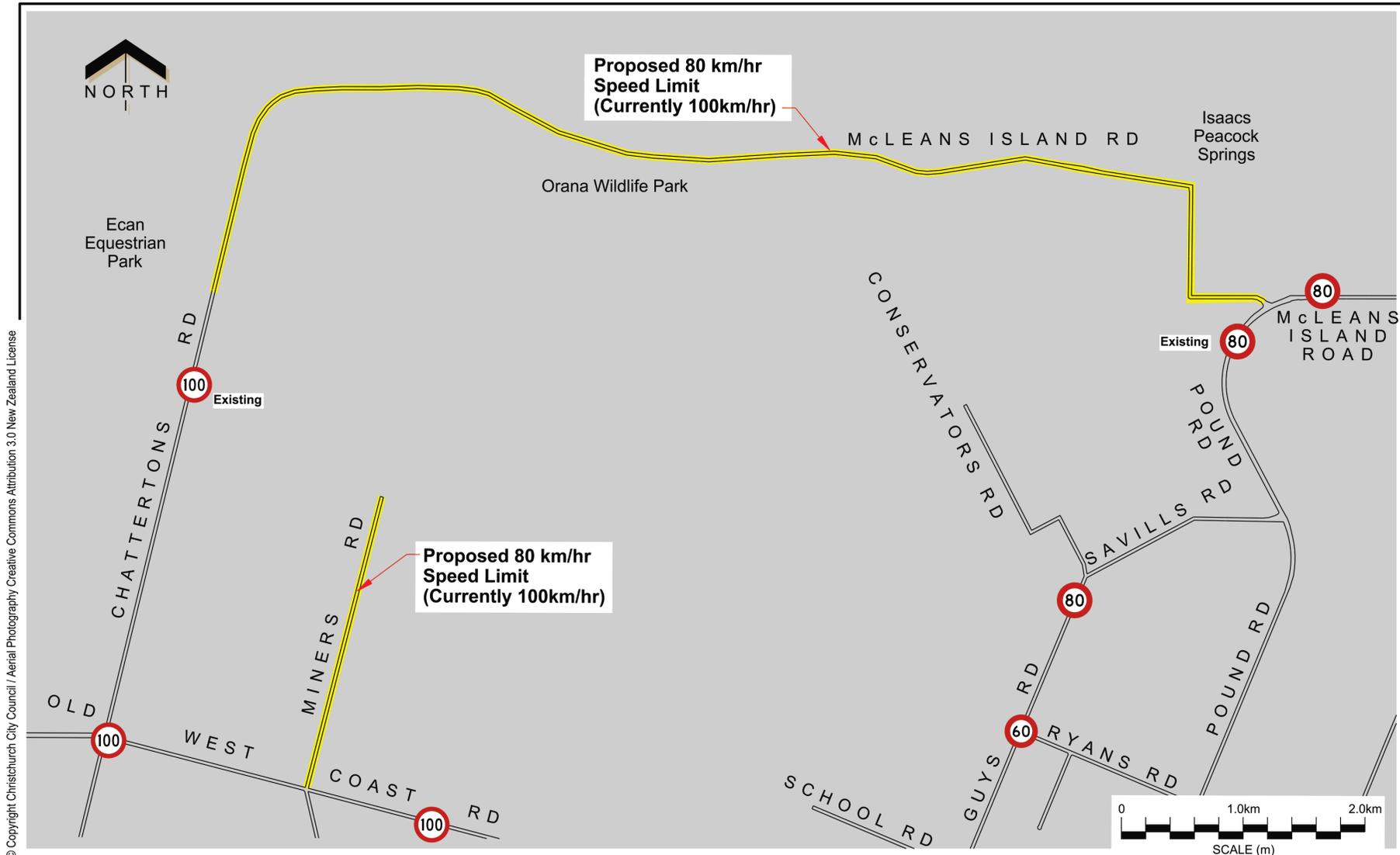
© Copyright Christchurch City Council / Aerial Photography Creative Commons Attribution 3.0 New Zealand License



Ryans Rd, Pound Rd & Yaldhurst Village
Proposed Speed Limit Changes
Consultation Plan
Attachment A



Original Plan Size: A4
ISSUE.1 23/08/2019
TG133446 MJR



Chattertons Rd, Mcleans Island Rd and Miners Rd
Proposed Speed Limit Changes
Consultation Plan

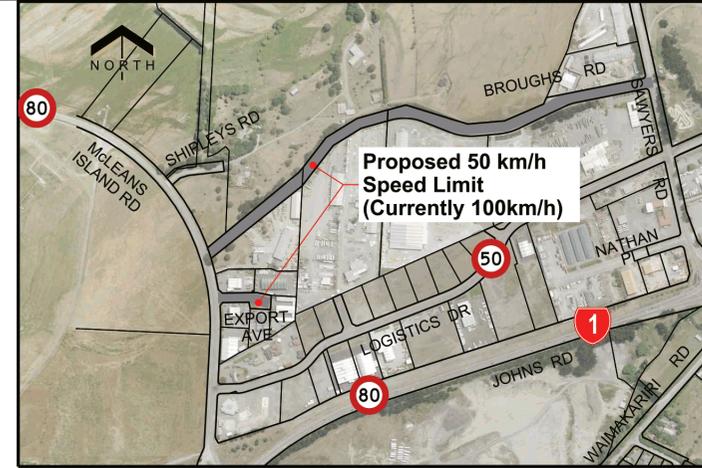
Attachment B

Original Plan Size: A4
ISSUE.1 12/11/2019
TG133457 MJR

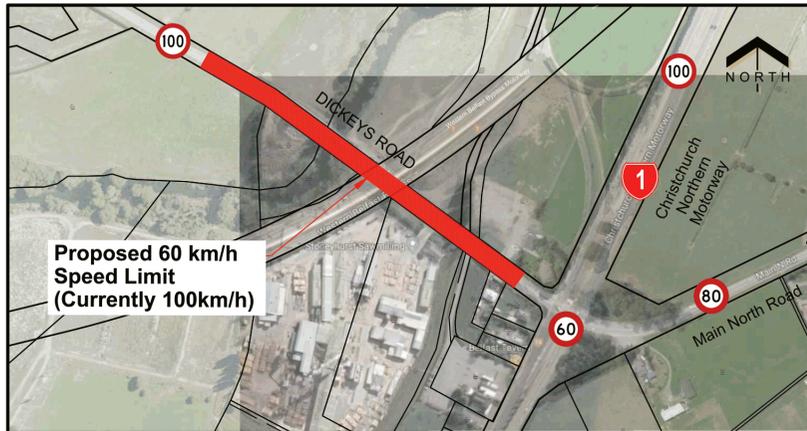


LOCATION A

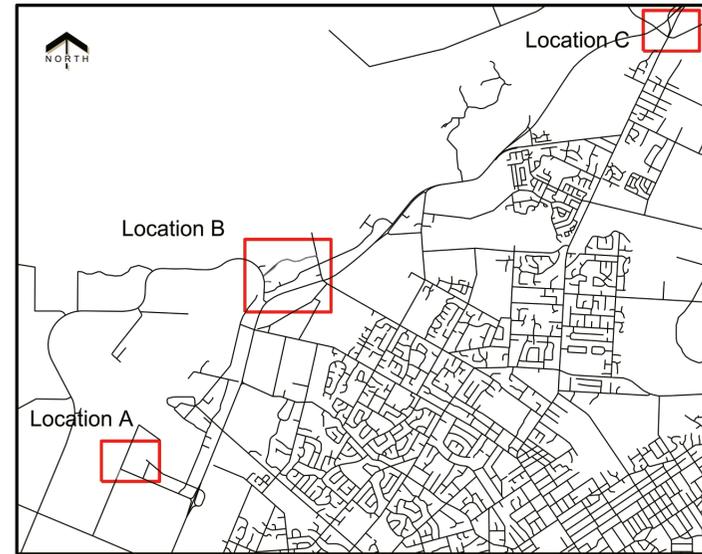
KEY	
	Proposed 50km/h
	Proposed 60km/h
	Existing Speeds



LOCATION B



LOCATION C



LOCATION PLAN N.T.S.

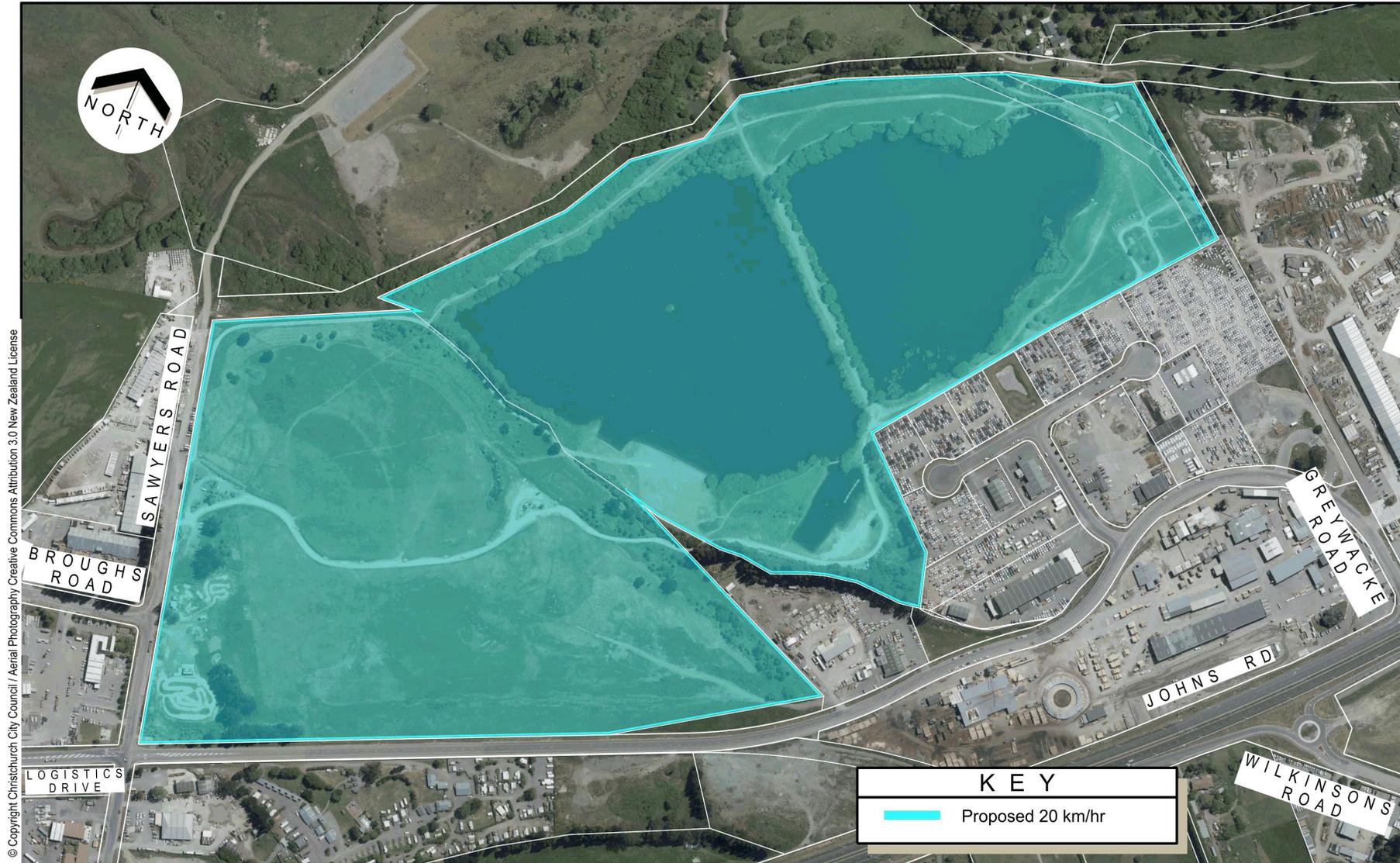
© Copyright Christchurch City Council / Aerial Photography Creative Commons Attribution 3.0 New Zealand License



Grays / Shipleys / Broughs & Dickey's Rd
Proposed Speed Limit Changes
Consultation Plan
Attachment C



Original Plan Size: A4
ISSUE.1 12/11/2019
TG133729 MJR



Christchurch
City Council

Roto Kohatu
Proposed 20km/hr speed limit
For Consultation

Attachment D

Original Plan Size: A4
ISSUE.1 30/06/2019
TG133795 MJR



Roundabout at Pound Road and Yaldhurst Road

Decision making process

Ryans Road, Pound Road, Yaldhurst Village, Hacketts Road

The Halswell-Hornby-Riccarton and Fendalton-Waimari Community Boards will consider all submissions on the proposal and hear from any submitters who would like to speak about their feedback. The Community Boards will give its recommendation to Council, who will then consider whether to approve the changes.

SH73

NZTA will make its decision on what the safe and appropriate speeds should be based on a technical assessment and submissions from this consultation. Once the decision is made, it will be published on their website and an update is sent to anyone who made a submission.

Before we make any changes, we want to know what you think. Public consultation is a requirement under the Land Transport Rule: Setting of Speed Limits (2017).

To give feedback on the proposal and find out more

- Go online ccc.govt.nz/haveyoursay or complete the enclosed freepost form and return to:
- Christchurch City Council,
PO Box 73016, Christchurch 8154

- Speak to Sam Sharland
03 941 8793
- Samantha.sharland@ccc.govt.nz
For SH73: CanterburySNP@nzta.govt.nz

Consultation is open until **Monday 30 September 2019**



HAVE YOUR SAY Speed limit review - Yaldhurst Area

Open from Monday 2 September 2019 to Monday 30 September 2019

ccc.govt.nz/haveyoursay



As part of this speed review, we are working with the NZ Transport Agency (NZTA) who are proposing to change the speed limit on State Highway 73 in the Yaldhurst area.

What we're proposing

Road	Current speed	Proposed speed
Ryans Road	70km/h and 80km/h	60km/h
Pound Road	70km/h and 80km/h	60km/h
Yaldhurst Village	70km/h	60km/h
Hacketts Road	70km/h	60km/h
SH73	See over the page	

Please see plan over the page

Why review the speed limit

Slowing down saves lives, with a strong link between speed and safety on our roads.

We want to make Christchurch roads as safe as possible so we are reviewing speed limits across the city's roading network where there are concerns they are not safe or appropriate.

Having speed limits set at the correct level for the conditions on specific roads is one of the most important ways we can help people get to where they need to go safely.

Lowering the speed limit is one of the ways we can create safer roads for all users. For more information on speed reviews, collision speed and crash severity please go online to:

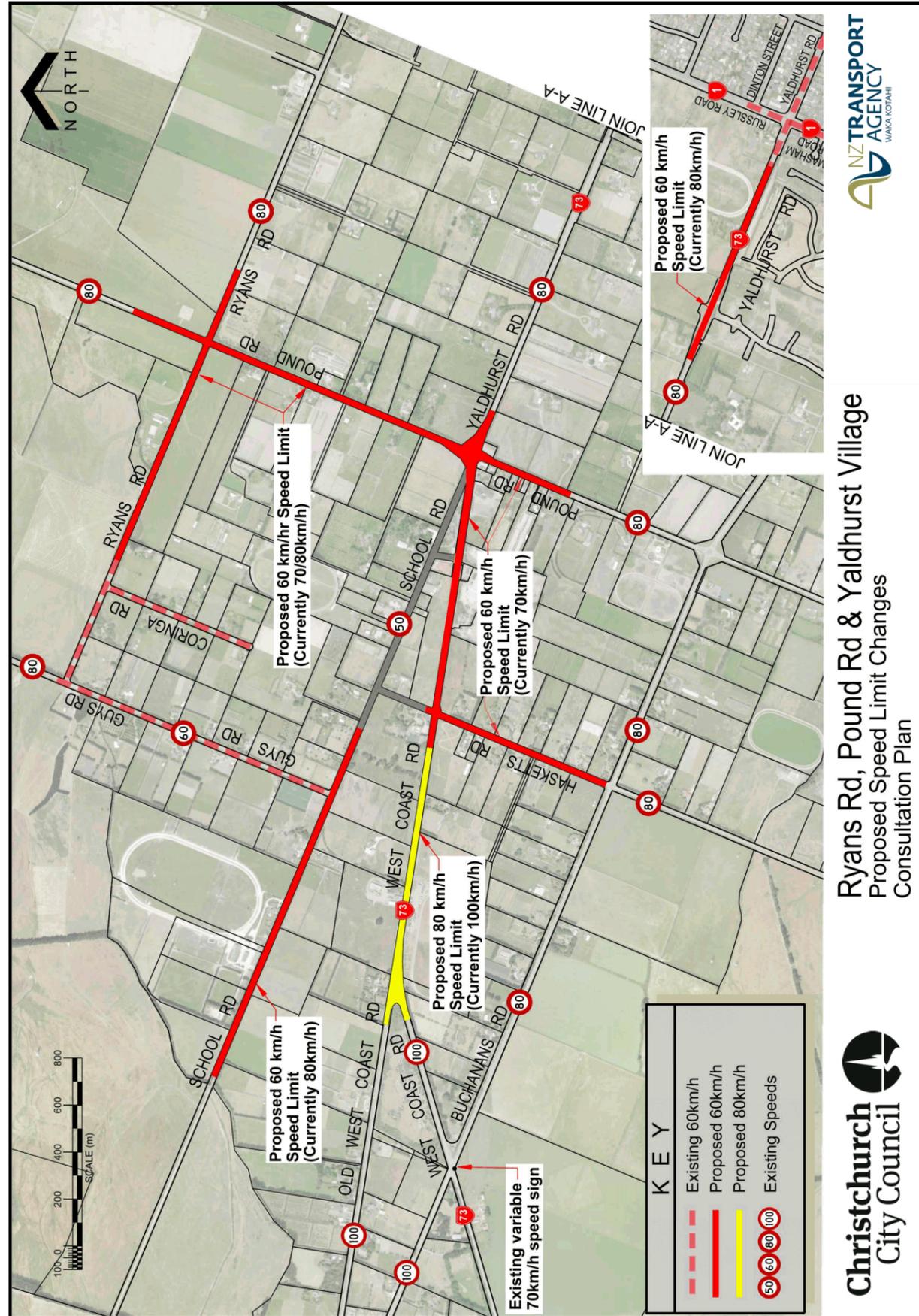
<https://ccc.govt.nz/transport/travel-safety/road-safety/safe-speeds/>

<https://nzta.govt.nz/safety/our-vision-of-a-safe-road-system/safe-network-programme/speed-management/>



We are also proposing a speed threshold (different road material) on Pound Road just north of the intersection with Ryans Road.





NZTA speed review: State Highway 73 -Yaldhurst Road/West Coast Road.



What we're proposing

Location	Current speed limit	Proposed speed limit
SH 73 East of Yaldhurst Village	80km/h	60km/h
	Extend the existing 60km/h zone just east of Russley Road an additional 740m westwards so it ends 200m west of the signalised intersection at Sir John MacKenzie Avenue	
SH73 Yaldhurst Village	70km/h	60km/h
	Reduce the existing 70km/h section to 60km/h in Yaldhurst Village and extend this 60km zone to 150m west of Hasketts Road	
West of Yaldhurst Village	100km/h	80km/h
	Introduce a new 80km/h zone from 150m west of Hasketts Rd to 200m west of Old West Coast Rd.	

We've talked to the people in the community and local businesses about making the highway around Yaldhurst safer. We've heard that speeds on the section of road in this review feel too high to be safe. There has been a lot of development in the area, both commercial and residential, and more pedestrians, especially around the intersection of SH73 and Sir John MacKenzie Avenue.

In the last ten years (2009-2018) there were 56 crashes. As a result of these crashes, there was one fatality and five people were seriously injured.

Name* _____
Address* _____

Postcode* _____
Phone* _____
Email _____
Organisation _____

* required

Please fold with the reply paid portion on the outside, seal and return by Monday 30 September 2019

Fold

Staple or tape here

Fold

Please note:

Your submission, name and address to are given to the Community Boards and Elected Members to help them make their decision. Submissions, with names only, go online when the meeting agenda is available on our website.

If requested, submissions, names and contact details are made available to the public, as required by the Local Government Official Information and Meetings Act 1987.

The Transport Agency may identify you as the submitter should it publish your feedback on SH73 or provide it to a third party if requested under the Official Information Act 1982. Any other personal information you provide, however, will not be made public.

Please clearly indicate if your feedback is commercially sensitive, or if for some other reason your feedback should not be disclosed and/or you should not be identified as the submitter. Under the Privacy Act 1993, you have the right to request access to and correction of any personal information you supply as part of this process. Contact the Council's Engagement Manager on (03) 941 8999 or 0800 800 169 or NZTA at CanterburySNP@nzta.govt.nz

If including extra paper, please make sure the folded posted item is no more than 6mm thick. Or send your submission in an envelope of any size to 'Freepost Authority No. 178'

Fold

Fold

FREEPOST Authority No.178



Attention: Sam Sharland
Engagement Advisor
Christchurch City Council
PO Box 73016
Christchurch Mail Centre
Christchurch 8154

**Report from Joint Meeting – Waimāero/Fendalton-Waimairi-Harewood and
Waipapa/Papanui-Innes Community Boards – 4 February 2020**

14. North West - Proposed Speed Management Plan - Dickeys Road

Reference / Te Tohutoro: 20/122486

Presenter(s) / Te kaupāhō: Steve Dejong, Traffic Engineer and Sam Sharland, Engagement
Advisor

**1. Joint Meeting – Waimāero/Fendalton-Waimairi-Harewood and
Waipapa/Papanui-Innes Community Boards’ Recommendation to
Council**

(Original Staff Recommendation recommended without change)

Part A

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 road be revoked and set as detailed below in 1a-1b including resultant changes made to the Christchurch City Council Register of Speed Limits and associated Speed Limit Maps.
 - a. Approve that all existing permanent speed limits on Dickeys Road commencing at its intersection with Main North Road (State Highway 1) and extending generally in a north westerly direction for a distance of 460 metres be revoked.
 - b. Approve that the permanent speed limit on Dickeys Road commencing at its intersection with Main North Road (State Highway 1) and extending generally in a north westerly direction for a distance of 460 metres be set at 60 kilometres per hour.
2. Approve that the speed limit changes listed above in clauses 1a – 1b 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.

Attachments

No.	Report Title	Page
1	North West - Proposed Speed Management Plan - Dickeys Road	81

No.	Title	Page
A 	Yaldhurst Village Area Speed Change Plan	89
B 	Chattertons Rd, McLeans Island Rd and Miners Rd Proposed Speed Changes	90
C 	Brouchs Rd, Export Ave, Dickeys Rd and Grays Rd Proposed Speed Changes	91
D 	Roto Kohatu Reserve Proposed 20 Km/hr Speed Limit	92
E 	Yaldhurst PIL and feedback form	93

North West - Proposed Speed Management Plan - Dickeys Road

Reference: 19/1410799

Presenter(s): Steve Dejong Traffic Engineer
Samantha Sharland, Engagement Advisor

1. Purpose of Report

- 1.1 The purpose of this report is for the Waimāero/Fendalton-Waimairi-Harewood and Waipapa/Papanui-Innes Community Boards to consider the consultation feedback and views on the proposed speed limit change for Dickeys Road and to make a recommendation to the Council.

2. Executive Summary

- 2.2 In order to support the objectives of the New Zealand Transport Agency (NZTA) 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, a number of speed limit changes are proposed in the Hornby and Harewood Wards (refer **Attachments A to D**).
- 2.3 This report relates only to Dickeys Road. Dickeys Road is a boundary road between the Waimāero/Fendalton-Waimairi-Harewood and Waipapa/Papanui-Innes Community Boards (**Refer Attachment C, Location C**).
- 2.4 The Dickeys Road proposed speed limit change is part of the larger 'North West Proposed - Speed Management Plan'.
- 2.5 The North West Proposed - Speed Management Plan covers three Board areas; Waipuna/Halswell-Riccarton-Wigram, Waimāero/Fendalton-Waimairi-Harewood and Waipapa/Papanui-Innes as well as State Highway 73 which is under NZ Transport Agency (NZTA) jurisdiction. NZTA will make a decision on the proposed state highway speeds indicated within this proposal.
- 2.6 The joint *Waipuna/Halswell-Riccarton-Wigram, Waimāero/Fendalton-Waimairi-Harewood* Community Boards at their meeting on the 16 December 2019 made the decision to support the staff recommendations with the exception of Items 3.i and 3.j relating to McLeans Island Road and 3n relating to Miners Road.
- 2.7 The Waimāero/Fendalton-Waimairi-Harewood Community Board is recommending that the Council defer a decision on these items to allow further consultation with key businesses and organisations on McLeans Island Road.
- 2.1 The Waimāero/Fendalton-Waimairi-Harewood Community Board is also recommending to the Council that the speed limit on Miners Road be reduced to 60 kilometres per hour.
- 2.2 The wider proposal which this report is part of includes: The Yaldhurst Village Area Speed Change Plan (refer Attachment A), Chatterton's Road, McLeans Island Road and Miners Road Proposed Speed Limit Changes (refer Attachment B), Grays/Shipleys/Broughs and Dickeys Roads Proposed Speed Limit Changes (refer Attachment C), and Roto Kohatu Proposed 20 kilometre per hour Speed Limit (refer Attachment D).
- 2.3 The proposed speed limits take into account safe and appropriate speeds identified in accordance with the NZTA Speed Management Guide, as well as another key objective of the Guide to improve consistency and credibility of speed limits locally and nationally.

- 2.4 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.
- 2.5 The proposed speed limits are supported by key stakeholder groups, including NZTA, Police, Selwyn District Council and, based on feedback received during consultation, are also supported by a majority of people in the community.

3. Staff Recommendations

That the Joint Waimāero /Fendalton-Waimairi-Harewood and Waipapa/Papanui-Innes Community Boards recommend 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 road be revoked and set as detailed below in 1a-1b including resultant changes made to the Christchurch City Council Register of Speed Limits and associated Speed Limit Maps.
 - a. Approve that all existing permanent speed limits on Dickeys Road commencing at its intersection with Main North Road (State Highway 1) and extending generally in a north westerly direction for a distance of 460 metres be revoked.
 - b. Approve that the permanent speed limit on Dickeys Road commencing at its intersection with Main North Road (State Highway 1) and extending generally in a north westerly direction for a distance of 460 metres be set at 60 kilometres per hour.
2. Approve that the speed limit changes listed above in clauses 1a – 1b 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.

4. Context/Background

Issue or Opportunity

- 4.1 Christchurch City Council is currently working on a number of speed management projects across its road network, many of which are focussed on those roads identified in the first edition of the Safer Journeys Risk Assessment Tool (Mega Maps) as providing high benefit opportunities for speed management interventions as well as a number of adjoining and surrounding rural/ rural-residential roads with existing speed limits of 70/80 kilometres per hour.
- 4.2 The focus on these high risk roads, and desired outcomes of reducing death and serious injury, is consistent with the approach of the Government Policy Statement on Land Transport, the Council's Road Safety Action Plan (which promotes collaborative planning among road safety inter-agencies) and the Council's Long Term Plan (which has a level of service target to reduce death and serious injuries by five or more per year).

Dickeys Road: Attachment C, Location C

- 4.3 The existing 60 kilometres per hour posted speed limit on Dickeys Road was extended northwest of the Western Belfast Bypass Overbridge following the completion of this NZTA 'Roads of National Significance' (RONS) project.

- 4.4 The project constructed a speed threshold and installed signs at the new speed change point. This recommendation simply proposes what has been provided by the NZTA Western Belfast Bypass project team.

Strategic Alignment

- 4.5 The New Zealand Road Safety Strategy 2010-2020 ‘Safer Journeys’, is designed to guide improvements in road safety, with the overall vision of “A safe road system increasingly free of death and serious injury”. The ‘Safe System’ approach that underpins the Strategy looks across the entire road system to improve road safety by creating safer roads and road sides, safer vehicles, safer road use and safer speeds. This approach recognises that road user mistakes are inevitable, but that it is everyone’s responsibility to ensure that the system protects people from death and serious injury when those mistakes occur. The Strategy recognises that speed affects the likelihood and impact of all crashes, and notes that small reductions in impact speed greatly increase the chances of surviving a crash, particularly for pedestrians or cyclists.
- 4.6 The 2020-2030 Road Safety Strategy ‘Road to Zero’ was released in December 2019, this builds on the safe system approach adopted in ‘Safer Journeys’, and seeks to strengthen all elements of the road system (safe roads and roadsides, safe vehicles, safe road use and safe speeds) through a collaborative approach as well as setting an ambitious (but achievable) target of a 40 per cent reduction in deaths and serious injuries over 10 years. The proposed new strategy also recognises that road safety actions can support the health and wellbeing of local communities, and help to make the roads more ‘liveable places’.
- 4.7 The NZTA Speed Management Guide 2016 was developed to fulfil one of the early action points of the Strategy, and provides guidance on setting speeds that are safe and appropriate for the function, design and use of roads, whilst also seeking to improve consistency and credibility of speed limits locally and nationally.
- 4.8 Land Transport Rule: Setting of Speed Limits 2017 formalises the approach to speed management in the Guide, and establishes the requirements for road controlling authorities to set safe and appropriate speed limits whilst also encouraging a consistent approach to speed management in New Zealand. The Rule also sets out the requirements for NZTA to provide road controlling authorities with guidance and information on speed management.
- 4.9 The Government Policy Statement on Land Transport 2018/2019 – 2027/2028 supports an accelerated approach to implementing the Speed Management Guide, focusing on treating the top 10 per cent of the road network which will result in the greatest reduction in death and serious injury.
- 4.10 This report supports the [Council's Long Term Plan \(2018 - 2028\)](#):
- 4.10.1 Activity: Traffic Safety and Efficiency
- Level of Service: 10.0.6.1 Reduce the number of casualties on the road network. - <=124 (reduce by 5 or more per year)

Decision Making Authority

- 4.11 The Council has delegation for setting speed limits.

Previous Decisions

- 4.12 In 2018 Council approved that the speed limit on Guys Road, Coringa Road and the western end of Ryans Road be set at 60 kilometres per hour. (These roads are shown on Attachment A as dashed red lines).

Assessment of Significance and Engagement

- 4.13 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 4.14 The level of significance was determined through consideration of the various assessment criteria in the Council's Significance and Engagement Policy Worksheet.
- 4.15 The community engagement and consultation outlined in this report reflects the assessed level of significance.

5. Options Analysis

Options Considered

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

- Option 1 - Change the identified speed limit (preferred option)
- Option 2 - Do nothing/retain existing speed limit as detailed in the Council's Speed Limits Register

Options Descriptions

5.3 **Preferred Option (option 1):** Change the identified speed limits in accordance with the staff recommendations.

5.3.1 **Option Description:** Change the speed limits as outlined in the staff recommendations of this report.

5.3.2 Option Advantages

- Aligns with the objectives of the NZTA Speed Management Guide and the overall vision of Safer Journeys: Road Safety Strategy 2010-2020.
- Fulfils legislative requirements to set speed limits that are safe and appropriate, and supports the Council policy and Long Term Plan levels of service seeking to reduce casualties on the road network.
- Responds to community road safety concerns and requests for safer speed limits.
- No costs are associated with installation or removal of infrastructure (speed limit signs) as these were installed by NZTA.

5.3.3 Option Disadvantages

- There are no identified disadvantages to this option

5.4 **Do Nothing (option 2):** Retain existing speed limits as detailed in the councils speed limits register

5.4.1 **Option Description:** Retaining the existing speed limit as detailed in the Council's speed limits register for Dickeys Road would require the recently installed signs to be removed and new signs fabricated and installed to replace them.

5.4.2 Option Advantages

There are no identified advantages associated with this option.

5.4.3 Option Disadvantages

- Does not align with the objectives of the NZTA Speed Management Guide or the overall vision of Safer Journeys: Road Safety Strategy 2010-2020.

- Does not fulfil legislative requirements to set speed limits that are safe and appropriate, and does not support the Council policy and Long Term Plan levels of service seeking to reduce casualties on the road network.
- Does not respond to community road safety concerns or requests for safer speed limits.
- Additional costs will be required to be removed the existing speed signage installed by NZTA and to fabricated and install new signs to replace them.

Analysis Criteria

5.5 Options have been assessed against the following criteria:

- Financial implications
- Road safety benefits
- Alignment with Council Plans and Policy
- Alignment with central government policy
- Alignment with legislative framework and responsibilities
- Impact on Mana Whenua

Options Considerations

5.6 Refer to the Options matrix in Section 10 of this report.

6. Community Views and Preferences

Dickeys Road consultation

- 6.1 Consultation was open from 2 September to 30 September and two submissions were received regarding Dickeys Road.
- 6.2 As the area for the speed review was sparse, the project team decided to utilise social media, Community Development Advisor's contacts, and newspapers to let people know about the consultation.
- 6.3 Both submissions received for the Dickeys Road speed change proposal support lowering the speed, although it appears that one submitter doesn't realise that this has actually taken place and this report involves only a clerical change. The other submitter supports the change but wants it to go further along Dickeys Road, which the first submitter opposes.
- 6.4 The submitters state:
- I support the proposed reduced speed limits. I wonder why you haven't also considered extending a lower speed limit further along Dickeys Road (e.g. 80kmh). Also, removal of centre lines on some roads would help to encourage lower speeds.
 - As a resident of Coutts Island with 3 houses on the farm and an employer of 4 people that drive out to the site on week days, we would prefer the speed limit to remain the same, or at worst to reduce from the Dickeys Road Bridge over the South Branch of the Waimak. People occasionally park between the bridge and the motorway overpass to walk on the track but not on the west side of that carpark. The large shingle roadside carpark on the west side of the bridge does not get used much now the carparks on either side of the road between the bridge and the motorway overpass have been established.

7. Legal Implications

- 7.1 Speed limits must be set in accordance with Land Transport Rule: Setting of Speed Limits 2017.
- 7.2 Part 4 Section 27 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides the Council with the authority to set speed limits by resolution.
- 7.3 The Council has not delegated its authority to set speed limits.
- 7.4 The installation of signs and/or markings associated with traffic controls, including speed limits, must comply with Land Transport Rule: Traffic Control Devices 2004.
- 7.5 This report has not been reviewed and approved by the Legal Services Unit.

8. Risks

- 8.1 If the wider proposed speed limit changes are approved, Selwyn District Council will also need to set the same speed limit on Chattertons Road which is a Christchurch City Council/Selwyn District Council boundary road under the control of both Road Controlling Authorities.

9. Next Steps

- 9.1 Report and recommendations referred to the Council for a decision.
- 9.2 If approved, implementation is expected to be complete by March 2020.

1.

10. Options Matrix

Criteria		Option 1 – Change the identified speed limits	Option 2 – Do nothing / retain existing speed limits
Financial Implications	Cost to Implement	Estimated cost to supply and install new signage and remove redundant signage is approximately \$20,000 for the wider proposal however there are no costs associated with Dickeys Road proposal.	\$500.00
	Maintenance/Ongoing	Covered under the existing area maintenance contract, and the effect will be minimal to the overall asset.	Covered under the existing area maintenance contract, and the effect will be minimal to the overall asset.
	Funding Source	Traffic Operations budget – Minor Safety Improvements	Does not apply
	Impact on Rates	Nil	Nil
Road Safety Benefits		Aligns posted speed limits to safe and appropriate speeds in accordance with the Speed Management Guide 2016	Nil
Alignment with Council Plans and Policy		Fully supports the Council Plans and Policies with regard to road safety, including the LTP level of service target to reduce casualties on eth road network	Does not support the Council Plans and Policies with regard to road safety, including the LTP level of service target to reduce casualties on eth road network
Alignment with Central Government Policy		Fully supports the direction of the Government Policy Statement on Transportation 2018/2019 – 2027/2028 to focus on identified high risk roads	Does not support the direction of the Government Policy Statement on Transportation 2018/2019 – 2027/2028 to focus on identified high risk roads
Alignment with Legislative Framework and Responsibilities		Fulfil the Council’s responsibility, as road controlling authority, to set safe and appropriate speed limits	Does not fulfil the Council’s responsibility, as road controlling authority, to set safe and appropriate speed limits
Impact on Mana Whenua		Nil	Nil

Attachments

No.	Title	Page
A	Yaldhurst Village Area Speed Change Plan	
B	Chattertons Rd, McLeans Island Rd and Miners Rd Proposed Speed Changes	
C	Brouchs Rd, Export Ave, Dickeys Rd and Grays Rd Proposed Speed Changes	
D	Roto Kohatu Reserve Proposed 20 Km/hr Speed Limit	
E	Yaldhurst PIL and feedback form	

Confirmation of Statutory Compliance

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

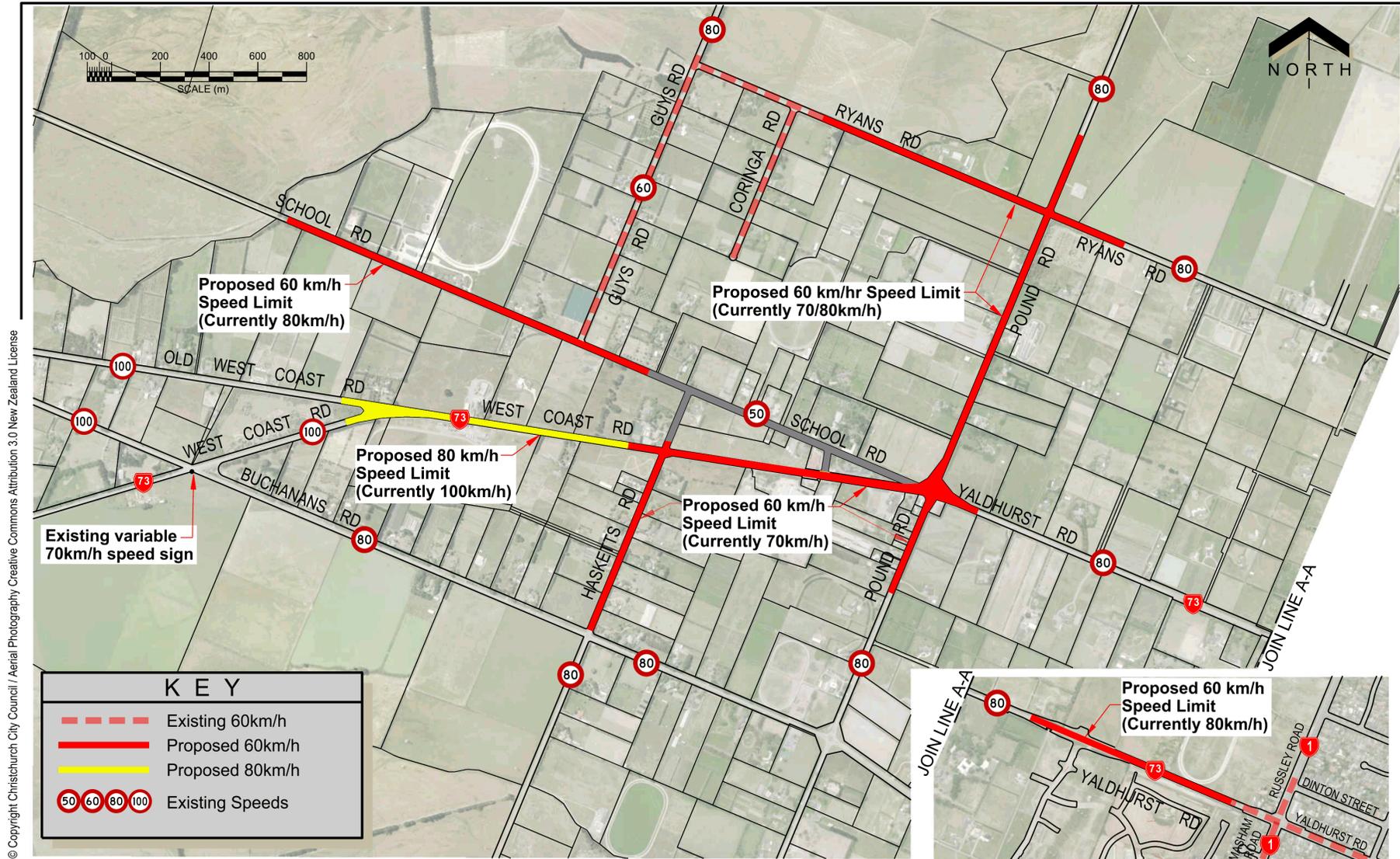
(a) This report contains:

- (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.

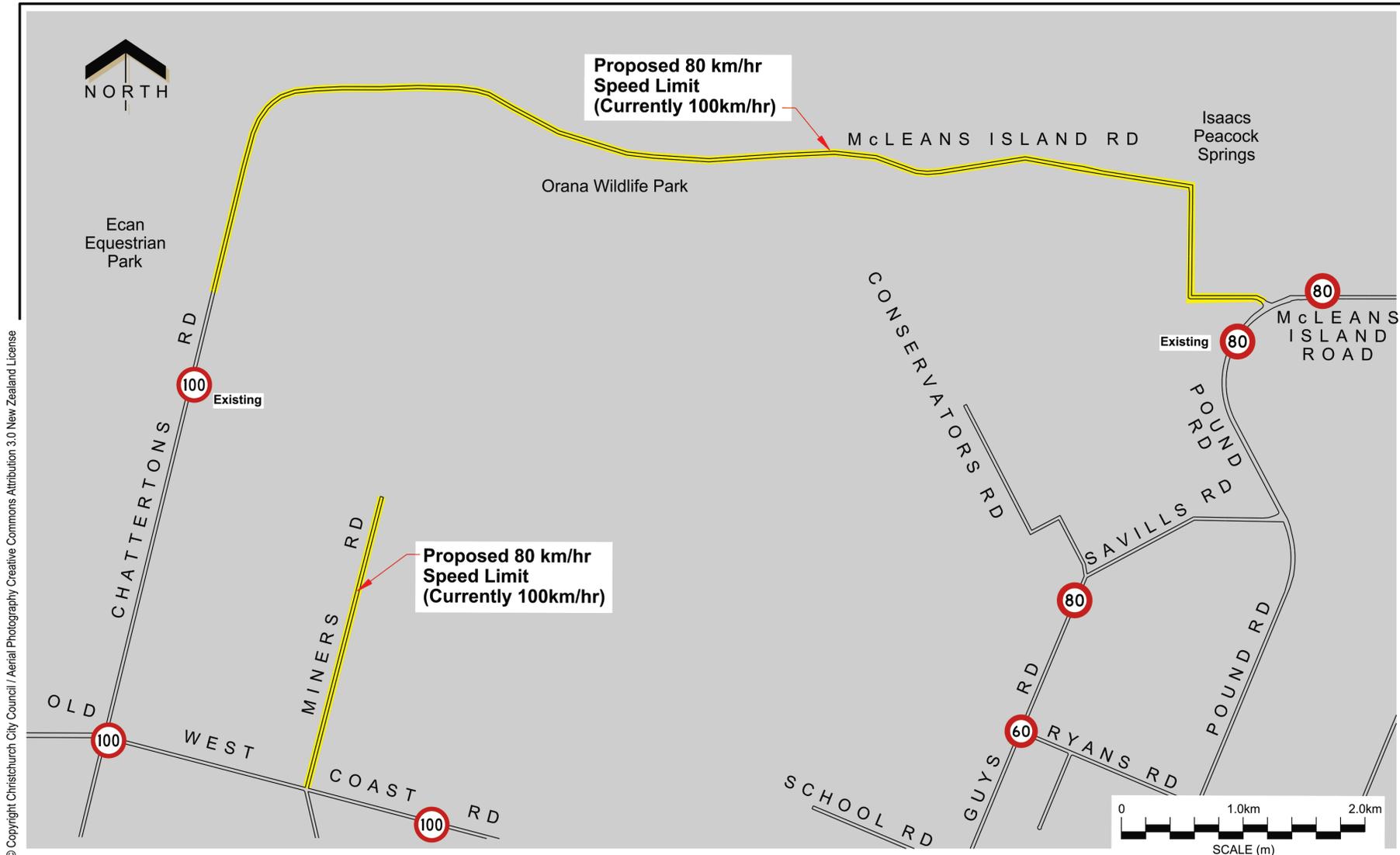
(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories

Authors	Steve Dejong - Traffic Engineer Samantha Sharland - Engagement Advisor
Approved By	Stephen Wright - Team Leader Traffic Operations Steffan Thomas - Manager Operations (Transport) Richard Osborne - Head of Transport David Adamson - General Manager City Services



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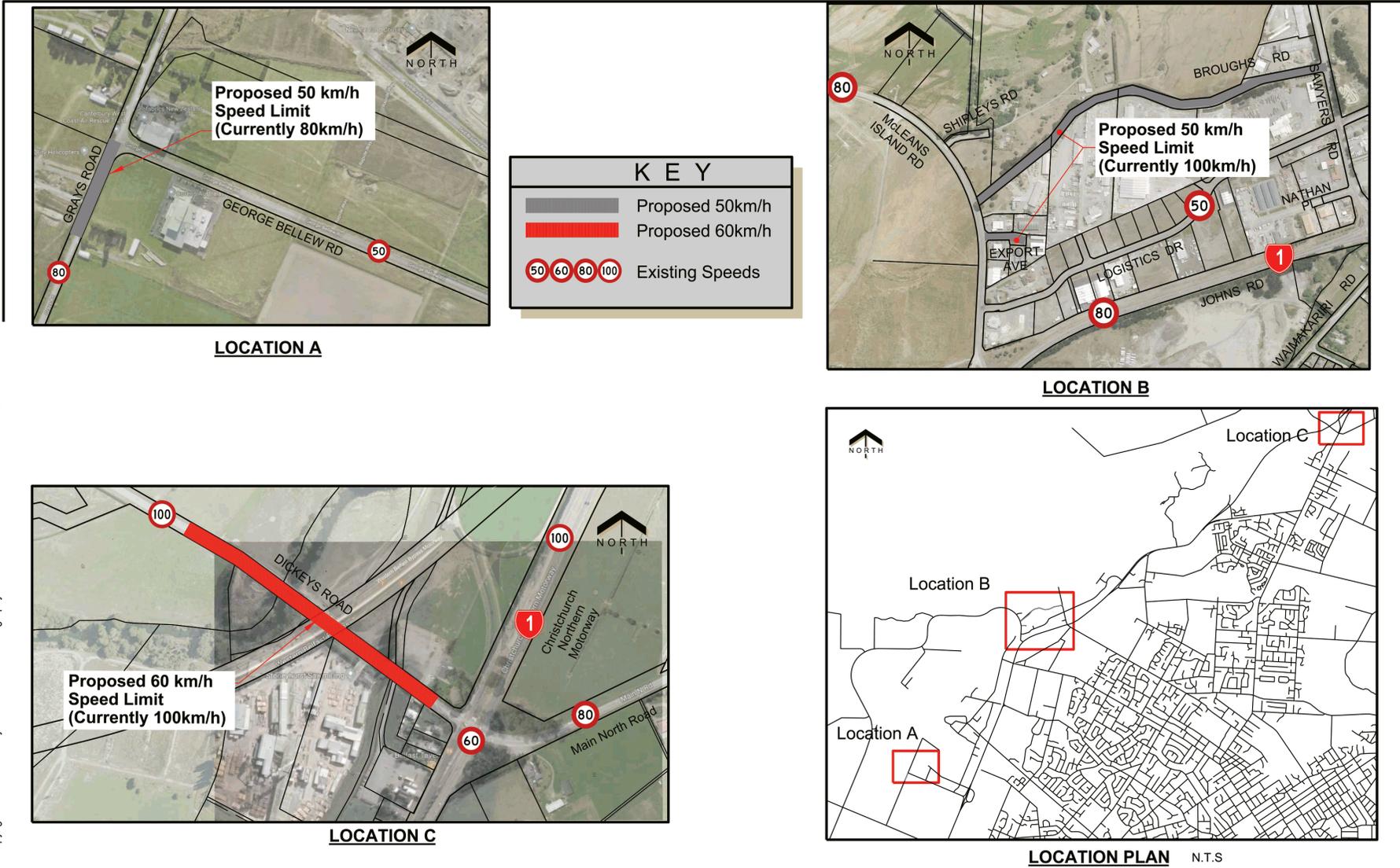


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Chattertons Rd, Mcleans Island Rd and Miners Rd
Proposed Speed Limit Changes
Consultation Plan
Attachment B

Original Plan Size: A4
ISSUE.1 12/11/2019
TG133457 MJR



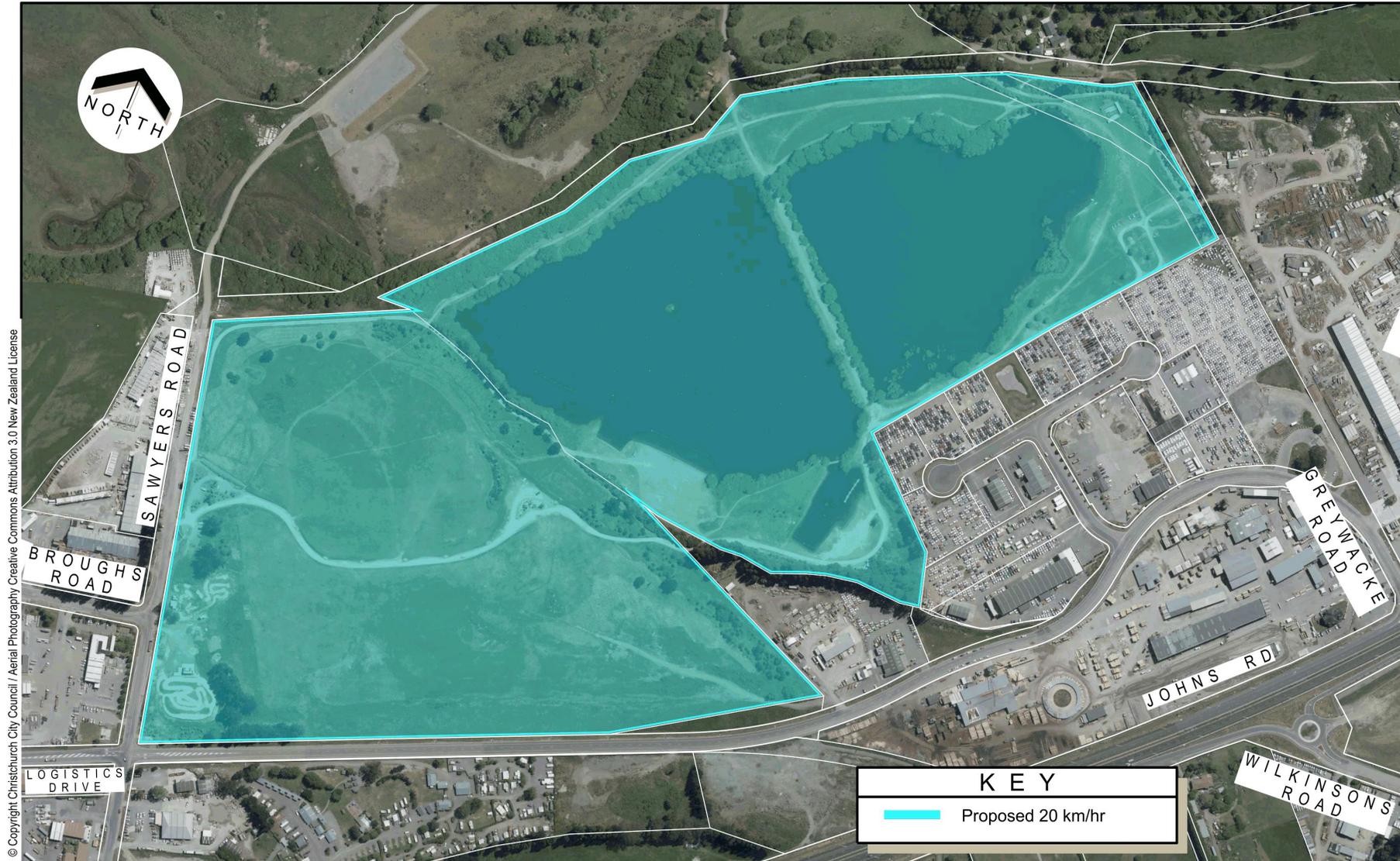
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Grays / Shipleys / Broughs & Dickeys Rd
Proposed Speed Limit Changes
Consultation Plan
Attachment C



Original Plan Size: A4
ISSUE.1 12/11/2019
TG133729 MJR



Christchurch
City Council

Roto Kohatu
Proposed 20km/hr speed limit
For Consultation

Attachment D

Original Plan Size: A4
ISSUE.1 30/06/2019
TG133795 MJR



Roundabout at Pound Road and Yaldhurst Road

Decision making process

Ryans Road, Pound Road, Yaldhurst Village, Hacketts Road

The Halswell-Hornby-Riccarton and Fendalton-Waimari Community Boards will consider all submissions on the proposal and hear from any submitters who would like to speak about their feedback. The Community Boards will give its recommendation to Council, who will then consider whether to approve the changes.

SH73

NZTA will make its decision on what the safe and appropriate speeds should be based on a technical assessment and submissions from this consultation. Once the decision is made, it will be published on their website and an update is sent to anyone who made a submission.

Before we make any changes, we want to know what you think. Public consultation is a requirement under the Land Transport Rule: Setting of Speed Limits (2017).

To give feedback on the proposal and find out more

- Go online ccc.govt.nz/haveyoursay or complete the enclosed freepost form and return to:
- Christchurch City Council,
PO Box 73016, Christchurch 8154

- Speak to Sam Sharland
03 941 8793
- Samantha.sharland@ccc.govt.nz
For SH73: CanterburySNP@nzta.govt.nz

Consultation is open until **Monday 30 September 2019**



HAVE YOUR SAY Speed limit review - Yaldhurst Area

Open from Monday 2 September 2019 to Monday 30 September 2019

ccc.govt.nz/haveyoursay



As part of this speed review, we are working with the NZ Transport Agency (NZTA) who are proposing to change the speed limit on State Highway 73 in the Yaldhurst area.

What we're proposing

Road	Current speed	Proposed speed
Ryans Road	70km/h and 80km/h	60km/h
Pound Road	70km/h and 80km/h	60km/h
Yaldhurst Village	70km/h	60km/h
Hacketts Road	70km/h	60km/h
SH73	See over the page	

Please see plan over the page

Why review the speed limit

Slowing down saves lives, with a strong link between speed and safety on our roads.

We want to make Christchurch roads as safe as possible so we are reviewing speed limits across the city's roading network where there are concerns they are not safe or appropriate.

Having speed limits set at the correct level for the conditions on specific roads is one of the most important ways we can help people get to where they need to go safely.

Lowering the speed limit is one of the ways we can create safer roads for all users. For more information on speed reviews, collision speed and crash severity please go online to:

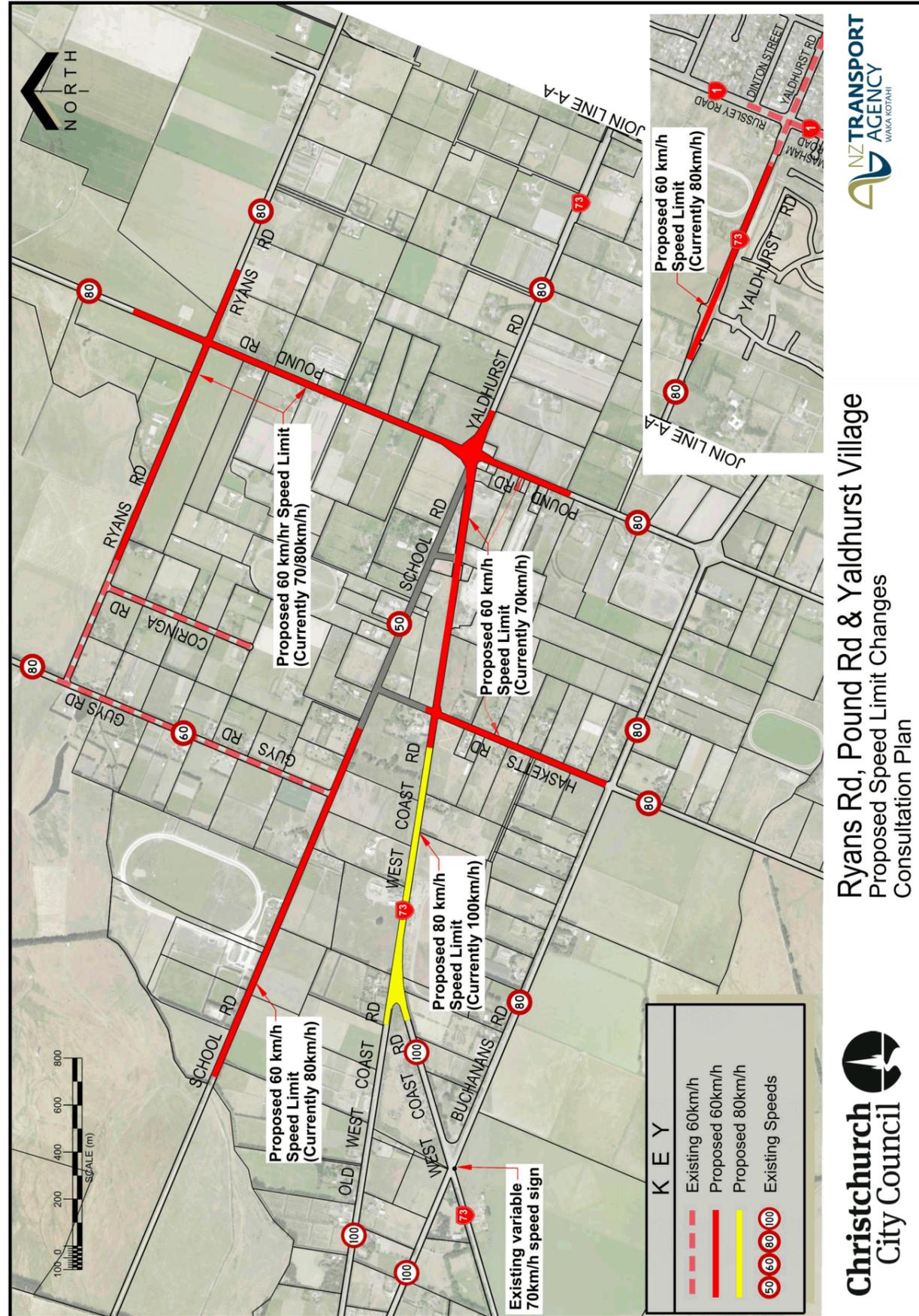
<https://ccc.govt.nz/transport/travel-safety/road-safety/safe-speeds/>

<https://nzta.govt.nz/safety/our-vision-of-a-safe-road-system/safe-network-programme/speed-management/>



We are also proposing a speed threshold (different road material) on Pound Road just north of the intersection with Ryans Road.





NZTA speed review: State Highway 73 -Yaldhurst Road/West Coast Road.



What we're proposing

Location	Current speed limit	Proposed speed limit
SH 73 East of Yaldhurst Village	80km/h	60km/h
SH73 Yaldhurst Village	70km/h	60km/h
	Reduce the existing 70km/h section to 60km/h in Yaldhurst Village and extend this 60km zone to 150m west of Hasketts Road	
West of Yaldhurst Village	100km/h	80km/h
	Introduce a new 80km/h zone from 150m west of Hasketts Rd to 200m west of Old West Coast Rd.	

We've talked to the people in the community and local businesses about making the highway around Yaldhurst safer. We've heard that speeds on the section of road in this review feel too high to be safe. There has been a lot of development in the area, both commercial and residential, and more pedestrians, especially around the intersection of SH73 and Sir John MacKenzie Avenue.

In the last ten years (2009-2018) there were 56 crashes. As a result of these crashes, there was one fatality and five people were seriously injured.

Name* _____
Address* _____

Postcode* _____
Phone* _____
Email _____
Organisation _____

* required

Please fold with the reply paid portion on the outside, seal and return by Monday 30 September 2019

Fold

Staple or tape here

Fold

Please note:

Your submission, name and address to are given to the Community Boards and Elected Members to help them make their decision. Submissions, with names only, go online when the meeting agenda is available on our website.

If requested, submissions, names and contact details are made available to the public, as required by the Local Government Official Information and Meetings Act 1987.

The Transport Agency may identify you as the submitter should it publish your feedback on SH73 or provide it to a third party if requested under the Official Information Act 1982. Any other personal information you provide, however, will not be made public.

Please clearly indicate if your feedback is commercially sensitive, or if for some other reason your feedback should not be disclosed and/or you should not be identified as the submitter. Under the Privacy Act 1993, you have the right to request access to and correction of any personal information you supply as part of this process. Contact the Council's Engagement Manager on (03) 941 8999 or 0800 800 169 or NZTA at CanterburySNP@nzta.govt.nz

If including extra paper, please make sure the folded posted item is no more than 6mm thick. Or send your submission in an envelope of any size to 'Freepost Authority No. 178'

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FREEPOST Authority No.178



Attention: Sam Sharland
Engagement Advisor
Christchurch City Council
PO Box 73016
Christchurch Mail Centre
Christchurch 8154

15. Mayor's Monthly Report - January 2020

Reference / Te Tohutoro: 20/91232

Presenter(s) / Te kaipāhō: Lianne Dalziel, The Mayor

1. Purpose of Report / Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Mayor to report on external activities she undertakes in her city and community leadership role; and to report on outcomes and key decisions of the external bodies she attends on behalf of the Council.
- 1.2 This report is compiled by the Mayor's office.

2. Mayors Recommendations / Ngā Tūtohu o Te Koromatua

That the Council:

1. [Receive the information in this report.](#)

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	Mayor's Monthly Report January 2020	98

Mayor's monthly report

January 2020

Introduction

I returned from the summer break refreshed and ready for the year ahead.

I read eight books over the break, including the final chapters of *Elon Musk* by Ashlee Vance; *Goodbye Sarajevo*, by Atka Reid and Hana Schofield, (2011) a story of courage that brings meaning to the word 'refugee'; Rachel Maddow's *Blowout*, a history of the oil and gas industry and its connections to today's political machinations; Behrouz Boochani's *No Friend But the Mountains*, an incredibly moving account of the reality of the policy of declining to admit asylum seekers and detaining them in an off-shore facility; and *The Seven Necessary Sins for Women & Girls* by Mona Elthaway, a freelance Egyptian-American journalist, and social commentator.

Two books, in particular, have raised issues that are very relevant to us.

Speech Police: The Global Struggle to Govern the Internet, by David Kaye, highlights the challenge of ensuring that the internet's commitment to free speech is maintained while finding ways to modulate the worst aspects, which incite violence, spread untruth and promote hate. Given that the Christchurch Call was negotiated in our name after the tragedy of March 15 last year, I believe we need to develop a better collective understanding about how we engage in this important global debate. David Kaye is the United Nations' Special Rapporteur on the promotion and protection of the right to freedom of opinion and expression. His latest report states that under international human rights law, the limitation of hate speech seems to demand a reconciliation of two sets of values: **democratic society's requirements to allow open debate and individual autonomy and development** with the also compelling **obligation to prevent attacks on vulnerable communities and ensure the equal and non-discriminatory participation of all individuals in public life**. This is something we need to understand and discuss.

The Overstory, by Richard Powers, the 1999 winner of the Pulitzer Prize for Fiction, was gifted to city and political leaders throughout the country by Pure Advantage (see below). It was the only fiction I read over the break. Its collection of stories merged into a powerful message about the nature of the forest environment, and the impact of deforestation, clear-cutting and habitat loss, which I am sure was the intention of Pure Advantage in sending the book. I intend to reach out to them to see what we could do collaboratively to take this further.

Pure Advantage founded by Philip Mills, describes its mission as follows: *to champion environmentally focused economic models and business practices as the best way for New Zealand to become and remain a world leading, climate positive, economically thriving and socially just society*. Their work programme encompasses a range of pressing issues:

- *Educating and encouraging New Zealand businesses to adopt and pursue practices that are environmentally sustainable and efficient;*
- *Promoting awareness of the importance of improving the quality of our water, soil and air in order to maintain New Zealand's clean, green image;*
- *Maximising opportunities for New Zealand to enhance energy and resource efficiency, particularly by low carbon means;*
- *Promoting the use of clean technology;*
- *Improving the protection of environmental ecosystems, optimising ecological sustainability and promoting environmental integrity.*

These are all relevant to our city as we tackle a range of environmental issues, including the challenges climate change present, in the firm belief that we can create real opportunities as well.

Eastern Christchurch Housing Trust

The first event I attended on my return to Christchurch was the celebration of the completion of a refurbished rental property in Pages Rd created by the Eastern Christchurch Housing Trust. A somewhat derelict and quake-damaged home had been originally purchased by Council for road widening purposes. When this didn't look like it would be proceeding as planned, former Community Board member Tim Baker proposed that a Trust take over the property on a long-term lease basis, undertake the repairs themselves and turn it into an affordable rental. Their first tenant was moving in the following day. The Community Board contributed \$14,000 and the Trust the equivalent of \$30,000. On a tender basis, the repairs probably would have cost the Council more than three times that amount. This to me was a real win-win, proving that by

building partnerships with active community groups, we can achieve a lot more than we can on our own. A great way to start the year



Duvauchelle A & P Show

One of my first official duties of 2020 was to open the Duvauchelle A&P Show and to present a recognition award to local farmer Paul de Latour.



Paul has been the announcer at the show for about a decade, with many years as an exhibitor, volunteer, committee member and supervising marshal. It is people like Paul, who are the glue that hold the community together.

I also took the opportunity to acknowledge Keith Vogan on his retirement from his role at the show.

I was happy to award the Best Trade Exhibition Award to the firefighters for their excellent display on fire safety.



My favourite event at the show is the annual terrier race, which is the funniest race I've ever seen, but the thing I love most about the show is the strong sense of community it engenders.

Skal International Executive visit



Skal International is a professional organisation promoting global tourism and friendship. The Skal Executive met in Christchurch to celebrate the 50th Anniversary of Skal Christchurch, (NZ's largest Skal Club, and to witness the handing over of the chains of office to Peter Morrison as Skal World President for 2020.

Peter is a stalwart of the Christchurch hospitality sector, with a career spanning just over 40 years. He has

contributed greatly to the industry and in 2017 was recognised for his services in the Queen's Birthday Honours. He is the President of Canterbury branch of Hospitality New Zealand and on the national board of Hospitality New Zealand.

Christchurch will host the NZ Skal Conference in April. And this will be followed by the TRENZ Conference in May. This focus on tourism and hospitality is a welcome introduction to the year, which will see our new Convention Centre, Te Pae, opened.

Bread and Circus World Buskers Festival

I really enjoy this time of year – with the sense of holiday continuing with the Bread and Circus World Buskers Festival, which is such a great series of local and international performers and events.

I was thrilled to see that Strut & Fret have been signed on for another couple of years, which bodes well for a festival that is really going from strength to strength.

The street venues were great and well attended. And there were some fantastic shows, although a personal favourite was Sven Ratzke, whose interpretation of David Bowie was an absolute joy. My only ‘complaint’ was that the show could have been much longer.



Chinese New Year Spring Festival



According to the lunar calendar, the 25th of January 2019 marked the beginning of the Year of the Rat, which is my birth year. Celebrating my 60th birthday later this year is very auspicious in

Asian culture, due to the symbolism of a complete 60-year life cycle, which sees the twelve animal signs of the zodiac cycle through each of the five elements.



I attended several Chinese New Year events however these have been dampened by the global impact of the outbreak of the novel coronavirus that originated in our sister city of Wuhan.

Our local Chinese communities with family back in China will need a lot of encouragement and support as their anxiety and fear about what is happening grows.

OCHT housing development



Another January highlight was the announcement by Minister Hon Megan Woods of the Ōtautahi Community Housing Trust’s latest community housing development. It is on the site of the iconic Brougham Village and together with a nearby development, will provide 97 new

homes. The complex is being built as three individual communities and the homes will meet the OCHT goal of providing warm, dry and healthy homes and have been designed to the New Zealand Green Building Council’s Homestar 6 standard. Also planned are amenities such as E-Bikes, green spaces, edible gardens and communal spaces to encourage interaction between tenants and families. The development is a wonderful investment for the community and we are proud to have contributed by providing a \$30 million development loan and transferring the Brougham Street site land to the Trust.

1.5

Degrees Live



I joined over 100 other people (including Deputy Mayor, Andrew Turner, and CE, Dawn Baxendale), in reading from the IPCC Special

Report at the 1.5 Degrees Live event at the Art Gallery. It served as a real lesson on the importance of making these documents accessible to people. The report is so dense and so technical that the stories it tells are lost, such as the threat to species at 1.5 and 2 degrees of global warming.

Margaret Jeffries (1945-2020)

Attending the celebration of the life of Margaret Jeffries, was a reminder of what matters most in this world.

He aha te mea nui o te ao What is the most important thing in the world?

He tangata, he tangata, he tangata It is the people, it is the people, it is the people

I have presented at many conferences where I speak about the importance of community leaders and emergent leaders who come to the fore at times of crisis. Margaret Jeffries, who was recognised in the Queen's Birthday Honours list for her work is one of the examples I have always used since becoming Mayor. Project Lyttelton is a non-profit grassroots organisation committed to building sustainable, connected community. But it's the Time Bank I focus on.

I say that you don't need a civil defence team in a community that has a time bank – and that's because you already know who is willing to help and what skills

they have, and that they all respect each other's contribution hour for hour not dollar for dollar.

Through a range of innovative projects, they have harnessed the power of community and fostered hope and inspiration to create a collective future. This to me is the heart of community resilience in the true sense of the word.

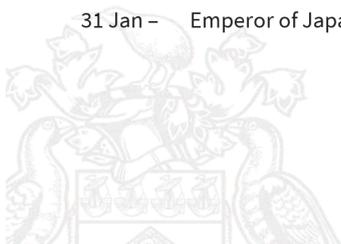
Margaret has established a real legacy and I know her leadership will continue to inspire all who knew her.



Events and meetings calendar

Council Recess until January 20

- Jan 10 - Attend the celebration of East Christchurch Housing Trust social housing initiative.
- Jan 11 - Officially open the Duvauchelle A&P Show
- Jan 15 - Host Skal International Executive members (International hospitality network)
- Jan 17 - Colgate Games Athletics Competition Opening at Ngā Puna Wai
 - Skal International Christchurch's 50th anniversary
- Jan 18 - Celebration of life of Lyttelton community leader Margaret Jefferies (1945 – 2020)
 - Attend the Chinese Consul General's Spring Festival charity fundraiser
- 24 Jan - Opening of Bread and Circus World Buskers Festival
- 25 Jan - Zhonghua Society Children's Spring Festival Gala Evening
- 27 Jan - Keynote speech to Christchurch Business Club
 - Announcement of OCHT community housing development (Brougham St)
- 29 Jan - 1.5 Degrees Live - Read from the IPCC Special Report
- 31 Jan - Emperor of Japan's 60th Birthday celebration



16. Draft submission on the Urban Development Bill

Reference / Te Tohutoro: 19/1488014

Presenter(s) / Te kaipāhō: Alison Outram, Policy Planner & David Falconer, Team Leader, City Planning

1. Purpose of Report / Te Pūtake Pūrongo

- 1.1 For Council to approve its draft submission (as attached) on the Urban Development Bill.

2. Executive Summary / Te Whakarāpopoto Matua

- 2.1 The Urban Development Bill is intended to complement the Kāinga Ora – Homes and Communities Act 2019, which established a new Crown entity, Kāinga Ora – Homes and Communities (Kāinga Ora). Kāinga Ora will function as the nation’s urban development authority, and the Urban Development Bill sets out the range of powers that Kāinga Ora will obtain.
- 2.2 The Council previously made a submission on the Kāinga Ora-Homes and Communities Bill, with key submission points being around effective, localised engagement and decision-making with councils and their communities; prioritising affordable housing provision; and taking into account existing local planning policies, strategies and documents relating to urban development.
- 2.3 These matters remain of high priority, however they do not appear to have been considered to any great degree in the Urban Development Bill. As such, the Council’s key submission points seek to highlight the importance of taking a partnership approach with territorial authorities and local communities; as well as the potential risks of Kāinga Ora having unfettered powers.

3. Staff Recommendations / Ngā Tūtohu

That the Council:

1. Approve the draft Council submission on the Urban Development Bill.

4. Context / Background / Te Horopaki

Issue or Opportunity / Ngā take, Ngā Whaihua rānei

- 4.1 The Urban Development Bill is intended to complement the Kāinga Ora – Homes and Communities Act 2019, which established a new Crown entity, Kāinga Ora – Homes and Communities. The two key roles of Kāinga Ora are:
 - being a world-class public housing landlord; and
 - partnering with the development community, Māori, local and central government, and others on urban development projects of all sizes.
- 4.2 To assist Kāinga Ora with leading or facilitating these urban development projects (called specified development projects), the Urban Development Bill will provide Kāinga Ora with certain development powers, functions, rights and duties in order to speed up project delivery. These powers go well beyond the remit of the housing-specific agencies that Kāinga Ora has replaced, and are also beyond what is required to support community-focussed housing development.

- 4.3 The wide-ranging powers that Kāinga Ora will hold are presented as a means to address the housing challenges facing New Zealand, and while there may be some efficiencies in one entity having the authority to carry out these functions, there are also a number of risks associated with this. These risks include fragmented decision-making, which would lead to poor community outcomes; as well as the disenfranchisement of our communities after many efforts to re-engage with them.
- 4.4 Council staff seek to raise awareness of these risks, as well as methods to address them, and as such have prepared a draft submission to the Environment Select Committee on the Urban Development Bill.
- 4.5 The details of the Bill can be found at <http://www.legislation.govt.nz/bill/government/2019/0197/latest/LMS290735.html>
- 4.6 Written submissions are open until 14 February 2020.

Key Submission Points

- 4.7 The key points of the draft submission urge consideration of:
- Stronger language in the Bill that requires Kāinga Ora to take a genuine partnership approach with stakeholders, with open lines of communication and consideration from both parties to ensure the best possible outcomes for all.
 - The extent of the proposed powers that Kāinga Ora will have (particularly around consenting and rating, and where these functions may result in inefficiencies and additional costs for Kāinga Ora and/or territorial authorities).
 - The importance of working with and undertaking meaningful engagement with local communities so as to understand their aspirations for their community.
- 4.8 These points are particularly pertinent given the current Government's focus on working with local government on community wellbeing and the future role of local governance.

Decision Making Authority / Te Mana Whakatau

- 4.9 Council has the authority to make a decision to submit on the Bill and staff are therefore seeking the approval of Council to lodge a submission.

Strategic Alignment

- 4.10 This report supports the [Council's Long Term Plan \(2018 - 2028\)](#):
- 4.10.1 Activity: Strategic Planning and Policy
- 4.11 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.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	Urban Development Bill Submission - DRAFT	106

Confirmation of Statutory Compliance / Te Whakatūrutanga ā-Ture

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).
(a) This report contains:

- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
 - (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.
- (b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories / Ngā Kaiwaitohu

Authors	Alison Outram - Assistant Policy Planner David Falconer - Team Leader City Planning
Approved By	David Griffiths - Head of Planning & Strategic Transport Brendan Anstiss - General Manager Strategy and Transformation

14 February 2020

Committee Secretariat
Environment Committee
Parliament Buildings
Wellington

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Christchurch City Council submission on the Urban Development Bill

Introduction

1. Christchurch City Council (the Council) thanks the Environment Select Committee for the opportunity to provide comment on the Urban Development Bill.
2. The Council previously made a submission on the Kāinga Ora-Homes and Communities Bill, which the current Bill is intended to complement. Key submission points on the Kāinga Ora-Homes and Communities Bill urged the Crown entity proposed by the Bill to take strong account of the following matters when undertaking urban development:
 - a. Effective, localised engagement and decision-making with councils and their communities.
 - b. A human rights based approach that prioritises affordable housing provision.
 - c. Existing local planning policies, strategies and documents relating to urban development.
3. These matters remain of high priority to the Council, however they do not appear to have been considered to any great degree in the Urban Development Bill. While acknowledging the purpose of the current Bill, which is to provide Kāinga Ora with certain development powers, functions, rights and duties powers that override current planning provisions, the Council wishes again to highlight the importance of taking a partnership approach with territorial authorities and local communities. Benefits of this include buy-in at the local level, local knowledge, ongoing support, and ensuring that the Specified Development Project (SDP) matches with the outcomes desired by the Council and the community for their city.

Submission

4. This submission is separated into general submission points (below, and grouped by topic) and specific submission points with recommended amendments/clarification sought in Appendix A.
5. Additionally, the Council would like it noted that it supports the general comments made in the SOLGM submission.

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TRIM:

6. **General comments about the document**

Overall, the Urban Development Bill is a rather convoluted document, which at times is difficult to follow and could be better structured. While recognising that it is a large piece of work, an effort should be made to improve the cross-referencing and the lack of definitions.

The interpretation sections are not helpful in the way that they cross reference other parts of this and other Acts. We acknowledge that this is a sound drafting technique, however the sheer number of cross references make the document difficult to follow. The terms in these sections should be clearly stated and explained in plain English, making for easy interpretation.

7. **Purpose of this Act**

The purpose of this Act is stated to be the facilitation of urban development that contributes to sustainable, inclusive, and thriving communities. However, the unfortunate reality is that this Bill has been drafted solely as the facilitating Act for Kāinga Ora and little attention has been given to achieving good urban design outcomes for the urban developments facilitated by the Bill.

8. **Partnership**

There is an opportunity here to do something transformative for urban development in New Zealand and develop true partnerships with communities, the development sector and local government. By seeking a wide range of support and developing a truly pluralistic institution with powers devolved in a partnership model, success may be possible.

In this Council's experience, good outcomes are a result of partnership approaches where communities are actively encouraged and involved in decision making processes. For example, the Aranui Community Trust Incorporated Society (ACTIS) works in partnership with Council to identify and provide for community needs, as well as to ensure that the Aranui community has a voice.

However a top-down approach which excludes partnership with communities and local authorities may result in detrimental effects and a dissatisfied community. This is demonstrated through the closure of Phillipstown School; a decision that was not supported by the community or Council, and which had a consultation process that failed to provide the community with all the information required to respond meaningfully to the proposed closure.

To this end, we would implore that the government seeks out an alternative to current proposition and develop a partnership model for the urban development projects undertaken by Kāinga Ora.

Further points of submission should not be seen as support for the Bill as proposed, but rather as means to address the more concerning matters in the Bill.

9. **Extent of the powers given to Kāinga Ora**

The Urban Development Bill proposes to give Kāinga Ora a wide range of powers in order to support the urban development functions provided for through the Bill. These powers go well beyond the remit of the housing-specific agencies being replaced and what is required to support community-focussed housing development. While this is presented by the Ministry of

Housing and Urban Development as a means to address housing challenges facing New Zealand, and Council can see some efficiencies in one entity having the authority to carry out these functions, we echo the sentiments of our submission on the Kāinga Ora-Homes and Communities Bill:

“...The structure and powers of the proposed Crown entity, and the use of those powers, needs to be carefully considered in terms of how the legislative and the ensuing governance and partnership structures will work in the future in Greater Christchurch and elsewhere to avoid duplication and fragmented decision-making. The Crown entity will also need to balance community wellbeing and aspirations with the need to respond decisively on key challenges, such as affordable housing, to enhance community participation and cohesion. The emphasis needs to be on collaboration, building relationships, and strong partnerships and interagency communication rather than any heavy handed intervention...”

While there are both advantages and disadvantages in using specific powers and expedited planning and development processes, care is needed so as to not disenfranchise our communities after many efforts to re-engage with them. If the full range of powers is to be given to Kāinga Ora, there needs to be a stronger emphasis on engaging with communities, obtaining local support and partnership with territorial authorities when undertaking urban development projects.

Conclusion

10. In summary, it is imperative that the Select Committee propose changes to the Bill, so that:

- Kāinga Ora is required to take a genuine partnership approach with stakeholders when developing urban development projects, with open lines of communication and consideration from both parties to ensure the best possible outcomes for all;
- The proposed powers that Kāinga Ora will have (particularly around consenting and rating) do not result in inefficiencies and additional costs for Kāinga Ora and/or territorial authorities; and
- The importance of working with and undertaking meaningful engagement with local communities, so as to understand their aspirations for their community, is recognised.

These points are particularly pertinent given the current Government’s focus on working with local government on community wellbeing and the future role of local governance.

Thank you for the opportunity to provide this submission.

For any clarification on points within this submission please contact Alison Outram, Policy Planner, at alison.outram@ccc.govt.nz

Yours faithfully

Signed by either GM (staff submission) or the Mayor (Council submission)

Appendix A - Specific submission points and recommended amendments

Part 1 - Preliminary provisions

Subpart	Topics	Clause	Submission points	Recommended Amendments / Clarification
Subpart 1— Purpose and principles	<i>Purpose and principles</i>	Clause 3 Purpose of this Act	<p>The purpose of this Act is stated to be the facilitation of urban development that contributes to sustainable, inclusive, and thriving communities. However, the unfortunate reality is that this Bill has been drafted solely as the facilitating Act for Kāinga Ora and little attention has been given to achieving good urban design outcomes for the urban developments facilitated by the Bill.</p> <p>For example, specific reference should be made to urban renewal, and remediation of contaminated urban land, and retrofitting existing urban areas including brownfields sites.</p> <p>There is also an opportunity here to do something transformative for urban development in New Zealand and develop true partnerships with communities, the development sector and local government. By seeking a wide range of support and developing a truly pluralistic institution with powers devolved in a partnership model, success may be possible. To this end, we would implore that the government seeks out an alternative to this proposition and develop a partnership model for the urban development projects undertaken by Kāinga Ora.</p>	<p>Amend the Clause 3(1) so that specific reference is made to facilitating urban development which achieves good urban design outcomes as well as urban renewal, remediation of contaminated urban land and redevelopment of brownfield sites.</p> <p>We implore the government to seek out an alternative to this proposition and develop a partnership model with communities, the development sector and local government when undertaking urban development projects enabled through this Act.</p>
		Clause 5(1)(a)	The principles for specified development projects completely	Amend the principles for specified

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			omit the enhancement of urban environments, high quality urban design and liveable neighbourhoods. The principles also need to better reference housing, ideally reinforcing the notion of housing adequacy.	development projects to include enhancing urban environments, high quality urban design, liveable neighbourhoods and housing adequacy (i.e. housing that is secure, affordable, habitable, accessible, well located, and culturally appropriate).
		Clause 5(1)(a)(i)	There is no context for determining what ‘integrated’, ‘effective use’ or ‘land and buildings’ are. The intent would be clearer if the clause was written as ‘development is integrated with the surrounding environment’. The other sub clauses (ii) – (v) complement this principle. Regard should also be given to potential development opportunity (thus preventing under-development).	Amend Clause 5(1)(a)(i) to ‘development that is integrated with the surrounding environment, and has considered potential development opportunity...’.
		Clause 5(1)(a)(ii)	The types of amenities and infrastructure provided for in this clause should be defined, and these should provide for not only community needs but also their aspirations. I.e. Does this include community facilities for entertainment, health care, entertainment, safety and welfare, spiritual or cultural purposes? Or community infrastructure such as community halls?	Provide definitions for the types of amenities and infrastructure being referred to in Clause 5(1)(a)(ii). These definitions do not need to be exhaustive, but could indicate the broad range of amenities and infrastructure that will be provided or enabled.
		Clause 5(1)(a)(iii)	Transport systems should be accessible by all, however there is no mention of universal access or equity of access.	Amend Clause 5(1)(a)(iii) to include a reference to universal access or equity of access.
		Clause 5(1)(a)(v)	‘Low impact urban environments’ would be a better term to use as this encompasses storm water as well. This clause could be further modified to include ‘sustainable urban environments’ to demonstrate greater awareness of	Amend Clause 5(1)(a)(v) to say ‘low impact and sustainable urban environments’ instead of ‘low-emission urban environments’.

			climate change issues.	
		Clause 5(1)(b)	Adverse effects of urban developments on climate change do not appear to be considered in the principles for specified development projects. This should be one of the principles of the Bill.	Amend Clause 5(1)(b) by adding 'and take into account the effects of urban developments on climate change'.
		Clause 5(1)(b) (iii) 'recognise that amenity values may change'	The Council has serious concerns with Clause 5(1) (b) (iii) as it potentially provides Kāinga Ora with an 'open cheque book', particularly for intensification. Urban amenity is constantly changing but the issue for communities is the rate, scale and intensity of that change at the neighbourhood level. Some neighbourhoods are better located, and are more ready for redevelopment and renewal than others for a number of reasons, including environmental qualities. While the Council understands the issues around NIMBYism, this Council's experience is that communities are more accepting of change if they are not surprised by unanticipated environmental outcomes.	The Council seeks that Clause 5(1) (b) (iii) be removed because it fails to provide decision makers with any assistance in determining whether or not a project in accordance with the Act's purpose.
Subpart 3— Interpretation and application	<i>Interpretation and application</i>	Clause 9 Interpretation	'Acquired by Kāinga Ora' - The definition of land (acquired) as per section 248 that has been chosen here is potentially too restrictive.	Consider using the definition of 'land' as in the Land Transfer Act 2017 which encompasses a broader definition.
			'Community facility' - The definition of community facility is not explicit enough regarding inclusions and exclusions. The implied exclusion of some potential project elements, for instance retailing activities or social services (e.g. homeless shelter), may limit the success of any given project in the future, with funding mechanisms unable to be provided to develop these types of activities as part of an SDP and its targeted rate. The narrow definition of community facility does not fully grasp the varied elements that are required for the servicing of truly walkable, and functioning communities.	Amend the definition of 'community facility' to clearly define inclusions and exclusions.

		<p>'Infrastructure' is not defined, although Nationally Significant Infrastructure' is. It would be helpful to know whether 'infrastructure' is tightly limited to local horizontal infrastructure as suggested in Clause 7(2)(c) or whether there are other types of infrastructure that are covered. (E.g. social infrastructure).</p> <p>Council is aware there is a definition of 'non-roading infrastructure' referenced in cl9 (and defined in clause 147).</p> <p>Also of note is that the 'infrastructure operator' definition includes network utility operators, which has a broader definition than the narrow definition of infrastructure that is suggested in Clause 7(2)(c).</p>	<p>There should be a separate definition of 'infrastructure' added to Clause 9 notwithstanding the apparent limitations in Clause 7(2)(c).</p>
		<p>Clause 10 refers to 'urban environment', however there is no such definition in Clause 9.</p>	<p>A definition of 'urban environment' should be added to Clause 9.</p>
	<p>Clause 10 (1) Meaning of urban development</p>	<p>Is urban development deemed to only be that which occurs within a recognized framework? I.e. an area identified in a District Plan that is zoned for urban use? Or, for example, does it also means the use of rural land for urban development?</p>	<p>Amend Clause 10(1) to specify that urban development projects can only occur within zones that have been identified for urban use.</p>
	<p>Clause 10 (1)(a)</p>	<p>The Bill states that urban development includes affordable housing, however there is no definition of what constitutes affordable housing. This leaves the meaning of affordable housing open to interpretation which could become an issue when trying to ensure that developments meet this requirement.</p> <p>For example, section 6 of the <i>Riccarton Racecourse Development Enabling Act 2016</i> identifies the threshold for affordable housing as the HomeStart grant house price caps,</p>	<p>Recommend including some kind of definition or method to determine what is considered to be affordable housing.</p> <p>In addition, recommend referencing security of tenure (especially for public housing) and retaining affordable housing.</p>

			<p>or as properties costing less than \$450,000 (only relevant for Christchurch). The house price caps allow for the fluctuation in house prices and affordability nationally which will allow affordable housing to be achieved in each development. This method could be applied to the Bill.</p> <p>Ensuring that affordable housing remains such in the long term is also a priority in urban developments, as is continued access to public housing for current communities. Both are important for community cohesion and stability.</p>	
Subpart 4— Restrictions on developing certain land	<i>Restrictions on developing certain land</i>	Clause 20 Protected land	<p>Clause 20 defines where land is protected from urban development, however there should be some protection for land that has not been identified in Regional Policy Statements and District Plans for development, particularly as greenspace areas are valued by communities.</p> <p>Clause 20 (2)(a) protects ‘land classified as a nature reserve or a scientific reserve under the Reserves Act 1977’. Hagley Park in Christchurch is classified as ‘recreation reserve’ rather than a ‘nature or scientific reserve’.</p>	<p>Recommend adding a sub clause to Clause 20 that restricts development on land that has <u>not</u> been identified in Regional Policy Statements and District Plans for urban development.</p> <p>Urban parks/reserves of a certain size should also be protected.</p> <p>Require clarification as to how Hagley Park is protected from urban development under the Urban Development Bill.</p>
Subpart 5— Miscellaneous	<i>Miscellaneous</i>	Clause 25 (2)	<p>This clause requires Kāinga Ora, relevant local authorities and infrastructure operators to ‘give reasonable assistance to each other to enable each to perform and exercise their respective functions, powers, rights, and duties under this Act’. However, the term ‘give reasonable assistance’ does not provide much guidance on what assistance is actually anticipated. This is further complicated by the proposed development powers overriding some of the duties and powers of local authorities, so there may be confusion over who does what.</p>	<p>Recommend clarifying what is anticipated by the term ‘give reasonable assistance’, and how this works when duties and powers that are usually performed by local authorities are now performed by Kāinga Ora.</p> <p>Greater clarity in this section would be useful given that Kāinga Ora may act and then bill territorial authorities if they</p>

				require information and we cannot provide it. Is community consultation and unreasonable delay for instance?
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Part 2 – Specified development projects

Subpart	Topics	Clause	Submission points	Recommended Amendments / Clarification
Subpart 1— How specified development projects are established	<i>General provisions and project selection</i>	Clause 28 (3)	Clause 28 (3) does not require the area or areas of land within the project area to be contiguous. If no limitations apply, there could in theory be a situation where the entire city is considered to be a 'project area'. Notwithstanding this point, there may be advantages in non-contiguous areas, e.g. separate areas of local authority land or housing, which could be alluded to.	Limitations and/or purposes should be placed on the extent to which a project area can apply where land is not contiguous.
	<i>Project assessment and project assessment report</i>			
	<i>Joint Ministers' decision</i>	Clause 30(e)	Clause 30(e) should be extended to more practically define the boundaries of a project area.	Amend clause 30(e) to read 'are satisfied that the boundaries of the project are (...); and where possible are along parcel boundaries or natural features; and'.
	<i>Specified development project established</i>			
	<i>Hearings commissioners</i>	Clause 30(h)	Territorial authority support should be paramount and not simply be an option that can be overridden, if the Ministers consider that it is in the national interest.	The bill needs to require that Kāinga Ora work in partnership with relevant territorial authorities, and obtain support from territorial authorities. Amend Clause 30 (h) to remove the reference that allows 'national interest' to override the support of territorial
	<i>Amendments, transfers, and disestablishment</i>			

Subpart	Topics	Clause	Submission points	Recommended Amendments / Clarification
				authorities when making a recommendation on a specified development project.
		Clause 31	Territorial authorities should also be able to nominate projects to Kāinga Ora. Similarly other parties interested in undertaking developments in partnership with Kāinga Ora should have a means to nominate this.	Amend Clause 31 so that there is provision for territorial authorities and other parties to nominate projects to Kāinga Ora.
		Clause 35 (6)	Section 35(6) states that Kāinga Ora must allow adequate time for responses from stakeholders, but how is adequate defined? Given the timing of the submission period (over the Christmas period) for the Urban Development Bill, it appears particularly pertinent that some guidelines are provided.	Define some minimum timeframes for 'adequate time for responses'.
		Clause 36	The Council is concerned that this clause creates a loop-hole for not satisfying the duty to engage with communities throughout the development process. Development projects change over time, and if this section is acted upon, it is not known if the community will be kept up to date with the latest progress or changes as authorities can rely on previous 'early' engagement. However, the Council understands that engagement is time and resource intensive and can significantly slow or halt developments. This clause could be altered so that only early engagement a short time prior to the start of a project can be seen as satisfying the requirements to engage.	Alter the clause so that only early engagement a short time prior to the start of a project can be seen as satisfying the requirements to engage.
		Clause 43 (2)(b)	Clause 43 invites territorial authorities to indicate their support for project assessment report. It provides territorial authorities	In this matter, we support the SOLGM submission which is to amend the

Subpart	Topics	Clause	Submission points	Recommended Amendments / Clarification
			<p>with a minimum timeframe of only 10 working days to respond. Given that elected members as well as territorial authority staff may be involved and the number of sign offs that may need to occur, 10 working days is not appropriate. Particularly as requiring authorities are given at least 30 working days to respond to Kāinga Ora on existing designations within a project area (cl67(2) and cl68(3)).</p> <p>If the timeframes remain as they are, any submissions will purely be staff submissions which will unlikely be able to provide any certainty in the level of support.</p>	<p>minimum timeframe to 20 working days.</p>
		Clause 50	<p>An establishment order should outline the timeframes in which further actions must occur by, and that failing to meet stated deadlines would cease the validity of the establishment order. The validity is currently specified as being five years, but this should be shortened considerably so that the situation would revert back to as if the establishment order had not been put in place. This protects the ongoing property rights should projects stall and fail to proceed in any material way.</p>	<p>Amend Clause 50 to provide timeframes for establishment order milestones, which if not met, result in the establishment order no longer being valid.</p>
		Clause 55 (3)(b)	<p>The explanatory note to the bill states that the bill recognises the essential role of territorial authorities in realising transformational urban development and provides for their partnership with Kāinga Ora.</p> <p>However there are few requirements in the bill that actually ensure that partnership between territorial authorities and Kāinga Ora will occur. For true partnership, territorial authority support should be paramount and not simply be an option that can be overridden, if the Ministers consider that it is in the national interest.</p>	<p>The bill needs to require that Kāinga Ora work in partnership with relevant territorial authorities, and obtain support from territorial authorities.</p> <p>Amend Clause 55 (3)(b) to remove the reference that allows 'national interest to override the support of territorial authorities when making a recommendation on a specified development project.</p>

Subpart	Topics	Clause	Submission points	Recommended Amendments / Clarification
		Clause 57	Detail should be provided about the disestablishment of projects. In any real world regeneration scenario it is likely that some of these projects will fail or only be partially delivered. In these instances, clear guidelines that protect the rights of individuals or territorial authorities in scenarios where this occurs is crucial. A tangible example of a failed urban development project by a Crown agency that was left in the hands of a territorial authority without the requisite levels of ongoing subsidy and support is Bishopdale Mall in Christchurch. The costs incurred by this project over the decades since it was constructed are significant, and this is largely the result of poorly conceived/implemented landholdings created by the Crown.	Detail on the disestablishment of projects should be provided so that the rights of individuals and territorial authorities are protected.
Subpart 2— Preparation of development plans	<i>Contents of draft development plan Preparation of development plan Process for finalising draft development plan Establishment and role of IHP Minister's decision on draft development plan Final approval and notification of development plan</i>	Clause 59 (c)(ii)	The definition of 'waterway' should be used in this instance to fully protect freshwater as per the proposed new National Policy Statement for Freshwater Management (NPS-FM).	Amend Clause 59(c)(ii) to use the definition of 'waterway'.
		Clause 62	A draft development plan should also include the vision or intent for the area and a design narrative. Structure plan contents should also include a context and site analysis (to identify how integration with adjacent land use/development patterns/neighbourhoods will occur) and a section on defining features of the area (natural or built that are to be retained that will contribute to the identity, character, natural or cultural values of the area). Considerations of how the relevant territorial authority	Amend Clause 62 to take into account the comments about draft development plans, structure plan contents and relevant territorial authority Infrastructure Design Standards.

Subpart	Topics	Clause	Submission points	Recommended Amendments / Clarification
	<i>Appeals Effect of development plan Private changes to development plans</i>		Infrastructure Design Standards will, or will not be met, and/or acceptable solutions (this may come further down the track in the process, but needs to be some indication of standards for infrastructure such that it is reasonable for Council to maintain in the future). How can territorial authorities be provided with the certainty that assets that come into their control have been properly designed and constructed – who monitors this through the development process? It is unlikely that Kāinga Ora will have the appropriate resource to do this.	
Clause 65		This clause deals to the matters in setting and using a targeted rate for SDPs, however neither this section nor other sections of the Bill provide any instruction on the governance of such a rate. Consideration might be given to using a Business Improvement District (BID) model in the use of a targeted rate to ensure that such a rate is in the best interest of the community in which it serves. The SOLGM submission provides strong points relevant to this section about the use of local rates to fund central government activities and the concerns about doing so.	Add methods that will ensure a targeted rate is in the best interest of the community.	
Clause 76		Kāinga Ora should be required to contact anyone who may have a genuine interest in a specified development project.	Amend Clause 76 to require Kāinga Ora to contact by mail anyone who may have a greater interest than the general public in a specified development plan.	
Clause 96(2)		Any requests for private plan changes should require the approval of the relevant territorial authority. This ensures that plan changes occurring within a development area are able to be factored into wider regional considerations, particularly for the provision of commercial space. For example, retail	Amend Clause 96(2) so that the private plan changes to development plans require the approval of the relevant territorial authority as well as Kāinga Ora.	

Subpart	Topics	Clause	Submission points	Recommended Amendments / Clarification
			competition and the central city not being undermined.	

Part 3 - Effect of specified development projects

Subpart	Topics	Clause	Submission points	Recommended Amendments / Clarification
Subpart 1— Transitional period and general	<i>Regional or district plan changes in transitional period</i> <i>Assistance, information, advice, and record- keeping; project duration</i>	Clause 99	The Bill states that 'local authorities must include map of project area, etc., in planning instruments', however Schedule 1 RMA is not used. Is there any guidance/process/direction on where the specified development project should be included? How does this fit in with National Planning Standards?	Clarify how this requirement fits with the requirements of the National Planning Standards.
		Clause 112(4)	Where a territorial authority is an entity that Kāinga Ora has requested information from, the territorial authority should be able to charge Kāinga Ora for any costs associated with responding to an information request in accordance with the usual charging policy of the territorial authority, or in accordance with the Ombudsman's guide to charging for information. There could be a large quantity of information Kāinga Ora requires for a development plan and territorial authorities should not be expected to give their time for free (and take resource away from other tasks) to provide this information.	Amend Clause 112(4) to enable territorial authorities to recover from Kāinga Ora any costs associated with an information request from Kāinga Ora.
Subpart 2— Resource consenting and designations for specified development	<i>Role of Kāinga Ora as consent authority</i> <i>Basis of decision making in relation</i>	Clause 116 (1)(a)	The Bill states that Kāinga Ora will be the consent authority for district planning matters in the SDP area. It is inefficient and unnecessary to duplicate resource consenting functions when territorial authorities already have	Amend Clause 116 so that territorial authorities retain their role as a consenting authority. This will allow integration with existing

Subpart	Topics	Clause	Submission points	Recommended Amendments / Clarification
project	<p><i>to resource consent applications under this Part</i></p> <p><i>Application of provisions of Resource Management Act 1991</i></p> <p><i>Hearings</i></p> <p><i>Rights of objection and appeal</i></p> <p><i>Designations</i></p>		<p>those functions established. It does not seem efficient and there is no real benefit identified in doing so. There are also practical issues in transferring consenting powers that need to be considered, such as holding of consent information and records; property file information; Land Information Memorandums; interrelationship with Council – e.g. building consents, infrastructure teams, etc.</p> <p>During the consenting process, consideration should be given to the use of a locally based Design Review Panel through the consent process, if the territorial authority is not to be utilised, as an independent means of design review to add in a check and balance, for example of the nature of the Christchurch Joint Management Board or Christchurch Urban Design Panel.</p> <p>If Kāinga Ora retains a consenting role, it should also be required to have a monitoring and enforcement role to ensure development is delivered as proposed, noting that this might be some considerable time after the start of the project.</p>	<p>systems, and be more efficient than duplicating functions that already exist.</p> <p>If Kāinga Ora is the consenting authority, add a clause that requires Kāinga Ora to monitor projects and take enforcement action if a project if not delivered as proposed.</p>
Subpart 4— Infrastructure	<i>Preliminary provisions</i>	Clause 171	Any bylaw change should generally conform to, or give regard to, the matters set out under the Local Government Act 2002.	Amend Clause 171 to include a reference to the matters regarding bylaw changes set out in the Local Government Act 2002.
	<i>Roads</i>	Clause 175	A clear definition of an adjustment of technical or of minor effect should be explicitly stated. (I.e. A required significance and engagement policy similar to that of a territorial authority).	Amend Clause 175 to include a means of determining the nature of an adjustment to a proposed bylaw change.
	<i>Nationally significant infrastructure</i>	Clause 183	The requirement that a bylaw not change without the prior	Amend Clause 183 so that the prior

Subpart	Topics	Clause	Submission points	Recommended Amendments / Clarification
	<i>Bylaw changes</i>		written consent of Kāinga Ora should have a 10 year timeframe. Bylaws, once made, need to be reviewed every 10 years (or if it's a new bylaw the first review is after 5 years). Quite often there is a need to make changes 10 years after a bylaw has last been reviewed and Kāinga Ora should, after 10 years, provide their views on any proposed changes to the territorial authority (like other interested parties), rather than have a higher status of having to give their prior consent.	written consent of Kāinga Ora on bylaw changes falls away after a 10 year period.

Part 4 - Funding of specified development projects

Subpart	Topics	Clause	Submission points	Recommended Amendments / Clarification
Subpart 2— Targeted rates	<i>Liability for rates</i> <i>Authorisation, setting, and spending of rates</i> <i>Calculation and collection of rates</i> <i>Other matters</i>	Clause 195	The Bill requires the local council to calculate and collect targeted rates on behalf of Kāinga Ora. Clause 195 allows the rate to be set at a level that allows for the recovery of “reasonable costs” of Council in calculating, collecting and recovering the rates. It needs to be clear that all costs of doing so be recovered from Kāinga Ora, otherwise costs will need to be funded from general rates. This is not acceptable to Council. Additionally, if Council is made to recover rates on behalf of Kāinga Ora, Clause 195 should be amended so that Council costs relating to this are included in Kāinga Ora’s targeted rate.	Amend Clause 195 to clarify that all costs to Council from calculating, collecting and recovering rates can be recovered from Kāinga Ora, and that these costs are included within Kāinga Ora’s targeted rate (subsequent amendments will also need to be made to Clause 198 to allow revenue from targeted rates to be used towards paying the costs that territorial authorities incur from rates recovery).
		Clause 206 & Clause 208	There are a number of references to “relevant” in this subpart such as “relevant rates remission policy” (s206) and “relevant rates postponement policy” (s208). “Relevant” is defined in	Clarify how Kāinga Ora will support territorial authority rating staff – resourcing and dealing with queries from

Subpart	Topics	Clause	Submission points	Recommended Amendments / Clarification
			<p>clause 186(1) as meaning ‘the policy set out in the development plan for the specified development project’. This implies that each SDP may have a different policy which would increase the cost to Council of calculating and collecting target rates, and require detailed knowledge of each by Council rating staff. It is not clear whether Kāinga Ora would have (or make available) resources to support Council rating staff, or to deal directly with queries from the public.</p> <p>Levies are to be collected via rating invoices – despite being clearly identified as to what it is on the invoice, ratepayers really only look at the bottom line (rates total) on the invoice. Council is already under pressure regarding rate increases and any levy charged will be seen as a “rate increase” of Council regardless of the level of detail in the invoice or rate assessment.</p>	<p>the public.</p>
<p>Subpart 3— Development contributions</p>	<p><i>Development contributions</i></p>	<p>Clause 220(1) (c) (ii)</p>	<p>The Bill is not clear on whether Kāinga Ora is required to pay development contributions to the relevant local authority or not.</p> <p>Sub-clause 220(1) (c) (ii) states Kāinga Ora may require development contributions if Kāinga Ora is liable to pay a development contribution to a relevant territorial authority.</p> <p>This implies Kāinga Ora is liable to pay development contributions rather than being exempt as a Crown entity as provided for in clause 8 of the Local Government Act. However there is no reference in the Bill to Kāinga Ora not being exempted (or being treated as though it is a non-Crown developer) with respect to development contributions.</p>	<p>The Bill needs to be clear that Kāinga Ora is liable to pay development contributions as if it were a private developer.</p>

Subpart	Topics	Clause	Submission points	Recommended Amendments / Clarification
			<p>Housing New Zealand was not established as a Crown entity and therefore was required to pay development contributions where applicable.</p> <p>If Kāinga Ora is not required to pay development contributions for its own developments then the development contributions lost will need to be funded from council rates. This is not an acceptable arrangement.</p>	
Subpart 4— Betterment payments	<i>Betterment payments</i>	Clause 235	The betterment provisions in the Local Government Act 1974 only apply when a road is widened. There should be some provision made in this Bill for betterment to be required as a consequence of any work undertaken to improve a road (such as creation of a living street) rather than widening only.	Amend Clause 235 to require betterment payments as a consequence of any work undertaken to improve a road.

Part 5 - General land acquisition powers

Subpart	Topics	Clause	Submission points	Recommended Amendments / Clarification
Subpart 1— Preliminary provisions	<i>Preliminary provisions</i>	Clause 248 Interpretation for this part (land)	<p>Land should have the same meaning as provided for in Part 5 of the Land Transfer Act 2017 rather than that of Section 2 of the Public Works Act 1981.</p> <p>The Land Transfer Act definition provides a more inclusive and all-encompassing definition.</p>	Amend the definition of 'land' in Clause 248 to refer to the definition in Part 5 of the Land Transfer Act 2017 rather than Section 2 of the Public Works Act 1981.
		Clause	What does the Bill mean by 'crematorium'? Is the definition	Clarify what the Bill means by

Subpart	Topics	Clause	Submission points	Recommended Amendments / Clarification
		249(1)(b)(i)	consistent with the definition in the Burial and Cremation Act 1964? This is not an activity that fits in with the other types of specified work in Clause 249. Is it necessary for Kāinga Ora to have powers relating to the location of a crematorium?	'crematorium'. If the definition is consistent with the definition in the Burial and Cremation Act 1964, remove this from being included in the types of specified work.
Subpart 3— Transfer of land to developer	<i>Transfer of land to developer</i>	Clause 260	The use of companies/private entities in urban development projects are a concern. This is in effect an enabling legislation for potential privatization of development rights in existing urban areas. We believe that communities may be comfortable with the Crown undertaking this work but will feel this is a breach of the social contract and the New Zealand constitutional framework if the Crown passes development rights as enabled by this legislation off to a private company. The governance should therefore always include a representative of the Crown.	Remove the ability for Kāinga Ora to transfer land to a private developer, or amend this section so that there is a requirement for Kāinga Ora to remain involved in a governance role.

Part 6 - Powers of entry, governance, and delegation

Subpart	Topics	Clause	Submission points	Recommended Amendments / Clarification
Subpart 2— Project governance	<i>Project governance</i>	Clauses 280 - 283	Governance of projects undertaken by private companies should be required to include a Crown representative. There also exists a lost opportunity to involve communities in project governance. Governance of projects should include avenues in which the community can make petition to and be required to hold	Amend the project governance section to include: A requirement to include a Crown representative in governance of projects undertaken by private companies;

Subpart	Topics	Clause	Submission points	Recommended Amendments / Clarification
			<p>public forums on an at least biannual basis.</p> <p>Youth membership to project governance board should also be considered. This brings a different perspective coupled with extending and providing experience for the next generation of governance individuals.</p>	<p>A requirement to involve communities in governance of projects and in regular public forums; and</p> <p>The consideration of youth membership on project governance boards.</p>

DRAFT

17. Netsal Sports Centre Limited - Proposed Consultation on Ground Lease in Nga Puna Wai

Reference / Te Tohutoro: 20/100323

Presenter(s) / Te kaupāhō: Russel Wedge, Team Leader Parks Policy & Advisory, David Kuru, Team Leader Parks Recreation & Planning

1. Purpose of Report / Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Council to approve the commencement of public consultation for a ground lease to Netsal Sports Centre Limited (referred to as Netsal) to enable the construction of an indoor recreation centre at Nga Puna Wai.

2. Executive Summary / Te Whakarāpopoto Matua

- 2.1 There is a shortage of high quality multi court indoor facilities in Christchurch.
- 2.2 Netsal is an organisation that has been established specifically to develop, own and operate a 10-court indoor sports facility. Netsal is owned by Christchurch Netball Centre Incorporated and No 6 Federation of New Zealand Football (FUTSAL), known as Mainland Football.
- 2.3 Nga Puna Wai Sports Hub is ideally set up to accommodate a multi court indoor facility. Netsal will complement the sporting activities already being offered at Nga Puna Wai that aligns with the Council's strategic priority to 'enable active citizenship and connected communities'.
- 2.4 The proposed location for Netsal in Nga Puna Wai is on a recreation reserve and subject to the Reserves Act 1977. A ground lease is proposed for the Netsal building and under section 54(1)(b) Reserves Act 1977 public consultation and a Hearings Panel are required before a lease could be considered by the Council. Nga Puna Wai is considered a metropolitan asset and the final decision is determined by Council.

3. Staff Recommendations / Ngā Tūtohu

That the Council:

1. Approve the commencement of public consultation pursuant to section 54(1)(b) of the Reserves Act 1977 for a lease on a Recreation Reserve of 13,240m² to Netsal Sports Centre Limited over the proportion of land Lot 3 DP 73928 for a term of 33 years (minus 1 day) in Nga Puna Wai (refer Attachment A).
2. Agree that a hearings panel be convened to consider all written and oral submissions to report back to Council for consideration for a decision.

4. Context/Background / Te Horopaki

Issue or Opportunity / Ngā take, Ngā Whaihua rānei

- 4.1 There is a shortage of high quality multi court indoor facilities in Christchurch. The city is one of the few in New Zealand where there is not at least one multi court indoor facility.
- 4.2 Netsal has been established to develop, own and operate a 10-court indoor sports facility in Christchurch.

- 4.3 Netsal is owned by the Christchurch Netball Centre Incorporated (CNC), being the entity responsible for community netball in Christchurch and No 6 Federation of New Zealand Football (Futsal), known as Mainland Football.
- 4.4 Netball in Christchurch is beginning to lag behind other main New Zealand cities in terms of participation growth. This is potentially a consequence of the lack of indoor facilities and the large geographic spread of outside facilities.
- 4.5 Futsal is one of New Zealand's fastest growing sports and is usually played on indoor courts. In Christchurch, current participation rates are significantly below that of other cities.
- 4.6 A large indoor facility will have benefits for being able to accommodate a range of other indoor sports organisations and diverse community groups.
- 4.7 Netsal are uniquely placed to develop, own and operate a 10-court indoor sports facility in the larger Nga Puna Wai Sports Hub that meets the wider needs of Netball, Futsal and the community (refer Attachment B, Netsal Sports Centre Limited Lease Proposal – Nga Puna Wai)

Nga Puna Wai Sports Hub

- 4.8 Nga Puna Wai is Council owned land at 189 Wigram Road, Sockburn and comprised in Computer Freehold Register CB/42C/1204. The area is classified as a recreation reserve and subject to the Reserves Act 1977. Nga Puna Wai Sports Hub Trust is based in Nga Puna Wai.
- 4.9 Nga Puna Wai Sports Hub Trust was established to support and promote the development, governance, strategic planning, operation and use of a community facility at Nga Puna Wai for:
 - Sports competition, events, programmes and activities in athletics, tennis, hockey and rugby league at local, regional, national and international levels and to be a place to show-case these sports
 - Other sports competitions, events, programmes and activities at local, regional, national and international levels of other sports so as to service the needs of many sports in Christchurch
 - Local community sport and recreation for casual participation, with a vibrant social environment and sports education and participation.
- 4.10 The Strategic vision and direction for the operation and development of Ngā Puna Wai and Canterbury Agricultural Park is detailed in the Ngā Puna Wai and Canterbury Agricultural Park Management Plan 2010.
- 4.11 The addition of the proposed Netsal facility is consistent with the Goals, Objectives and Policies of the Ngā Puna Wai and Canterbury Agricultural Park Management Plan.
- 4.12 The collaborative partnership approach aligns with the Council's strategic priority to 'enable active citizenship and connected communities'. The aim is to continue this approach through the facility operations to support more people, being more active, more often.

Proposed new building

- 4.13 The proposed Netsal building is located in the south-west side of Nga Puna Wai. The building footprint is approximately 9,930m² and the proposed lease area is approximately 13,240m². The leased area is 147.1 metre long on the north and south sides and 90 metres wide on the east and west sides (refer Attachment B, Netsal Sports Centre Limited Lease Proposal – Nga Puna Wai).
- 4.14 The leased area will include approximately 52 car parks located next to the north and west side of the building. These will be for the exclusive use of the facility. The remaining car parks around the east, north and west sides of the building will be available to the public and park

user at all times. The building has a service driveway entered from Augustine Drive that leads to the rear of the building where the service delivery entrance is located.

Land status and leasing issues

4.15 Details of the area where the facility is planned for are included in the table below

Legal Description	Lot 3 Deposited Plan 73928
Reserve classification	Recreation Reserve, subject to the Reserves Act 1977
Gazetted	Gazette Notice 2012, p1470
Certificate of Title	42C/1204
Status	Fee simple title, Recreation Reserve, subject to the Reserves Act 1977. Vested in the Christchurch City Council on 10 April 1997 and classified by Christchurch City Council resolution on 10 December 2009.
Area	3.49810

- 4.16 The park is in the Open Space 2 (District Recreation and Open Space) Zone in the Christchurch District Plan.
- 4.17 Many parks in the Open Space 2 Zone have substantial physical resources within them such as clubrooms, changing sheds and toilet facilities.
- 4.18 Environmental results anticipated from facilities within this are:
- 4.19 Provision for a high level of public use of open spaces and recreation areas within the zone.
- 4.20 The provision of buildings and facilities necessary to facilitate both formal and informal recreation, consistent with overall maintenance of an open space character that is not dominated by buildings and hard surfacing.

Reserves Act 1977 – Ground Lease

- 4.21 The proposed area of land in Nga Puna Wai for the Netsal facility is held under the Reserves Act 1977 as Recreation Reserve and the ground lease for the facility is subject to **section 54(1)(b)** of the Reserves Act 1977:

lease to any voluntary organisation part of the reserve for the erection of stands, pavilions, gymnasiums, and, subject to [sections 44](#) and [45](#), other buildings and structures associated with and necessary for the use of the reserve for outdoor sports, games, or other recreational activities, or lease to any voluntary organisation any such stands, pavilions, gymnasiums, and, subject to [section 44](#), other buildings or structures already on the reserve, which lease shall be subject to the further provisions set out in [Schedule 1](#) relating to leases of recreation reserves issued pursuant to this paragraph:

provided that a lease granted by the administering body may, with the prior consent of the Minister given on the ground that he or she considers it to be in the public interest, permit the erection of buildings and structures for sports, games, or public recreation not directly associated with outdoor recreation:

- 4.22 **Section 54(2)** of the Reserves Act 1977 governs the public notification and consultation process:

Before granting any lease or licence under subsection (1) (other than a lease or licence to which the second proviso to paragraph (d) applies), the administering body shall give public notice in accordance with [section 119](#) specifying the lease or licence proposed to be

granted, and shall give full consideration in accordance with [section 120](#) to all objections and submissions in relation to the proposal received pursuant to the said section 120.

4.23 **Section 119(1)(b)** of the Reserves Act 1977 in relation to Recreation Reserves states:

where the notification relates to any other reserve or proposed reserve, it shall be published—

- (i) once in a newspaper circulating in the area in which the reserve or proposed reserve is situated; and*
- (ii) in such other newspapers (if any) as the administering body decides*

4.24 **Section 120(1)** of the Reserves Act 1977 in relation to Recreation Reserves states

- a) any person or organisation may object to the Minister or administering body, as the case may be, against, or make submissions with respect to, the proposal; and*
- b) every such objection or submission shall be made in writing, and shall be sent to the Minister or administering body at the place specified in the notice and before a date specified in the notice, being not less than 1 month after the date of publication of the notice*
- c) where the objector or person or organisation making the submission so requests in his or her or its objection or submission, the Minister or administering body, as the case may be, shall give the objector or that person or organisation a reasonable opportunity of appearing before... the administering body or a committee thereof or a person nominated by the administering body in support of his or her or its objection or submission; and*
- d) the Minister or the administering body, as the case may be, shall give full consideration to every objection or submission received before deciding to proceed with the proposal*

4.25 **Section 120(2)** of the Reserves Act 1977 states:

Every public notice to which subsection (1) applies shall specify the right to object or make submissions conferred by this section and the place to which and the date by which any objections or submissions are to be sent.

Dealing Unilaterally – Netsal

4.26 Netsal was formed in response to a demand for an indoor sporting facility to meet the needs of Christchurch Netball Centre Incorporated and No 6 Federation of New Zealand Football (Futsal) known as Mainland Football. The Christchurch Netball Centre Incorporated is responsible for community netball in Christchurch.

4.27 The two sporting organisations have been working together for a number of years to provide an indoor facility that will meet the current and future needs of their sports. The Netsal facility will be available to other sporting groups that want to use an indoor sporting facility.

4.28 The following sporting groups will be able to use the Netsal facility, which have identified a lack of indoor court space in Christchurch: basketball, korfbal, volleyball, indoor hockey, handball, tennis, bowls, physical and intellectual disabled sports groups and activities, seniors and retired sports groups and activities, multi-cultural groups and associated activities.

Dealing Unilaterally – Legal Considerations

4.29 There are a number of matters that need to be considered when contemplating a unilateral dealing. These matters are outlined in Attachment B, Legal Advice Dealing Unilaterally.

Legal Considerations – Accepting the Proposal and Granting a Lease

4.30 There are a number of relevant legal considerations when making a decision about the proposal received and the future use of the property. These matters are outlined in Attachment C, Dealing Unilaterally (Lease) in relation to Nga Puna Wai Sports Hub.

The Ngā Puna Wai and Canterbury Agricultural Park Management Plan 2010

4.31 There is a current park Management Plan for Nga Puna Wai Sports Hub approved by the Council in 2010 with amendments made and approved in 2015. Leasing and licencing is in conformity and contemplated in Section 4.1.6 of the Management Plan.

Minister of Conservation Consent

4.32 The prior consent of the Minister of Conservation is not required for the administering body to grants a lease or licence where:

- The administering body of the recreation reserve is a territorial authority or regional council; and
- The reserve is vested in that territorial authority or regional council; and
- A management plan for that reserve has been approved in accordance with section 41 of the Reserves Act 1977; and
- The lease or licence is in conformity with and contemplated by that management plan.

The above criteria have been complied with and therefore the Minister's approval is not required.

Strategic Alignment / Te Rautaki Tīaroaro

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

4.33.1 Activity: Parks & Foreshore

- Level of Service: 6.8.5 Satisfaction with the range and quality of recreation opportunities within parks. - Resident satisfaction with range and quality of recreation facilities within Parks: >= 85%.

Decision Making Authority / Te Mana Whakatau

4.34 The Delegations Register (August 2019), Part D – Sub-Part 1 – Community Boards

4.34.1 Determines decisions by the Council (metropolitan decisions) if the nature of the activity is such that decision-making on a district-wide basis will better promote the interests of all communities having regard to the following factors:

- The impact of the decision (will it extend beyond the Community Board area) and
- The significance of the activity (as assessed in accordance with the Council's Significance and Engagement Policy).

4.35 The Council's Significance and Engagement assessment determines this proposal as High and meets the criteria of a metropolitan decision for consideration by Council.

Previous Decisions / Ngā Whakataua o mua

4.36 No previous decisions.

Assessment of Significance and Engagement / Te Aromatawai Whakahirahira

- 4.37 The decision in this report is of high significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 4.38 The level of significance was determined by completing a significance assessment worksheet for the proposed development in accordance with the Council's Significance and Engagement Policy.

5. Options Analysis / Ngā Kōwhiringa Tātari

Options Considered / Ngā Kōwhiringa Whaiwhakaaro

- 5.1 The following reasonably practicable options were considered and are assessed in this report:
- Approve the commencement of public consultation for a ground lease to Netsal (preferred option)
 - To decline the commencement of public consultation (not preferred)
- 5.2 The following options were considered but ruled out
- Recommend an alternative location in Ngai Puna Wai – there is a shortage of open space large enough to accommodate the facilities without compromising or building over existing sporting activities and facilities
 - Recommend Netsal uses another park or reserve within the city - there are no other parks or reserves in the city that could accommodate the size of this facility; provide the infrastructure required such as close transport access for vehicles and cyclists; car parking space; and stormwater treatment facilities.

Options Descriptions / Ngā Kōwhiringa

5.3 **Preferred Option:** Approve the commencement of public consultation for a ground lease to Netsal.

5.3.1 Option Advantages

- The Netsal facility will be located within a larger sporting complex that already has good accessibility to the wider Christchurch community
- Enables Netsal within the Nga Puna Wai Hub to leverage opportunities for sports bodies to collaborate, find efficiencies and improve the level of service and opportunity for people wishing to play, participate in active recreation and play sport
- Enables Netsal as part of the Nga Puna Wai Hub to leverage volunteer, philanthropic and community partnerships to reduce costs for sports organisations and participants, improving sustainability and access.
- The integration with the existing Nga Puna Wai sporting hub will provide convenience to users, their families, spectators and the wider community as a major city sporting venue.
- The Netsal facility will be able to attract and host national and international indoor sporting competitions, which are not possible at the moment due to a lack of suitable facilities.

5.3.2 Option Disadvantages

- There are no significant disadvantages

5.4 **Other Option Considered** Decline the commencement of public consultation for a ground lease to Netsal within Nga Puna Wai. Public consultation is not undertaken as the first part of the process for a ground lease to Netsal under the Reserves Act 1977.

5.4.1 Option Advantages

- There are no significant advantages to this option.

5.4.2 Option Disadvantages

- The netball and football sporting groups will be restricted in their ability to provide suitable indoor sporting venues for their sports
- The citizens of Christchurch will be disadvantaged by a lack of indoor netball and football training and competition venues
- It will be difficult for sporting groups to attract new members and increase their patronage of their sports due to lack of suitable indoor sporting venues in the city
- The city will be disadvantaged in attracting and hosting national and international netball and football competitions due to the lack of suitable indoor sporting

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

- 6.1 Public consultation will be undertaken as required by section 54(1)(b), s 119, s120 Reserves Act 1977.
- 6.2 The public notification process will commence on 26 February 2020, be open for public submissions for a period of two months, and close on 30 April 2020. A Hearings Panel is scheduled to consider the verbal and written submissions on 15 June 2020. Submitters will have an opportunity to make a verbal presentation to the Hearings Panel on their submission if they desire.
- 6.3 The Hearings Panel after deliberating the submissions will prepare a report to the Council with recommendations for the Council's consideration.

7. Legal Implications / Ngā Hīraunga ā-Ture

- 7.1 There is a legal context, issue or implication relevant to this decision
- 7.2 This report has not been reviewed and approved by the Legal Services Unit, however, the Unit have reviewed and advised on whether Netsal Sports Centre Limited could be considered to be a "voluntary organisation" for the purposes of a proposed lease of recreation reserve under s54(1)(b) of the Reserves Act 1977.
- 7.3 The Legal Services Unit have advised that based of the provisions of the constitution of Netsal, they believe Netsal would satisfy the Reserves Act definition of "voluntary organisation" (Refer Attachment D, Legal Advice Netsal considered to be a Voluntary Organisation).

8. Risks / Ngā tūraruru

- 8.1 There are minimal risks, if any at this stage as the Council is engaging with the public and interested stakeholders on the proposal to grant a ground lease to Netsal.

9. Next Steps / Ngā mahinga ā-muri

- 9.1 Approval is required from the Council to commence public consultation on the proposal
- 9.2 A public consultation process will commence on 26 February and close 30 April 2020, in accordance with the Reserves Act 1977.
- 9.3 Submissions received on the proposal will be heard by a Hearings Panel commencing on 15 June 2020.
- 9.4 The Hearings Panel will deliberate on the submissions (written and verbal) received and will prepare a report with recommendations to the Council for their consideration.
- 9.5 The Council will consider the Hearings Panel report and determine whether staff are to proceed or not with the drafting of a ground lease for Netsal.

10. Options Matrix / Te Poukapa

Criteria		Option 1 - Commence Public Consultation	Option 2 - Decline Public Consultation
Financial Implications	Staff time only in completing the lease negotiations	Staff time only in completing the lease negotiations	Staff time only in completing the lease negotiations
	To be met by Netsal	Grounds maintenance continued by Parks Operations	To be met by Netsal
	To be met by Netsal	N/A	To be met by Netsal
	Nil	Nil	Nil
Criteria 1 e.g. Climate Change Impacts		The design and construction of the building will consider climate change implications	N/A
Criteria 2 e.g. Accessibility Impacts		The facility will be fully accessible	N/A
Criteria 3 e.g. Health & Safety Impacts		The facility will consider Health & safety	N/A
Criteria 4 e.g. Future Generation Impacts		The facility is providing a resource for future generations	N/A

Criteria	Option 1 - Commence Public Consultation	Option 2 - Decline Public Consultation
Impact on Mana Whenua	Not applicable	N/A
Alignment to Council Plans & Policies	Consistent with overall Sport & Recreation policies and plans	N/A
Legislative compliance - Reserves Act 1977	In compliance with s 54(1)(b), and sections 119 & 120 of the Reserves Act 1977	N/A

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	Netsal Sports Centre Proposed Location Plan and Lease Area	138
B ↓	Netsal Sports Centre Limited Lease Proposal - Nga Puna Wai	139
C ↓	Dealing Unilaterally (Lease) in relation to Nga Puna Wai Sports Hub	151
D ↓	Legal Advice Netsal Considered to be a Voluntary Organisation	154

Confirmation of Statutory Compliance / Te Whakatūturutanga ā-Ture

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

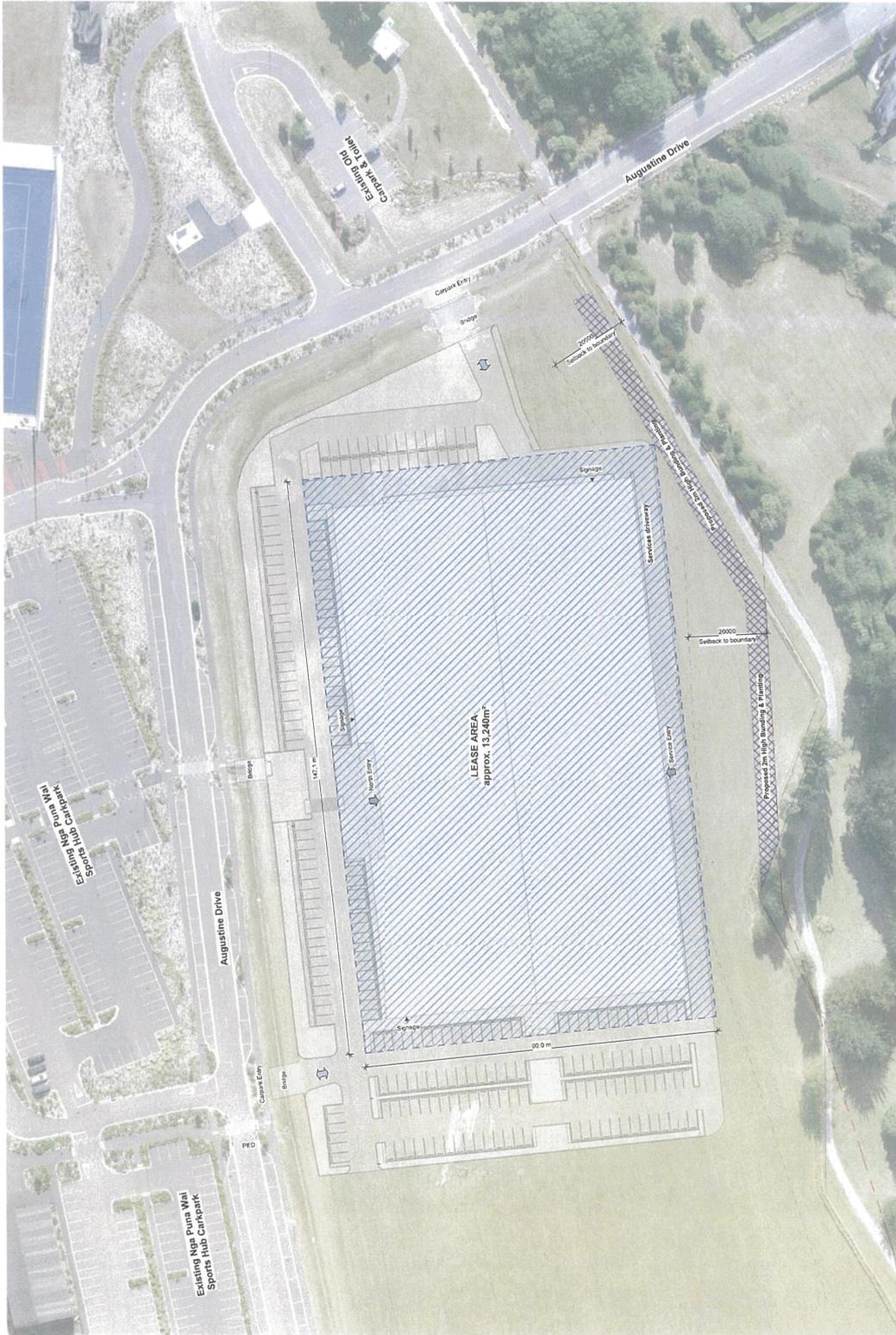
(a) This report contains:

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

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

Signatories / Ngā Kaiwaitohu

Authors	Russel Wedge - Team Leader Parks Policy & Advisory David Kuru - Team Leader Parks Recreation & Planning
Approved By	Mary Richardson - General Manager Citizens & Community



Ground Lease Proposal

(Christchurch City Council)

Netsal Sports Centre Limited

Hereinafter referred to as Netsal



Stephen Barry
Consultant to Board
January 2020

Introduction

Netsal has been established to develop, own and operate a 10-court indoor sports facility in Christchurch.

Netsal is owned by the Christchurch Netball Centre Incorporated (CNC), being the entity responsible for community netball in Christchurch and No 6 Federation of New Zealand Football (Futsal) and known as Mainland Football.

Netsal is a tax exempt not for profit organisation formed specifically to own and operate the Centre on behalf of CNC and Futsal. Both of these organisations are Incorporated Societies. The Constitution of Netsal specifically provides for its shareholders (now and in the future) to be Charitable or Tax-exempt Incorporated Societies or equivalent and for no private individual or commercial entity to derive any financial benefit from Netsal other than in the ordinary course of its business.

Netball and Futsal have for several years been working together to progress this Joint Venture (NETSAL) aimed at:

1. Providing an indoor facility to meet the current and future needs of their respective sports
2. Providing a facility capable of use by a wide range of other sports at times that complement the use by Netball and Futsal as the shareholders in the Netsal

Netsal are fortunate to have a commitment from a generous New Zealander, who is willing to contribute \$10 million to this project. Without this, contribution the project would not be possible.

There is a clear and manifest need for a facility of this nature in Christchurch. The City is lagging significantly behind other centres in New Zealand in terms of the provision of facilities of this nature for sports and the community. While this is in part attributable to the long-term impact of the earthquakes it is also reflective of a lack of funding and expertise available to “grass roots sport” for projects of this nature.

The Netsal project will have an immediate, significant and positive impact on this.

Business Vision, Mission and Values

Vision

To successfully develop and operate a world class Indoor Sports facility for the long-term benefit of Netball, Futsal and other sports and community groups in Christchurch.

Missions

The Netsal Missions are defined by the 5 “P’s”:

- | | | |
|---------------------|---|---|
| Place | - | To deliver a world class home for sport in Christchurch |
| Product | - | To meet the needs of Netball, Futsal and other users |
| Person | - | To develop a professional and results focussed team |
| Professional | - | To operative as the “benchmark” for Sports facilities |
| Performance | - | To be profitable for future success of Netball and Futsal |

Values

The Netsal Values are based on the word SPORT:

- | | | |
|------------------|---|---|
| Strong | - | We are focussed on delivering our Vision and Missions |
| Proud | - | We exist to support the Christchurch community |
| Organised | - | We are professional and run a sharp business |
| Respect | - | We are supportive, friendly and customer focussed |
| Tenacious | - | We are always seeking to improve and innovate |

The Need

Wider Sport and Community Need

There is a manifest shortage of quality multi court indoor facilities in Christchurch. The City is one of the few in New Zealand where there is not at least one multi court indoor facility meeting the wider needs of sport and the community. This is unacceptable in New Zealand's third largest City.

As a result, many sports in Christchurch are operating dis-jointed competitions over multiple geographically spread sites creating inefficiency and limiting participation and growth.

The effect of this is to have seen:

1. A whole generation of Christchurch youth impacted by lack of access to sport and recreation
2. Material mental health and well-being impacts on the community associated with inadequate facilities
3. Inequality in facilities for growth of female sport in comparison to male dominated codes
4. Inability for sports to grow and diversify
5. Inability to host National/Regional events and to showcase sport in Christchurch

Sport and recreation are critical to the health and well being of New Zealanders.

Netball Need

Netballs need in Christchurch is pressing and has been for some time. It lags other main New Zealand cities in terms of participation growth and this is regarded as being largely attributable to the lack of indoor facilities and certainly one capable of delivery in a single location.

Other factors underpinning this need include:

1. Substandard external courts exposed to vandalism
2. High and on-going cost of court and facilities maintenance
3. Winter weather causing frequent cancelations/loss of days, unpleasant and unsafe playing conditions
4. Impact of hard-court surfaces on netball players remaining in the game long term
5. Poorly accessible central location with limited car parking causing frequent traffic flow challenges in surrounding streets and posing safety risks

Christchurch Netball currently has over 5700 participants and over 45 affiliated Clubs and Schools. Netball remains the highest female participation sport in New Zealand with a multicultural reach of 74% New Zealand European and 24% Maori and other ethnicities.

Netball is therefore far reaching and requires substantial investment in infrastructure to support existing players more appropriately and to grow and further diversify participation.

Futsal Need

With Football now New Zealand largest team participation sport and Futsal one of the fastest growing games, the need for indoor courts to allow this growth is critical. Futsal is a sport that is most commonly played indoors and the availability of indoor court space on participation rates is clearly evidenced in the following statistics

Participation per 1000 of population in:

Dunedin	-	1 in 100
Wellington	-	1 in 300
Christchurch	-	1 in 500

On this basis participation in Christchurch is 20% of that in Dunedin and 60% of that being achieved in Wellington.

While the demographic profile of Dunedin is heavily influenced by the student population, the overwhelming reason for this variance is the difference in the availability of scale indoor facilities in each location as follows:

Dunedin	-	21 Court Edgar Centre Indoor Facility
Wellington	-	12 Court ASB Centre and multiple other Multi Court facilities

Other Sports and Activities

The lack of indoor court space in Christchurch has wider sporting and community group impacts including but not limited to impacts on the following sports:

- . Basketball
- . Korfball
- . Volleyball
- . Indoor Hockey
- . Handball
- . Tennis
- . Bowls
- . Physically and Intellectually Disabled sports groups and activities
- . Seniors and retired sports groups and activities
- . Multi-cultural groups and associated activities

The Location and Advantages

The Nga Puna Wai Sports Hub has been identified by Netsal as the best location for this development for the following reasons:

1. The location provides good accessibility to the wider Christchurch community given that it is spread over a large geographical area
2. Integration with the existing Nga Puna Wai sporting hub will provide the community access to a wide range of sporting uses in a centralised location throughout the year.

The convenience to users, their families, spectators and the wider community of this synergy will be significant.

3. The various sports operating from Nga Puna Wai will be able to work collaborate and leverage/support each other to increase awareness and participation in their respective sports.

The impact of increased participation on physical and mental wellbeing in the community will be significant.

The development, subject to granting of the ground lease, resource and building consents being in place is targeted for commencement of Construction in the last quarter of 2020 with completion and opening targeted prior to the end of October 2021.

The attached shows:

1. Images of the proposed completed building (various).
2. Site Plan
3. Elevations (Various)
4. Summary of construction method and materials

The Business

Business Model

Netsal will own and operate the Netsal Sports Centre.

Netsal is a tax exempt not for profit organisation formed specifically to own and operate the Centre on behalf of CNC and Futsal. Both of these organisations are Incorporated Societies. The Constitution of Netsal specifically provides for its shareholders (now and in the future) to be Charitable or Tax-exempt Incorporated Societies or equivalent and for no private individual or commercial entity to derive any financial benefit from Netsal other than in the ordinary course of its business.

Netsal will operated as a separate entity by its shareholders who will pay for space on the same base as any other Sporting or Community entity. Any profit from Netsal's operations will be used to maintain the building and where possible to pay a dividend to CNC and Futsal as a return on their investment in Netsal.

Netsal will employ and/or contract staff to fill clearly identified roles associated with the establishment, operation and growth of the Netsal Sports Centre.

Operations

The Netsal Sports Centres hours of operation will be established and modified to meet the needs of end users who will hire individual courts on a contractual or casual basis.

Initially the hours of operation will be Monday to Sunday 8am to 10pm for 12 months of the year., subject to certain constraints during the month of November associated with

The Centre will also have a full range of facilities and services to support the operations of the courts along with first floor office and meeting space

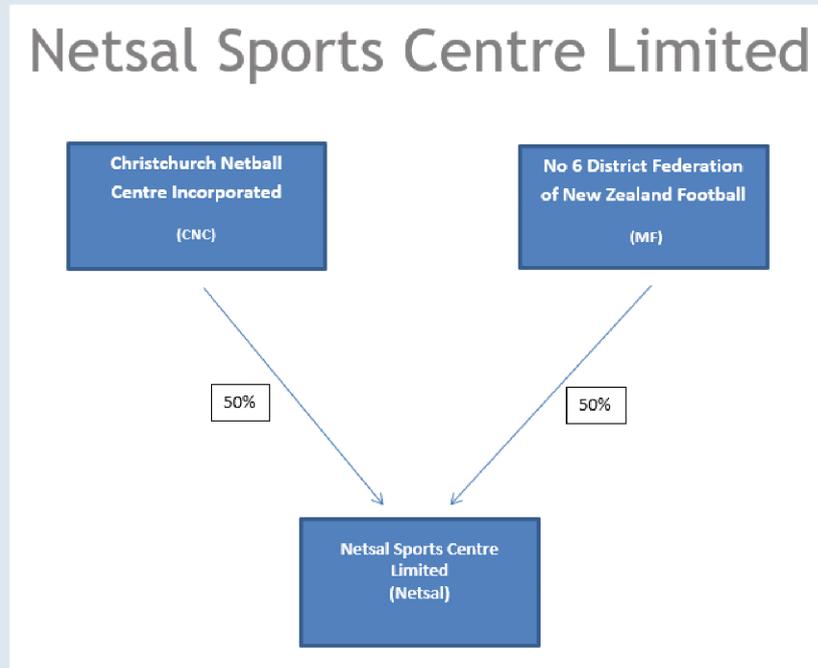
Key Users

Netball and Futsal as shareholders will be the principal users of the 10-court facility.

The Centre will also be available to other users who will be targeted based upon there expected use times of the year, days of week and daily times in order to try and maximise overall utilisation of the facility

Business Structure and Ownership

Ownership Structure and Details



NETSAL SPORTS CENTRE LIMITED (7587156) Registered Last updated on 18 Jul 2019

To maintain this company [log on here](#)

[View as Single Page](#) [Certificate of Incorporation](#) [Company Extract](#) [Annual return extract](#) [Print](#)

Company Summary	Addresses	Directors (2)	Shareholdings (2)	Documents (5)	PPSR Search	NZBN
Company number:	7587156					
NZBN:	9429047555471					
Incorporation Date:	18 Jul 2019					
Company Status:	Registered					
Entity type:	NZ Limited Company					
Constitution filed:	No					
AR filing month:	June Annual return extract					
Ultimate holding company	No					

Additional NZBN Information

Trading Name(s):

Phone Number(s):

Email Address(es):

Website(s):

Industry: R911353 Sports venue
Classification(s): operation nec

[View all NZBN details](#)

<p>Company addresses:</p>	<p>Registered Office C/- Duns Limited, Level 1, 100 Moorhouse Avenue, Addington, Christchurch, 8011 , New Zealand</p> <p>Address for service C/- Duns Limited, Level 1, 100 Moorhouse Avenue, Addington, Christchurch, 8011 , New Zealand</p> <p>View all addresses</p>
<p>Directors</p>	<p>Showing 2 of 2 directors</p> <p>Julian Craig BOWDEN 68 Crofton Road, Harewood, Christchurch, 8051 , New Zealand</p> <p>Christine Muriel RODDA 2 Seager Lane, Hillmorton, Christchurch, 8024 , New Zealand</p>

Lawyer - Jeroen Vink/Clare O'Neill
Cavell Leitch, Christchurch

Accountant - Ian Jefferis
Duns Limited, Christchurch

Banker - TBC

Christchurch Netball Centre Incorporated



Number	219497	View Certificate Of Incorporation
Name	CHRISTCHURCH NETBALL CENTRE INCORPORATED	EMAIL CERTIFICATE
Incorporated	21-MAY-1946	
Current Status	REGISTERED	
Organisation Type	Incorporated Society	
Print This Page		
Previous Names (Names changed prior to 1992 may not be recorded)		
Name		Date Changed
CANTERBURY NETBALL UNION (INCORPORATED)		27-SEP-1999
CANTERBURY NETBALL ASSOCIATION INCORPORATED		07-NOV-1989
Address Details		
Registered Office		
455 Hagley Avenue Christchurch		
Address for Communication		
P O Box 9318 Christchurch		
Officers/Trustees		
Name		Date Appointed:
MCLAY, Megan Jane (Officer) 91 Carlton Mill Road, Merivale, Christchurch, 8014		12-MAY-2008

No 6 District Federation of New Zealand Football



Number
Name

Incorporated Organisation Type Incorporated Society

[View Certificate Of Incorporation](#)
[EMAIL CERTIFICATE](#)

Status Details

Current Status	Registered	From	To
Previous Status	Struck Off	17th June 2004	24th September 2004
	Registered	29th November 2000	17th June 2004

[Print This Page](#)

Previous Names

Name	Date Changed
NO. 6 DISTRICT FEDERATION OF NEW ZEALAND SOCCER INCORPORATED	28-MAY-2008

Address Details

Registered Office
C/-Mainland Football
127 Cranford Street
St Albans
Christchurch

Address for Communication
P O Box 21122
Christchurch

Officers/Trustees

Name	Date Appointed:
ANDERSON, Chris (Board Member) 13 Claremont Avenue, Papanui, Christchurch	30-APR-2014
ARMSTRONG, John (Board Member) 10 Zeehaen Place, Britannia Heights, Nelson 7010	30-APR-2015
BOWDEN, Julian (Administrator) 59 Springfield Road, St Albans, Christchurch 8014	01-JUL-2015
CLARKE, Eddie (Board Member) 46 Stonebridge Way, Prebbleton 7604	30-APR-2011
GILBERTSON, Warren (Board Member) 5 Redwood Place, Karoro, Greymouth 7805	30-APR-2015
HICKFORD, Allan (Deputy Chairman) 28 Woodside Common, Westmorland, Christchurch 8025	30-APR-2014
RHODES, Craig (Chairman) 8 Napoleon Close, Harewood, Christchurch 8051	30-APR-2012
WARD, Simon (Board Member) 17 Armour Place, Halswell, Christchurch	30-APR-2013

Governance and Management

Shareholders

Netsals Constitution has been structured and will be approved by the Department of Internal Affairs and the Inland Revenue Department to give it tax exempt status.

This will allow Netsal to operate as a limited liability company while being exempt from income tax, retaining that significant benefit. This is achieved primarily by the Constitution:

1. Providing for current and future shareholders being limited to Incorporated Societies or similar with their own tax exempt or charitable status
2. Precluding any individual receiving any form of financial benefit from it other than in the ordinary course of Netsals business

Directors

The Netsal Board will comprise 4 Directors as follow:

1. 1 Director from each of CNC and MF
2. 1 Independent Director appointed by each Shareholder

The two independent Directors have yet to be appointed but will be prior to Netsal entering into any substantive Contractual arrangement in respect to the Netsal project.

Management

The exact Management and staffing needs of Netsal have yet to be fully evaluated beyond the clearly identified need for a skilled and experienced General Manager to be attracted and appointed to lead and manage the business and to deliver the expectations outlined in this document.

Financial

Capital and Debt Structure

Netsal will have the following initial capital/quasi capital structure:

Share Capital	\$	Nom
Shareholders Loans	\$	5,000,000
Benefactors Donation	\$	10,000,000
Total		\$15,000,000

The Netsal development has a projected capital cost of \$20,000,000.

The balance of \$5,000,000 of funding required to complete the development will come from a range of charitable donations from organisations such as the Lotteries Commission, NZ Community Trust, Rata Foundation and others along with a small commercial loan.

The project will not proceed until all funding is in place and there will be no request form or requirement for direct funding from the Christchurch City Council.

Operating Financial Structure

Netsal will operate as a GST registered tax-exempt company.

Netball and Futsal as the primary users of the court space will be invoiced for use.

Dealing Unilaterally – Legal Considerations

- 1.1 The Council must consider and meet the requirements of section 14 of the Local Government Act 2002 (LGA) in particular:
 - (1)(a) Conduct its business in an open, transparent, and democratically accountable manner,
 - (1)(f) Undertake any commercial transactions in accordance with sound business practices.
 - (1)(g) Ensure prudent stewardship and the efficient and effective use of its resources in the interests of its district or region, including planning effectively for the future management of its assets.
- 1.2 The Council must ensure that it complies with the relevant policies adopted. In this instance there are two relevant policies recorded:
 - 1.2.1 Property – process for disposal of Council property is “That the Council’s policy of publically tendering properties for sale unless there is a clear reason for doing otherwise be confirmed as applying to all areas of the City with the exception of the area in which the (interim) Central City Board is active in pursuit of Council revitalisation goals”. (Adopted 16 December 2000) (A property is considered to be “disposed” if a lease is granted for a term of 6 months or more.)
 - 1.2.2 Property – Leasing Council Property is "where the Council recognises there is only one logical lessee for a public property, the Council will unilaterally deal with that lessee." This includes facilities linked to contracts including but not limited to buildings on parks and reserves and not for profit organisations. (Adopted December 2015)
- 1.3 On this occasion, the Council is proposing to enter into a ground lease agreement for a building on a reserve with Netsal who are uniquely placed to manage indoor sports to sports bodies throughout Christchurch.
- 1.4 It also supports Council strategies:
 - Supports Council’s Strengthening Communities Strategy by:
 - Helping to build and sustain a sense of local community
 - Ensuring that the community has access to facilities that meets their needs.
 - Increasing participation in community recreation and sport programmes and events
 - Enhancing the safety of communities and neighbourhoods.
 - Improving basic life skills so that all residents can participate in society.
 - Supports Council’s Physical Recreation and Sport Strategy 2002 by:
 - Increasing participation in physical recreation and sports which in turn promotes better health and reduces health care costs and contributes to people’s quality of life.
- 1.5 In addition it is useful and supportive to consider the Ministry of Business, Innovation and Employment 'Unsolicited Unique Proposals - How to deal with uninvited bids'; guidance for government entities dated May 2013 that recommends when evaluating

an unsolicited proposal it needs to be ensured that there is a sound business case to support the decision to accept the unique unsolicited proposal.

- 1.6 The purpose of the MBIE Guidance on Unsolicited Proposals is to provide a methodology for considering unsolicited proposals in a way that:
- is transparent and fair to everyone;
 - encourages the supplier community to put forward good ideas;
 - promotes objectivity; and
 - supports decisions based on sound fact and evidence.
- 1.7 Having given consideration to the above factors, staff are of the view that the proposal benefits the community and outweighs any benefits that may be realised from an open tender process.

Legal Considerations – Accepting the Proposal and Granting a Lease

- 1.8 Decision Making sections 76 – 82 LGA
- Section 76 provides that “Every decision made by a local authority must be made in accordance with such of the provisions of sections 77, 78, 80, 81 and 82 as are applicable”. In summary those sections provide:
 - Section 77 a local authority must, in the course of the decision-making process, seek to identify all reasonably practicable options for the achievement of the objective of a decision and in doing so assess the options in terms of their advantages and disadvantages.
 - Section 78 the views and preferences of persons likely to be affected by, or to have an interest in, the matter must be considered.
 - Section 79 provides that in considering how to achieve compliance with sections 77 and 78 they must consider the significance of the matter in accordance with its Significance and Engagement Policy.
 - Section 80 sets out the matters that need to be clearly identified when making a decision that is inconsistent i.e. the inconsistency, reason for it and any intention of the local authority to amend the policy or plan to accommodate the decision.
 - Section 81 provides contributions to decision making by Maori.
 - Section 82 sets out the principles of consultation.
- 1.9 Section 78 does not require the Council to undertake a consultation process of itself but the Council must have some way of identifying the views and preferences of interested and affected persons.
- 1.10 Importantly and specific to this property is Section 97 LGA which provides that if the Council is proposing to transfer the control of a “strategic asset” to or from the Council, the Council must not make that decision, unless:
- The decision is explicitly provided for in its LTP; and
 - The proposal to provide for the decision was included in a consultation documents in accordance with section 93E.

- 1.11 The Significance and Engagement Policy sets out the list of “strategic assets”. In particular, the Policy lists as “strategic assets”, community facilities as follows:

Community Facilities

- (i) Christchurch Town Hall;*
- (j) Christchurch Art Gallery and its permanent collection;*
- (k) all land and buildings comprising the Council's social housing portfolio;*
- (l) all public library facilities;*
- (m) all parks and reserves owned by or administered by the Council;*
- (n) all public swimming pools;*
- (o) all waterfront land and facilities owned or operated by the Council, including wharves, jetties, slipways, breakwaters and seawalls;*
- (p) cemeteries and listed heritage buildings and structures.*

“All” or “its” means the asset as a whole.

- 1.12 Where a “strategic asset” is a network or has many components, decisions may be made in respect of individual components within the network without those components being regarded as strategic, unless such decisions are considered to significantly alter the level of service provided by the Council.
- 1.13 Paragraph 5.27 (m) uses the word “all”, and it suggests that parks and reserves are treated separately.
- 1.14 The granting of a ground lease to Netsal is not considered a strategic asset as the Council maintains ownership of the land and does not significantly alter the level of service provided by the Council.

¶

Hi Russel, ¶

¶

You have asked for advice on whether Netsal Sports Centre Limited (“Netsal”) could be considered to be a “voluntary organisation” for the purposes of a proposed lease of recreation reserve under s54(1)(b) of the Reserves Act 1977 (“Act”). ¶

¶

In this context you have supplied me with a copy of Netsal’s constitution and the following excerpt from Netsal’s lease application: ¶

¶

Netsal is a tax exempt not for profit organisation formed specifically to own and operate the Centre on behalf of CNC and Futsal. Both of these organisations are Incorporated Societies. The Constitution of Netsal specifically provides for its shareholders (now and in the future) to be Charitable or Tax-exempt Incorporated Societies or equivalent and for no private individual or commercial entity to derive any financial benefit from Netsal other than in the ordinary course of its business. ¶

¶

Section 2 of the Act defines “voluntary organisation” as a “body of persons (whether incorporated or not) not formed for private profit”. ¶

¶

To verify the statement from the excerpt from Netsal’s lease application I have reviewed Netsal’s constitution. ¶

¶

The constitution contains the following provisions: ¶

¶

- a) → Clauses 19 and 20 which require that no part of Netsal’s funds are to be used or made available for use for private pecuniary profit of any shareholder of Netsal: ¶

¶

19. No private pecuniary profit

19.1. The Board shall ensure that no part of the Company's funds are used or made available for use for private pecuniary profit of any proprietor, member or Shareholder of the Company, provided that for avoidance of doubt the Company shall be permitted to incur the reasonable market value costs and expenses necessary or required to achieve the purposes set out in clause 2.2 and to apply or make available funds to the A Shareholder and the B Shareholder in their capacity as amateur game or sport promoters.

20. Alteration of constitution

20.1. Notwithstanding the provisions of clause 10.2, no alteration to, or revocation of, this Constitution, or new constitution adopted for the Company, shall:

20.1.1. Enable the Company to apply or make available any part of its funds for private pecuniary profit of any proprietor, member or Shareholder of the Company, provided that for avoidance of doubt the Company shall be permitted to incur the reasonable market value costs and expenses necessary or required to achieve the purposes set out in clause 2.2 and to apply or make available funds to the A Shareholder and the B Shareholder in their capacity as Amateur game or sport promoters;

20.1.2. Remove the Board's power to refuse or delay the registration of a transfer of shares if the shares are not being transferred to an Amateur game or sport promoter; or

20.1.3. Enable any shares to be sold or transferred by any shareholder to any transferee who or which is not an Amateur game or sport promoter.

- b) Under clauses 8 and 9 shareholders of Netsal are entitled to receive distributions and dividends from the company. Clause 19.1 also permits these payments to be made.
- c) However, the original (and current) shareholders of Netsal are Christchurch Netball Centre Incorporated and No 6 District Federation of New Zealand Football Incorporated, both of which are 'not for profit' incorporated societies whose rules prevent private pecuniary profit.
- d) Clauses 5.3.1.5 and 5.14 prevent any of the shares in Netsal being transferred by the existing shareholders to any party which is not charitable or an "Amateur game or sport promoter".
- e) "Amateur game or sport promoter" is defined in clause 1.1.4 as follows:

1.1.4. **Amateur game or sport promoter** means any society or association (including a Company), whether incorporated or not, which is, in the opinion of the Commissioner of Inland Revenue, established substantially or primarily for the purpose of promoting any amateur game or sport, if that game or sport is conducted for the recreation or entertainment of the general public, and if no part of the funds of the society or association is used or available to be used for the private pecuniary profit of any proprietor, member or shareholder of that society or association.

f)→ Thus, whilst shareholders may receive dividends or distributions from Netsal, shareholders themselves must meet the requirements of the above definition.⁶ That definition includes the requirement that no part of the funds of the shareholder may be used or available to be used for the private pecuniary profit of any shareholder of the shareholder of Netsal.¶

g)→ Finally, clause 20 prevents the Netsal constitution from being changed to amend the above arrangements.¶

Accordingly, on the basis of the above provisions of the constitution of Netsal, my view is that Netsal would satisfy the Reserves Act definition of “voluntary organisation”.¶

I trust that my above comments assist.¶

Please don't hesitate to contact me should any of the above require clarification.¶

Regards¶

¶

¶

Robert O'Connor¶
Associate General Counsel¶
Legal Services Unit¶

¶

18. 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
19	PROPOSED WASTEWATER DISCHARGE FROM INDUSTRIAL CUSTOMER	S7(2)(B)(II), S7(2)(H)	PREJUDICE COMMERCIAL POSITION, COMMERCIAL ACTIVITIES	THE FINANCIAL POSITION OF THE CUSTOMER IS COMMERCIALY SENSITIVE AND THE COUNCIL MAY ENTER INTO A PRIVATE DEVELOPER AGREEMENT WITH THE APPLICANT.	IF A PRIVATE DEVELOPER AGREEMENT IS NOT ENTERED INTO, OR AFTER THE DEVELOPMENT CONTRIBUTIONS ASSESSMENT HAS BEEN COMPLETED. IN BOTH CASES ANY REMAINING COMMERCIALY SENSITIVE INFORMATION WOULD BE REDACTED.
20	ADVICE ON EARTHQUAKE RELATED MATTERS	S7(2)(G)	MAINTAIN LEGAL PROFESSIONAL PRIVILEGE	REPORT IS SUBJECT TO LEGAL PRIVILEGE.	THIS REPORT MAY BE RELEASED ON 1 JUNE 2020 SUBJECT TO LEGAL PRIVILEGE BEING REDACTED.