

Christchurch City Council AGENDA

Notice of Meeting:

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

Date:	Thursday 25 June 2020	
Time:	9.30am	
Venue:	Council Chambers, Civic Offices,	
	53 Hereford Street, Christchurch	

Membership

Chairperson Deputy Chairperson Members Mayor Lianne Dalziel **Deputy Mayor Andrew Turner 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**

19 June 2020

Principal Advisor

Dawn Baxendale Chief Executive Tel: 941 6996

Jo Daly Council Secretary 941 8581 jo.daly@ccc.govt.nz <u>www.ccc.govt.nz</u>

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.





Ōtautahi-Christchurch is a city of opportunity for all

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

Principles

Being open, transparent and democratically accountable

Promoting equity, valuing diversity and fostering inclusion Taking an inter-generational approach to sustainable development, prioritising the social, economic and cultural wellbeing of people and communities and the quality of the environment, now and into the future

Liveable city

rural centres

public transport

Vibrant and thriving city centre

A well connected and accessible

Sustainable suburban and

city promoting active and

Sufficient supply of, and

21st century garden city

we are proud to live in

access to, a range of housing

ic Building on the relationship with Te Rūnanga o Ngãi Tahu and the Te Hononga-Council Papatipu Rūnanga partnership, reflecting mutual understanding and respect Actively collaborating and co-operating with other Ensuring local, regional the diversity and national and interests of organisations our communities across the city and the district are reflected in decision-making

Community Outcomes

Resilient communities

Strong sense of community

Active participation in civic life Safe and healthy communities

Celebration of our identity through arts, culture, heritage, sport and recreation

Valuing the voices of all cultures and ages (including children)

Healthy environment

Healthy water bodies

High quality drinking water

Unique landscapes and indigenous biodiversity are valued and stewardship exercised

Sustainable use of resources and minimising waste

Prosperous economy

Great place for people, business and investment

An inclusive, equitable economy with broad-based prosperity for all

A productive, adaptive and resilient economic base

Modern and robust city infrastructure and community facilities

Strategic Priorities				
Enabling active and connected communities to own their future	Meeting the challenge of climate change through every means available	Ensuring a high quality drinking water supply that is safe and sustainable	Accelerating the momentum the city needs	Ensuring rates are affordable and sustainable
Ensuring we get core	business done while deliv	vering on our Strategic Prio	rities and achieving our C	Community Outcomes



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Karakia Timatanga

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. Innovating Streets for People - Pilot Fund - Round 2 Applications for Submission to Waka Kotahi

Reference / Te Tohutoro: 20/648440

Report of / Te Pou Matua:	Steffan Thomas, Manager Operations Transport – steffan.thomas@ccc.govt.nz
General Manager /	David Adamson, General Manager City Services,
Pouwhakarae:	david.adamson@ccc.govt.nz

1. Executive Summary / Te Whakarāpopoto Matua

- 1.1 The purpose of this report is seek Council support for the recommended projects shown in Attachment A to be submitted to Waka Kotahi (NZTA) as applications for funding from the Innovating Streets for People Pilot Fund Round 2. This report has been written to confirm the recommendations of the Council briefing held on 16 June 2020.
- 1.2 The decision in this report is of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by completing the Council's significance and engagement assessment.

2. Officer Recommendations / Ngā Tūtohu

That the Council:

- 1. Support the recommended projects to be submitted to Waka Kotahi (NZTA) for the Innovating Streets for People Pilot Fund Round 2 by the closing date of 3 July 2020:
 - City to Surf Cycleway Connection Improvements
 - Lyttelton Township to Naval Point Shared Path Link
 - Hoon Hay Road Safer pedestrian crossings
 - Smith Street Cycleway Connection between Major Cycle Routes
 - Colombo Street / Edgeware Road Intersection Improvement
 - Healthy Families Otautahi Play Streets

as detailed in Attachment A.

3. Reason for Report Recommendations / Ngā Take mō te Whakatau

- 3.1 The Innovating Streets for People Pilot Fund was announced by Waka Kotahi (NZTA) on 3 April 2020. This programme aims to make it faster and easier to transition our streets to safer and more liveable spaces.
- 3.2 The programme seeks to help the urban development and transport sectors plan, design and develop its towns and cities by providing a toolkit of support options specifically targeted at retrofitting streets to reduce vehicle speeds and create more space for people.
- 3.3 The technique of employing fast tactical changes in our streets is well evidenced and has the potential to deliver significant safety benefits in a short timeframe. The support package offered by Waka Kotahi will make it easier for councils to deliver:
 - temporary, or semi-permanent, physical changes to streets;

- improvements that test a permanent fix and prototype a street design; and
- activations that help communities to re-imagine their streets.
- 3.4 Such testing enables our communities to get a sense of what their streets could be like, and to understand that their input to changes is valued. In this way, all stakeholders can be involved in an iterative process and are able to make more informed decisions.
- 3.5 By testing innovations in streets with our communities before committing to major investment, councils can have more assurance that they're getting the direction of change right.
- 3.6 The initial fund of at least \$7 million is available for Council projects across New Zealand.

4. Alternative Options Considered / Ētahi atu Kōwhiringa

- 4.1 A total of 85 projects have been suggested by Council staff, elected members, and community groups and individuals. These projects were assessed against the Innovating Streets criteria of:
 - Alignment with Innovating Streets and Council Plans
 - Ability to Deliver
 - Value for Money
- 4.2 Nine applications were submitted by Council in Round 1, which closed on 8 May 2020. Two applications for Covid-19 response measures in the central city and along the Coastal Pathway were successful in attracting funding. The outcome of the remaining seven applications will be announced by Waka Kotahi in June 2020. These projects were:
 - Beckenham Neighbourhood Improvements
 - Selwyn Street Neighbourhood Improvements
 - St Albans School Sheppard Place
 - Mairehau Road Cycleway Improvement / Schools
 - Hendersons Road Cycleway Improvement
 - Colombo Street Central City connection to major cycle route
 - Ferry Road Central City connection to major cycle route
- 4.3 Waka Kotahi is looking for projects using tactical urbanism techniques such as pilots, pop-ups and interim treatments that make it safer and/or easier for people to move around or access community spaces.
- 4.4 To this end, the projects, shown in Attachment A, are recommended as applications for submission to Waka Kotahi for consideration under Round 2 of the Innovating Streets for People Pilot Fund.

5. Detail / Te Whakamahuki

- 5.1 A request for further suggested ideas and initiatives was sent to Community Boards on 29 May 2020, and nine additional ideas and initiatives were received by 5 June 2020 for consideration in Round 2.
- 5.2 A briefing was held with elected members on 16 June 2020 to run through the top 25 projects. The aim of this briefing was to shortlist the projects recommended for submission to Waka

Kotahi by the closing date of 3 July 2020. The outcome of this briefing is shown at Attachment A.

5.3 The decision affects all those Community Board areas identified in Attachment A. For those projects, which are successful in attracting funding assistance from Waka Kotahi, and depending on the details of these projects, there may be further Community Board and/or Council approval required. It is anticipated that a Community Board representative(s) will be part of the project governance group for each successful project.

6. Policy Framework Implications / Ngā Hīraunga ā- Kaupapa here

Strategic Alignment / Te Rautaki Tīaroaro

- 6.1 These projects align with the Council's Community Outcomes of Strong Communities, a Liveable City, Health Environment and Prosperous Economy (<u>https://ccc.govt.nz/the-council/how-the-council-works/20182028-vision/community-outcomes</u>)
- 6.2 This report supports the <u>Council's Long Term Plan (2018 2028)</u>:
 - 6.2.1 Activity: Active Travel
 - Level of Service: 10.5.3 More people are choosing to travel by bike. 4,963 average daily cyclists (>=2.5% increase per year)
 - Level of Service: 16.0.10 Improve the perception that Christchurch is a walking friendly city. >=84%

Policy Consistency / Te Whai Kaupapa here

6.3 The decision is consistent with Council's Plans and Policies. One of the key criteria for the Pilot Fund is alignment with Innovating Street and Council's Plans.

Impact on Mana Whenua / Ngā Whai Take Mana Whenua

6.4 The decision does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture and traditions.

Climate Change Impact Considerations / Ngā Whai Whakaaro mā te Āhuarangi

6.5 The recommended projects all seek to improve safety and liveability of our communities, including through improvement for facilities to encourage active transport modes of travel, and reduce the impact of motor vehicle use.

Accessibility Considerations / Ngā Whai Whakaaro mā te Hunga Hauā

6.6 The recommended projects seek to improve the safety and liveability of all users in our communities. Co-design of the projects and implementation will include engagement with key stakeholders advocating for accessibility.

7. Resource Implications / Ngā Hīraunga Rauemi

Capex/Opex / Ngā Utu Whakahaere

- 7.1 Cost to Implement The cost to implement each of the recommended projects is listed in Attachment A. Council is responsible for funding 10% of the cost of each project, which receives approval from Waka Kotahi. This funding will come from the Council's existing transport budgets.
- 7.2 Maintenance/Ongoing costs Maintenance costs form part of the application to Waka Kotahi up to June 2021. These projects are temporary in nature, and the costs to Council to maintain them will be minimal after June 2021.



7.3 Funding Source – If successful, the recommended projects, as listed in Attachment A, will attract a 90% FAR (funding assistance rate) from Waka Kotahi. The remaining 10% will come from Council's existing transport budgets.

8. Legal Implications / Ngā Hīraunga ā-Ture

Statutory power to undertake proposals in the report / Te Manatū Whakahaere Kaupapa

- 8.1 The Council is designated as Road Controlling Authority, which is an Approved Organisation as per the criteria listed by Waka Kotahi on its application form. Council can therefore apply for funding from this Pilot Fund.
- 8.2 If the funding applications are successful, the Council has the ability to deliver these projects under Part 21 of the Local Government Act 2002.

Other Legal Implications / Ētahi atu Hīraunga-ā-Ture

- 8.1 There is no legal context, issue or implication relevant to this decision.
- 8.2 This report has not been reviewed and approved by the Legal Services Unit

9. Risk Management Implications / Ngā Hīraunga Tūraru

- 9.1 The risks to the Council from investing in these projects are low. Risks and opportunities include:
 - Working with local communities to co-design safety and liveability improvements through an iterative process to monitor and evaluate the success or failure of ideas and initiatives.
 - Ability to learn from failures, which provides valuable information as to what doesn't work well.
 - 90% FAR available from Waka Kotahi, with 10% funding required from Council.
 - Council resources required to assist with delivery, monitoring and evaluation, and reporting on the projects.
 - Temporary measures that can be removed with minimal cost and disruption to the existing assets if unsuccessful, and the ability to use some of the temporary measures in other locations as trials, if successful.
 - Council reputation expected to be generally positive; however, there is potential for negative feedback if a project is not working well for all members of a community.
 - Loss of enthusiasm for a project from Community Champion(s) / Advocate(s).

Attachments / Ngā Tāpirihanga

No.	Title	Page
A <u>J</u>	Round 2 Applications to Innovating Streets for People Pilot Fund	10

In addition to the attached documents, the following background information is available:

Document Name	Location / File Link
Innovating Streets for People Website	https://www.nzta.govt.nz/roads-and-
	rail/innovating-streets/

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	Kirsty Mahoney - Project Manager
	Steffan Thomas - Manager Operations (Transport)
Approved By	Steffan Thomas - Manager Operations (Transport)
	Richard Osborne - Head of Transport
	David Adamson - General Manager City Services



Attachment A: Innovating Streets for People – Pilot Fund – Round 2

Project Title	Description	Community Board Area	Rough Order Cost
City to Surf – Cycleway Connection Improvements	Recommended by the New Brighton Residents' Association. This proposal seeks to improve shared walking and cycling connections between the Central City and New Brighton beach along three different routes, along with a 'pop up' cycle space in New Brighton for users to partake in activities such as a bike service, grab a coffee, and safely park and store bikes whilst visiting the beach and other local attractions.	Coastal-Burwood	\$500,000
yttelton Township to Naval Point Shared Path Link	Recommended by Jillian Frater, Lyttelton Community. This proposal seeks to provide a safe connection for active transport users to travel between Naval Point and Lyttelton Township.	Banks Peninsula	\$250,000
Hoon Hay Road – Safer pedestrian crossings	Recommended by Hoon Hay Community Centre Inc Committee. This proposal seeks to provide crossing points along Hoon Hay Road to improve safety for school students, elderly and other community members to cross this busy road.	Spreydon-Cashmere	\$150,000
Smith Street – Cycleway Connection between Major Cycle Routes	Recommended by Councillor Yani Johanson. This proposal seeks to trial a shared path connection between Ferry Road and Linwood Avenue for active transport users and enable safe passage to the new Linwood Pool facility.	Linwood-Central-Heathcote	\$200,000
Colombo Street / Edgeware Road Intersection Improvement	Recommended by Papanui-Innes Community Board. This proposal seeks to trial place-making initiatives to enhance the safety and vibrancy of this intersection, which is located within a busy suburban business environment, surrounded by residential properties, and lies along the Papanui Parallel Major Cycleway Route.	Papanui-Innes	\$100,000
Healthy Families Otautahi Play Streets	Recommended by Sport Canterbury with ViaStrada. This proposal seeks to introduce the play street concept in Christchurch through using temporary street closures to build on the Covid-19 lockdown experience where streets are free of traffic and can be used as a lively shared space for communities to playing, learning, conversing and connecting	City-wide	\$50,000

6. Delegation to exercise function - Collection of Rates

Reference / Te Tohutoro20/662713Report of / Te PouLen van Hout, Manager, External Reporting and Governance,
Len.VanHout@ccc.govt.nzGeneral Manager /
Pouwhakarae:Carol Bellette, Finance, General Manager Finance and Commercial,
carol.belette@ccc.govt.nz

1. Executive Summary / Te Whakarāpopoto Matua

- 1.1 The purpose of this report is to seek Council approval to delegate to staff the power to negotiate and enter into agreements for the collection of rates on behalf of another local authority. This report has been written to provide clarity to a perceived gap in the delegation register.
- 1.2 The decision in this report is of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by considering the implication of acting on behalf of the Canterbury Regional Council.

2. Officer Recommendations / Ngā Tūtohu

That the Council:

- 1. Relying on section 132 of the Local Government (Rating) Act 2002, delegates to the Chief Financial Officer or Head of Financial Management (acting severally) the power to negotiate and enter into agreements under section 53 of the Local Government (Rating) Act 2002 to collect rates on behalf of other local authorities.
- 2. Notes that the Legal Services Unit will update the Delegations Register accordingly in Part B, Subpart 1.

3. Reason for Report Recommendations / Ngā Take mō te Whakatau

3.1 Prior to 30 June 2020, the Council will need to execute an agreement between the Council and the Canterbury Regional Council to collect rates on its behalf up till 2029, with either party able to terminate the agreement with twelve months' notice.

4. Alternative Options Considered / Ētahi atu Kōwhiringa

4.1 The service agreement with Canterbury Regional Council could be signed by a Councillor, however, for the purposes of efficiency and effectiveness, that option was discarded as staff believe that the execution of this type of commercial agreement should be delegated to the appropriate officer within Council.

5. Detail / Te Whakamahuki

- 5.1 The Council collects rates on behalf of the Canterbury Regional Council.
- 5.2 Section 53(1) of the Local Government (Rating) Act 2002 provides that one or more local authorities may appoint a person or a local authority to collect the rates they assess.
- 5.3 The Canterbury Regional Council are seeking to renew the appointment of this Council to collect their rates for the 2020/21 year in Christchurch City.



5.4 In the past, Council staff have executed the collection agreement between the Council and the Canterbury Regional Council. However, given the provisions of the Local Government (Rating) Act 2002, staff consider that it would be desirable for an express delegation to provide that Council staff may negotiate and enter into any such agreements.

6. Policy Framework Implications / Ngā Hīraunga ā- Kaupapa here

Strategic Alignment / Te Rautaki Tīaroaro

6.1 This report does not support the <u>Council's Long Term Plan (2018 - 2028)</u>.

Policy Consistency / Te Whai Kaupapa here

6.2 The decision is consistent with Council's Plans and Policies.

Impact on Mana Whenua / Ngā Whai Take Mana Whenua

6.3 The decision does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture and traditions.

Climate Change Impact Considerations / Ngā Whai Whakaaro mā te Āhuarangi

6.4 Not applicable.

Accessibility Considerations / Ngā Whai Whakaaro mā te Hunga Hauā

6.5 Not applicable.

7. Resource Implications / Ngā Hīraunga Rauemi

Capex/Opex / Ngā Utu Whakahaere

- 7.1 Cost to Implement Nil, the Council already receives a fee for providing this service.
- 7.2 Maintenance/Ongoing costs Not applicable.
- 7.3 Funding Source Not applicable.

8. Legal Implications / Ngā Hīraunga ā-Ture

Statutory power to undertake proposals in the report / Te Manatū Whakahaere Kaupapa

- 8.1 Section 132 of the Local Government (Rating) Act 2002 provides that a local authority may delegate the exercise of functions, powers, or duties conferred by the Act on the local authority to its chief executive officer; or any other specified officer of the local authority.
- 8.2 Further sub-delegations are not permitted so the delegations under this statute must correctly identify the delegates who may exercise the functions, powers and duties under this Act.
- 8.3 As mentioned above, section 53 provides that one or more local authorities may appoint a person or a local authority to collect the rates they assess. In light of this provision and section 132, it is desirable for the Council to make an express delegation in this regard.
- 8.4 This report has been reviewed and approved by the Legal Services Unit.

9. Risk Management Implications / Ngā Hīraunga Tūraru

9.1 If the function is not delegated, a Councillor will need to execute the agreement on behalf of Council.

ltem 6

Attachments / Ngā Tāpirihanga

There are no attachments for this report

In addition to the attached documents, the following background information is available:

Document Name	Location / File Link
Not applicable	

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	Len Van Hout - Manager External Reporting & Governance
	Polly Leeming - Corporate Counsel
	Vivienne Wilson - Associate General Counsel
Approved By	Diane Brandish - Head of Financial Management
	Carol Bellette - General Manager Finance and Commercial (CFO)

7. Recipients of donations from Council organisations in lieu of Councillor-directors' fees and review of the policy

Reference / Te Tohutoro: 20/675148

Report of:	Linda Gibb, Performance Advisor, linda.gibb@ccc.govt.nz
General Manager:	Carol Bellette, General Manager, Finance and Commercial, carol.bellette@ccc.govt.nz

1. Executive Summary / Te Whakarāpopoto Matua

- 1.1 The Council's Policy for the Appointment and Remuneration of Directors (Appointments' Policy) provides that Councillors or Council employees appointed to the boards of external organisations in the capacity as an elected member or employee¹ of the Council will not receive fees, which will instead be donated by the organisation to recipients specified by the Council from time to time and to be paid as at 30 June each year ("the Fees' Policy").
- 1.2 To date, staff have sought the Council's direction each year as to the recipients of that year's donations. In 2018/19 the Innovation and Sustainability Fund (I&S Fund) received \$100,000, the Imagination Station received \$40,000 and the Tahua Taupua Mayor's Welfare Fund Charitable Trust (MWF) received the balance of around \$127,000.
- 1.3 The following treatment of the donations in lieu of Councillor-director fees is proposed for the current year (which requires a decision to be made prior to 30 June 2020) and each year thereafter, as long as the Fees' Policy exists:
 - **2019/20:** an amount of \$50,000 is donated to the Imagination Station and the remainder of \$195,672 is donated to the MWF; and
 - From 2020/21, all donations (including those made by external organisations with Councillor-directors on their boards and Councillor-directors who receive fees directly) are made to the MWF unless otherwise advised by the Council prior to 30 June each year.
- 1.4 At a workshop on 10 March 2020, Councillors advised they would like to reconsider the Fees' Policy **to take effect from 2020/21**. The following options are presented for consideration:
 - Retain the current policy for external organisations to make donations to organisations of the Council's choice in lieu of paying Councillor-director fees;
 - Amend the current policy so that external organisations make donations to organisations of the Councillor-director's choice in lieu of paying fees to that Councillor-director;
 - Change the policy to allow Councillor-directors on the boards of external organisations to retain the fees paid on the same basis as the other directors of those organisations.
- 1.5 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by assessing the likely impact of the decisions on the community.

¹ A Council staff member is a trustee of the Stadium Trust and the Chief Executive of CCHL is a director on the Vbase Ltd board. Neither of these organisations pay fees to the staff directors.



2. Officer Recommendations / Ngā Tūtohu

That the Council:

- 1. Agrees to allocate funding from donations in lieu of Councillor-directors' fees to the following recipients in 2019/20 only:
 - (i) Imagination Station, \$50,000;
 - (ii) Tahua Taupua Mayor's Welfare Fund Charitable Trust, \$195,672, plus any residual donations in lieu of Councillor-director fees in 2019/20;
- 2. Agrees that from 2020/21, donations made by external organisations in lieu of fees that would otherwise be paid to Councillor-directors and from Councillor-directors who receive fees directly are made to the Tahua Taupua Mayor's Welfare Fund Charitable Trust unless otherwise advised by the Council before 30 June each year;
- 3. Agrees to one of the following policy options for the treatment of Councillor-director fees paid by external organisations, from 2020/21:
 - (i) <u>Retention of the current policy</u>, that external organisations provide donations in lieu of Councillor-director fees to recipients specified by the Council from time to time; OR
 - (ii) <u>Minor amendment to the current policy</u>, to allow Councillor-directors to choose the recipients of the donations that they would otherwise have received as fees; OR
 - (iii) <u>Rescind the current policy</u> which will allow Councillor-directors to personally receive directors' fees for the organisations they are appointed to;
- 4. Notes that the recommendations in this report will have a minor impact on rates of 0.03%.

3. Reason for Report Recommendations

3.1 To identify the recipients of the donations in lieu of Councillor-director fees for 2019/20 so that payment can be made before 30 June 2020, to reduce the transaction costs involved in seeking annual decisions by making the allocation decision(s) multi-year with the rider that the Council can advise alternative recipients in future years before 30 June, and to clarify and confirm the new Council's preferred approach to the treatment of Councillor-director fees from 2020/21.

4. Detail

Donations for 2019/20

- 4.1 Total donations expected for the year ending 30 June 2020 total \$245,672 (CCHL: \$175,672 and CNZHL: \$70,000) and will be donated by those organisations as soon as the Council advises the recipients.
- 4.2 Staff understand that donations have been made to recipients (including the MWF and the Christchurch Foundation) by Councillors who are directors/trustees of Transwaste Canterbury Ltd and Ōtautahi Community Housing Trust during 2019/20.

Imagination Station

- 4.3 Staff have looked into the funding needs of the Imagination Station at the request of councillors. Councillors have proposed that donations to the value of \$50,000 be allocated to this charitable organisation. Last year, it received donations of \$40,000.
- 4.4 The Imagination Station has missed the deadline for applying for a grant from the Council's Strengthening Communities Fund this year (last year it sought \$60,000 and was granted

\$35,000). As a result it has sought \$60,000 from the Council's Discretionary Response Fund but is unlikely to receive greater than \$20,000 (the total Fund is \$120,000).

- 4.5 Staff from Community Support, Governance and Partnerships consider the Imagination Station to be a very worthy beneficiary. They advise that the reach of the organisation is huge, with around 120,000 visitors to the space annually, in addition to education programmes and one-off events.
- 4.6 The proposal to donate up to \$50,000 in lieu of Councillor-director fees to the Imagination Station is, in the view of staff reasonable and will be taken into account when assessing its application for funding from the Discretionary Response Fund.
- 4.7 Rather than respond to the Imagination Station's financial needs on an ad hoc basis, staff recommend that a durable approach to funding it is put in place that it is not dependent on an annual allocation of donations in lieu of Councillor-director fees.

Innovation and Sustainability Fund²

- 4.8 The I&S Fund has been allocated funding from the donations of \$100,000 per year since 2017. This has supplemented its \$400,000 Long Term Plan (LTP) 2018-2028 funding which is due to expire in 2025.
- 4.9 Due to the recycling of funding that was allocated to projects which did not proceed, the I&S Fund can manage its commitments without donations funding in 2019/20.

Tahua Taupua Mayor's Welfare Fund Charitable Trust³

4.10 The MWF received the remainder of the donations in 2018/19 of around \$127,000.

Policy options

- 4.11 The Council's Policy for the Appointment and Remuneration of Directors 2017⁴ (CNCL/2017/00292 refers) sets out the following clauses with respect to fees earned by councillors and Council employees serving on the boards of Council organisations:
 - To recognise the element of public service..."a person appointed to the governing body of an external organisation in his or her capacity as an elected member or employee of the Council will not receive the remuneration otherwise payable in respect of that appointment (clause 9.10);
 - Instead those organisations will be directed to donate an equivalent amount to recipients specified by the Council from time to time, to be paid as at 30 June each year. The recipients will be charitable organisations established for the purpose of benefitting the community (or particular sector of it) or to funds administered by the Council for the benefit of ratepayers, such as the MWF and the I&S Fund (clause 9.11); and
 - The external organisations referred to in clause 9.10 and 9.11 include (but not exclusively) Council organisations, Council-controlled organisations and Council-controlled trading organisations (clause 9.12)".
- 4.12 Policy options for the treatment of Councillor-director fees from 2020/21 are as follows:

Option 1: retain the current Fees' Policy;

Option 2: minor variation to the Fees' Policy to provide for Councillor-directors to identify the recipients of donations to be made in lieu of payment of fees to them personally;

² Innovation & Sustainability Fund <u>https://ccc.govt.nz/culture-and-community/community-funding/innovatefund</u> ³ Mayor's Welfare Fund <u>http://ccc.govt.nz/culture-and-community/community-funding/mayors-welfare-fund/</u>

⁴ https://ccc.govt.nz/the-council/plans-strategies-policies-and-bylaws/policies/council-organisational-policies/appointment-and-remuneration-policy

Option 3: reset the Fees' Policy to permit Councillor-directors to retain the fees paid by the Council organisation boards on which they are members.

Options analysis

4.13 The following table sets out the details of the options and the advantages and disadvantages of each:

Attribute	Option 1 Status Quo	Option 2 Minor adj.	Option 3 Fees paid
Efficiency - targeted financial assistance	\checkmark	x	×
Rewards directors for risks associated with governance positions	×	×	\checkmark
Provides a proxy return to directors	×	\checkmark	×
Incentives to serve on boards	×	x	\checkmark
Consistent with other major city councils – payment of fees to Councillor-directors	\checkmark	\checkmark	x

Option 1 Status Quo - Retain current Fees Policy

- 4.14 Lump sums are donated to recipients taking into account the Council's priorities. The Council has the flexibility to, for example distribute small amounts to many recipients which could be to assist them to meet operating costs in the time period. Conversely the donations may be more strategically allocated with larger sums to fewer recipients for the purposes of generating benefits from a programme of work.
- 4.15 Councillor-directors are taking on all the risks and liabilities of directorships, particularly in cases where the asset base is significant, without reward. The directorships are outside core Council 'public good' activities and have an opportunity cost to the director in terms of time that could be used in discharging core Council responsibilities and risks that could have an impact on the Councillor-director's personal reputation in the event that the company experiences financial distress.

Option 2 Minor Adjustment to current Fees' Policy

- 4.16 Councillor-directors can individually decide the recipient(s) of a donation in lieu of the fees they would have otherwise received. This option provides some 'return' to those directors by allowing them to support the causes that are important to them personally.
- 4.17 This option has several drawbacks it is likely to lead to the distribution of smaller amounts of funds to a number of recipients without reference to Council priorities, probable distribution to a larger number of recipients which would increase the transaction cost to the donor organisation and the number of non-charitable organisations receiving the donations could increase which would reduce the value of tax benefits received by CCHL in particular on the donations made. In addition, other Councillors not on commercial governance boards may be unhappy that Councillor-directors can donate the funds within their electorates whereas they have no access to a dedicated source of funding for such purposes.

Option 3 Directors receive fees for membership of boards

- 4.18 This compensates Councillor-directors for the risk and the time taken from their core Council responsibilities. It also treats all directors of organisations on an equal footing.
- 4.19 Other Councillors may consider the proposal to be inequitable since they also may participate on boards and committees that are unpaid. However, these boards and committees do not pose the same degree of risk to the member as the commercial boards do.

Comparison of Council policies

- 4.20 Auckland Council and Wellington and Dunedin City Councils either do not pay their Councillor and Council employee directors on Council organisation boards, or do not appoint them at all. The approaches taken by Auckland, Wellington and Dunedin Councils are similar to the Christchurch City Council's policy in that there is an expectation that elected members are not appointed to commercial Council-controlled organisation (CCO) boards and that they do not receive remuneration from the CCO boards that they are appointed to.
- 4.21 Dunedin City Council does not have Councillor-directors on its Holdings' company. Under section 93 of the Local Government Auckland Council Act 2009, councillors (and members of the local boards) may not be appointed to the board of a substantive CCO, except Auckland Transport. In the event councillors are appointed to the Auckland Transport board, they would be paid fees. Currently there are no elected members appointed to the company.
- 4.22 None of these councils' Appointments' policies refer to donating the amount equal to what they would have been paid. Therefore, the CCOs receive the benefit of not paying the fees.

5. Alternative Options Considered

5.1 **Retain the status quo**, requiring the Council to make decisions about recipients of donations in lieu of Councillor-director fees annually. At a briefing on 16 June 2020, Councillors indicated preference for one recipient to be identified for the future, unless otherwise advised by the Council before 30 June each year.

Other issues

- 5.2 If decisions are not made by 30 June 2020, CCHL will forgo a tax benefit in the current year estimated at around \$49,000 which it has budgeted to receive. However, if it is required to make a donation of \$100,000 to the I&S Fund, which is not a charitable organisation and therefore does not generate a tax benefit, the real loss to CCHL will be \$21,000.
- 5.3 There is no impact on rates from the recommendations in this paper.

6. Policy Framework Implications

Strategic Alignment

6.1 The decisions support the <u>Council's Long Term Plan (2018 - 2028)</u> and strategic priorities.

Policy Consistency

6.2 The decision is consistent with Council's Plans and Policies. Specifically, the allocation of donations set out in the Policy for the Appointment and Remuneration of Directors.

Impact on Mana Whenua

6.3 The decision does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture and traditions.

Climate Change Impact Considerations

6.4 Not applicable.

Accessibility Considerations

6.5 Not applicable.



7. Resource Implications

Capex/Opex

- 7.1 The MWF, and its beneficiaries would lose funding if Councillor-directors who receive fees for membership of external boards are not required to donate those fees to it.
- 7.2 Previous recipients of donations may seek replacement funding from other Council budgets.

8. Legal Implications

Statutory power to undertake proposals in the report

8.1 The Policy for the Appointment and Remuneration of Directors is required by the Local Government Act 2002 (LGA). The treatment of Councillor-directors' fees is a matter for a Council's own policy; it is not provided for in the LGA.

Other Legal Implications

8.2 This report has been reviewed by the Legal Services Unit.

9. Risk Management Implications

9.1 Not applicable.

Attachments / Ngā Tāpirihanga

There are no attachments for this report.

In addition to the attached documents, the following background information is available:

Document Name	Location / File Link		
Not applicable			

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.



8. ChristchurchNZ Holdings Ltd Quarter 3 Performance Report

Reference / Te Tohutoro: 20/334321

Report of / Te Pou Matua:	Linda Gibb, Performance Advisor, linda.gibb@ccc.govt.nz
General Manager / Pouwhakarae:	Carol Bellette, General Manager, Finance and Commercial, carol.bellette@ccc.govt.nz

1. Brief Summary

- 1.1 The purpose of this report is to present ChristchurchNZ Holdings Ltd's (CNZHL) quarterly performance report for Quarter 3 1 January to 31 March 2020.
- 1.2 The report has been written as a result of receiving the quarterly performance report from CNZHL, within two months of the end of the quarter as required by section 66(3) of the Local Government Act 2002.
- 1.3 Although Covid-19 impacts only March in Quarter 3 the report recognises the gravity of the impacts of the lockdown for Christchurch, its businesses and residents and CNZHL itself.
- 1.4 CNZHL will discuss recent progress and future issues when it attends the Council meeting to present on its Quarter 3 performance including its efforts to mitigate and assist the City's recovery.
- 1.5 Staff draw your attention to the <u>Key Activity Streams</u> chart on page 8 of CNZHL's performance report. This chart is consistent with the advice that has been provided by CNZHL's Chief Executive over recent weeks. The organisation is undergoing work for its restructure to enable it to efficiently and effectively meet the challenges it now faces.
- 1.6 Of its 25 levels of service, CNZHL is signalling that five are unlikely to be met this financial year as a result of Covid-19. Aside from two that are iSITE targets which its closure will prevent being achieved, the three at risk are noted below:
 - Target: lead or attend 10 trade events in priority markets (achieved 7);
 - Target: 35% success rate for business event bids (achieved 19% with several still in the pipeline);
 - Target: 25% increase in clicks to CNZHL website CNZHL has recently merged its various websites into one.

2. Officer Recommendations / Ngā Tūtohu

That the Council:

1. Notes the attached Quarter 3 2019/20 performance report for ChristchurchNZ Holdings Ltd.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A <u>I</u>	ChristchurchNZ Holdings Ltd - Quarter 3 2019/20 Performance Report	23

In addition to the attached documents, the following background information is available:

Document Name	Location / File Link		
Not applicable			

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

Author	Linda Gibb - Performance Monitoring Advisor	
Approved By Len Van Hout - Manager External Reporting & Governance		
	Diane Brandish - Head of Financial Management	
	Carol Bellette - General Manager Finance and Commercial (CFO)	



ChristchurchNZ Holdings Ltd Quarterly Report 31 March 2020

ChristchurchNZ

CONTENTS

- 1. Executive Summary
- 2. Notable Activity in the Quarter
- 3. Coming up
- 4. Health and Safety Practices
- 5. Risks
- 6. Financial Report

APPENDICES

1. Performance Measures

1. EXECUTIVE SUMMARY

The impact of COVID-19 on ChristchurchNZ's economic development activity has been significant.

While the impacts in the quarter being reported (ending March 31) were relatively minor, the impacts since the end of March (after the period covered by this report) have been significant for the economy, the partners we work with, and our own revenue and work programme.

This report includes activity during the period 1 January to 31 March and provides indications of the COVID-19 impacts expected in the final quarter of the year.

ChristchurchNZ has focussed on the urgent need to develop a strong Economic Recovery Plan, within the context of wider city and regional recovery. This includes a focus on the current **respond** phase and a view of the **recover** and **reposition** phases, with seven developing streams of activity.

Our Economic Development work has been significantly impacted by the border closures. We have significantly upweighted activity in the Business Support area with 11 staff working as Business Advisors to support hundreds of business through our existing joint venture the Canterbury Employers Chamber of Commerce, Canterbury Regional Business Partners Ltd, which is funded by Central Government. We have also allocated Business Mentors to businesses impacted by COVID.

We have increased activity in:

- Business support, growth and job retention
- Business retention and attraction
- Labour market transition
- Industry cluster support and sector enablement
- Economic Research and insights

Fortunately the majority of our major events were able to be delivered prior to the impact of COVID-19 with only one planned event in the quarter being cancelled (Black Caps vs Australia T20).

ChristchurchNZ Holdings Ltd Quarterly Report to March 2020

2. NOTABLE ACTIVITY IN THE QUARTER

Business Attraction

Strategic Priority: Deliver Economic value / Grow high value jobs / Perception shift ChristchurchNZ is actively working with national and global businesses on potential relocation to, or expansion in, Christchurch. Number of businesses in pipeline: 34 Potential year 1 FTE's: 318 Potential FTE's over 3 years: 409 Potential year 1 GDP impact: \$21.9m Potential 5 year GDP impact: \$108m

Covid-19 has slowed the decision cycle for many of these prospects but none have dropped out of the pipeline completely.

Notables include: Telecommunication company (10 FTE) Technology Company (5-10 FTE), Contact centre expansion (2-5FTE), Energy Company A (10-20 FTE), Energy Company B (16 FTE), Bank A (40 FTE) and Bank B (20 FTE).

Vodafone MoU

Strategic Priority: Deliver Economic value / Grow high value jobs / Perception Shift Vodafone and ChristchurchNZ have formalised a strategic partnership focusing on joint marketing to reposition perceptions of Christchurch, joint development of Supernode activity and the opening of Vodafone's technology testing environment in Christchurch.

Impacts already flowing from this partnership include the relocation and subsequent expansion of Tech Mahindra's call centre in Christchurch, launching 5G as the first wave within New Zealand and building their NZ Internet-of-Things (IoT) centre of excellence hub in Christchurch.

Callaghan Tech Incubator

Strategic Priority: Deliver Economic value / Grow high value jobs

ChristchurchNZ continues to develop partnerships with influential venture capital and incubation entities that are funded to support deep tech. These partnerships will ensure Canterbury businesses have access to tech incubation and related capital. The ongoing interest shown in Canterbury by these entities is acknowledgement of an adequate level of commercialisable innovation and deal flow to attract international investment.

- Brandon Capital Partners Life Sciences with staff in NZ, Australia, USA and the UK
- WNT Ventures WNT has interests in sustainability, agritech and food, artificial intelligence, medtech, engineering, sensing and industrial automation.
- Sprout Efficiency and sustainability of food production and distribution.
- **Bridgewest Ventures** biotechnology, agritech, pharmaceuticals, UAV technology, IoT and semiconductor, AI and software development.
- Callaghan Health Activator (Callaghan Initiative) will coordinate healthtech support resources and data across the ecosystem. The idea is to speed up the journey of healthtech startups by better connecting, demystifying commercial avenues and reducing risks.

NZIST Headquarter RFP

Strategic Priority: GDP Growth / Grow high value jobs / Perception shift Christchurch was shortlisted as the location for the head office for the New Zealand Institute of Skills and Technology and hosted the evaluation panel for a full day in Christchurch in mid-March.

ChristchurchNZ Holdings Ltd Quarterly Report to March 2020

On the 15th May Hamilton was announced as the preferred location. ChristchurchNZ led a powerful combined bid in an effort to bring the head office to our city, the strength of our bid was noted by the evaluation panel. The panel noted in particular the strength of the opportunity to partner with Ngāi Tahu and the value and evidence of the partnership between iwi and the city.

We are extremely disappointed at the Government's decision. This was a strong opportunity for longterm investment in Canterbury and the South Island, and a chance to leverage the strengths of our community. ChristchurchNZ will be doing a detailed debrief with the selection panel to understand the assessment of Christchurch's strengths and weaknesses.

Aerospace and Future Transport infrastructure (Supernode)

Strategic Priority: high value jobs, perception shift and GDP impact In response to the Aerospace Sector plan for Canterbury, CNZ are championing a project and funding bid that aims to leverage local industry's comparative strengths (engineering talent, manufacturing expertise and clear skies) to better realise the significant economic potential of this supernode. The potential positive impact on perceptions in key business and consumer markets will add to the forecast prosperity gains.

Work is underway to identify potential sites for testing of Unmanned Aerial Vehicles across both Christchurch and Canterbury. In addition, Wisk (formerly Zephyr) have just announced a partnership with Central Government where they will be doing Passenger trials of a self-flying electric air taxi in Canterbury.

Supernodes / Industry Clusters

Strategic Priority: high value jobs, perception shift and GDP impact

More than 600 participants have attended eight Supernode meet-ups in the period. Industry, students, academics and researchers have aligned on strategies to grow the economic and social impact of the respective clusters. Of particular note is the positive feedback from private sector participants about the unique and valuable exposure to talent and commercialisable research that the supernode structure has provided them. Due to COVID-19 the Health Innovation challenge scheduled Q3 has been postponed to Q2 next FY. Supernode brand development and marketing activity is set to be stepped-up to support our business attraction efforts.

Economic Leadership

Innovation Advisory Group

Link to Strategic Priorities: Additional High Value Job)

Councillors have asked ChristchurchNZ to (1) lead an assessment of the role of the Innovation Precinct as established under the blue print and its connection to the innovation ecosystem which has emerged in the post-quake environment and (2) commission an independent assessment of "Lighthouse" – a proposal to use the old IRD building as an innovation hub.

The assessment of Christchurch's innovation ecosystem has been completed and the report is being finalised ready for presentation to Council in June. PwC have completed the independent assessment of "Lighthouse". This will also form part of the report back to Council.

Greater Christchurch 2050

This project has continued at pace during the quarter with strong alignment across the region around this work and agreement on key themes (challenges and opportunities).

We have a high level of confidence this work will be supported by the GCP councils and organisations

ChristchurchNZ Holdings Ltd Quarterly Report to March 2020



into the next financial year.

ChristchurchNZ is budgeting on the basis it will not be required to subsidise this work having seeded the project in this financial year through CRIS Ltd.

The project is of essential importance for the city and region's ability to attract funding to support ongoing economic development.

Destination and Attraction

COVID-19

COVID-19 has had a devastating impact on the tourism and events sector. The information below outlines some event successes in the March quarter that will now likely be deferred.

South Island Moon Festival (Strategic Priority: Perception Shift)

Strut and Fret was the successful respondent to the RFP for the South Island Moon Festival to be held in October 2020. Management have entered contract negotiations but this will now be reassessed in light of COVID-19.

As part of the transition from the South Island Lantern Festival to the South Island Moon Festival a Lantern Trail will be installed from late January in key sites at the Christchurch Casino, Ballantynes, Christchurch International Airport and along The Terrace. ChristchurchNZ will also be promoting 9 Chinese New Year community events which are being hosted across the city.

Bidding: Women's Cricket World Cup 2021

Strategic Priority: Increased Visitation and Spend; Perception Shift Christchurch has been awarded Women's Cricket World Cup matches, including the final, which was announced on Friday the 24th January.

The final is still subject to lights being installed at Hagley Oval, with the Canterbury Cricket Trust working to secure funding to ensure these are built in time for the tournament.

Bidding: FIFA Women's World Cup 2023

Strategic Priority: Increased Visitation and Spend; Perception Shift

FIFA undertook site inspection visits of Australia and New Zealand in February to scope host cities for FIFA Women's World Cup 2023 but they elected not to visit Christchurch or Dunedin. FIFA have indicated this is because they are only visiting cities that will host Quarter Final matches and above. An announcement on the successful city is expected on 25 June 2020.

Film Office

Strategic Priority: Deliver Economic value / Grow high value jobs

The Film Office has successfully begun work with Christchurch City Council to improve film protocols and the process of acquiring a permit to film in Christchurch. A Chinese film, *Only Cloud Knows*, supported by the office and filmed partly in Canterbury is attracting significant international attention. TourismNZ and CNZ are working to leverage the interest in the film.

Events Supported by CNZ - 1 January to 31 March 2020:

Bread & Circus Buskers Festival Hockey Pro-League Black Caps vs India TEST NZ Track & Field Champs Black Caps vs Australia T20 - Cancelled in March due to COVID-19

ChristchurchNZ Holdings Ltd Quarterly Report to March 2020

Marketing, Brand and Communications

Website Launch – Major Capital Project

Strategic Priority: Tell The Story/Platform Support The new website <u>www.christchurchnz.com</u> has been launched. Designed for anyone looking to explore our place, this is a revamped front door to drive visitor, migrant and business attraction for Ōtautahi Christchurch.

A coherent online presence is crucial for the city as we regain our status as a global destination for business, events, tourism, conferences, and innovation. It also reflects ChristchurchNZ's focus on sustainable economic transformation and visitor experience.

The site is the predominant way we will communicate what we do with all our stakeholder groups – from visitors and residents, to our business and investor communities. It is the first time since our organisation's formation in 2017 that the entire group is represented on a single website, removing administration for 10 separate URLs.

Our new landing page incorporates all aspects and functions of ChristchurchNZ, including Destination and Attraction; Innovation and Business Growth; Strategy, Policy and Insight; Christchurch Educated; Christchurch Antarctic Office; the Christchurch Convention Bureau and Screen CanterburyNZ.

American_Airlines campaign

Tell The Story" – shift perceptions

ChristchurchNZ, with support from Tourism New Zealand and CIAL, are leading aligned promotional campaign work with American Airlines. Reach is 3.2M per month domestically, 4M reach per month internationally for both magazine advertising and the feature video. December full page ad in American Way magazine – Christchurch as a gateway to South Island focus. January full page ad in American Way magazine – Christchurch city focus. February two page advertorial in American Way magazine – Canterbury focus and March front cover of American Way magazine and a 10-14 page advertorial feature.

March destination Christchurch video live for inflight entertainment – 1 month domestically and 12 months internationally.

Air New Zealand marketing partnership

Tell The Story" – shift perceptions

ChristchurchNZ and Air New Zealand had commenced campaign planning for the next iteration of our domestic marketing efforts. This had included the May 2020 campaign (promoting Spring), an always-on strategy and an Autumn visitation campaign (likely October). Air New Zealand team visited Christchurch for a half day strategy session and a half day central city famil in preparation. This work has now been delayed.

Both airlines have been significantly impacted by COVID-19.

ltem 8



Commercial

Third-party revenue

Strategic Priority: Increase organisational effectiveness

Good progress had been made towards the third-party stretch revenue target with co-funding for Australian Business Event Attraction secured from Te Pae and TourismNZ.

Third party revenue has been severely impacted by COVID-19, and a result of the significant downsizing of major partners including Air New Zealand and tourism businesses.

i-SITE Transformation

Strategic Priority: Increase organisational effectiveness. Grow the tourism economy. Change perceptions of Christchurch

Following the transformation of the i-SITE Christchurch operation undertaken in September 2019, average monthly losses have been reduced significantly. Through cost management and sales results that were ahead of the same period last year, January's operating profit result was 77% better than budget expectation and 94% better than last year. February 2020 was the first month in memory in which a profit was made. FY19/20 was on track to exceed expectations and deliver an operating profit result around 50% better than previous year.

These results were against a backdrop of a significant YoY reduction in foot traffic. COVID-19 contributed to this in the short-term but the YoY decline is a long-term trend. At a macro level this is largely fuelled by digital disruption to the travel industry.

The iSITE was closed to foot traffic from 2pm on 21 March 2020. Management is initiating work to consider long-term options for the i-SITE.

Shared Services

Divestment of CRIS Legacy Investments

Strategic Priority: CCC Funding is amplified

The Board at the 28 August meeting directed management to proceed with the sale of CRIS legacy investments. This includes some small investments that will be written off and one investment where we are seeking a suitable purchaser. Impact of COVID-19 has impacted the short-term ability to undertake this sale process.

Staff Engagement Survey Results

Strategic Priority: Employee engagement grows

One of the organisation's key internal measures is a high level of staff engagement. Two engagement surveys have been undertaken with the second survey (Dec 19) showing an increase in the overall engagement indicator score from 3.76 – 3.91 out of 5. Key drivers of engagement surveyed are leadership, communication, ways of working, connection to mission/purpose and rewards/recognition. Another key measure regarding staff feeling safe at work (Health and Safety) saw an increase from 4.54 – 4.60 out of 5.

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Item 8

3. COMING UP

Focus for the entire organisation has moved to the delivery of the Economic Recovery Plan, which is outlined below. Council has received separate detailed briefings on this plan.



University of Canterbury MoU

Strategic Priority: Deliver Economic value / Grow high value jobs / Perception Shift ChristchurchNZ and the University are about to formalise a joint partnership aimed at driving shared recovery work including labour market transition, commercialisable research, innovation ecosystem development, joint marketing, international student attraction, supernode activity and joint research.

4. HEALTH AND SAFETY PRACTICES

COVID-19 has been the main Health and Safety focus for this period. ChristchurchNZ had a Pandemic Plan but this required updating to align with the Government Alert Levels and recommendations. This has included: pandemic cleaning schedules, remote working, employee wellbeing and home ergonomics. The pandemic plan also includes scenario planning for what activities can occur at each alert level and the precautionary measures that must be taken to mitigate the spread of the virus. The Pandemic Planning has also included our sub tenants.

ChristchurchNZ Holdings Ltd Quarterly Report to March 2020

5. ORGANISATIONAL RISK FOCUS

	Risk	Impact	Mitigation
1.	Misalignment with Shareholder or other key funders. Change in policy of key funders. Loss of major or minor funding streams	Reduced financial support, duplication of activity, insufficient funding to enable CNZ to effectively meet delivery obligations	Agreement of 10-year goals and outcome-focused Levels of Service. Maintaining close and open communication with funders, continual stakeholder management, entering into longer term funding contracts when possible, work to ensure diversity of funding streams. Developing alternative long-term funding model.
2.	Work programme significantly disrupted by global pandemic	Levels of Service and SOI outcomes not met. Success measures significantly undermined, leading to economic impact and reputational risk	Development of Christchurch Economic Recovery Plan to reshape activity required and target outcomes
3.	Cyber Security/ Ransomware exposure resulting in system penetration	Reduced use of ICT systems and/or website, reputational impact, financial impact, loss of data.	Reminders to staff regarding resource use policies. Technology prevention measures in place, internal audit planned for Q3/4.
4.	Increased spending required by CNZ to offset the economic impact of the Corona Virus on the Christchurch economy	Funding, reputational, resourcing	Refocus marketing effort to areas not affected by Corona Virus travel limitations/bans, ongoing communication plan with China partners, working closely with Tourism NZ and International Education providers
5.	iSITE external market conditions creates budget shortfall.	Financial, Operational, Reputational	Closure of iSITE until market conditions improve
6.	Increase in event fees to offset the lack of a multi- use arena (Offsets reduced ticket sales)/inability to attract events due to lack of multi-use arena	Funding, reputational, reduced ability to attract events	Discuss with shareholder and city partners the value of targeted events and funding options.

6. FINANCIAL REPORT -

The Group result for the nine months ended 31st March reflects a surplus of \$356k against a budgeted loss of \$139k. COVID19 was beginning to impact the organisation in March with some delivery activity being delayed until later periods.

CNZH Financial Summary	Actual Nine	Budget Nine	Actual Nine
\$000/a	Months to March	Months to March	Months to March
\$000's	2020	2020	2019
	Unaudited, per		Unaudited, per
	Management		Management
	Accounts		Accounts
CCC Funding	9,120	9,120	9,393
Other Operating Revenue (including interest and other gains/losses)	2,544	2,707	3,215
Operating Expenditure	(11,308)	(11,966)	(11,928)
Loss on Investments	-	-	(296)
Share of Associates (FISI)	-	-	17
Total Surplus/(Deficit) before tax	356	(139)	401
Total Assets	10,088	9,063	11,279
Shareholder Equity	7,383	6,887	8,478
Shareholder funds/total assets	73%	76%	75%

Against Target: The positive variance of \$495k reflects reduced project expenditure and overhead savings.

Against Prior Year: The prior year period reflected revenue for the last stage of the Commercialisation Partnership Network (CPN) contract with MBIE which completed in June 2019. The loss on shares in PVL was also reflected in the prior year result.

		Actual	Budget	% Sp	end
Project & Service Delivery YTD *	Project & Service Delivery YTD	\$000's		Actual	Budget
	Commerical Services/i-SITE	699	796	8.4%	9.1%
	Destination & Attraction 3,082 3,216		37.0%	36.6%	
	Marketing & Promotion	2,034 2,170 1,414 1,424 1,096 1,188		24.4%	24.7%
	Business Innovation & Growth			17.0%	16.2%
	Strategic Planning & Policy Research			13.2%	13.5%
	Total Project & Service Delivery	8,325 8,794		100.0%	100.0%

* Overhead costs eg. occupancy, depreciation, shared services and governance costs, are excluded from this breakdown

ChristchurchNZ Holdings Ltd Quarterly Report to March 2020

	Level of Service (Service Plan 2018-28)	Target 2019 – 2020	Status	YTD Actuals	Commentary
1.0	ChristchurchNZ provides leadership in inclusive and sustainable economic	Strategies are reviewed regularly - CEDS	On track		ChristchurchNZ is working with the Greater Christchurch Partnership to co-create Greater Christchurch 2050. Greater Christchurch 2050 will
1.1	development for Christchurch	Convene 2 city leadership discussions to review progress and recommend actions towards the 10-year goals	On track	1	incorporate the Christchurch Economic Development Strategy Greater Christchurch Partnership - CE Advisory Group (CEAG) has been meeting regularly to progress the Greater Christchurch 2050 project.
1.2		4 Quarterly Economic Reports produced and available on the ChristchurchNZ website	On track	3	July 2019 September 2019 December19 <u>https://www.christchurchnz.co</u> <u>m/about-us/economic-insights</u>
1.3		At least 6 Christchurch or Canterbury economic research reports completed	Achieved	6	 Research work completed: Explore the Economy Series Explore our Industries Explore Christchurch Growth Opportunities Explore Canterbury The Tourism Value of Freedom Campers Government Funding and Industry Analysis – A regional innovation study COVID impact analysis analysis Essential services analysis Supermarket impact analysis Community risk profile analysis
1.4		Deliver face to face economic updates to at least 600 people	On track	511 251 Face to face 260 Delivered via webinar due to Covid-19	 Due to Covid-19 we are unable to deliver Face to face economic updates. We delivered 2 webinars. 18 March business partner event (60 attendees) 20 April update to businesses (200 attendees)

APPENDIX 1: CHRISTCHURCHNZ PERFORMANCE MEASURES TO 31 MARCH 2020

ChristchurchNZ Holdings Ltd Quarterly Report to March 2020

ChristchurchNZ Holdings Ltd Quarterly Report to March 2020

	Level of Service (Service Plan 2018-28)	Target 2019 – 2020	Status	YTD Actuals	Commentary
1.5	ChristchurchNZ provides leadership in inclusive and sustainable economic development for Christchurch - continued	Lead or provide significant input into at least 4 cross-agency or cross -industry working groups designed to deliver actions towards the 10-year goals	On track	8	 Central City Steering Group, Arts Strategy Steering Group City Narrative Steering Group, City China Forum, Greater Christchurch Partnership (Strategic Framework); Cruise Action Group; South Island Destination Strategy Steering Group; Central City Business Forum
2.0	ChristchurchNZ facilitates the development of businesses with high growth	Businesses access business support or advice to at least 500 businesses	On track	329	Delivered through Regional Business Partners joint venture with CECC
2.1	potential	Net promotor score for business support services of +50 or more	On track	+60	+67
2.2		At least 3 Initiatives to support targeted business challenges	On track	2	NZ Aerospace Challenge finished on 18th Oct Callaghan C-Prize
3.0	ChristchurchNZ supports an environment that encourages innovation, entrepreneurshi p and investment	Facilitate at least 2 opportunities to secure significant innovative businesses or investment into the city aligned with 10- year goals and priority focus areas	On track	6	6 organisations attracted since 1 July 2019 5 significant opportunities being managed but likely to be delayed due to C-19 1 infrastructure project in play
3.1		Support at least 10 start-up/SME companies aligned with priority focus areas	On track	10	Delivery of the Hi-Growth 10-month programme for 10 businesses. Amplifier programme x 2 businesses

Attachment A

Item 8

	Level of Service	Target 2019 – 2020	Status	YTD Actuals	Commentary
	(Service Plan 2018-28)				
4.0	ChristchurchNZ leads the promotion and marketing of Christchurch and Canterbury to visitors	Christchurch Visitor Industry Situation report produced annually and available on ChristchurchNZ website	On track		Christchurch Visitor Industry Situation report has moved to being updated monthly <u>https://www.christchurchnz.com/abo</u> <u>ut-us/economic-insights</u>
4.1		At least 50 famils hosted and 10 trade events led or attended in priority markets	Requires attention	100 famils hosted 7 trade events led/ attended	62 trade famils hosted 38 media famils hosted: 12 domestic 26 international While the famils component of this LOS has been overachieved it is unlikely that we will achieve 10 Trade events led or attended by 30 June 2020 due to Covid 19 travel restrictions.
5.0	ChristchurchNZ promotes Christchurch and Canterbury as a great place	Prepare at least 30 city bids to attract business events to Christchurch	Achieved	34	Q1: 5 Q2: 11 Q3 – 18
5.1	to hold business events and conferences	At least 35% success rate for business event bid	Requires attention	19%.	Currently tracking 19%. Several decisions pending and likely to be delays in some decisions due to Covid-19.
6.0	ChristchurchNZ attracts, manages and sponsors the delivery of major events.	Portfolio of events delivered in line with the Major Events Strategy	On track	13	 Events delivered/supported: Christchurch Arts Festival Netball Constellation Cup Great Britain Lions Rugby League & Oceania Cup T20 BLACKCAPS Vs England Yo-Yo Ma Addington Christchurch Casino NZ Trotting Cup Day Riccarton NZ Cup Meeting Addington Show Day Races NZ Agricultural Show Bread & Circus Hockey Pro-League Black Caps vs India TEST NZ Track & Field Champs Cancelled in March due to COVID-19 Black Caps vs Australia T20

ChristchurchNZ Holdings Ltd Quarterly Report to March 2020

	Level of Service (Service Plan	Target 2019 – 2020	Status	YTD Actuals	Commentary
	2018-28)				
6.1		Major Events Seed Funding round delivered per annum	Achieved		Funding round closed in November with 18 applications. 13 partnership contracts under development for events between 1 July 2020 – 30 June 2022. Some contracts will be reviewed based on their ability to proceed in the COVID-19 environment. Each event is being assessed individually in relation to a postponement or cancellation.
7.0	ChristchurchNZ provides residents and visitors with information about events, activities and attractions on in Christchurch	30% increase social engagement year on year	On track		Engagement: The number of people who engaged in certain ways with our page post, for example by commenting on, liking, sharing, or clicking upon particular elements of the post. Facebook (4 pages): 1,994,563 (+63.3% YOY) Instagram (3 pages): 164,971 (+94,000% YOY) Weibo: 20654 (fewer posts due to COVID- 19) LinkedIn: 29,936 (No data for 2018) WeChat: 5,899 (*Chinese new year campaign) Twitter: 2,388 (-34.2% YOY) Total: 2,218,411
7.1		25% increase clicks to ChristchurchNZ website year on year	Requires attention		Drop in visits/sessions numbers due to COVID-19 impact on domestic and international tourism users, study, convention bureau and other sectors of website. Christchurchnz.com 1 July 2019 – 31 March 2020 Sessions: 767, 892 (-7.3% on 2018) Christchurchnz.org.nz 1 July 2019 – 31 March 2020 Sessions: 0 (this is now within the new .com site) Findchch.com 1 July 2019 – 31 March 2020 Sessions: 119,596 (-13% on 2018) A session counts an active visit by a user on the website platform. The new website was deployed in February and now incorporates all .org activity.

ChristchurchNZ Holdings Ltd Quarterly Report to March 2020

	Level of Service	Target 2019 – 2020	Status	YTD Actuals	Commentary
	(Service Plan 2018-28)				
8.0	ChristchurchNZ leads collaborative development and implementation of a city narrative.	Monitor month on month narrative toolkit traffic and activity to ensure consistently increasing engagement and usage	On track	Jul: 713 Aug: 638 Sept: 830 Oct: 760 Nov: 781 Dec: 819 Jan: 601 Feb: 692 Mar: 864	
8.1		Facilitate quarterly stakeholder engagement and business outreach initiative for nurturing city	On track	3	Narrative workshop completed on 28 th August Engaged city stakeholders for BLOOM campaign. Completed 1 narrative workshop with management level of Christchurch operators – hotels, tourism operators,
		narrative through 4 initiatives			hospo on 12 th March. Front line staff workshops cancelled due to Covid-19.
9.0	Christchurch Visitor Information	140,000 Christchurch i-SITE visitors	Requires Attention	96,249	Closure of the iSITE due to Covid 19 mean this LOS is unlikely to be achieved
9.1	Centre provides services that visitors use	9,100 Christchurch i-SITE visitor e-mail responses	Requires Attention	7,517	Due to Covid 19 and the closure of the iSITE this LOS may not achieved
9.2		i-SITE customer satisfaction level of at least 8.5 out of 10	Achieved	9.83	Overall visitor satisfaction experience measured during February 2020 - 9.83
10.	Christchurch is recognised by Antarctic programme partners as being a quality Gateway city	Deliver actions as set out in the Antarctic Gateway Strategy implementation plan	Ontrack	 Launched ' Co-ordinat Welcomes First Antar Rebrandec New Christ and Antarc 2nd Edition CAO Wellin reception I & Russian, David Kenn McMurdo China's Xu, possibly in Hosted twy, Lyttelton t Stakeholde Season Op Event Plan 	Season Opening Civic Events programme "Christchurch Antarctic Business Network" ed welcomes: US, French, Italian DV VIPs for Italian Air Force/ Italian research vessel ctic Office sector newsletter produced I to Christchurch Antarctic Office tchurchNZ Website launched –upgraded CAO ctic Gateway sections, new content n of "Off Ice" CHC City pan-sector news ngton visit – US Icebreaker Polar Star farewell hosted by Minister of Defence –visited MFAT Indian, German diplomats nedy, Head of CAO. 4 day visit to Scott Base, Station e Long 2 Lyttelton visit postponed till 2020, cludes Xue Long (1) o groups of USAP VIP DV Groups to City and ours over Jan and Feb. er meeting to discuss "Explore Antarctica" – ening Celebrations (inc Civic Reception) ning – Antarctic Season Opening and Civic -now flexing due to COVID 19.

ChristchurchNZ Holdings Ltd Quarterly Report to March 2020



Last Saved on:	29/05/2020
Author:	Laura Dawson
Approved by:	Joanna Norris
Status	Final

ChristchurchNZ Holdings Ltd Quarterly Report to March 2020

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9. Vbase Ltd - Quarter 3 2019/20 Performance Report

Reference / Te Tohutoro: 20/667017

Report of / Te Pou Matua:	Linda Gibb, Performance Advisor, linda.gibb@ccc.govt.nz
General Manager / Pouwhakarae:	Carol Bellette, General Manager, Finance and Commercial, carol.bellette@ccc.govt.nz

1. Brief Summary

- 1.1 The purpose of this report is to present Vbase Ltd's performance report for Quarter 3 1 January to 31 March 2020 which is at **Attachment A**.
- 1.2 This report has been written as a result of receiving Vbase's quarterly performance report, within two months of the end of Quarter 3 as required by section 66(3) of the Local Government Act 2002.
- 1.1 Vbase's operating deficit for the nine months ending 31 March 2020 is \$2.1 million, which compares with its SOI target deficit of \$0.679 million and the prior year deficit of \$2.75 million for the same period. These are explained as follows:
 - smaller events being held than expected with consequential reductions in ticketing and catering revenue, partly due to the number of venues that are now operating in Christchurch; and
 - the initial impacts of the Covid-19 lockdown (there have been no events at Vbase venues since 16 March) leading to the loss of venue rental, ticketing revenue and the associated revenue streams from hosting and catering events.
 - Against last year's result for the same period, the EBITDA deficit is \$0.6 million lower. This is largely the difference in the Council's grant of \$1.6 million (\$2.4 million YTD compared with \$0.75 million in 2019) offset by increased operating costs for the Town Hall of \$1 million.
- 1.2 Vbase is forecasting an EBITDA loss of \$2.99 million compared with its 2019/20 SOI budget of \$0.95 million. The forecast loss includes the Council's full year grant of \$3.25 million at 30 June 2020 and the Government's Covid-19 wage subsidy of \$2.16 million. Vbase expects to fund this loss from cash on its balance sheet.
- 1.3 Vbase has been restructuring its business to right-size it to meet the challenges it faces and deliver the social and economic benefits to Christchurch in accordance with its SOI.
- 1.4 Financial forecasts will be finalised for inclusion in the SOI which is expected to be delivered to shareholders by 30 June 2020.
- 1.5 Staff will report to the Council in July, or to the Finance and Performance Committee at its August meeting on the final SOIs for all Council-controlled organisations including Vbase.

2. Officer Recommendations / Ngā Tūtohu

That the Council:

1. Receives the information in the Vbase Ltd performance reports for Quarter 3, 2019/20.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A <u>1</u>	Vbase Ltd - Quarter 3 2019/20 Performance Report	41

In addition to the attached documents, the following background information is available:

Document Name	Location / File Link
Not applicable	

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

Author	Linda Gibb - Performance Monitoring Advisor
Approved By	Len Van Hout - Manager External Reporting & Governance
	Diane Brandish - Head of Financial Management
	Carol Bellette - General Manager Finance and Commercial (CFO)



vbase

То:	Finance and Performance Committee
From:	Vbase Board of Directors
Date:	12 May 2020
Subject:	Vbase performance report for the 9 months to 31 March 2020

Covid-19

From early March, there were increasing inquiries from clients seeking to make cancellations or postponements to events as a result of the increasing spread of the Covid-19 virus.

The number of event cancellations and postponements increased rapidly over the course of the month with the last event held at a Vbase venue on 16 March. The Government's announcement on 21 March of the move to Covid-19 Alert Level 3 on 23 March meant all Vbase venues were required to close with immediate effect.

The Alert Level 3 and 4 restrictions resulted in Vbase losing 100% of revenue from the date they came into effect. Events held at Vbase venues generally attract large numbers of attendees so the imminent reduction to Alert Level 2 will not allow the reopening of the venues and hosting of events given public gathering and social distancing restrictions.

Vbase has taken up the Government Employer Wage Subsidy and is paying all staff at least 80% of their average annual wage for a 12-week period until 19 June. This has provided time and space to consider the impact and implications of Covid-19 on the business and to assess the likely business recovery outlook. While there is considerable uncertainty it is expected the recessionary economic outlook, boarder controls and social distancing measures will result in a long, slow recovery to pre Covid-19 levels of business activity over the next 18 months.

Given the severe and extended impact on revenues the Company needs to be right sized. A change proposal will be released to staff for consultation on 13 May and, subject to the outcome of consultation, will take effect from 22 June.

The Company is in the process of reforecasting FY20 year end and the FY21 budget to take account of the impact of Covid-19.

Performance for the 9 months to 31 March 2020

	31 Mar 2020 Actual \$000	31 Mar 2020 Target \$000	31 Mar 2020 Variance \$000	30 June 2020 Target \$000
	\$000	\$000	\$000	\$000
Direct operating income	9,654	13,524	(3,870)	17,587
Grant revenue received from Council	2,437	2,437	-	3,250
Direct operating expenses	12,359	14,704	2,345	14,182
Net operating overheads and				
fixed costs	1,866	1,936	70	7,614
EBITDA	(2,134)	(679)	(1,455)	(959)
Net interest, depreciation and non-operating expenses Taxation	(7,834)	(4,641)	(3,193)	(7,457) 16,612
	-	-	-	
Net profit / (deficit) after tax	(9,968)	(5,320)	(4,648)	(13,440)



High level commentary on the performance for the 9 months to 31 March 2020

High level major variance descriptions	Variance \$m
 Income: Venue rental and ticketing revenue is below budget by \$1.0 million due mainly to a decline in Arena ticketed events as a result of a decline in the Australasian ticketed event market. The budget also included naming rights revenue for the Arena which are yet to be secured. Catering revenue is \$2.4 million below budget and down across all venues over the period. Contributing factors are the downturn in major ticketed events as above, declining attendances at Super Rugby games, lower guest spend at international Black Caps matches and cancellation of the T20 international against Australia on 29 March due to the Government Covid19 response restrictions. While the number of events held at the Town Hall has exceeded budget, the number of people attending the events has been below budgeted attendance levels and has therefore resulted in reduced catering revenues. 	(3.4)
Operating expenses: Catering expenses are \$2.0 million below budget as a direct result of the lower than budget catering	2.0
revenue. Net interest, depreciation and non-operating expenses Depreciation expense is \$2.9 million higher than budget due to the Town Hall depreciable value being confirmed post budget preparation.	(2.9)
Total variance	(4.3)



vbase

Operational Performance Targets

Note further progress against these targets for the remainder of FY20 will be materially constrained by the impact of Covid-19 and the 100% loss of events for at least the remainder of this financial year.

	Performance Measure			
Objective and Strategy	2019/2020	PROGRESS AS AT 31 March 2020		
1. Health and Safety - Vbase wil	l be a safe place to work and visit			
Provide leadership, policies and practices to clients, contractors and sub-contractors	100% completion of H&S inductions for contractors working at Vbase venues	Have provided H&S inductions for 100% of contractors working at Orangetheory Stadium but unable to verify 100% compliance at other remaining Vbase Venues during the period. Target not yet met.		
	100% correction of identified sub- standard practices or conditions	Have not corrected 100% of identified substandard practices during the period. Tracking behind target.		
Continue to improve health and safety processes	Annual health and safety audit completed	Audit unlikely before 30 June as Company in the process of reviewing H&S policies, systems and processes. Target will not be met.		
Minimise the total recordable injury frequency rate (TRIFR) for employees - based on 20,000 hrs worked	Annual employee TRIFR less than 11	An average of 8.9 incidents or near misses per 20,000 hours worked as at 31 March. On target.		
2. Venue Utilisation				
High utilisation of the Arena	At least 70 event days are delivered at Horncastle Arena	58 events days have been delivered. The Company was tracking above target up until the lockdown restrictions were imposed in March. No, or very limited, events are expected until October 2020. Target will not be met.		
Attract events at the temporary stadium outside of the standard Super 15 and provincial rugby fixtures	At least 1 major event is delivered at the temporary stadium	The stadium hosted an international rugby league match in November 2019. Target achieved.		
High utilisation of Air Force Museum	At least 63 events are delivered at Air Force Museum	54 events have been delivered. The Company was tracking above target up until the lockdown restrictions were imposed in March. No, or very limited, events are expected until October 2020. Target will not be met.		
High utilisation of Hagley Oval Pavilion within the constraints of use	At least 50 event days are delivered at Hagley Oval Pavilion	26 events days have been delivered. The Company was tracking below target up until the lockdown restrictions were imposed in March. No, or very limited, events are expected until October 2020. Target will not be met.		
High utilisation of the Christchurch Town Hall for Performing Arts	At least 117 events are delivered at the Town Hall	168 events have been delivered. There has been exceptional demand for the venue up until the date lockdown restrictions were imposed in March. No, or very limited, events are expected until October 2020. Target met		

vbase

Objective and Strategy Performance Measure 2019/2020 PROGRESS AS AT 31 March 2020 3. Deliver Outstanding Service Delivery 41 surveys completed up to 31 March. The closure of all venues for the foreseeable fult will mean the annual target will not be met. Tracking behind target. Event Owner (Client) satisfaction Achieve greater than 85% satisfaction during the year 94% satisfaction level achieved. Tracking ahead of target. Event Customer (Guest) satisfaction Minimum 1,000 guests surveyed throughout the year 2881 surveys completed as 31 March. Target met. Achieve greater than 85% satisfaction during the year Achieve greater than 85% satisfaction during the year Average satisfaction rating of 95.9 %. Tracking ahead of target. 4. Community Benefit Total venue discounts equal \$100,000 \$117,586 in discounts provided to 31 March Tracking ahead of target. Secure events that bring visitors to community and charitable organisations To measure key events throughout the year have contributed to a positive economics' tool While many Vbase events held throughout the year have contributed to a positive economics' tool
2019/2020PROGRESS AS AT 31 March 20203. Deliver Outstanding Service DeliveryEvent Owner (Client) satisfactionMinimum 50 surveys completed during the year41 surveys completed up to 31 March. The closure of all venues for the foreseeable fut will mean the annual target will not be met. Tracking behind target.Event Owner (Client) satisfactionAchieve greater than 85% satisfaction during the year94% satisfaction level achieved. Tracking ahead of target.Event Customer (Guest) satisfactionMinimum 1,000 guests surveyed throughout the year2881 surveys completed as 31 March. Target met.Achieve greater than 85% satisfaction during the yearAchieve greater than 85% satisfaction throughout the year2881 surveys completed as 31 March. Target met.Event Customer (Guest) satisfactionAchieve greater than 85% satisfaction during the yearAverage satisfaction rating of 95.9 %. Tracking ahead of target.4. Community BenefitTotal venue discounts equal \$100,000 community and charitable organisations\$117,586 in discounts provided to 31 March Tracking ahead of target.Secure events that bring visitors toTo measure key events throughout the While many Vbase events held throughout the
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community and charitable organisations Tracking ahead of target. Secure events that bring visitors to To measure key events throughout the
economic impact utilisation in order to prepare a baseline impact for Christchurch, the value of the impact for future economic benefit estimates for future economic benefit estimates to be the economics' tool. Target will not be met.
Secure events that will encourage high usage of the venuesVisitors to venues exceed 550,000362,940 visitors as at 31 March. No visitors recorded since the lockdown was imposed i mid-March and no further events expected
5. Environmental Considerations
Ensure recycling of waste is undertaken at eventsRecycling undertaken at 97% of eventsRecycling was undertaken at 100% of eventsOn target.
Minimise the amount of general waste at the Arena28% of waste by weight is recycled36% of waste by weight was recycled to 31 March. Tracking ahead of target.
6. Facility Operation
Ensure an asset management plan (AMP) is in place for all venuesAMP completed and in use for the Arena. To Hall AMP work in progress due for completie by 30 June. On Target.
Ensure assets are maintained at a suitable level for general use at all venues. The AMP is reviewed and updated annually, and asset maintenance is compliant with the AMP timetable On Target.
Ensure funding is in place to implement AMP.Funding is in place to implement AMPFunding is in place for the SOI period. On Target.
Ensure debt repayment program is in place. Ensure debt repayment program is in place and reviewed annually Debt repayments are currently planned outs the current SOI period. On Target.

10. Christchurch City Holdings Ltd - Quarter 3 Performance Report

Reference / Te Tohutoro: 20/334300

Report of / Te Pou Matua:	Linda Gibb, Performance Advisor, linda.gibb@ccc.govt.nz
General Manager / Pouwhakarae:	Carol Bellette, General Manager, Finance and Commercial, carol.bellette@ccc.govt.nz

1. Brief Summary

- 1.1 The purpose of this report is to present Christchurch City Holdings Ltd (CCHL) performance Red-Orange-Green (RAG) report for Quarter 3 – 1 January to 31 March 2020. The report provides each of the group's subsidiaries' assessment of how it is tracking against its Statement of Intent performance targets, and is at **Attachment A**.
- 1.2 Understandably much of the tracking is indicating profitability targets will not be met by year end due to Covid-19. The RAG report does not indicate orders of magnitude in which targets are met or not met. This information is commercially sensitive and is therefore included in the supplementary information report that is on the public excluded agenda of today's meeting.
- 1.3 Also attached is CCHL's Quarter 2 RAG report which was displaced from Council meetings over the Covid-19 lockdown period (refer Attachment B). There is no RAG report from Christchurch International Airport Ltd for this period. Instead it submitted its formal interim report for the half year ending 31 December 2019 which provides an assessment of actual financial performance against its SOI budget. That report is at Attachment C.
- 1.4 This report has been written as a result of receiving CCHL's Quarter 3 performance RAG report within two months of the end of the quarter as required by section 66(3) of the Local Government Act 2002.

2. Officer Recommendations / Ngā Tūtohu

That the Council:

- 1. Notes Christchurch City Holdings Ltd's Quarter 3 2019/20 performance report; and
- 2. Notes Christchurch City Holdings Ltd's Quarter 2 2019/20 performance report and Christchurch International Airport Ltd's Interim Report for the half year ending 31 December 2019.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A <u>J</u>	Christchurch City Holdings Ltd - Dashboard Report for Quarter 3, 2019/20	47
В <u>↓</u>	Christchurch City Holdings Ltd - Dashboard Report for Quarter 2, 2019/20	72
С 🚺	Christchurch International Airport Ltd - Interim report to 31 December 2019	91

In addition to the attached documents, the following background information is available:

Document Name	Location / File Link
Not applicable	

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

Author	Linda Gibb - Performance Monitoring Advisor			
Approved By	ved By Len Van Hout - Manager External Reporting & Governance			
	Diane Brandish - Head of Financial Management			
	Carol Bellette - General Manager Finance and Commercial (CFO)			

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Christchurch City Holdings Limited

Date:	21 May 2020
То:	Dawn Baxendale, Chief Executive, Christchurch City Counci
From:	Leah Scales, CFO, Christchurch City Holdings
Subject:	CCHL Statement of Intent Progress reports – Q3

Purpose

This report includes the following public reports:

Statement of Intent(Sol) progress dashboard reports for period ended 31 March 2020.

Background

Section 64 of the Local Government Act 2002 requires all Council-Controlled Organisations (CCOs) to include a range of measures in their annual SOI, against which their performance may be judged.

Under the LGA Amendment Act 2019, all quarterly SOI Performance Reports delivered to CCHL by its subsidiary CCOs must also be delivered to CCC as the ultimate local authority owner [LGA s.66(1)(b)], and published on the CCC public website [LGA s.66(5)].

Orion and Lyttelton Port Company Ltd (LPC) are not defined as "CCOs" under the Local Government Act(section 6(4)), and are therefore exempt to the changes in the Act, however we have requested they continue to provide the same dashboard style report as our other subsidiaries.

This report contains a series of dashboard reports showing progress against Sol targets for each CCTO. These KPIs reflect measures that are included in the Sol's for each company for the current year to 30 June 2020 (31 March 2020 for Orion). In relation to any targets that are tracking below target or likely not to make year end target, a brief explanation is included.

This report is based primarily on the results for the period ended 31 March 2020 (Q3 for all subsidiaries except Orion New Zealand Ltd (Orion), which has a March balance date so reflects results for Q4).

Recommendations

That the following reports be received:

• Statement of Intent progress dashboard reports for period ended 31 March 2020.

Leah Scales Chief Financial Officer

Christchurch City Holdings Limited

Quarter ended: 31 March 2020

The current SOI can be found online at https://www.cchl.co.nz

Tracking on target	
Outcome uncertain / at risk	
Will not be achieved	
Annual Target – only assessable at year end	

Financial (Group)

SOI Measure	Target	Tracking	Comment on non-performance
Net Profit After Tax	\$92.0m		NPAT will not be achieved, due to the
			impact of COVID-19 on Group
			revenues.
Return on Average Equity	4.9%		Returns affected by COVID-19.
Equity / Total Assets	42.0%		
Net Debt / [Net Debt + Equity]	52.0%		Group Net Debt is expected to rise due
			to COVID-19 impact, but will be more
			significant in FY21
Interest Cover (EBIT / Interest)	2.8 times		This ratio will not be achieved,
			primarily because of the expected
			reduction in Group EBIT (earnings
			before Interest & Taxation).
Dividends - Ordinary	\$45.1m		\$22m interim dividend paid in Dec
			19.The impact of COVID-19 on the final
			dividend (scheduled for June 2020) is
			still being assessed.
Dividends - Special	\$3.2m		The impact of COVID-19 means this
			special dividend will not be paid.

Governance, Monitoring & Reporting

SOI Measure	Target	Tracking	Comment on non-performance
SOI for FY-21 will be	Yes		Target Achieved, although this draft
submitted to CCC by 01-Mar-			will require substantial amendment to
20			reflect COVID-19 impacts.
Issue LoE to and engage with	Yes		Target Achieved, although significant
subsidiaries prior to the FY-21			abnormal engagement is on-going in
SOI round			response to the COVID-19 crisis.
Review subsidiary	Yes		Ongoing. COVID-19 will have a
performance per LGA			significant impact on a number of
obligations			subsidiaries.

Major matters of urgency are	Yes	As required. CCHL has been working
reported to CCC at the earliest		closely with Council staff, Executive,
opportunity		and elected members to ensure a
		"joined up" assessment and response
		to COVID-19 across the wider Council
		group.
Provide a quarterly report of	Yes	Q1, Q2, and Q3 reports delivered.
progress against SOI		
Comply with NZX continuous	Yes	Continually monitored and reviewed,
disclosure requirements at all		including the temporary changes
times		implemented by NZX in response to
		COVID-19 market disruptions.
Review governance	Yes	Policies review completed in August
procedures & policies to		2019.
reflect best practice		
Conduct a Board effectiveness	Yes	Completed in FY-2019; next due May
review		2021.
Follow a rigorous &	Yes	On-going.
documented process to		
appoint subsidiary Directors		
Actively monitor Board	Yes	On-going.
diversity across the CCHL		
Group		
Receive quarterly reports of	Yes	Routine reports have been received as
performance vs. SOI from all		scheduled. CCHL is working closely
subsidiaries		with subsidiary management and
		Boards to understand the impact of
		COVID-19 on each subsidiary and the
		overall implications for the CCHL group
Meet regularly with subsidiary	Yes	Routine CEO/CFO meetings are
management, to review		conducted quarterly. Significantly
performance & strategic focus		increased continuous engagement is
areas		occurring at management, executive,
		and Board level in response to the
		COVID-19 crisis.

Strategic, Financial & Sustainability

SOI Measure	Target	Tracking	Comment on non-performance
Monitor capital structure of all	Yes		On-going.
entities, to ensure sufficient			
but not excessive financial			
flexibility			
Implement an Intra-Group	Yes		Target Achieved.
Funding programme to			
support growth & reduce			
Group funding costs			
Actively engage with	Yes		Letter of expectations sent to all
subsidiaries to ensure			subsidiaries in December 2019
strategic alignment with CCC			outlining strategic expectations of the
expectations			shareholder. Continuous engagement

		is occurring in response to the COVID- 19 crisis.
Work with subsidiaries to include relevant environmental, social, and innovation targets in SOIs	Yes	On-going.
Work with subsidiaries to create an integrated reporting framework over the next three years	Yes	CCHL Management meet with subsidiaries to explore collaboration options relating to environmental, social and innovation projects.
Annually review major CCTO performance vs. external benchmarks, risk, and community benefits	Yes	Completed in March 2020
Review treasury management policies annually	Yes	Completed in April 2020.

Christchurch International Airport Limited

Quarter ended: 31 March 2020

The current SOI can be found online at https://www.cchl.co.nz

Tracking on target	
Outcome uncertain / at risk	
Will not be achieved	
Annual Target – only assessable at year end	

Financial

SOI Measure	Target	Tracking	Comment on non-performance
Total Revenue	\$193.3m		Lockdown and virus will materially
			impact revenues in Q4.
EBITDAF (Earnings Before	\$127.1m		
Interest, Tax, Depreciation,			
Amortisation, and Fair value			
movements)			
NPAT (Net Profit After Tax)	\$53.7m		
EBITDAF / Revenue	65.7%		
Return on Invested Capital	6.7%		
Equity / Total Assets	60.8%		
Debt / (Debt + Equity)	32.3%		
EBITDAF interest cover	5.0 times		
Free Funds Interest cover	4.3 times		
Free Funds / Debt	16.5%		
Dividends	\$41.4m		

Passenger Volumes

SOI Measure	Target	Tracking	Comment on non-performance
Domestic	5,038,593		Note comments above re COVID-19.
International	1,836,859		
Total	6,875,452		

Carbon

SOI Measure	Target	Tracking	Comment on non-performance
Reduction in carbon emissions	20%		Currently 14.5% reduction from
vs. FY-16 benchmark			baseline year.
ACI ACA Level 3 certified	Yes		
Proportion of CIAL road	80%		
vehicle fleet that is EV or			
hybrid			

Waste

SOI Measure	Target	Tracking	Comment on non-performance
Work with airlines to achieve	Yes		
greater recycling of waste off			
aircraft			
Implement food court waste	Yes		Planned to progress in mid-2020.
upgrades			
Complete feasibility analysis	Yes		Feasibility undertaken - determined to
for onsite processing of			be viable from waste perspective but
organic waste			unviable economically.

Energy

SOI Measure	Target	Tracking	Comment on non-performance
Domestic jet ground power	Yes		
stands commissioned			
Passenger terminal energy	10%		
consumption reduced from			
FY-18 levels			
Scope 1 emissions reduction	90%		Emissions expected to decrease by 90%
vs. FY-15 baseline			from baseline with decommissioning of
			diesel boilers.
ITB energy centre	Yes		Currently being commissioned and
commissioned & operational			tuned.

Water

SOI Measure	Target	Tracking	Comment on non-performance
Accurate water metering	Yes		
devices installed re. passenger			
terminal use			
On-going compliance with NZ	Yes		Compliance maintained. Final water
Drinking Water Standards			treatment plant being completed.
(regular monitoring)			
Continue Environmental	Yes		
Compliance & Monitoring			
Programme			

Noise

SOI Measure	Target	Tracking	Comment on non-performance
Continued commitment to an	Yes		
Airport Noise Liaison			
Committee with local			
community			
Successful implementation of	Yes		
world-leading engine testing			
noise management software			

Council	
25 June 2020	

Number of noise complaints per 10,000 aircraft movements (pa)	<=10	
Successful delivery of updated noise compliance contours to Ecan	Yes	Unsure of revised timing.
Successful implementation of the CIAL Noise Management Plan	Yes	
Offers of acoustic mitigation to noise-impacted properties currently eligible	Yes	

Land

SOI Measure	Target	Tracking	Comment on non-performance
On-going commitment to the	Yes		
Avanex grass programme (to			
cover entire airfield)			
Completion of the Canada	Yes		
Goose Tracking Masters			
programme			
Development of estate-wide	Yes		
sustainable development			
guidelines (for property			
portfolio)			

Health & Safety

SOI Measure	Target	Tracking	Comment on non-performance
Improved result in annual	Yes		Survey completed in Q2 - improvement
culture & engagement survey			of 6% to 86%.
CIAL people & aviation safety	Yes		
assurance programme			
delivered			
Incorporate Safety-II principles	Yes		
into Assurance Programme			
Bi-annual review of SMS &	Yes		Bi-annual.
HSMS to identify & action			
continuous improvement			
opportunities			
Develop operational delivery	Yes		
framework based on high			
performance high			
engagement principles			
Continued activation of Whare	Yes		
Tapa Wha wellness strategy			
Mental Health & Resilience	Yes		
Programme implemented			

Community

SOI Measure	Target	Tracking	Comment on non-performance
Continued support for events	Yes		To be reviewed post-COVID.
for city benefit (ie. Visitors,			
reputation, residents)			
Support community initiatives	Yes		To be reviewed post-COVID.
& organisations through the			
CIAL Community Fund, etc.			
Open stakeholder	Yes		
engagement &			
communication via Exec			
attendance at events,			
speeches, etc.			
Actively involve staff in	Yes		
Corporate Social			
Responsibility initiatives (to			
enhance engagement)			

People

SOI Measure	Target	Tracking	Comment on non-performance
Improvements in annual	Yes		Survey completed in Q2 - improvement
Culture & Engagement survey			of 6% to 86%.
People Strategy Activation	Yes		
Projects delivered			
Activate Wawata Iwi fair	Yes		
employer charter (incl. new			
measures in annual staff			
survey)			

Orion New Zealand Limited

Quarter ended: **31 March 2020** (financial year-end for Orion – figures are draft unaudited)

The current SOI can be found online at https://www.cchl.co.nz

Tracking on target	
Outcome uncertain / at risk	
Will not be achieved	
Annual Target – only assessable at year end	

Financial

SOI Measure	Target	Tracking	Comment on non-performance
Network delivery revenue	\$244.0m		
NPAT (Net Profit After Tax)	\$42.0m		
Dividends	\$47.0m		
NPAT / equity	6.3%		
Debt / (debt plus equity)	33.0%		
Equity / total assets	55.0%		

Network Reliability

SOI Measure	Target	Tracking	Comment on non-performance
SAIDI * region A	22.0		
SAIDI * region B	357.0		
SAIDI * Total network	73.0		
SAIFI * region A	0.6		
SAIFI * region A	2.6		
SAIFI * Total network	0.9		

* SAIDI = minutes of interruption per customer per year

* SAIFI = number of outages per customer per year

Network Development

SOI Measure	Target	Tracking	Comment on non-performance
Work with CCC and others to	Yes		
support the CBD rebuild			
Complete the Highfield zone	Yes		Completed.
substation upgrade			
Upgrade the Dunsandel zone	Yes		Completed.
substation to 'n minus 1'			
redundancy			

Build a new Belfast zone substation and 66kV sub- transmission cable link	By Mar-21	Re-scheduled to FY-22 in line with customer requirements.
Install at least 100 low-voltage monitoring devices around the network	Yes	96 installed prior to COVID-19 restrictions.

Sustainability

SOI Measure	Target	Tracking	Comment on non-performance
Cost options to reduce / offset	Yes		FY-18 audited and CEMARS certified;
carbon footprint; choose an			FY-19 & FY-20 measurement is
initial strategy			scheduled for June 2020.
Measure distribution network	Yes		We have undertaken a lifecycle
resource consumption			assessment of many of our business
footprint			assets, and we expect a report on our
			poles in early FY-21.
Comply with environmental	Yes		
legislation			
Keep SF ₆ gas losses to below	0.8%		Our draft result is 0.86% for the year,
0.8% pa			due largely to increased work on
			equipment containing SF ₆ . We have
			engaged a contractor to assist us to
			manage and record our SF_6 stock. Our
			result is lower than the Ministry for the
			Environment limit of 1% under the NZ
			Emissions Trading Scheme.
Support initiatives which are	Yes		We continue our strong support for
good for community			Community Energy Action, which is
sustainability			particularly important given the COVID-
			19 impact on our community.
Encourage adoption of EVs in	Yes		EECA funding received for additional
the region			public chargers; EV trial underway.

Health & Safety

SOI Measure	Target	Tracking	Comment on non-performance
No serious safety event	Yes		Two non-injury events and one minor
involving employees or			injury event. Investigations completed
contractors			and corrective actions undertaken.
			Worksafe has not investigated the
			events further.
No serious safety event	Yes		Two non-injury events. Investigations
involving members of the			complete and corrective actions
public (excludes car vs. pole)			undertaken. Worksafe has not
			investigated the events further.
Promote local public safety &	Yes		
awareness programme			

Review and improve how	Yes	
critical health and safety risks		
are managed		

Community & Employment

SOI Measure	Target	Tracking	Comment on non-performance
Ensure sustainable asset	Yes		
management competence via			
Orion's engineering			
development programme			
Ensure sustainable industry	Yes		
competence via Connetics'			
apprentice and training			
schemes			
Establish a formal work	30-Nov-19		Took on four students during the
experience programme for			summer holiday period. Developing a
secondary/tertiary students			formal graduate programme as well.
Support employee wellbeing	Yes		

Lyttelton Port Company Limited

Quarter ended: 31 March 2020

The current SOI can be found online at https://www.cchl.co.nz

Tracking on target	
Outcome uncertain / at risk	
Will not be achieved	
Annual Target – only assessable at year end	

Financial

SOI Measure	Target	Tracking	Comment on non-performance
Revenue	\$133.0m		This will not be achieved, primarily as a
			result of COVID-19 impacts.
NPAT (Net Profit After Tax)	\$11.0m		This will not be achieved, primarily as a
			result of COVID-19 impacts.
Equity / Total Assets	70%		Ratio will be impacted by COVID-19,
			but no year-end covenant issues are
			anticipated.
Interest Cover Ratio (ICR)	6.0 times		Ratio will be impacted by COVID-19,
			but no year-end covenant issues are
			anticipated.
Debt	\$193.0m		Debt will be lower than this at year-
			end.
Dividends	\$7.0m		A decision on dividends will be made as
			part of the year-end process.

Operational

SOI Measure	Target	Tracking	Comment on non-performance
Gross Crane Rate (from MoT)	27.0		This will not be achieved, due to
			COVID-19 impacts.
Ship Rate (from MoT)	65.0		This will not be achieved, due to
			COVID-19 impacts.
Coal Load-out Rate (tonnes	25,000		We are very slightly behind the KPI for
per day)			the year-to-date, but expect it to be
			back on track at year-end.

Health & Safety

SOI Measure	Target	Tracking	Comment on non-performance
Critical Risk: performing	100%		LPC has identified its five critical H&S
monitoring activities			risks. A plan to monitor those risk
			controls is being rolled out. This was
			due to be fully in place by 30 June

		2020, but we are now concerned that the impact of COVID-19 makes this achievement date uncertain.
Significant Incident Frequency Rate (per 200,000 hours)	6.4	

Environmental

SOI Measure	Target	Tracking	Comment on non-performance
Proportion of Straddle Fleet	65.0%		
that is EV or hybrid			
Ratio of rail containers	11.7%		
through gate			
Proportion of RC compliance	100%		
monitoring events achieving			
full compliance			
EV car chargers available to	2		
public			

Enable Services Limited

Quarter ended: 31 March 2020

The current SOI can be found online at https://www.cchl.co.nz

Tracking on target	
Outcome uncertain / at risk	
Will not be achieved	
Annual Target – only assessable at year end	

Financial

SOI Measure	Target	Tracking	Comment on non-performance
Revenue	\$68.9m		New customer growth continues to
			track slightly below plan. COVID-19 will
			exacerbate this.
EBITDA (Earnings Before	\$51.5m		Expected to be achieved through good
Interest, Tax, Depreciation &			cost management, despite slightly
Amortisation)			lower revenue.
NPAT (Net Profit After Tax)	\$13.3m		Expected below plan, due to tax losses
			recognised earlier (in FY19) and COVID-
			19.
Total Assets	\$578.4m		New customer growth (and related
			capex) is tracking slightly below plan.
Debt	\$298.9m		
Equity	\$78.2m		
RPS (related to Crown funding,	\$158.4m		
expiring May-21)			
Equity / Total Assets	40.9%		
Dividends	Nil		

Operational

SOI Measure	Target	Tracking	Comment on non-performance
Number of connections	123,838		New customer growth continues to
			track below plan.
Connection SLA achievement	95%		
Total Network Availability	99.977%		

Environment

SOI Measure	Target	Tracking	Comment on non-performance
Specific environmental	31-Dec-19		
objectives & targets set for FY-			
20 & 21			

Initiatives under way to	30-Jun-20			
deliver the above targets				
denver the above targets				

Health & Safety

SOI Measure	Target	Tracking	Comment on non-performance
TRIFR (recordable incident	3		Performance improvement plans are in
rate) (maximum)			place with contractors.
Significant Harm injuries	Nil		A serious harm injury was recorded by
incurred			a contractor in December 2019.
			WorkSafe reviewed, with no action
			taken.
Site observations (minimum)	3,600		

City Care Limited

Quarter ended: 31 March 2020

The current SOI can be found online at https://www.cchl.co.nz

Tracking on target	
Outcome uncertain / at risk	
Will not be achieved	
Annual Target – only assessable at year end	

Financial

SOI Measure	Target	Tracking	Comment on non-performance
Revenue	\$299.830m		Revenue is tracking slightly behind
			budget due to COVID-19 lockdown in
			April.
NPAT (Net Profit After Tax)	\$2.859m		NPAT will be affected by COVID-19.
			Total impact will not be known until
			lifting of Levels 3 & 4.
Return on Equity	5.0%		
Equity / Total Assets	50.4%		
Dividends	\$0.715m		Final dividend will depend on the
			impact of COVID-19, to be assessed by
			financial year-end.

Operational

SOI Measure	Target	Tracking	Comment on non-performance
Positive year-on-year "Net	Yes		Measured & achieved.
Promoter Score" (minimum 5			
key customers)			
Proportion of females in	16%		
workforce (minimum)			
Run an employee survey re.	Yes		
attitudes to Diversity in the			
workforce			
Maintain ISO-accredited	Yes		Measured & achieved.
systems			

Sustainability & Innovation

SOI Mea	sure	Target	Tracking	Comment on non-performance
Proportion of new	v passenger	20%		Receipt of stock of hybrid vehicles
vehicles to be EV	of hybrid			delayed due to COVID-19, although
				year-end target still expected to be
				met.

Greenhouse gas emissions reduced (normalised against annual turnover)	2%	
New productivity ideas	3	
developed & implemented		
(min)		

Health & Safety

SOI Measure	Target	Tracking	Comment on non-performance
Number of incidents requiring Notification to Worksafe	20		
(maximum)			
Number of Worksafe	2		
investigations (maximum)			
Maintain NZS4801 H&S	Yes		Target achieved
Management accreditation			

Community

SOI Measure	Target	Tracking	Comment on non-performance
Community Guardian	1		
reference site established			
Collaboration with Social	1		
Enterprises (minimum)			
Co-ordinate safe delivery of	10,000		
volunteer hours (minimum)			

Арех

SOI Measure	Target	Tracking	Comment on non-performance
Positive Net Promoter Score	Yes		Measured & achieved.
New products or technologies	2		
identified to bring to market			

Red Bus Limited

Quarter ended: 31 March 2020

The current SOI can be found online at https://www.cchl.co.nz

Tracking on target	
Outcome uncertain / at risk	
Will not be achieved	
Annual Target – only assessable at year end	

Financial

SOI Measure	Target	Tracking	Comment on non-performance
Revenue	\$21.200m		Red Travel business closed
			permanently from the end of March
			following COVID-19.
NPAT (Net Profit After Tax)	\$0.003m		ECan urban and school tender outcome
			will result in further fleet impairment,
			which when combined with COVID-19
			will substantially impact year-end
			NPAT.
EBITDA (Earnings Before	\$2.500m		Together with above, year-end result
Interest, Tax, Depreciation &			will include provisions recognising
Amortisation)			downside of business.
Return on Equity	0.0%		
Return on Assets	0.0%		
Dividends	Nil		
Equity / Total Assets	39.9%		Fleet asset impairment adopted in
			2019 financial statement reduced the
			opening balance equity.
Debt / Equity	20%		
Interest Cover	2.0 times		

Community

SOI Measure	Target	Tracking	Comment on non-performance
Improve "Mystery Shopper"	5%		No Ecan survey results since July 2019,
survey result			due to a change in their survey
			systems. This will not be resurrected
			by ECan this financial year.
Create a mechanism to seek	Yes		Signage on buses inviting feedback on
direct feedback from			performance – regular review of
passengers			compliments / complaints.
Increase % of seats filled	20%		Since the 26 March lockdown,
			passenger volumes have fallen 95% on
			urban services and 100%on school

	services. Will not recover in this
	financial year.

Environment

SOI Measure	Target	Tracking	Comment on non-performance
Implement Sustainability	Yes		In development.
Framework			
Obtain Enviro-Mark	Yes		Achieved in March 2020.
certification			
Implement Electric bus service	Yes		
Maintain >88% peak vehicle	88%		
utilisation			
Promote use of public	Yes		
transport			

People

SOI Measure	Target	Tracking	Comment on non-performance
Zero Notifiable Events	Zero		
Develop a "Recruit & Retain"	Yes		
programme			

Eco Central Limited

Quarter ended: 31 March 2020

The current SOI can be found online at https://www.cchl.co.nz

Tracking on target	
Outcome uncertain / at risk	
Will not be achieved	
Annual Target – only assessable at year end	

Financial

SOI Measure	Target	Tracking	Comment on non-performance
Revenue	\$36.226m		COVID shutdown. General refuse
			tonnes down at EcoDrop. Commodity
			prices down at EcoSort.
NPAT (Net Profit After Tax)	\$0.287m		Driven by COVID shutdown, earlier loss
			of revenue, and significant investment
			into feasibility study & public
			education.
Total Assets	\$14.408m		Some Capex has been placed on hold
			due to the financial impact of the
			COVID shutdown.
Equity	\$9.464m		Actual Opening Equity at 01/07/19 less
			than Forecast Equity. Budgeted NPBT
			won't be achieved.
Debt	Nil		No term debt borrowed.
Return on Equity	3.0%		Driven by COVID shutdown, earlier loss
			of revenue, and significant investment
			into feasibility study & public
			education.
Dividends	\$0.250m		Company unable to pay dividend due
			to financial performance and
			investment into feasibility study.
Equity / Total Assets	65.7%		Total assets and total equity both
			down.

Operational

SOI Measure	Target	Tracking	Comment on non-performance
EcoDrop Investigate at least	Yes		Feasibility study currently underway.
2 new initiatives for Waste			
Minimisation			
EcoSort - MRF plant efficiency	75%		Tracking well ahead of target.

EcoSort - Proportion of waste	12%	Tracking close to SOI target. Increased
·		contamination since COVID is making it
		more difficult to hit target.
EcoShop - number of	142,000	Tracking behind SOI target prior to
customer sales (pa)		COVID shutdown. Shop closed during
		Level 4.
EcoShop - tonnes diverted	8,000	Currently tracking ahead of target, but
from landfill (pa)		may be missed by year-end due to
		COVID impact.

Health & Safety

SOI Measure	Target	Tracking	Comment on non-performance
TRIFR (recordable incidents	20.0		Year to date actual sitting comfortably
per 200,000 hours worked)			below target.
Maintain AS/NZS 4801	Yes		Transitional progress currently on
accreditation & plan transition			track.
to ISO45001			

Sustainability

SOI Measure	Target	Tracking	Comment on non-performance
Reduce energy consumption	Yes		
of plant & machinery			
(kWh/tonne)			
Complete development of	Yes		
sustainability plan			

Development Christchurch Limited

Quarter ended: 31 March 2020

The current SOI can be found online at https://www.cchl.co.nz

Tracking on target	
Outcome uncertain / at risk	
Will not be achieved	
Annual Target – only assessable at year end	

Financial

SOI Measure	Target	Tracking	Comment on non-performance
NPAT (Net Profit After Tax)	(\$0.473m)		Cost pressure is increasing as DCL
			progresses through its work
			programme and adjusts to the
			reprioritisation of its work programme.
			DCL is constantly reviewing
			expenditure to make appropriate
			savings where possible.
Total Assets	\$17.245m		
Equity	\$19.849m		
Dividends	Nil		
Equity / Total Assets	115%		

Operational

SOI Measure	Target	Tracking	Comment on non-performance
DCL will provide CCHL financial	Yes		
forecasts for the three years			
to 30th June 2022			
Maintain a culture that is	Yes		
focused, proactive, &			
outcomes focused			
Continue to comply with a	Yes		
Diversity and Inclusion Policy			
designed to recognise the			
value of diverse and skilled			
director and employee groups			
to maintain an inclusive and			
collaborative boardroom and			
workplace culture			
Utilise an effective	Yes		
prioritisation framework &			
work programme re. optimum			
resource allocation			

Ensure that decisions around operations & supporting infrastructure have CCC / CCHL support	Yes	
Promote sustainable environmental practices in a Sustainability Policy	Yes	
Ensure coastal hazard risks and climate change regulatory requirements are fully considered, managed and implemented when appropriate	Yes	DCL considers the implications of this in all its work programmes to ensure appropriate management of the hazards if present.
Provide effective communication and engagement with the communities DCL is involved with	Yes	The greatest emphasis on community engagement in suburban areas has focused on New Brighton, given DCL's urban regeneration project work in the area and reflecting on work currently being undertaken on Council's wider suburban masterplan programme. Most of the engagement with the business community in New Brighton is undertaken by the DCL Development Team under their work related to the implementation of the suburban masterplan. Where engagement in other suburban communities currently takes place, it is typically as a result of interaction with Councillors or Community Board members in response to specific issues.

Governance

SOI Measure	Target	Tracking	Comment on non-performance
Maintain policies, plans &	Yes		DCL's Business Plan for FY2019/20 and
strategies consistent with CCC			SOI have been adopted by Council.
requirements			Current policies are up to date and staff
			continue to review our policy
			requirements for the Board as
			scheduled.
Submit draft SOI for FY-21 by	Yes		
01-Mar-20			
DCL will meet and provide	Yes		DCL last presented to the Council
updates to the Finance and			Finance and Performance Committee
Performance Committee on			on 30 th January 2020.
key work programmes			
quarterly. DCL will provide a			
quarterly report to CCHL			
noting progress against SOI			
targets. DCL will advise any			

major matters of urgency to its owners at the earliest opportunity		
Maintain & regularly review	Yes	
appropriate & comprehensive		
corporate governance policies		

Key Initiatives

SOI Measure	Target	Tracking	Comment on non-performance
Work with private sector to progress development of land owned by DCL	Yes		DCL continues to work closely with our contracted development partners.
Continue the revitalisation of New Brighton (esp. Hot Pools, commercial core, & surf club)	Yes		Steady progress has been made as we near completion of the foreshore development. He Puna Taimoana (New Brighton Hot Pools) was completed and handed back to Council during the quarter.
Work with CCC to progress other development projects (eg. Milton St, New Brighton School)	Yes		
Leadership of investment activity across the city, through commitment to Central City Action Plan	Yes		Central City Action Plan DCL is an active party supporting the Central City Action Plan and is responsible for relevant components relating to commercial development, property intentions and supporting alternative development models that may be applicable. Light up the Central City Next activity still expected to be at the Hot Pools opening (delayed due to COVID). DCL will continue to investigate an opportunity to use the projector to help market the Christchurch Adventure Park.
Develop & maintain a credible & effective Engagement Framework	Yes		
Provide strategic & commercial advice to CCC re. development matters	Yes		Commercial Advisory Services to Council DCL is working with Council staff to provide professional services and commercial advice on a number of issues. Year-to-date focus has been predominantly on providing advice on the Canterbury Multi Use Arena Business Case, the Smart City initiative,

	Global Settlement and Otakaro Avon River Corridor Due Diligence requirements.	

Christchurch City Holdings Limited

Quarter ended: 31 December 2019

The current SOI can be found online at https://www.cchl.co.nz

Tracking on target	
Outcome uncertain / at risk	
Will not be achieved	
Annual Target – only assessable at year end	

Financial (Group)

SOI Measure	Target	Tracking	Comment on non-performance
Net Profit After Tax	\$92.0m		Overall Group NPAT remains on track
			despite significant pressures at Eco
			Central. Note that this is subject to the
			potential impact of the coronavirus,
			which is still being assessed.
Return on Average Equity	4.9%		
Equity / Total Assets	42.0%		
Net Debt / [Net Debt + Equity]	52.0%		
Interest Cover (EBIT / Interest)	2.8 times		
Dividends - Ordinary	\$45.1m		
Dividends - Special	\$3.2m		

Governance, Monitoring & Reporting

SOI Measure	Target	Tracking	Comment on non-performance
SOI for FY-21 will be	Yes		
submitted to CCC by 01-Mar-			
20			
Issue LoE to and engage with	Yes		Target Achieved
subsidiaries prior to the FY-21			
SOI round			
Review subsidiary	Yes		Ongoing
performance per LGA			
obligations			
Major matters of urgency are	Yes		As required
reported to CCC at the earliest			
opportunity			
Provide a quarterly report of	Yes		Q1 and Q2 reports delivered
progress against SOI			
Comply with NZX continuous	Yes		Continually monitored and reviewed
disclosure requirements at all			
times			

Review governance procedures & policies to reflect best practice	Yes	Policies review completed in August 2019
Conduct a Board effectiveness review	Yes	Completed in FY-2019; next due May 2021
Follow a rigorous & documented process to appoint subsidiary Directors	Yes	
Actively monitor Board diversity across the CCHL Group	Yes	
Receive quarterly reports of performance vs. SOI from all subsidiaries	Yes	Target achieved for Q1 and Q2
Meet regularly with subsidiary management, to review performance & strategic focus areas	Yes	The CEO/CFO meet with Subsidiary management on a quarterly basis.

Strategic, Financial & Sustainability

SOI Measure	Target	Tracking	Comment on non-performance
Monitor capital structure of all	Yes		
entities, to ensure sufficient			
but not excessive financial			
flexibility			
Implement an Intra-Group	Yes		Target Achieved
Funding programme to			
support growth & reduce			
Group funding costs			
Actively engage with	Yes		Letter of expectations sent to all
subsidiaries to ensure			subsidiaries in December 2019
strategic alignment with CCC			outlining strategic expectations of the
expectations			shareholder
Work with subsidiaries to	Yes		
include relevant			
environmental, social, and			
innovation targets in SOIs			
Work with subsidiaries to	Yes		CCHL Management meet with
create an integrated reporting			subsidiaries to explore collaboration
framework over the next			options relating to environmental,
three years			social and innovation projects.
Annually review major CCTO	Yes		Currently in process
performance vs. external			
benchmarks, risk, and			
community benefits			
Review treasury management	Yes		Treasury Policy review scheduled for
policies annually			April 2020

Orion New Zealand Limited

Quarter ended: 31 December 2019

The current SOI can be found online at https://www.cchl.co.nz

Tracking on target	
Outcome uncertain / at risk	
Will not be achieved	
Annual Target – only assessable at year end	

Financial

SOI Measure	Target	Tracking	Comment on non-performance
Network delivery revenue	\$244.0m		
NPAT (Net Profit After Tax)	\$42.0m		
Dividends	\$47.0m		
NPAT / equity	6.3%		
Debt / (debt plus equity)	33.0%		
Equity / total assets	55.0%		

Network Reliability

SOI Measure	Target	Tracking	Comment on non-performance
SAIDI * region A	22.0		
SAIDI * region B	357.0		
SAIDI * Total network	73.0		We expect to be very close to our SAIDI
			limit.
SAIFI * region A	0.6		
SAIFI * region A	2.6		
SAIFI * Total network	0.9		

* SAIDI = minutes of interruption per customer per year

* SAIFI = number of outages per customer per year

Network Development

SOI Measure	Target	Tracking	Comment on non-performance
Work with CCC and others to support the CBD rebuild	Yes		
Complete the Highfield zone substation upgrade	Yes		Completed.
Upgrade the Dunsandel zone substation to 'n minus 1' redundancy	Yes		Completed.

Build a new Belfast zone	Yes	Re-scheduled to FY-22 in line with
substation and 66kV sub-		customer requirements.
transmission cable link		
Install at least 100 low-voltage	Yes	
monitoring devices around the		
network		

Sustainability

SOI Measure	Target	Tracking	Comment on non-performance
Cost options to reduce / offset	Yes		FY-18 audited and CEMARS certified;
carbon footprint; choose an			FY-19 measurement underway.
initial strategy			
Measure distribution network	Yes		We expect to complete a footprint for
resource consumption			our poles by year-end.
footprint			
Comply with environmental	Yes		
legislation			
Keep SF ₆ gas losses to below	0.8%		
0.8% pa			
Support initiatives which are	Yes		
good for community			
sustainability			
Encourage adoption of EVs in	Yes		EECA funding received for additional
the region			public chargers; EV trial underway.

Health & Safety

SOI Measure	Target	Tracking	Comment on non-performance
No serious safety event	Yes		One non-injury event. Investigations
involving employees or			complete and corrective actions
contractors			undertaken. Worksafe has not
			investigated the event further.
No serious safety event	Yes		Two non-injury events. Investigations
involving members of the			complete and corrective actions
public (excludes car vs. pole)			undertaken. Worksafe has not
			investigated the events further.
Promote local public safety &	Yes		
awareness programme			
Review and improve how	Yes		
critical health and safety risks			
are managed			

Community & Employment

SOI Measure

Target Tracking

Comment on non-performance

Ensure sustainable asset	Yes	
management competence via		
Orion's engineering		
development programme		
Ensure sustainable industry	Yes	
competence via Connetics'		
apprentice and training		
schemes		
Establish a formal work	30-Nov-19	Have taken on four students during the
experience programme for		summer holiday period. Developing a
secondary/tertiary students		formal graduate programme as well.
Support employee wellbeing	Yes	

Lyttelton Port Company Limited

Quarter ended: 31 December 2019

The current SOI can be found online at https://www.cchl.co.nz

Tracking on target	
Outcome uncertain / at risk	
Will not be achieved	
Annual Target – only assessable at year end	

Financial

SOI Measure	Target	Tracking	Comment on non-performance
Revenue	\$133.0m		There is uncertainty around the impact the coronavirus will have on revenue for the year, although we expect it to be negative. We are monitoring this on a daily basis, and are starting to see impacts in our log and container trades.
NPAT (Net Profit After Tax)	\$11.0m		See above re. coronavirus. The revaluation exercise is also likely to have a material impact on NPAT. The company is revaluing all of its assets in line with CCHL Group policy, this may have an impact on the profit for the year.
Equity / Total Assets	70%		The company is revaluing all of its assets in line with CCHL Group policy, this may have an impact on the value of LPC assets, and hence this ratio.
Interest Cover Ratio (ICR)	6.0 times		This target is at risk although given the level of headroom the ICR covenant will not be breached.
Debt	\$193.0m		
Dividends	\$7.0m		

Operational

SOI Measure	Target	Tracking	Comment on non-performance
Gross Crane Rate (from MoT)	27.0		Crane rates have been affected by our
			focus on cost control in this area. We
			have been able to do this while
			managing customer expectations.
Ship Rate (from MoT)	65.0		Ship rates have been affected by our
			focus on cost control in this area. We

		have been able to do this while maintaining customer expectations.
Coal Load-out Rate (tonnes per day)	25,000	

Health & Safety

SOI Measure	Target	Tracking	Comment on non-performance
Critical Risk: performing monitoring activities	100%		LPC has identified its five critical H&S risks. A plan to monitor those risk controls is being rolled out across the
			business and will be fully in place by 30 June 2020.
Significant Incident Frequency Rate (per 200,000 hours)	6.4		

Environmental

SOI Measure	Target	Tracking	Comment on non-performance
Proportion of Straddle Fleet	65.0%		
that is EV or hybrid			
Ratio of rail containers	11.7%		
through gate			
Proportion of RC compliance	100%		
monitoring events achieving			
full compliance			
EV car chargers available to	2		
public			

Enable Services Limited

Quarter ended: 31 December 2019

The current SOI can be found online at https://www.cchl.co.nz

Tracking on target	
Outcome uncertain / at risk	
Will not be achieved	
Annual Target – only assessable at year end	

Financial

SOI Measure	Target	Tracking	Comment on non-performance
Revenue	\$68.9m		New customer growth continues to
			track slightly below plan.
EBITDA (Earnings Before	\$51.5m		Expected to be achieved through good
Interest, Tax, Depreciation &			cost management, despite slightly
Amortisation)			lower revenue.
NPAT (Net Profit After Tax)	\$13.3m		Expected below plan, due to tax losses
			recognised earlier (in FY19).
Total Assets	\$578.4m		New customer growth (and related
			capex) is tracking slightly below plan.
Debt	\$298.9m		
Equity	\$78.2m		
RPS (related to Crown funding,	\$158.4m		
expiring May-21)			
Equity / Total Assets	40.9%		
Dividends	Nil		

Operational

SOI Measure	Target	Tracking	Comment on non-performance
Number of connections	123,838		New customer growth continues to
			track slightly below plan.
Connection SLA achievement	95%		
Total Network Availability	99.977%		

Environment

SOI Measure	Target	Tracking	Comment on non-performance
Specific environmental	31-Dec-19		
objectives & targets set for FY-			
20 & 21			
Initiatives under way to	30-Jun-20		
deliver the above targets			

Health & Safety

SOI Measure	Target	Tracking	Comment on non-performance
TRIFR (recordable incident	3		Performance improvement plans are in
rate) (maximum)			place with contractors.
Significant Harm injuries	Nil		A serious harm injury was recorded by
incurred			a contractor in December 2019.
Site observations (minimum)	3,600		

City Care Limited

Quarter ended: 31 December 2019

The current SOI can be found online at https://www.cchl.co.nz

Tracking on target	
Outcome uncertain / at risk	
Will not be achieved	
Annual Target – only assessable at year end	

Financial

SOI Measure	Target	Tracking	Comment on non-performance
Revenue	\$299.830m		
NPAT (Net Profit After Tax)	\$2.859m		
Return on Equity	5.0%		
Equity / Total Assets	50.4%		
Dividends	\$0.715m		

Operational

SOI Measure	Target	Tracking	Comment on non-performance
Positive year-on-year "Net	Yes		
Promoter Score" (minimum 5			
key customers)			
Proportion of females in	16%		
workforce (minimum)			
Run an employee survey re.	Yes		
attitudes to Diversity in the			
workforce			
Maintain ISO-accredited	Yes		Target achieved.
systems			

Sustainability & Innovation

SOI Measure	Target	Tracking	Comment on non-performance
Proportion of new passenger vehicles to be EV of hybrid	20%		
Greenhouse gas emissions reduced (normalised against annual turnover)	2%		Due to initiatives over the past six months, we have achieved a 6% Greenhouse gas emission reduction.
New productivity ideas developed & implemented (min)	3		

Health & Safety

SOI Measure	Target	Tracking	Comment on non-performance
Number of incidents requiring	20		
Notification to Worksafe			
(maximum)			
Number of Worksafe	2		
investigations (maximum)			
Maintain NZS4801 H&S	Yes		Target achieved.
Management accreditation			

Community

SOI Measure	Target	Tracking	Comment on non-performance
Community Gardens reference	1		
site established			
Collaboration with Social	1		
Enterprises (minimum)			
Co-ordinate safe delivery of	10,000		
volunteer hours (minimum)			

Арех

SOI Measure	Target	Tracking	Comment on non-performance
Positive Net Promoter Score	Yes		
New products or technologies	2		
identified to bring to market			

Red Bus Limited

Quarter ended: 31 December 2019

The current SOI can be found online at https://www.cchl.co.nz

Tracking on target	
Outcome uncertain / at risk	
Will not be achieved	
Annual Target – only assessable at year end	

Financial

SOI Measure	Target	Tracking	Comment on non-performance
Revenue	\$21.200m		Coach and charter tracking below
			budget, although relatively small size
			and related cost savings will result in
			only a minor bottom line impact.
NPAT (Net Profit After Tax)	\$0.003m		
EBITDA (Earnings Before	\$2.500m		
Interest, Tax, Depreciation &			
Amortisation)			
Return on Equity	0.0%		
Return on Assets	0.0%		
Dividends	Nil		
Equity / Total Assets	39.9%		Fleet asset impairment adopted in
			2019 financial statement reduced the
			opening balance equity.
Debt / Equity	20%		
Interest Cover	2.0 times		

Community

SOI Measure	Target	Tracking	Comment on non-performance
Improve "Mystery Shopper"	5%		No ECan survey results since July 2019,
survey result			due to a change in their survey
			systems.
Create a mechanism to seek	Yes		Signage on buses inviting feedback on
direct feedback from			performance - regular review of
passengers			compliments/complaints
Increase % of seats filled	20%		Despite passenger trip increases in
			routes 29, 28, and 17, overall trip
			numbers are down 1.8%.

Environment

SOI Measure	Target	Tracking	Comment on non-performance
Implement Sustainability	Yes		In development
Framework			
Obtain Enviro-Mark	Yes		Audit booked for March 2
certification			
Implement Electric bus service	Yes		Three electric busses operating on
			route 29 (Airport to City) from 1 July
			2019.
Maintain >88% peak vehicle	88%		
utilisation			
Promote use of public	Yes		
transport			

People

SOI Measure	Target	Tracking	Comment on non-performance
Zero Notifiable Events	Zero		
Develop a "Recruit & Retain"	Yes		
programme			

Eco Central Limited

Quarter ended: 31 December 2019

The current SOI can be found online at https://www.cchl.co.nz

Tracking on target	
Outcome uncertain / at risk	
Will not be achieved	
Annual Target – only assessable at year end	

Financial

SOI Measure	Target	Tracking	Comment on non-performance
Revenue	\$36.226m		General refuse tonnes down at
			EcoDrop. Commodity prices down at
			EcoSort.
NPAT (Net Profit After Tax)	\$0.287m		Driven by loss of revenue and
			significant investment into feasibility
			study & public education program.
Total Assets	\$14.408m		Some Capex initiatives deferred to later
			in the year & other initiatives deferred
			indefinitely.
Equity	\$9.464m		Actual Opening Equity at 01/07/19 less
			than Forecast Equity. Budgeted NPBT
			won't be achieved.
Debt	Nil		No term debt borrowed.
Return on Equity	3.0%		Driven by loss of revenue and
			significant investment into feasibility
			study & public education program.
Dividends	\$0.250m		Company unable to pay dividend due
			to financial performance and
			investment into feasibility study.
Equity / Total Assets	65.7%		Total assets and total equity both
			down.

Operational

SOI Measure	Target	Tracking	Comment on non-performance
EcoDrop Investigate at least	Yes		Feasibility study currently underway.
2 new initiatives for Waste			
Minimisation			
EcoSort - MRF plant efficiency	75%		Tracking well ahead of target.
EcoSort - Proportion of waste	12%		Tracking close to SOI target.
EcoShop - number of	142,000		Looking unlikely to achieve SOI target.
customer sales (pa)			

EcoShop - tonnes diverted	8,000	Currently tracking ahead of target.
from landfill (pa)		

Health & Safety

SOI Measure	Target	Tracking	Comment on non-performance
TRIFR (recordable incidents	20.0		Year to date actual sitting comfortably
per 200,000 hours worked)			below target.
Maintain AS/NZS 4801	Yes		Transitional progress currently on
accreditation & plan transition			track.
to ISO45001			

Sustainability

SOI Measure	Target	Tracking	Comment on non-performance
Reduce energy consumption	Yes		
of plant & machinery			
(kWh/tonne)			
Complete development of	Yes		
sustainability plan			

Development Christchurch Limited

Quarter ended: 31 December 2019

The current SOI can be found online at https://www.cchl.co.nz

Tracking on target	
Outcome uncertain / at risk	
Will not be achieved	
Annual Target – only assessable at year end	

Financial

SOI Measure	Target	Tracking	Comment on non-performance
NPAT (Net Profit After Tax)	(\$0.473m)		Cost pressure is increasing as DCL
			progress through its work programme
			and adjust to the reprioritisation of its
			work programme. DCL are constantly
			reviewing expenditure to make
			appropriate savings where possible.
Total Assets	\$17.245m		
Equity	\$19.849m		
Dividends	Nil		
Equity / Total Assets	115%		

Operational

SOI Measure	Target	Tracking	Comment on non-performance
DCL will provide CCHL financial	Yes		
forecasts for the three years			
to 30th June 2022			
Maintain a culture that is	Yes		
focused, proactive, &			
outcomes focused			
Continue to comply with a	Yes		
Diversity and Inclusion Policy			
designed to recognise the			
value of diverse and skilled			
director and employee groups			
to maintain an inclusive and			
collaborative boardroom and			
workplace culture			
Utilise an effective	Yes		
prioritisation framework &			
work programme re. optimum			
resource allocation			

Ensure that decisions around operations & supporting infrastructure have CCC / CCHL support	Yes	
Promote sustainable environmental practices in a Sustainability Policy	Yes	
Ensure coastal hazard risks and climate change regulatory requirements are fully considered, managed and implemented when appropriate	Yes	DCL consider the implications of this in all it work programmes to ensure appropriate management of the hazards if present.
Provide effective communication and engagement with the communities DCL is involved with	Yes	The greatest emphasis on community engagement in suburban areas has focused on New Brighton given DCL's urban regeneration project work in the area and reflecting on work currently being undertaken on Council's wider suburban masterplan programme. Most of the engagement with the business community in New Brighton is undertaken by the DCL Development Team under their work related to the implementation of the suburban masterplan. Where engagement in other suburban communities currently takes place, it is typically as a result of interaction with Councillors or Community Board members in response to specific issues.

Governance

SOI Measure	Target	Tracking	Comment on non-performance
Maintain policies, plans &	Yes		DCL's Business Plan for FY2019/20 and
strategies consistent with CCC			SOI have been adopted by Council.
requirements			Current policies are up to date and staff
			continue to review our policy
			requirements for the Board as
			scheduled.
Submit draft SOI for FY-21 by	Yes		
01-Mar-20			
DCL will meet and provide	Yes		DCL last presented to the Council
updates to the Finance and			Finance and Performance Committee
Performance Committee on			on the 5th September.
key work programmes			
quarterly. DCL will provide a			
quarterly report to CCHL			
noting progress against SOI			
targets. DCL will advise any			

major matters of urgency to its owners at the earliest opportunity		
Maintain & regularly review appropriate & comprehensive corporate governance policies	Yes	

Key Initiatives

SOI Measure	Target	Tracking	Comment on non-performance
Work with private sector to	Yes		DCL continues to work closely with our
progress development of land			contracted development partners.
owned by DCL			
Continue the revitalisation of	Yes		Steady progress has been made as we
New Brighton (esp. Hot Pools,			near completion of the foreshore
commercial core, & surf club)			development, which is due for total
			completion in early 2020, on time and
			on budget. Efforts will now be focused
			on development of DCL owned land
			and supporting the commercial core
			redevelopment with current owners.
Work with CCC to progress	Yes		
other development projects			
(eg. Milton St, New Brighton			
School)			
Leadership of investment	Yes		Central City Action Plan
activity across the city,			DCL is an active party supporting the
through commitment to			Central City Action Plan and is
Central City Action Plan			responsible for relevant components
			relating to commercial development,
			property intentions and supporting
			alternative development models that
			may be applicable.
			Light up the Central City
			The next activation after the SALT
			district display will be the He Puna
			Taimoana (New Brighton Hot Pools).
			DCL is also investigating an opportunity
			to use the projector to help market the
			Christchurch Adventure Park.
Develop & maintain a credible	Yes		
& effective Engagement			
Framework			
Provide strategic &	Yes		Commercial Advisory Services to
commercial advice to CCC re.			Council
development matters			DCL is working with Council staff to
			provide professional services and
			commercial advice on a number of
			issues. During the reporting period,
			this work was predominantly focussed

	on providing advice on the Canterb Multi Use Arena Business Case, the Smart City initiative, Global Settlen and Otakaro Avon River Corridor D Diligence requirements.	ient





CHRISTCHURCH INTERNATIONAL AIRPORT LTD

INTERIM REPORT

FOR THE SIX MONTHS ENDED 31 DECEMBER 2019



PERIOD AT A GLANCE

3,426,837 Passenger Movements

Total passenger movements decreased by 31,195 (0.9%) as compared to the same sixmonth period ended 31 December 2018 (3,458,032).

•	<i>Domestic</i> movements - 2,554,430	↓ 1.2%
	International movements – 872,407	↓ 0.1%

\$96.2m Total Operating Revenue

Total operating revenue increased by 3% for the six months ended 31 December 2019 compared with the same period last year (\$93.3m).

•	<i>Aeronautical</i> Revenue - \$41.6m	15	5.3%
	<i>Non-Aeronautical</i> Revenue - \$54.6m	1	L.4%

\$63.0m EBITDAF

EBITDAF from operations decreased by 0.3% for the six months ended 31 December 2019 compared with the same period last year (\$63.2m).

\$23.3m Net Profit after Tax

The net surplus after tax decreased by 4.2% for the six months ended 31 December 2019 compared with the same period last year (\$24.3m).

\$20.0m Declared Interim Dividends

The Directors have declared total interim dividends for the six months ended 31 December 2019 of \$20.0m (2018: \$21.9m).

\$72.5m	Capital Cash Flow Investment	↑ 94.2%
\$39.4m	Operating Cash Flow	个 4.3%

Attachment C Item 10

OPERATIONAL AND FINANCIAL REVIEW

Christchurch International Airport Limited (CIAL) has again delivered a solid financial outcome for the six months to 31 December 2019, as our team continues the ongoing activation of our Real Growth 2025 (RG25) Strategy Framework. This despite some relative softness in the domestic and trans-Tasman aviation markets.

Our Purpose remains to 'Champion the South Island at home and abroad', and our Mission is unchanged as being to 'Build a Stronger Business & Enhance Customer Journeys & Be Great Kaitiaki'.

Financial Performance

Total operating revenue for the period grew \$2.8m (3.0%) compared to the same period last year.

Despite the softening in the aviation landscape and flat passenger growth (as further discussed below), there was growth in revenue from landing and terminal charges, reflecting the price structure and transitional price path set down in the airport company's PSE3 pricing decision. The increase in non-aeronautical revenue¹ came from the continued growth in rental streams from the on-going property development program, together with strong commercial outcomes across our 'park to plane' business. The operating revenue for the period also includes approximately one month's revenue from the Novotel Christchurch Airport, following its opening on 25 November 2019.

CIAL's operating cost base for the period was below forecast but includes some uncontrollable cost increases in the areas of insurance and rates (up 12.4% for the period), as well as hotel opening set up and operating costs.

This has resulted in above forecast overall earnings before interest costs, tax, depreciation, amortisation and fair value movements ('EBITDAF') of \$63.0m (2018: \$63.2m) and an above forecast net surplus of \$23.3m (2018: \$24.3m). The Board has declared an interim dividend of \$20m (34.7 cents per share).

Whilst CIAL's debt levels have risen during the period (reflecting the continued activation of the property development strategy), the balance sheet and credit metrics remain strong, and the company continues to ensure it maintains funding facilities sufficient to fund current forecast capital expenditure for at least the next two to three year-cycle.

The execution of CIAL's re-financing activity was successfully completed during the period. Plans for further funding and re-financing activity in 2020 are well advanced, and the company will continue to engage with several markets throughout this process.

Building a Stronger Business

The six months to 31 December 2019 saw total passenger movements decrease by 0.9% compared to the same period last year.

Performance in the domestic market has been challenging whilst relatively resilient, given the capacity cuts implemented throughout the domestic network over the period. Domestic passenger numbers were down 1.2% compared to the same period last year, despite a 5% reduction in capacity.

Trans-Tasman passenger numbers have fallen 2% compared to the prior year period, as economic conditions in Australia remain challenged and airline capacity consolidates. Long-haul international passenger numbers were the bright spot, with 3% growth compared to equivalent period last year.

During the period under review, American Airlines announced its direct Christchurch-Los Angeles seasonal service which will operate three days a week for a full five-month season, commencing in the summer of 2020. In addition, a Korean Air charter service was confirmed, with the first flight operating on 24 December 2019.

¹ 'Non-aeronautical revenue' includes terminal concessions, terminal office and operational area leases, campus property leases, car parking and ground transport and other commercial revenues

As at the time of this interim report, the evolution of the spread of the Coronavirus (Covid-19) continues to develop. At this point in time, given the evolving nature of the Covid-19 situation, the potential future impact of this on aviation travel numbers across the globe, New Zealand and the region remains unclear. However, it is expected that current travel restrictions and airline capacity reductions will continue to reduce passenger movements in the short term.

CIAL is working closely with our airline and other tourism partners, focusing on ensuring a strong rebound in key markets after Covid-19, as has occurred following previous global events that have impacted aviation growth.

The company's property team has continued activating its property development strategy (noting this is investment in new revenue and future dividend generation), with cash flow of around \$72.5m on capital expenditure in the first six months of the FY20 financial year (\$37.3m in the prior period).

Practical completion of the Novotel Christchurch Airport was achieved on 25 November 2019, with the hotel now trading. In addition, the Bunnings Warehouse development was completed in December 2019, with the store opening to customers in the week before Christmas.

Construction continues on the third and final building within the Agri-precinct, with this development to be completed in May 2020. Solid development activity continues in our other precincts, including Mustang Park (rental vehicle hub) and Dakota Park (freight and logistics).

Enhancing Customer Journeys

Christchurch Airport continues to be rated Australasia's airport best for customer service and amenities, as rated by international independent customer surveys carried out across airports.

The final stage of the new Duty-Free store construction, being operated by Lagardere Travel Retail, was completed in December which will see several new offerings in place, including an airside bar and food outlet. The new All Blacks store in the domestic departures area also opened during the period.

Work on the reconfiguration of the international departures area was commenced and has progressed successfully, with three new I-lanes and AIT scanners in place and fully functional. This has greatly improved throughput and resulted in a more efficient and enjoyable customer experience.

During the period, CIAL introduced a humanoid robot in the terminal. Pepper can recognize faces and basic human emotions, respond to requests made on its touch screen, and hold a conversation. Pepper has generated much interest with positive feedback, as airport visitors and guests at outreach activations take the opportunity to interact with the robots.

Kaitiaki (Being Great Ancestors Today)

CIAL has embedded sustainability within its strategic framework and values, and its Green Transition Plan (GTP) defines how the business will reach its sustainability objectives. It is benchmarking itself against the best 27 airports around the world and performing well above the average in the areas of water, energy and waste.

The airport's current waste performance is considered industry leading, with per passenger waste levels at 170g per passenger. The target for 2030 is to be below 100g per passenger. In 2019, the airport company diverted 46% of its waste from landfill, reduced total waste generated by 8%, and achieved a 5.3% energy efficiency increase through projects (including heating and cooling system replacement). CIAL is on track to reduce per passenger water consumption by 36% this decade and has recently installed telemetry to monitor real-time usage.

In 2015, CIAL began an aggressive decarbonisation programme that focused investment on emissions reductions rather than carbon offsets. By the end of this year, it will have removed 90% of its Scope 1 emissions over five years. It is now embarking on reducing Scope 2 and 3 emissions.

On the airfield, work continued to ensure Christchurch Airport has an airfield operations environment that is safe, secure, compliant, efficient and competitive, and supports our aeronautical business.

From a people perspective, CIAL has commenced the development of an integrated talent management strategy, to focus on what skills, experience and attributes are required to drive value and minimize risk. In conjunction with this, CIAL has become an associated member of Diversity Works and will draw upon the experience of other organisations to develop a diversity strategy and activity framework.

INTERIM FINANCIAL STATEMENTS

		Unaudited 6 months to 31 Dec 2019	Unaudited 6 months to 31 Dec 2018
	Note	\$000	\$000
INCOME			
Operating revenue	3	96,181	93,335
Interest income		59	49
Total income		96,240	93,384
EXPENSES			
Operating costs	4	33,163	30,127
Financing and interest costs		11,814	11,657
Depreciation, amortisation and impairment		18,967	17,860
Total Expenses		63,944	59,644
Surplus before tax		32,296	33,740
Total taxation expense		9,043	9,456
Net Operating Surplus after income tax		23,253	24,284

Statement of financial performance for the six months ended 31 December 2019

The financial statements for the six-month periods have not been audited. The full year financial statements to 30 June 2019 have been audited. The accompanying notes form part of these financial statements.

Statement of comprehensive income for the six months ended 31 December 2019

		Unaudited 6 months to 31 Dec 2019	Unaudited 6 months to 31 Dec 2018
	Note	\$000	\$000
Surplus after income tax		23,253	24,284
Other comprehensive income			
Items that may be reclassified subsequently to the statement of financial performance			
Changes in fair value of cash flow hedges (net of deferred tax)	11 _	1,190	(3,113)
Other comprehensive income for period, net of tax		1,190	(3,113)
	_		
Total comprehensive income for the period	_	24,443	21,171

Statement of changes in equity for the six months ended 31 December 2019

		Share Capital	Reserves	Retained Earnings	Total Equity
	Note	\$000	\$000	\$000	\$000
Balance at 1 July 2018		57,600	604,860	360,820	1,023,280
Dividends paid to shareholders	8	-	-	(22,975)	(22 <i>,</i> 975)
Total comprehensive income for the period		-	(3,113)	24,284	21,171
Balance at 31 December 2018		57,600	601,747	362,129	1,021,476
Balance at 1 July 2019		57,600	620,959	373,461	1,052,020
Dividends paid to shareholders	8	-	-	(21,449)	(21,449)
Total comprehensive income for the period		-	1,190	23,253	24,443
Balance at 31 December 2019	_	57,600	622,149	375,265	1,055,014

The financial statements for the six-month periods have not been audited. The full year financial statements to 30 June 2019 have been audited. The accompanying notes form part of these financial statements.

Statement of financial position as at 31 December 2019

		Unaudited As at 31 Dec 2019	Audited As at 30 June 2019
	Note	\$000	\$000
EQUITY			
Share capital		57,600	57,600
Reserves		622,149	620,959
Retained earnings		375,265	373,461
TOTAL EQUITY		1,055,014	1,052,020
NON-CURRENT LIABILITIES			
Term Borrowings	5	401,188	356,549
Derivative financial instruments	11	30,654	31,455
Deferred taxation		137,919	137,456
Trade and other payables		732	783
TOTAL NON-CURRENT LIABILITIES		570,493	526,243
CURRENT LIABILITIES			
Current Portion of Borrowings	5	124,000	115,501
Trade and other payables		15,151	33,693
Taxation payable		4,471	1,028
Derivative financial instruments	11	1,757	2,504
TOTAL CURRENT LIABILITIES		145,379	152,726
TOTAL EQUITY AND LIABILITIES		1,770,886	1,730,989
NON-CURRENT ASSETS			
Property, plant and equipment	9	1,221,570	1,208,026
Investment Properties	10	516,039	491,202
Intangible Assets		3,825	4,588
Trade and other receivables		4,268	4,601
Derivative financial instruments	11	6,390	6,747
TOTAL NON-CURRENT ASSETS		1,752,092	1,715,164

The financial statements for the six-month periods have not been audited. The full year financial statements to 30 June 2019 have been audited. The accompanying notes form part of these financial statements.

Statement of financial position as at 31 December 2019 (continued)

	Note	Unaudited As at 31 Dec 2019 \$000	Audited As at 30 June 2019 \$000
CURRENT ASSETS		·	
Cash and cash equivalents		297	845
Trade and other receivables		17,975	13,875
Derivative financial instruments	11	-	646
Inventories		522	459
TOTAL CURRENT ASSETS		18,794	15,825
TOTAL ASSETS		1,770,886	1,730,989

For and on behalf of the Board

Catherine Drayton Chair

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Kathryn Mitchell Director

The financial statements for the six-month periods have not been audited. The full year financial statements to 30 June 2019 have been audited. The accompanying notes form part of these financial statements.

Statement of cash flows for the six months ended 31 Dec	cember 2	2019	
		Unaudited 6 months to 31 Dec 2019	Unaudited 6 months to 31 Dec 2018
	Note	\$000	\$000
CASH FLOWS FROM OPERATING ACTIVITIES			
Cash was provided from:			
Receipts from customers		94,528	90,878
Interest received		59	49
Net Goods and Services Tax received		678	56
		95,265	90,983
Cash was applied to:			
Payments to suppliers and employees		(39,303)	(37,230)
Financing and interest costs		(10,987)	(11,304)
Net income tax paid		(95,600)	(4,700)
		(55,890)	(53,234)
Net Cash Flows from Operating Activities		39,375	37,749
CASH FLOWS FROM INVESTING ACTIVITIES			
Cash was provided from:			
Proceeds from sale of property, plant & equipment		-	60
Cash was applied to:			
Purchase of property, plant and equipment and intangible assets		(44,155)	(16,689)
Purchase of investment properties		(28,319)	(20,682)
Net Cash Flows from Investing Activities		(72,474)	(37,311)
CASH FLOWS FROM FINANCING ACTIVITIES			
Cash was provided from:			
Borrowings		159,000	25,000
Cash was applied to:			
Borrowings		(105,000)	-
Dividends paid	8	(21,449)	(22,975)
Net Cash Flows from Financing Activities		32,551	2,025

The financial statements for the six-month periods have not been audited. The full year financial statements to 30 June 2019 have been audited. The accompanying notes form part of these financial statements.

Statement of cash flows for the six months ended 31 December 2019 (continued)

	Unaudited 6 months to 31 Dec 2019	Unaudited 6 months to 31 Dec 2018
	\$000	\$000
Net (Decrease)/Increase in Cash Held	(548)	2,463
Add cash and cash equivalents at beginning of the period	845	2,156
CASH AND CASH EQUIVALENTS AT END OF THE PERIOD	297	4,619
Cash	9	9
Bank and deposits	288	4,610
CASH AT END OF THE PERIOD	297	4,619
RECONCILIATION WITH NET OPERATING SURPLUS AFTER TAX		
Net operating surplus after income tax	23,253	24,284
Non-cash items		
Amortisation of capitalised borrowing costs and fair value hedge ineffectivenes	ss 104	293
Amortisation of lease surrender	318	322
Accrued interest within derivatives	140	(10)
Depreciation, amortisation and impairment	18,967	17,860
	42,782	42,749
Items Not Classified as Operating Activities		
Net gain on asset disposals	-	(26)
Capital items included in trade payables and accruals	15,888	666
Deferred taxation		(148)
	15,888	492
Movements in Working Capital		
Increase/(decrease) in trade and other payables	(17,680)	(5,364)
(Increase)/decrease in trade and other receivables	(4,996)	(5,031)
(Increase)/decrease in inventories	(62)	(1)
Increase/(decrease) in taxation payable	3,443	4,904
	(19,295)	(5,492)
Net Cash Flows from Operating Activities	39,375	37,749

The financial statements for the six-month periods have not been audited. The full year financial statements to 30 June 2019 have been audited. The accompanying notes form part of these financial statements.



Notes to the interim financial statements for the six months ended 31 December 2019

1. Basis of preparation and accounting policies

Christchurch International Airport Limited is a company registered under the Companies Act 1993. The company is an FMC Reporting Entity under Part 7 of the Financial Markets Conduct Act 2013.

The interim financial statements presented are for Christchurch International Airport Limited and its wholly owned subsidiaries. As the wholly owned subsidiaries were not trading and held no assets and liabilities during and at the end of the period of review, the financial statements for the group are the same as that of the parent.

The interim financial statements have been prepared in accordance with generally accepted accounting practice in New Zealand and the requirements of the Financial Markets Conduct Act 2013 and the Main Board/Debt Market Listing Rules of NZX Limited. These unaudited interim financial statements comply with New Zealand equivalents to International Financial Reporting Standards NZ IAS 34. Christchurch International Airport Limited is designated as a profit-oriented entity for financial reporting purposes.

These interim financial statements are not required to and do not make disclosure of all the information required to be included in an annual financial report. Accordingly, this report should be read in conjunction with the financial statements and related notes included in Christchurch Airport's Annual Report for the year ended 30 June 2019 ("2019 Annual Report").

The accounting policies set out in the 2019 Annual Report have been applied consistently to all periods presented in these interim financial statements, except for the adoption of new standards effective for periods commencing after 1 January 2019. Christchurch Airport has not early adopted any other standard that has been issued but is not yet effective. Note however that the applicable new disclosure requirements for NZ IFRS 15 *Revenue from Contracts with Customers* have been applied for both the current and comparative interim reporting periods.

The company applies, for the first time in this interim financial report, NZ IFRS 16 *Leases*.

NZ IFRS 16 *Leases* is effective for annual reporting periods beginning on or after 1 January 2019. The standard sets out the principles for the recognition, measurement, presentation and disclosure of leases.

Lessor accounting under NZ IFRS 16 is substantially unchanged from NZ IAS 17. Therefore, application of NZ IFRS 16 has not materially impacted any of the amounts recognized in these financial statements in respect to lease arrangements where CIAL is the lessor.

As a lessee, CIAL leases a small number of low value assets including office and IT equipment. CIAL has applied a practical expedient when applying NZ IFRS 16 to such leases through not recognising right-of-use assets and liabilities given the low value of these underlying assets.

2. <u>Segment Reporting</u>

Reportable segments

The company's reportable operating segments have been based on the monthly internal reporting that is received by the Chief Executive, as the chief operating decision maker. This information is used to assess performance and determine the allocation of resources.

The operating segments are based on the type of services rendered. Discrete financial information is presented to the Chief Executive to a Net Profit Before Tax level, which is used to assess segment performance. An allocation of all corporate revenues and expenses (except tax), is included within each operating segment.

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Operating segments – Services provided

<u>Planes</u>

This area of the business offers services that facilitate the movement of aircraft, cargo and passengers on the airfield.

Passengers

The passenger operating segment provides services to the terminal retailers, provides ground transport solutions to staff and the public and includes the terminal portion of the aeronautical charge.

Property

The property operating segment earns revenues from the provision of investment properties to landside airport campus tenants.

	Planes	Passengers	Property	Total
Unaudited six months to 31 Dec 2019	\$000	\$000	\$000	\$000
Total segment income	18,816	52,858	24,566	96,240*
Total segment expenses	13,201	35,571	15,172	63,944*
Segment Net Profit before Tax	5,615	17,287	9,394	32,296*
	Planes	Passengers	Property	Total
Unaudited six months to 31 Dec 2018	Planes \$000	Passengers \$000	Property \$000	Total \$000
Unaudited six months to 31 Dec 2018 Total segment income		U		
	\$000	\$000	\$000	\$000

*Agrees to total income, total expenses and surplus before tax on the Statement of Financial Performance. Income reported above represents income generated from external customers. There was no inter-segment income in the period (31 December 2018: nil).

3. **Operating Revenue**

	Unaudited 6 months to 31 Dec 2019	Unaudited 6 months to 31 Dec 2018
	\$000	\$000
Revenue from contracts with customers		
Landing and Terminal charges	41,618	39,531
Ground transport and other trading activities	11,955	11,534
Total Revenue from contracts with customers	53,573	51,065
Other Income		
Rent and Lease income	34,707	34,752
Gain on disposal of assets	-	26
Other revenue	7,901	7,492
Total Other Income	42,608	42,270
Total Operating Revenue	96,181	93,335

INTERIM REPORT

4. Operating Costs		
	Unaudited	Unaudited
	6 months to	6 months to
	31 Dec 2019	31 Dec 2018
	\$000	\$000
Staff	13,750	12,381
Asset management, maintenance and airport operations	7,273	6,578
Rates and insurance	5,785	5,146
Marketing and promotions	2,019	1,712
Professional services and levies	870	1,195
Commercial entity running costs	670	340
Other	2,796	2,775
	33,163	30,127

5. Borrowings

As at 31 December 2019, the Company has committed bank funding facilities for an aggregate \$370,000,000 (2018: \$220,000,000) with six banks. In addition, the Company has an overdraft facility of \$1,000,000 (2018: \$1,000,000).

Total bond funding at 31 December 2019 is \$200,000,000 (2018: \$275,000,000). In the period to 31 December 2019 the company repaid a \$75,000,000 seven-year 5.15% fixed rate bond in December 2019. \$100,000,000 (2018: \$175,000,000) of the bond funding is held at amortised cost, adjusted by the fair value of the designated hedge instrument.

All borrowings under the bank facility and overdraft facility are unsecured and supported by a negative pledge deed. The negative pledge deed requires that no security interest is provided over any assets for borrowings, unless an equivalent security interest is created for the borrowing group and bond holders. Interest rates paid during the period, including offsetting interest rate swaps, ranged from 2.2% to 6.7%. (2018: 3.7% to 6.7%). The bonds constitute direct, unsecured, unsubordinated obligations and will rank equally with all other unsecured, unsubordinated indebtedness. During the current and prior periods, there were no defaults or breaches on nay of the borrowing facilities.

Current borrowings are expected to be refinanced through the extension of existing facilities, new facilities and debt capital market issuance.

	Unaudited As at 31 Dec 2019	Audited As at 30 June 2019
	\$000	\$000
Less than 1 year	124,000	115,501
1 > 3 Years	244,938	199,921
3 > 5 Years	106,250	106,628
Greater than 5 Years	50,000	50,000
	525,188	472,050
Total available funding	570,000	495,000

6. <u>Related Party Transactions</u>

Christchurch City Holdings Limited (CCHL), a wholly owned subsidiary of the Christchurch City Council (CCC), owns 75% and the New Zealand Government owns 25% respectively of the issued share capital of the company.

Christchurch International Airport Limited enters into a large number of transactions with government departments, Crown entities, State-owned enterprises and other entities controlled or subject to significant influence by the Crown. All transactions with related entities:

- are conducted on an arm's length basis
- result from the normal dealings of the parties
- meet the definition of related party transactions only because of the relationship between the parties being subject to common control or significant influence by the Crown.

The New Zealand Government is the majority owner of Air New Zealand, a major customer of CIAL from both an aeronautical and rental and lease perspective. Pricing agreements are renegotiated for aeronautical charges with all airline customers of CIAL, including Air New Zealand, every five years. Air New Zealand also leases several properties within the terminal and the wider CIAL campus.

	Unaudited 6 months to 31 Dec 2019	Unaudited 6 months to 31 Dec 2018
	\$000	\$000
Transactions with owners during the period to 31 December		
Purchases from CCC and subsidiaries	6,516	8,191
Rates paid to CCC	2,948	2,671
Revenues from CCC and subsidiaries	321	37
Dividend paid to CCHL	16,087	17,231
Dividend paid to the Crown	5,362	5,744
Amounts pavable to CCC and subsidiaries	1,303	139
Amounts receivable from CCC and subsidiaries	62	1

Non-Shareholder Related Party Transactions

Some directors of the company are, or have been during the period, directors of other companies or organisations with whom Christchurch International Airport Ltd may transact. Such transactions are all carried out on an arm's-length basis and are conducted on normal commercial terms. No amounts were written off or forgiven during the reporting period and outstanding balances were settled under normal trading terms.

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7. Commitments

	Unaudited As at 31 Dec 2019	Unaudited As at 31 Dec 2018
	\$000	\$000
Total capital expenditures committed to, but not recognised in, the financial statements		
Property, Plant and Equipment and Intangibles	18,677	28,757
Investment Properties	37,715	35,968

Cashflows associated with the purchase or construction of Property, Plant and Equipment, Intangibles and Investment Properties are included in the Statement of Cashflows.

8. Dividends

	Unaudited 6 months to 31 Dec 2019	Unaudited 6 months to 31 Dec 2018
	\$000	\$000
2019 Final dividend paid (\$0.37 per share)	21,449	-
2018 Final dividend paid (\$0.40 per share)	-	22,975

9. Property, Plant & Equipment

The company carries Land, Buildings, Terminal facilities, sealed surfaces, infrastructure and car parks at fair value. The company last revalued the car parking assets at 30 June 2019, as outlined in the 2019 Annual Report, and the other asset classes at 30 June 2018 as outlined in the 2018 Annual Report. No revaluation of these assets has been performed as at 31 December 2019.

Motor Vehicles, plant & equipment, office & computers and work in progress are carried at cost.

Additions to property, plant & equipment were \$31.8m for the six months ended 31 December 2019 (2018: \$16.7m).

10. Investment Property

The company carries Investment Property at fair value. The company last revalued investment property at 30 June 2019 as outlined in the 2019 Annual Report. No revaluation of investment property has been performed as at 31 December 2019.

Additions to investment property were \$24.8m for the six months ended 31 December 2019. (2018: \$20.7m).

11. Fair Value of Financial Instruments

There have been no transfers between levels of the fair value hierarchy used in measuring the fair value of financial instruments in the six months to 31 December 2019.

The company's derivative financial instruments are all classified as level 2 and the fair values are determined using valuation techniques. The company has an outsourced treasury provider that has provided the fair values as at 31 December 2019. These valuation techniques are based on observable market data and the interest rate swaps calculation takes into account the present value of the estimated future cash flows.

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12. Contingent Assets and Liabilities

As at 31 December 2019 there were no contingent assets (2018: nil) and there were no contingent liabilities (2018: nil).

13. Events Subsequent to Balance Date

On 24 February 2020, the directors approved the payment of a fully imputed interim dividend of 34.7 cents per share amounting to \$20,000,000.

There were no other events occurring after balance date that could significantly affect these interim financial statements.

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COMPARISON OF FORECAST TO ACTUAL RESULTS

The company prepares an annual Statement of Intent which is approved by shareholders and incorporates financial and performance measures for the ensuing year.

A comparison of the company's actual performance for the six months ended 31 December 2019 with those measures are as follows:

TARGETS	FY 2020 FY Target \$000	HY 2020 Actual \$000	HY 2020 Target \$000
a) FINANCIAL			
Total Revenue	193,349	96,181	95,694
EBITDAF (Earnings before interest, tax, depreciation, amortisation and fair value movements)	127,071	63,018	62,563
Net Profit after tax	53,743	23,253	21,667
EBITDAF as a % of Revenue	65.7%	65.5%	65.4%
Return on Invested Capital (EBIT/(Equity+Debt))	6.7%	2.8%*	2.7%*
b) PASSENGER NUMBERS	FY 2020 FY Target	HY 2020 Actual	HY 2020 Target
Domestic	5,038,593	2,554,430	2,541,494
International	1,836,859	872,407	897,881
Total	6,875,452	3,426,837	3,439,375
c) RATIO OF SHAREHOLDERS' FUNDS TO TOTAL ASSETS	FY 2020 FY Target	HY 2020 Actual	HY 2020 Target
Shareholder Funds / Total Assets %	60.8%	59.6%	60.4%
Gearing (debt / (debt + equity)) %	32.3%	33.0%	32.5%
EBITDAF Interest Cover x	5.0	5.33	4.98
Free Funds Interest Cover x	4.3	4.57	4.26
Free Funds / Debt %	16.5%	10.3%*	10.8%*

* the half year actual and target amounts are based on performance for the six-month period to date, and hence will be proportionately lower than the full year target shown in the first column. It should also be noted that the performance in the second half of each financial year is forecast to include any uplift in investment property revaluations, and hence in a normal year will generate a higher return ratio than in the first half of the year.

d) CORPORATE SOCIAL RESPONSIBILITY

Performance target	Performance Measures	
	2020	Progress to 31 December 2019
Health, Safety & Wellbeing		
 Culture and People - through leadership, engagement, trust and strong safety values continue to build our safety culture across both people 	 Incremental improvements in our annual culture and engagement survey for health, safety and wellbeing. 	 Improvement of 6% to 86% for the health, safety and wellbeing factor in the 2019 Culture Survey.
and aviation safety	Continue to activate Safety-II principles and strategy activation initiatives	 While the larger strategy activation initiatives are still to be completed, Safety II principles have continued to be included within existing processes especially in respect to employee involvement.
2. Assurance – through robust Systems, Risk and Monitoring	 CIAL people and aviation safety assurance program delivered. 	 FY20 People and Aviation Safety Workplan on track for delivery.
	 Incorporate Safety-II principles into Assurance Program 	 Safety II principles have continued to be included within existing processes where possible.
 Improvement – Collective and Continuous 	 Bi-annual review of SMS and HSMS to identify and action continuous improvement opportunities. 	 Bi-annual review of SMS scheduled for Dec 2019 postponed by CAA. Expected to be rescheduled for prior to end of
	 Develop operational delivery framework based on high performance high engagement principles 	year. HSMS annual audit scheduled for May 2020.
 Wellness – giving our people the best chance to stay and succeed in their roles 	 Incremental improvements in our annual culture and engagement survey for health, safety and wellbeing and work/life blend. 	 Improvement of 9% to 91% on the wellbeing and 13% to 89% on work & life blend factor insights in the 2019 Culture Survey.
	 Continued activation of our Whare Tapa Wha wellness strategy 	 The improvements in the culture survey results support the continued relevance of the Whare Tapa Wha activation initiatives.
	 Mental Health and Resilience Program implementation 	 Initial Mental Health and Resilience workshops completed with all staff and planning underway for events.
<u>Sustainability</u>		
Carbon 5. As a company, we accept the role carbon dioxide and other greenhouse gases play in climate change. We also believe in the science behind climate change and have committed to eliminating all non-emergency related Scope 1 emissions, reducing our scope 2 emissions from electricity and	 20% reduction on CIAL carbon emissions benchmarked against FY16 	FY19 were 3,693.6tCO2-e. This is a 6.3% reduction from FY18 and a 16.5% reduction from FY15 baseline year of measurement. Decommissioning of the passenger terminal boilers in November 2019 will mean a 90% reduction in scope 1 emissions.
managing our Scope 3 emissions	 ACI ACA Level 3 certified 	 A business case to advance our Level 2 certification 2 levels higher to level 3+ (Neutral) certified is currently with ELT
	 80% of CIAL's road vehicle fleet made up of EV and hybrid vehicles 	 We are currently at 55% electric with 7 pure EV, 4 PHEV hybrids and 9 conventional vehicles

Waste 6. Waste is a by-product of operating a	 Work with airlines to achieve greater recycling of waste off aircraft 	 CIAL is currently working with Air NZ to facilitate the composting of a new
diverse and large organisation, but we can work with all our stakeholders to reduce, reuse and recycle so we minimise the impact on our environment		standard coffee cup used by Air NZ
	 Implement food court waste upgrades 	 A draft plan has been worked up with early financial costings established. It is planned to progress with this in mid- 2020.
	 Complete feasibility analysis for onsite processing of organic waste 	 An RFI to determine the feasibility of Anaerobic Digestion (AD) was undertaken and was determined to be viable from a waste management point of view but unviable economically These learnings will be used as part of a broader decarbonisation study to determine if AD tech can help with broader goals.
Energy 7. By minimising our energy use, we	 Domestic jet ground power stands commissioned 	 Infrastructure installed for remaining international stands.
reduce our carbon footprint, reduce costs to our businesses and reduce demand on the national grid. We strive for growth without impact, and for our	 Passenger terminal energy consumption at least 10% further reduced on FY18 levels 	 A 5.3% energy reduction has been achieved during FY19 vs FY18.
island.	 90% reduction of Scope 1 emissions (baseline year FY15) achieved 	 With the boilers now decommissioned combined with emissions savings from the EV fleet, we expect ongoing scope 1 emissions to decrease to 90% of FY15 from next FY.
	 ITB energy centre commissioned and operational 	 ITB Energy Centre operational and currently being commissioned and tuned.
Water 8. Christchurch is unique in using 100% naturally filtered water. Our passion	 Install accurate water metering devices to better understand passenger terminal water use 	 Telemetry devices have been installed across the CIAL campus and provide live water use information
is to maintain its integrity, avoid accidental contamination and minimise use of this precious resource as it passes under the airport. By doing so, we ensure water supply safety and security, protect the aquifer, reduce costs and our business protects the city, region and island	 Ensure on-going compliance with NZ Drinking Water Standards through regular monitoring of potable drinking groundwater supply 	 Ongoing – compliance with all regulatory requirements under drinking water standard and health act has beer maintained this year. CIAL has also built and commissioned a UV treatment water plant on well 8. Design and construction of the 2nd and final water treatment plant is currently being completed.
	 Continue Environmental Compliance and Monitoring Program with existing airport operators and new operators on airport land 	 This program is ongoing
Noise	 Continued commitment to an Airport Noise Lipison Committee to improve 	Held two successful Airport Noise Lipicon Committee Meetings
 Noise is the environmental issue of greatest focus at airports around the world. Our responsibility and bias are to engage and collaborate with all stakeholders, especially residents and businesses close to the airport and its flight paths 	 Noise Liaison Committee to improve communications with our community Successful implementation of world leading engine testing noise management software Noise complaints are limited to 10 per 10,000 aircraft movements per annum 	 Liaison Committee Meetings. On-going successful implementation o the Engine testing noise managemen software, with the inclusion of the standard A320 Neo engine testing noise measurements.

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Land	 Successful delivery of the updated noise compliance contours to Environment Canterbury Successful implementation of the CIAL Noise Management Plan Offers of acoustic mitigation to noise impacted properties currently eligible Ongoing commitment to the Avanex grass program such that it covers our 	 On-going work associated with the updated noise compliance contours and delivery of the acoustic treatment program. No additional areas were planted this spring.
10. Our Place is an area of unique natural beauty. We have a responsibility to maintain it, improve it and remediate contaminated land. We also have a responsibility to ensure the safety of travelers and our airline partners, and so understanding the hazards and addressing the risks of bird strike is a critical and on-going activity	 entire airfield Completion of the Canada Goose Tracking Masters project Development of estate wide sustainable development guidelines for use in our property development portfolio 	 The goose tracking component of the project has been completed. The Design Guidelines are in the final stages of development.
Community Engagement		
 To make a positive contribution to the social and community outcomes of our City and the South Island 	 To continue to demonstrate support for events which attract visitors, enhance the City's image and that residents can enjoy Support community initiatives and organisations through the CIAL Community Fund, charity fundraisers and other donations through the year To engage and communicate openly with stakeholders through the Chief Executive and GMs initiating and accepting invitations to meetings, speeches, addresses and workshops To actively involve our staff in Corporate Social Responsibility initiatives to enhance engagement 	 We have supported various events across the city and island in the past six months, including NZ Chinese Language Week, The Court Theatre, Maori Language Week, Westpac Champion Business Awards, Plains Site App, SCAPE Public Art and the Special Children's Christmas Party. We have given donations to a wide range of charities and community projects. Senior members of staff have given numerous addresses at local, national and international events, conferences, meetings, workshops and public events. Staff have continued to collect for charities, raise funds and donate money and items to charity causes, cook meals at Ronald McDonald House, and share their expertise as required for associated causes
Our People		
 To build a Champion Team who has the capability and passion to achieve our purpose to champion the South Island and our mission – to be a Champion Airport 	 Purpose driven leadership and people excellence, clear performance accountabilities and outcome focused expectations are part of the way we do business. Incremental improvements for purpose and values, leadership and company confidence in annual culture and engagement survey People Strategy Activation Projects delivered 	 Our annual culture and engagement survey results reveal a positive uplift in our teams view that they can actively contribute to our mission and recognised a connection with our organisational values. Company confidence has remained at an above average level in and comparable to previous year's results and continues to be well above the NZ industry benchmark.

20 FOR THE SIX MONTHS TO 31 DECEMBER 2019

		Improved scores in leadership
		categories reflect measurable returns on the investment made into leadership coaching and development.
		 People strategy projects continue to be activated with positive results being achieved through our bi-monthly pulse checks and annual culture and engagement survey
		 Delivery of Cultural Intelligence, diversity and unconscious bias training for all frontline team members in conjunction with Diversity
		 A revised approach to Strategic Talent Management has commenced which will enable us to be more prepared to anticipate and respond to industry related challenges when it comes to attracting, retaining and retraining our talent.
13. To be a fair employer that celebrates equality and diversity that is renowned for going beyond compliance and creating value and opportunity for our people	 Activate Wawata Iwi fair employer charter Incremental improvements for leadership, enablement and work/life blend in annual culture and engagement survey 	 A new set of Diversity and Inclusion questions (which align with our Fair Employer Charter) were included in the latest annual and culture engagement survey. Over 80% of our team agreed or strongly agreed with the questions asked which provides a solid foundation
	 Create new Wawata Iwi specific engagement measures in annual culture and engagement survey 	to work from when developing our Diversity, Inclusion and Belonging framework in 2020.

CHRISTCHURCH AIRPORT / INTERIM REPORT 21



OTHER INFORMATION

Nature of Business

The company operates predominantly in the business of providing airport facilities and services to airline and airport users. The nature of the company's business has not changed during the period.

For the current and previous reporting period, the results are for Christchurch International Airport Limited and its five wholly owned subsidiaries. As the wholly owned subsidiaries do not trade and hold no assets or liabilities, the results and financial position for the CIAL group are the same as that for the CIAL parent company.

Credit Rating Status

On October 15, 2019, S&P Global Ratings re-affirmed its rating on Christchurch International Airport Ltd (CIAL) at 'A-'. The outlook on the long-term rating remains stable. The issue rating on the company's debt also remains at 'A-'.

Summary of Waivers

The company was issued with waivers of the previous Listing Rules 5.2.3 and 11.1.5 by NZX (for a period of six months from 25 May 2018) in respect of the company's May 2018 issue of \$100 million of unsecured, unsubordinated, fixed rate notes (Bonds).

The previous waiver from Listing Rule 5.2.3 enabled CIAL to apply for quotation on the NZX Debt Market even though the Bonds may not have been initially held by at least 100 members of the public holding at least 25% of the Bonds issued.

The previous waiver from Listing Rule 11.1.5 enabled CIAL to decline to accept or register a transfer of the Bonds if the transfer would result in the transferor or the transferee holding or continuing to hold Bonds with a Principal Amount of less that \$5,000 (if not zero) or if the transfer is not in multiples of \$1,000.

On November 2018, NZX granted a class ruling to all issuers transitioning to the new Listing Rules. The company no longer requires a waiver from the previous Listing Rule 11.1.5. This is because NZX has provided CIAL with approval under Listing Rule 8.1.6 to enable CIAL to decline to accept or register a transfer of the Bonds if the transfer would result in the transferor or the transferee holding or continuing to hold Bonds with a principal Amount of less than \$5,000 (if not zero) or if the transfer is not in multiples of \$1,000.

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11. Development Christchurch Ltd - Performance Report for the period 1 January to 31 March 2020

Reference / Te Tohutoro: 20/324774

Report of / Te Pou Matua:	Linda Gibb, Performance Advisor, linda.gibb@ccc.govt.nz
General Manager / Pouwhakarae:	Carol Bellette, General Manager Finance and Commercial, carol.bellette@ccc.govt.nz

1. Brief Summary

- 1.1 The purpose of this report is to present Development Christchurch Ltd's (DCL's) performance report for Quarter 3 1 January to 31 March 2020.
- 1.2 The report has been written as a result of receiving DCL's performance reports for Quarter 3 on 8 April. As the report does not require Council decisions, it has been deferred during the Covid-19 lockdown period.
- 1.3 The report notes the following:
 - Completion of DCL's role in the development of He Puna Taimoana (Christchurch Hot Pools) on time and within budget. A project close out report, prepared by DCL, is also included.
 - Consultation on the proposed redevelopment of the "old school" site has been completed.
 - A summary of the activities at the Christchurch Adventure Park (CAP).
- 1.4 A detailed standalone report on CAP's performance for the 12 months ending 31 March 2020 has been received and is presented in the public excluded session of this meeting.
- 1.5 The Christchurch Adventure Park is expected to return to some level of activity in the Level 2 (COVID-19 lockdown) with the appropriate space and sanitising measures in place.
- 1.6 The opening of He Puna Taimoana (Christchurch Hot Pools) has been postponed until further notice as a result of Covid-19.

2. Officer Recommendations / Ngā Tūtohu

That the Council:

1. Notes the content of Development Christchurch Ltd's performance report for Quarter 3 – the period beginning 1 January and ending 31 March 2020.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A <u>I</u>	Development Christchurch Ltd - Performance report for 1 Jan - 31 March 2020	115

In addition to the attached documents, the following background information is available:

Document Name	Location / File Link
Not applicable	

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

Author	Linda Gibb - Performance Monitoring Advisor	
Approved By	ed By Len Van Hout - Manager External Reporting & Governance	
	Diane Brandish - Head of Financial Management	
	Carol Bellette - General Manager Finance and Commercial (CFO)	



Subject:	Development Christchurch Limited Report for period December 2019 to March 2020
Date:	31 st March 2020
From:	Rob Hall, Chief Executive
То:	Finance and Performance Committee

1. Overview

This report is to provide the Finance and Performance Committee (FPC) of Council with an update on the activities of Development Christchurch Limited (DCL). It is presented in two parts: this report, which is presented in the public section and a second report, which is tabled in the public excluded part of the FPC meeting.

2. Development Programme Update

New Brighton Regeneration Project - overview

DCL is responsible for delivery of the New Brighton Regeneration Project. Steady progress has been made as we near completion of the foreshore development. He Puna Taimoana, the New Brighton hot pools, have achieved practical completion on time and on budget. DCL hosted a blessing ceremony in early March, which was led by Matapopore and Ngāi Tahu representatives Lynne-Harata Te Aika and Te-Kaharoa Manihera. It was attended by community leaders and key people involved in the project. Efforts are now strongly focused on development of DCL-owned land, supporting the commercial core redevelopment with current owners, and in supporting the rebuild of the new Surf Life Saving Club building.



Fig. 1 New Bright Foreshore development – Phase one

New Brighton Regeneration Project - He Puna Taimoana (Christchurch Hot Pools)

Construction completion of the buildings and pool complex has occurred and DCL handed over the facility to Council staff on 28th February to allow for commissioning and fit-out to be completed as programmed. The pools are currently on track for Q1 opening date in 2020 and have been completed within budget. Council recently announced the opening date will be 4th April 2020; however, due to the outbreak of COVID-19 and associated lockdowns this opening has been postponed until further notice.



Fig. 2 He Puna Taimoana practical completion February 2020

Sand dune construction and planting has been completed to the dunes bordering the pools. This provides for a sustainable coastal risk erosion mitigation measure, aimed to reduce the risk of coastal inundation adjacent to the new facility by stabilising the dune complex. Ground levels have also been raised 0.4m along the length of the new developments.

Council is responsible for the fit-out and operational readiness elements of He Puna Taimoana. Regular meetings are held between Council and DCL to ensure that the Council elements are on target. No major issues are expected at this time. The appointed café operator is undertaking their fit-out in preparation of the full opening of the facility.

See Appendix A: DCL He Puna Taimoana Project closeout report.

New Brighton Regeneration Project - 'the old school' development

DCL is testing the built form options for the sites in conjunction with the completion of a site masterplan. An Expression of Interest (EoI) is being prepared and will be ready for release when market conditions improve post COVID-19 Alert Level 4 lockdown restrictions. This masterplan was based on feedback from the Community Board, the Re-New New Brighton Board and on feedback gathered from the wider community through a survey of housing types and preferences (flyer drop, online version and drop-ins at DCL's New Brighton Hub). The aim was to engage the wider community through a series of open conversations, feedback and information-sharing opportunities. DCL used this to inform and finalise our views before advancing to the next step in progressing a housing development project.

The images contained at Fig. 3 and 4 are representative of current possibilities for the site, but, as yet do not represent the final plans.





Fig. 3 The vision for 'the old school' – artist impression of community typology



Fig. 4 The vision for 'the old school' – draft master plan option

Peterborough Central Project

See the Development Christchurch Limited Report PUBLIC EXCLUDED dated 31st March 2020 for further details.

Christchurch Adventure Park (CAP)

In the last quarter prior to the COVID-19 closure, CAP had completed the initial turnaround of the Park. The final building blocks for this changed philosophy and operational model are now in place to support the objective of maximising what CAP already does well, while expanding and growing the support base and experiences that can be enjoyed by all users of the Park.



Specifically, CAP has:

- Completed the development of four new mountain bike trails in the trees. These new trails round-out CAP's core trail portfolio and as such mark the completion of the bulk of investment in the trail network. That said, CAP will continue to maintain its trails to a high standard and add modest variations to retain customer interest. In addition, it will also continue to work with committed volunteer groups, who have been critical in developing some of the new trails in the Park, and will support them in the development of select further new trails.
- Made changes to the hospitality offering, by expanding and improving the food and beverage offering at the Park, consistent with the appetites and demands of the diverse and growing numbers of Park users. But, with a focus on outdoor healthy living, consistent with the new vision for the business.
- Developed and promoted "The Longest Line" product (Zipline 4) to accommodate guests who have limited time or budget, or to enable the Park to operate a Zipline product on days where the weather may impact on the full Zipline offering.
- Launched a range of new hiking trails that are bringing a new demographic of people into the park and that are providing exposure to a wider customer base and community.
- Completed the rebranding project, including the development of two new websites specifically focused on the mountain bike and zipline attractions at the Park. The Park now has three cornerstone operations mountain biking, the zipline and hospitality which are well-established, and which should provide a solid platform from which CAP can expand.

CAP has now largely addressed the cost-base and re-set the Park's offerings and how to deliver them. Therefore, the Board is now focused on the marketing and awareness aspects of the operations to drive park patronage higher and improve operating cash generation.

Due to the COVID-19 lockdown CAP has temporarily ceased trading. The Board and management have adjusted quickly to ensure the park can reduce expenditure and seek assistance where required to manage through this new downturn. The full effects of this closure are unknown at this stage.

CAP Financial Performance – Patronage Up, Costs Down, Losses Narrowing

Patronage has increased steadily through the year. The park continues to seek improved cash flow, but operating costs have reduced sharply when compared to the previous year, such that the scale of losses and cash outflows are now significantly reduced. CAP's journey to financial sustainability is not yet complete, but good progress in the last six months means that we expect to see improvements made towards the sustainability goal.

Reflecting on the performance of the business over the past 12 months, patronage quarter on quarter in the Park for Downhill Mountain Biking has grown positively. A lot of young people are utilising the park and CAP is delighted to be playing its part in encouraging young people to be active, fit and healthy. The mix shift toward younger riders and a decline in the café performance has led revenues to be slightly down on the prior year. The zipline performance has also achieved solid growth in Q1 and Q4; however, the impact of the decision not to operate the zipline on Monday and Tuesday during the winter has impacted the expected revenue. Overall, while this decision had an adverse impact on revenues, collectively with the decision to close all park operations on a Tuesday and to adopt a more aggressive closure policy on weather affected days in winter has been positive in terms of containing costs. Cash flows are better than in prior years.



Central City Action Plan

DCL is an active party supporting the Central City Action Plan and is responsible for relevant components relating to commercial development, property intentions and supporting alternative development models that may be applicable.

Light up the Central City

DCL's has continued to operate its lighting projector each evening in Evolution Square, where it is being used to project onto the existing SALT mural. DCL has met with property owners in New Brighton to secure a vantage spot for the projector to be used during the opening week of the hot pools as well as the new Brighton Art Festival in March/April. This will now be delayed until a new opening date for He Puna Taimoana can be determined.

3. Commercial Advisory Services to Council

DCL is working with Council staff to provide professional services and commercial advice on a number of issues. During the reporting period, this work was predominantly focussed on providing advice on the Social Housing, Civic building, Ōtākaro Avon River Corridor, the Smart City initiative and Global Settlement. See the Development Christchurch Limited Report PUBLIC EXCLUDED dated 31st March2020 for further details.

4. Investor Facilitation

See the Development Christchurch Limited Report PUBLIC EXCLUDED dated 31st March 2020 for further details.

Rob Hall, FRICS, FCIWEM Chief Executive Officer Development Christchurch Limited



Appendix A

He Puna Taimoana

Project Closeout Summary

Document Development Control	
Prepared by	Paul Haggath
Position / title	Development Manager
Date of last revision	6/4/2020
Status	Final

Introduction

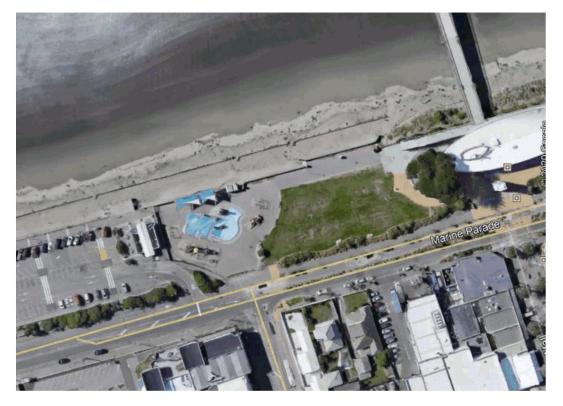
The purpose of this document is to summarise the relevant project information relating to the performance and close out of these related projects.

Data Sheet	
Project Name	He Puna Taimoana, Christchurch Hot Pools
Project Address	195 Marine Parade, New Brighton, Christchurch
Project Manager	Paul Haggath, Development Christchurch Ltd.

Project Overview		
Purpose and Background	Development Christchurch Limited (DCL) has been mandated by Christchurch City Council to lead a regeneration programme in New Brighton. This involved the development and execution of the business case for all of the integrated foreshore development projects.	
	It was recognized that a legacy project or destination asset was needed to create a point of difference, as a catalyst for private investment in the area and to kick start the regeneration. The idea of hot pools has been talked about by locals for years and pays homage to the historic salt water pools that once occupied the site.	
	The land on which He Puna Taimoana was constructed is owned by Christchurch City Council (Fee Simple). The foreshore area is north of the Pier and south of New Brighton Surf Life Saving Club in close proximity to the ocean front, library and commercial centre. The site previously included a portion of the public car park, a scrubby grassed area and part of the previous playground which was redeveloped and moved further south towards the library.	



Location Plan:



He Puna Taimoana is located immediately north of the New Brighton Pier and New Brighton Library. Photograph shows the area before the commencement of construction.

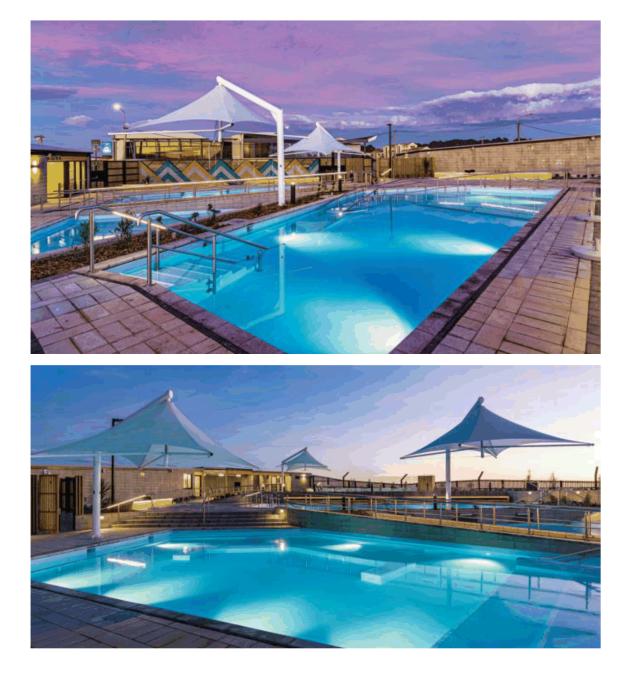


The completion of the New Brighton Beachside Playground and He Puna Taimoana Hot Pools has regenerated this previously neglected area of New Brighton.



Background Continued	He Puna Taimoana, the hot pools at New Brighton, is a catalyst for the regeneration of Christchurch's seaside village. It is a key component of the New Brighton Regeneration Project – a transformation of the village backed by the Christchurch City Council, Development Christchurch Limited (DCL), and the community. It is part of the \$19.2 million development of the New Brighton foreshore, which includes the new beachside playground, and it signals the start of a positive transformation for New Brighton. After many years of decline, the development will support the goals of bringing life, activity and prosperity to the suburb. DCL and the Council worked with the community to create an exciting combination of open-air hot pools, sauna and steam room, and public beach-facing facilities. He Puna Taimoana will draw visitors from around the region, across the country and overseas to relax and enjoy the beach and coastal views.
	The site design integrates with the coastal surrounds and provides improved ramped access to the beach, a public boardwalk along the coastal edge, integration with the popular new Beachside Playground and improved connection with the commercial centre. A public realm improvement scheme along Marine Parade was coordinated with the hot pools to ensure a seamless transition between the projects. This strong connection from the foreshore supports the revitalization of the commercial centre, and once the facility opens an increase in visitors to the area will result. The project team worked collaboratively to develop a design that utilised an innovative bore-fed heat exchange system, serving a number of interconnected pools which provide for a range of user experiences. The complex is a leading facility in terms of its accessibility; all areas have been designed to be fully accessible, with state of the art accessible equipment integrated into the design to ensure an equal
Detailed Design Phase	and equitable experience for all users. The facility includes:
Phase	 5 pools ranging in temperature from 26°C to 40°C for the fitness pool and a small circular plunge pool will sit at 12°C Steam and sauna room Reception area Changing facilities and common toilets Common seating areas and planting Extensive feature lighting to support night-time use External board walk connecting the car park to the north with the library and Pier to the South Ramps providing access to the beach Car and cycle parking on the northern frontage Café south-east corner beach site





	DCL recognised early on that the project required a number of different specialist inputs, both from design and construction perspectives. DCL split the construction into a number of separate but complementary contracts including:				
	 Main pool complex and buildings 	Apollo Projects			
Tender	 Specialist Pool pumps and filtration equipment 	lan Coombes Ltd			
	 Borehole construction 	McMillan Drilling			
	 Coastal Protection and Sea Defences 	HEB Construction			
	 Sand dunes, beach works and boardwalk 	Citycare Ltd			
	DCL assumed the roles of developer and project manage were delivered to the requirements and expectations of	of both DCL and CCC.			
	Construction took place over 11 months, between Mar	-			
ConstructionWith a number of different contractors on site, collaboration and co-ordination key. The project has been run on a principle of collaboration and teamwork; we structured the project team to allow parties to concentrate on their core skills, we a culture of support and problem solving. Through open and honest dialogue, ac seeking to help parties resolve their issues, and implementing robust project management processes, DCL pro-actively managed the project and budget press on the project, which was delivered on time and below budget.					
Defects	The Defect Period runs from 1 st March 2020 until 28 th F	Cobrugery 2021 Routing			
Period Works	maintenance contracts are in place and an obligation o same period.				
	Note: COVID-19 effects notwithstanding, the full implic known.	ations of which are not yet			

Project Financials

Total Stage 2 project cost was \$14 million and was funded by Christchurch City Council through rates recovery and re-prioritization of the capital works programme via the Long Term Plan and Annual Plan processes. This was considered to be a value for money investment, based on the economic benefits that the complex is expected to return for the regeneration of the area.

The specialist nature of the project means that significant costs were expended on specialist equipment, including pool pumps and filtration, heat exchangers for water heating and transfer, the drilling of boreholes to a depth of 150m to extract and reinject borehole aquifer waters, and the pools themselves. Top quality, state of the art accessible equipment was purchased to ensure that users of all mobility can enjoy an equitable experience of the complex. Landscaping and planting was eco-sourced to help re-generate the area's native flora.

	Total Project including	Hot Pools Only	
	Playground and Hot Pools	(Stage 2)	
Approved Budget	19,224,611	13,932,922	
Final Cost	19,223,614	13,931,925	
Contingency Remaining	997	997	

Note: Final cost includes an allowance for Stage 2 Dune planting, scheduled to be undertaken in April 2020, ad assumes all plants currently being grown in nurseries will remain healthy, however the potential effects of COVID-19 closures on nurseries is as yet unknown

Health & Safety and Environmental

HSSE statistics for the project were excellent, with FAI, MTI and LTI figures lower than industry averages and targets. Statistics are summarised below, as at end Feb 2020, project completion:

Indicators	Meetings	Inductions	Audi	ts	
	Co-ordination, H&S&E Meetings	Total	Contractor	Apollo	Client
This month	12	57	40	1	0
Project Total	91	325	194	20	4
Total			idant Data		

Indicators	Incident Data						
	Contractor Hours	Apollo Hours	Safety Observations	Near Miss	FAI	MTI	LTI
This month	7,885	333	1	з	o	o	0
Project Total	41,537	3,442	27	20	1	0	0

Lessons Learned

The nature of the project, particularly drilling boreholes to reach aquifers for heat exchange water, meant that there were a number of unknown costs. By prioritising and governing the timing and rate of expenditure, we were able to balance the project's unknowns and risks, reintroducing money to the budget as risks were mitigated and budget allowances realised.

The biggest lesson is the importance of initiating the project well, and clearly establishing project responsibilities. Through open and honest dialogue, actively seeking to help parties resolve their issues, and implementing robust project management processes, DCL has pro-actively managed the project and budget pressures on the project, which was delivered on time and below budget in March 2020.

Title	Status	Commentary
Finances	Green	Delivered on budget
Risks	Green	Successfully mitigated by careful management of variations and contingencies
lssues	Green	Planned opening on 4 th April 2020 is delayed due to COVID-19. Facility has not yet operated publicly
Resources	Green	Resources engaged for design and delivery were appropriate and performed well
Time	Green	Delivered on time 28 th Feb 2020
Scope	Green	Scope delivered in accordance with Development Agreement
Benefits	Green	Community benefits will be realised when open, but already has significant community support. Economic benefits through building confidence for private investment in the commercial centre.
Key – Green =	delivered to pla	n, <mark>Amber</mark> = partially off plan, <mark>Red</mark> – off plan

Project Final Status Summary



12. AAC Victoria Street Revitalisation- Detailed traffic resolutions

Reference / Te Tohutoro: 20/582705

Report of / Te Pou Matua:	Adrian Thein, Project Manager Transport Adrian.thein@ccc.govt.nz Lindsay White, Project Manager Transport Lindsay.white@ccc.govt.nz
General Manager /	David Adamson, General Manager City Services,
Pouwhakarae:	david.adamson@ccc.govt.nz

1. Executive Summary / Te Whakarāpopoto Matua

- 1.1 The purpose of this report is for Council to approve the detailed traffic resolutions for AAC (An Accessible City) Victoria Street Revitalisation. The project was approved by Council on 29 August 2019 with the detailed traffic resolutions be brought back to Council for approval once detailed design was completed. Attachments A D contains the drawings that relate to the final Victoria Street Revitalisation scheme.
- 1.2 There are no fundamental changes between the approved scheme design and layout as detailed in 29 August 2019 report and the resolutions contained in this report for the road, footpath and cycle facilities.
- 1.3 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by consideration of the impact and the number of people affected by this decision and completion of a significance assessment.

2. Officer Recommendations / Ngā Tūtohu

That the Council:

Existing Durham Street North / Kilmore Street / Victoria Street Intersection

1. Approves that any previously approved resolutions pertaining to traffic controls at the Durham Street North, Kilmore Street and Victoria Street intersection, to the extent that they are in conflict with the traffic controls described in recommendations 1-7 below, are revoked.

New Durham Street North / Kilmore Street / Victoria Street Intersection

- 2. Approves that all traffic movements at the Durham Street North, Kilmore Street and Victoria Street intersection be controlled by Traffic Signals, in accordance with Sections 6 and 10.5 of the Land Transport Rule: Traffic Control Devices 2004.
- 3. Approves the road markings and road surface treatments at the Durham Street North, Kilmore Street and Victoria Street intersection as detailed on plan TG 137801, sheet 2 of 4, and attached to this report as **Attachment B.**
- 4. Approves that the right turn movement into Durham Street North for the Kilmore Street east approach at its intersection with Durham Street North and Victoria Street, be prohibited in accordance with Clause 17(1) of the Christchurch City Council Traffic and Parking Bylaw 2017.
- 5. Approves that the left turn movement into Kilmore Street for the Durham Street North, north approach at its intersection with Kilmore Street and Victoria Street, be prohibited in accordance with Clause 17(1) of the Christchurch City Council Traffic and Parking Bylaw 2017.



- 6. Approves that the left turn movement into Durham Street North for the Victoria Street approach at its intersection with Kilmore Street and Durham Street North, be prohibited in accordance with Clause 17(1) of the Christchurch City Council Traffic and Parking Bylaw 2017.
- 7. Approves that the left turn movement into Kilmore Street for the Victoria Street approach at its intersection with Kilmore Street and Durham Street North, be prohibited in accordance with Clause 17(1) of the Christchurch City Council Traffic and Parking Bylaw 2017.

Existing Victoria Street-Kilmore Street /Durham Street North to Montreal Street /Salisbury Street – Traffic Controls

8. Approves that any previously approved resolutions on Victoria Street from its intersection with Durham Street North and Kilmore Street, extending in a north westerly direction to its intersection with Montreal Street and Salisbury Street, pertaining to traffic controls (including the speed limit), made pursuant to any bylaw, to the extent that they are in conflict with the traffic controls described in recommendations 9-12 below, are revoked.

New Victoria Street - Kilmore Street /Durham Street North to Montreal Street /Salisbury Street - Traffic Controls

- 9. Approves all kerb alignments, road surface treatments and road markings on Victoria Street, commencing at its intersection with Durham Street North & Kilmore Street, and extending in a north westerly direction to its intersection with Montreal Street and Salisbury Street, as detailed on plan(s) TG137801, sheets 1 and 2 of 4, and attached to this report as **Attachments A and B.**
- 10. Approves that the speed limit on Victoria Street, commencing at its intersection with Durham Street North & Kilmore Street, and extending in a north westerly direction to its intersection with Montreal Street and Salisbury Street, be set at 30 km /h, in accordance with Clause 27(1) of the Christchurch City Council Traffic & Parking Bylaw 2017, and in accordance with Section 2.7 of the Land Transport Rule: Setting of Speed limits 2017.
- 11. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of northwest bound cycles only be installed on Victoria Street, commencing at its intersection with Durham Street North and Kilmore Street and extending in a north westerly direction to its intersection with Montreal Street and Salisbury Street, on the southwest side of Victoria Street, as detailed on plan(s) TG 137801 sheets 1 and 2 of 4, and attached to this report as **Attachments A and B**.
- 12. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of southeast bound cycles only be installed on Victoria Street, commencing at its intersection with Montreal Street and Salisbury Street and extending in a south easterly direction to its intersection with Durham Street North and Kilmore Street, on the northeast side of Victoria Street, as detailed on plan(s) TG 137801 sheets 1 and 2 of 4, and attached to this report as **Attachments A and B**.

Existing Victoria Street, Peterborough Street to Durham Street North– Northeast side, Parking & Stopping Restrictions

13. Approves that any previously approved resolutions on the northeast side of Victoria Street from its intersection with Peterborough Street, and extending in a south easterly direction to its intersection with Durham Street North, pertaining to parking restrictions and stopping restrictions made pursuant to any bylaw, to the extent that they are in conflict with the parking & stopping resolutions described in recommendations 14-18 below, are revoked.

New Victoria Street, Peterborough Street to Durham Street North– Northeast side, Parking & Stopping Restrictions

- 14. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the northeast side of Victoria Street commencing at its intersection with Peterborough Street, and extending in a south easterly direction for a distance of 28 metres.
- 15. Approves that a Taxi Stand be installed, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the northeast side of Victoria Street commencing at a point 28 metres southeast of its intersection with Peterborough Street, and extending in a south easterly direction for a distance of 25 metres.
- 16. Approves that a Loading Zone be installed, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the northeast side of Victoria Street, commencing at a point 53 metres southeast of its intersection with Peterborough Street and extending in a south easterly direction for a distance of 16 metres. This loading Zone is to be restricted to a maximum loading period of five minutes and this restriction is to apply at any time.
- 17. Approves a shuttle park be installed on the northeast side of Victoria Street, commencing at a point 69 metres southeast of its intersection with Peterborough Street and extending in a south easterly direction for a distance of 15 metres. This Shuttle park is to be restricted to a maximum period of 60 minutes
- 18. Approves that the stopping of all vehicles be prohibited at any time in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the northeast side of Victoria Street commencing at a point 84 metres southeast of its intersection with Peterborough Street, and extending in a south easterly direction to its intersection with Durham Street North.

Existing Victoria Street, Kilmore Street to Peterborough Street – Southwest side Parking & Stopping Restrictions

19. Approves that any previously approved resolutions on the southwest side of Victoria Street from its intersection with Kilmore Street, and extending in a north westerly direction to its intersection with Peterborough Street, pertaining to parking restrictions and stopping restrictions made pursuant to any bylaw, to the extent that they are in conflict with the parking & stopping resolutions described in recommendations 20-25 below, are revoked.

New Victoria Street, Kilmore Street to Peterborough Street – Southwest side Parking & Stopping Restrictions

- 20. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southwest side of Victoria Street commencing at its intersection with Kilmore Street, and extending in a north westerly direction for a distance of 19 metres.
- 21. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by Parking Meters, (including Pay by Plate machines or any approved means of payment in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southwest side of Victoria Street, commencing at a point 19 metres northwest of its intersection with Kilmore Street and extending in a north westerly direction for a distance of 53 metres. This restriction is to apply 9:00am to 5:00pm, Monday to Thursday, and 9:00am to 8:30pm Friday to Sunday.
- 22. Approves that a Motorcycle Stand be installed, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southwest side of Victoria Street, commencing at a point 72 metres northwest of its intersection with Kilmore Street and extending in a north westerly direction for a distance of five metres.

- 23. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southwest side of Victoria Street, commencing at a point 77 metres northwest of its intersection with Kilmore Street and extending in a north westerly direction for a distance of 21metres.
- 24. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by Parking Meters, (including Pay by Plate machines or any approved means of payment), in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southwest side of Victoria Street, commencing at a point 98 metres northwest of its intersection with Kilmore Street and extending in a north westerly direction for a distance of 17 metres. This restriction is to apply 9:00am to 5:00pm, Monday to Thursday, and 9:00am to 8:30pm Friday to Sunday.
- 25. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southwest side of Victoria Street, commencing at a point 115 metres northwest of its intersection with Kilmore Street and extending in a north westerly direction to its intersection with Peterborough Street.

Existing Intersection of Peterborough Street (south eastern intersection) & Victoria Street-Traffic Controls

26. Approves that any previously approved resolutions pertaining to traffic controls at the Peterborough Street (south eastern intersection) and Victoria Street intersection, to the extent that they are in conflict with the traffic control described in recommendation 27 below, are revoked.

New Intersection of Peterborough Street (south eastern intersection) & Victoria Street- Traffic Controls

27. Approves that the eastern approach of Peterborough Street at its intersection with Victoria Street be controlled by a Give Way, in accordance with Section 4 and Section 10.3 of the Land Transport Rule: Traffic Control Devices 2004.

Existing Intersection of Peterborough Street (north western intersection) & Victoria Street-Traffic Controls

28. Approves that any previously approved resolutions pertaining to traffic controls at the Peterborough Street (north western intersection) and Victoria Street intersection, to the extent that they are in conflict with the traffic control described in recommendation 29 below, are revoked.

New Intersection of Peterborough Street (north western intersection) & Victoria Street - Traffic Controls

29. Approves that the western approach of Peterborough Street at its intersection with Victoria Street be controlled by a Give Way, in accordance with Section 4 and Section 10.3 of the Land Transport Rule: Traffic Control Devices 2004.

Existing Victoria Street, Peterborough Street to Montreal Street – Southwest side, Parking & Stopping Restrictions

30. Approves that any previously approved resolutions on the southwest side of Victoria Street from its intersection with Peterborough Street, and extending in a north westerly direction to its intersection with Montreal Street, pertaining to parking restrictions and stopping restrictions made pursuant to any bylaw, to the extent that they are in conflict with the parking & stopping resolutions described in recommendations 31-37 below, are revoked.

New Victoria Street, Peterborough Street to Montreal Street – Southwest side, Parking & Stopping Restrictions

- 31. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southwest side of Victoria Street commencing at its intersection with Peterborough Street, and extending in a north westerly direction for a distance of 23 metres.
- 32. Approves that a Bus Stop be installed, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southwest side of Victoria Street commencing at a point 23 metres northwest of its intersection with Peterborough Street, and extending in a north westerly direction for a distance of 14 metres.
- 33. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southwest side of Victoria Street commencing at a point 37 metres northwest of its intersection with Peterborough Street, and extending in a north westerly direction for a distance of eight metres.
- 34. Approves that the parking of vehicles be restricted to a maximum period of 10 minutes, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southwest side of Victoria Street commencing at a point 45 metres northwest of its intersection with Peterborough Street, and extending in a north westerly direction for a distance of six metres.
- 35. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by Parking Meters, (including Pay by Plate machines or any approved means of payment), in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southwest side of Victoria Street, commencing at a point 51 metres northwest of its intersection with Peterborough Street and extending in a north westerly direction for a distance of 39 metres. This restriction is to apply 9:00am to 5:00pm, Monday to Thursday, and 9:00am to 8:30pm Friday to Sunday.
- 36. Approves that a Taxi Stand be installed, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southwest side of Victoria Street commencing at a point 51 metres northwest of its intersection with Peterborough Street, and extending in a north westerly direction for a distance of 19 metres. This restriction is to apply 10:00pm to 6:00am (the following day, Monday to Sunday.
- 37. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southwest side of Victoria Street commencing at a point 90 metres northwest of its intersection with Peterborough Street, and extending in a north westerly direction to its intersection with Montreal Street.

Existing Victoria Street, Salisbury Street to Peterborough Street – Northeast side, Parking & Stopping Restrictions

38. Approves that any previously approved resolutions on the northeast side of Victoria Street from its intersection with Salisbury Street, and extending in a south easterly direction to its intersection with Peterborough Street, pertaining to parking restrictions and stopping restrictions made pursuant to any bylaw, to the extent that they are in conflict with the parking & stopping resolutions described in recommendations 39-45 below, are revoked.

New Victoria Street, Salisbury Street to Peterborough Street – Northeast side, Parking & Stopping Restrictions

- 39. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the northeast side of Victoria Street commencing at its intersection with Salisbury Street, and extending in a south easterly direction for a distance of 19 metres.
- 40. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by Parking Meters, (including Pay by Plate machines or any approved means of payment), in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the northeast side of Victoria Street, commencing at a point 19 metres southeast of its intersection with Salisbury Street and extending in a south easterly direction for a distance of 17 metres. This restriction is to apply 9:00am to 5:00pm, Monday to Thursday, and 9:00am to 8:30pm Friday to Sunday.
- 41. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the northeast side of Victoria Street commencing at a point 36 metres southeast of its intersection with Salisbury Street, and extending in a south easterly direction for a distance of two metres.
- 42. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by Parking Meters, (including Pay by Plate machines or any approved means of payment), in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the northeast side of Victoria Street, commencing at a point 38 metres southeast of its intersection with Salisbury Street and extending in a south easterly direction for a distance of 75 metres. This restriction is to apply 9:00am to 5:00pm, Monday to Thursday, and 9:00am to 8:30pm Friday to Sunday.
- 43. Approves that a Taxi Stand be installed, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the northeast side of Victoria Street commencing at a point 94 metres southeast of its intersection with Salisbury Street, and extending in a south easterly direction for a distance of 19 metres. This restriction is to apply 10:00pm to 6:00am (the following day), Monday to Sunday.
- 44. Approves that the parking of all vehicles be restricted to a maximum period of 10 minutes, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the northeast side of Victoria Street commencing at a point 113 metres southeast of its intersection with Salisbury Street, and extending in a south easterly direction for a distance of seven metres.
- 45. Approves that the stopping of all vehicles be prohibited at any time in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the northeast side of Victoria Street commencing at a point 120 metres southeast of its intersection with Salisbury Street, and extending in a south easterly direction to its intersection with Peterborough Street.

Existing Peterborough Street, Victoria Street to Eastern extent of Project- Traffic Controls.

46. Approves that any previously approved resolutions on Peterborough Street from its intersection with Victoria Street, and extending in an easterly direction for a distance of 45 metres, pertaining to traffic controls (excluding the speed limit), made pursuant to any bylaw, to the extent that they are in conflict with the traffic controls described in recommendation 46 below, are revoked

New Peterborough Street, Victoria Street to Eastern extent of Project- Traffic Controls.

47. Approves all kerb alignments, road surface treatments, traffic islands and road markings on Peterborough Street, commencing at its intersection with Victoria Street, and extending in an

easterly direction for a distance of 45 metres, as detailed on plan TG 137801, sheet 2 of 4, and attached to this report as **Attachment B.**

Existing Peterborough Street, north side only, Victoria Street to Durham Street North-Parking & Stopping Restrictions.

48. Approves that any previously approved resolutions on the north side of Peterborough Street from its intersection with Victoria Street, to its intersection with Durham Street North, pertaining to parking restrictions and stopping restrictions made pursuant to any bylaw, to the extent that they are in conflict with the parking & stopping resolutions described in recommendations 48-52 below, are revoked.

New Peterborough Street, north side only, Victoria Street to Durham Street North- Parking & Stopping Restrictions.

- 49. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north side of Peterborough Street commencing at its intersection with Victoria Street, and extending in an easterly direction for a distance of 20 metres.
- 50. Approves that the parking of vehicles be reserved for vehicles with an approved disabled person's parking permit, prominently displayed in the vehicle, installed in accordance with Section 12.4(7) of the Land Transport Rule: Traffic Control Devices 2004 on the north side of Peterborough Street commencing at a point 20 metres east of its intersection with Victoria Street, and extending in an easterly direction for a distance of seven metres. This parking is further restricted to 90 degree angle parking (in relation to the kerb alignment). This parking restriction is to apply at all times.
- 51. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by Parking Meters, (including Pay by Plate machines or any approved means of payment), in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north side of Peterborough Street, commencing at a point 27 metres east of its intersection with Victoria Street and extending in an easterly direction for a distance of 14 metres. This restriction is to apply 9:00am to 5:00pm, Monday to Thursday, and 9:00am to 8:30pm Friday to Sunday.
- 52. Approves that a Motorcycle Stand be installed, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north side of Peterborough Street, commencing at a point 41 metres east of its intersection with Victoria Street and extending in an easterly direction for a distance of four metres. This restriction is to apply at all times.
- 53. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north side of Peterborough Street commencing at a point 45 metres east of its intersection with Victoria Street, and extending in an easterly direction to its intersection with Durham Street North.

Existing Peterborough Street, Victoria Street to Western extent of Project- Traffic Controls.

54. Approves that any previously approved resolutions on Peterborough Street from its intersection with Victoria Street, and extending in a westerly direction for a distance of 14 metres, pertaining to traffic controls (excluding the speed limit), made pursuant to any bylaw, to the extent that they are in conflict with the traffic controls described in recommendation 54 below, are revoked

New Peterborough Street, Victoria Street to Western extent of Project- Traffic Controls.

55. Approves all kerb alignments, road surface treatments, and road markings on Peterborough Street, commencing at its intersection with Victoria Street, and extending in a westerly direction for a distance of 14 metres, as detailed on plan TG 137801, sheet 2 of 4, and attached to this report as **Attachment B.**

Existing Montreal Street, Peterborough Street to Salisbury Street and Victoria Street- Traffic Controls

56. Approves that any previously approved resolutions on Montreal Street from its intersection with Peterborough Street, and extending in a northerly direction to its intersection with Salisbury Street and Victoria Street pertaining to traffic controls, made pursuant to any bylaw, to the extent that they are in conflict with the traffic controls described in recommendation 56 below, are revoked.

New Montreal Street, Peterborough Street to Salisbury Street and Victoria Street- Traffic Controls

57. Approves all kerb alignments, road surface treatments and road markings on Montreal Street, commencing at its intersection with Peterborough Street, and extending in a northerly direction to its intersection with Salisbury Street and Victoria Street, as detailed on plan TG 137801, sheet 1 of 4, and attached to this report as **Attachment A.**

Existing Montreal Street / Salisbury Street / Victoria Street Intersection

58. Approves that any previously approved resolutions pertaining to traffic controls at the Montreal Street, Salisbury Street and Victoria Street intersection, to the extent that they are in conflict with the traffic controls described in recommendations 58-66 below, are revoked.

New Montreal Street / Salisbury Street / Victoria Street Intersection

- 59. Approves that all traffic movements at the Montreal Street, Salisbury Street and Victoria Street intersection be controlled by Traffic Signals, in accordance with Sections 6 and 10.5 of the Land Transport Rule: Traffic Control Devices 2004, except for the Victoria Street northwest approach left turn movement into Montreal Street,
- 60. Approves that the Victoria Street northwest approach left turn into Montreal Street, be controlled by a Give Way, in accordance with Section 4 and Section 10.3 of the Land Transport Rule: Traffic Control Devices 2004.
- 61. Approves the road markings and road surface treatments at the Montreal Street, Salisbury Street and Victoria Street intersection as detailed on plan TG 137801, sheet 1 of 4, and attached to this report as **Attachment A.**
- 62. Approves that the Montreal Street south approach, left turn into Salisbury Street be prohibited in accordance with Clause 17(1) of the Christchurch City Council Traffic and Parking Bylaw 2017.
- 63. Approves that the Victoria Street southeast approach, left turn into Salisbury Street be prohibited in accordance with Clause 17(1) of the Christchurch City Council Traffic and Parking Bylaw 2017.
- 64. Approves that the Victoria Street southeast approach, left turn into Salisbury Street be prohibited in accordance with Clause 17(1) of the Christchurch City Council Traffic and Parking Bylaw 2017.
- 65. Approves that the Victoria Street southeast approach, left turn into Montreal Street be prohibited in accordance with Clause 17(1) of the Christchurch City Council Traffic and Parking Bylaw 2017.



- 66. Approves that the Victoria Street northwest approach, right turn into Montreal Street be prohibited in accordance with Clause 17(1) of the Christchurch City Council Traffic and Parking Bylaw 2017.
- 67. Approves that the Victoria Street northwest approach, right turn into Salisbury Street be prohibited in accordance with Clause 17(1) of the Christchurch City Council Traffic and Parking Bylaw 2017.

Existing Victoria Street, Salisbury Street/ Montreal Street to Bealey Avenue/ Papanui Road -Traffic Controls

68. Approves that any previously approved resolutions on Victoria Street from its intersection with Montreal Street and Salisbury Street, to its intersection with Bealey Avenue and Papanui Road, pertaining to traffic controls (including the speed limit), made pursuant to any bylaw, to the extent that they are in conflict with the traffic controls described in recommendations 68-71 below, are revoked.

New Victoria Street, Salisbury Street/ Montreal Street to Bealey Avenue/ Papanui Road - Traffic Controls

- 69. Approves all kerb alignments, road surface treatments and road markings on Victoria Street, commencing at its intersection with Montreal Street & Salisbury Street, and extending in a north westerly direction to its intersection with Bealey Avenue and Papanui Road, as detailed on plan TG 137801, sheet 1 of 4, and attached to this report as **Attachment A.**
- 70. Approves that the speed limit on Victoria Street, commencing at its intersection with Montreal Street & Salisbury Street, and extending in a north westerly direction to its intersection with Bealey Avenue and Papanui Road, be set at 30 km /h, in accordance with Clause 27(1) of the Christchurch City Council Traffic & Parking Bylaw 2017, and in accordance with Section 2.7 of the Land Transport Rule: Setting of Speed limits 2017.
- 71. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of northwest bound cycles only be installed on Victoria Street, commencing at its intersection with Montreal Street & Salisbury Street, and extending in a north westerly direction for a distance of 371 metres, be established on the southwest side of Victoria Street, as detailed on plan TG 137801, sheet 1 of 4, and attached to this report as **Attachment A.**
- 72. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of southeast bound cycles only be installed on Victoria Street, commencing at its intersection with Bealey Avenue and Papanui Road and extending in a south easterly direction to its intersection with Montreal Street and Salisbury Street, as detailed on plan TG 137801, sheet 1 of 4, and attached to this report as **Attachment A.**

Existing Dorset Street & Victoria Street intersection - Traffic Controls

73. Approves that any previously approved resolutions pertaining to traffic controls at the Dorset Street and Victoria Street intersection, to the extent that they are in conflict with the traffic controls described in recommendation 73 below, are revoked.

New Dorset Street & Victoria Street intersection - Traffic Controls

74. Approves that the Dorset Street approach at its intersection with Victoria Street, be controlled by a Give Way, in accordance with Section 4 and Section 10.3 of the Land Transport Rule: Traffic Control Devices 2004.

Existing Dorset Street, Victoria Street to South Western extent of Project- Traffic Controls.

75. Approves that any previously approved resolutions on Dorset Street from its intersection with Victoria Street, and extending in a south westerly direction for a distance of 29 metres, pertaining to traffic controls (excluding the speed limit), made pursuant to any bylaw, to the extent that they are in conflict with the traffic controls described in recommendations 75 below, are revoked

New Dorset Street, Victoria Street to South Western extent of Project- Traffic Controls.

76. Approves all kerb alignments, road surface treatments, and road markings on Dorset Street, commencing at its intersection with Victoria Street, and extending in a south westerly direction for a distance of 29 metres, as detailed on plan TG 137801, sheet 1 of 4, and attached to this report as **Attachment A.**

Existing Dorset Street (north western side), Victoria Street to South Western extent of Project-Parking and Stopping Restrictions.

77. Approves that any previously approved resolutions on the north western side of Dorset Street from its intersection with Victoria Street, extending in a south westerly direction for a distance of 29 metres, pertaining to parking restrictions and stopping restrictions made pursuant to any bylaw, to the extent that they are in conflict with the parking & stopping resolutions described in recommendations 77-79 below, are revoked.

New Dorset Street (north western side), Victoria Street to South Western extent of Project-Parking and Stopping Restrictions.

- 78. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north western side of Dorset Street commencing at its intersection with Victoria Street, and extending in a south westerly direction for a distance of 14 metres.
- 79. Approves that the parking of vehicles be reserved for vehicles with an approved disabled person's parking permit, prominently displayed in the vehicle be installed, in accordance with Section 12.4 of the Land Transport Rule: Traffic Control Devices 2004 on the north western side of Dorset Street commencing at a point 14 metres south west of its intersection with Victoria Street, and extending in a south westerly direction for a distance of six metres. This parking is further restricted to 90 degree angle parking (in relation to the kerb alignment). This parking restriction is to apply at all times.
- 80. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north western side of Dorset Street commencing at a point 20metres south west of its intersection with Victoria Street, and extending in a south westerly direction for a distance of nine metres. This parking is further restricted to 90 degree angle parking (in relation to the kerb alignment). This parking restriction is to apply 8:00am to 6:00pm, Monday to Friday.

Existing Victoria Street, Salisbury Street to Dorset Street – Southwest side, Parking & Stopping Restrictions

81. Approves that any previously approved resolutions on the southwest side of Victoria Street from its intersection with Salisbury Street, and extending in a north westerly direction to its intersection with Dorset Street, pertaining to parking restrictions and stopping restrictions made pursuant to any bylaw, to the extent that they are in conflict with the parking & stopping resolutions described in recommendations 81-96 below, are revoked.

New Victoria Street, Salisbury Street to Dorset Street -Southwest side, Parking & Stopping Restrictions

- 82. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southwest side of Victoria Street commencing at its intersection with Salisbury Street, and extending in a north westerly direction for a distance of 60 metres.
- 83. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by Parking Meters, (including Pay by Plate machines or any approved means of payment), in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southwest side of Victoria Street, commencing at a point 60 metres northwest of its intersection with Salisbury Street and extending in a north westerly direction for a distance of 28 metres. This restriction is to apply 9:00am to 5:00pm, Monday to Thursday, and 9:00am to 8:30pm Friday to Sunday.
- 84. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southwest side of Victoria Street, commencing at a point 88 metres northwest of its intersection with Salisbury Street and extending in a north westerly direction for a distance of 18 metres.
- 85. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by Parking Meters, (including Pay by Plate machines or any approved means of payment), in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southwest side of Victoria Street, commencing at a point 106 metres northwest of its intersection with Salisbury Street and extending in a north westerly direction for a distance of 23 metres. This restriction is to apply 9:00am to 5:00pm, Monday to Thursday, and 9:00am to 8:30pm Friday to Sunday.
- 86. Approves that a Taxi Stand be installed, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southwest side of Victoria Street commencing at a point 106 metres northwest of its intersection with Salisbury Street, and extending in a north westerly direction for a distance of 23 metres. This restriction is to apply 10:00pm to 6:00am (the following day), Monday to Sunday.
- 87. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southwest side of Victoria Street, commencing at a point 129 metres northwest of its intersection with Salisbury Street and extending in a north westerly direction for a distance of 18 metres.
- 88. Approves a Motorcycle Stand be installed, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southwest side of Victoria Street, commencing at a point 147 metres northwest of its intersection with Salisbury Street and extending in a north westerly direction for a distance of two metres.
- 89. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by Parking Meters, (including Pay by Plate machines or any approved means of payment), in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southwest side of Victoria Street, commencing at a point 149 metres northwest of its intersection with Salisbury Street and extending in a north westerly direction for a distance of 18 metres. This restriction is to apply 9:00am to 5:00pm, Monday to Thursday, and 9:00am to 8:30pm Friday to Sunday.
- 90. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southwest side of Victoria Street, commencing at a point 167 metres northwest of its intersection with Salisbury Street and extending in a north westerly direction for a distance of 13 metres.

- 91. Approves that a Loading Zone be installed, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southwest side of Victoria Street, commencing at a point 180 metres northwest of its intersection with Salisbury Street and extending in a north westerly direction for a distance of eight metres. This loading Zone is to be restricted to a maximum loading period of five minutes and further restricted to Goods Vehicles only.
- 92. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by Parking Meters, (including Pay by Plate machines or any approved means of payment), in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southwest side of Victoria Street, commencing at a point 188 metres northwest of its intersection with Salisbury Street and extending in a north westerly direction for a distance of 13 metres. This restriction is to apply 9:00am to 5:00pm, Monday to Thursday, and 9:00am to 8:30pm Friday to Sunday.
- 93. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southwest side of Victoria Street, commencing at a point 201 metres northwest of its intersection with Salisbury Street and extending in a north westerly direction for a distance of nine metres.
- 94. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by Parking Meters, (including Pay by Plate machines or any approved means of payment), in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southwest side of Victoria Street, commencing at a point 210 metres northwest of its intersection with Salisbury Street and extending in a north westerly direction for a distance of 12 metres. This restriction is to apply 9:00am to 5:00pm, Monday to Thursday, and 9:00am to 8:30pm Friday to Sunday.
- 95. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southwest side of Victoria Street, commencing at a point 222 metres northwest of its intersection with Salisbury Street and extending in a north westerly direction for a distance of eight metres.
- 96. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by Parking Meters, (including Pay by Plate machines or any approved means of payment), in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southwest side of Victoria Street, commencing at a point 230 metres northwest of its intersection with Salisbury Street and extending in a north westerly direction for a distance of six metres. This restriction is to apply 9:00am to 5:00pm, Monday to Thursday, and 9:00am to 8:30pm Friday to Sunday.
- 97. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southwest side of Victoria Street, commencing at a point 236 metres northwest of its intersection with Salisbury Street and extending in a north westerly direction to its intersection with Dorset Street.

Existing Victoria Street, Dorset Street to Bealey Avenue – Southwest side, Parking & Stopping Restrictions

98. Approves that any previously approved resolutions on the southwest side of Victoria Street from its intersection with Dorset Street, and extending in a north westerly direction to its intersection with Bealey Avenue, pertaining to parking restrictions and stopping restrictions made pursuant to any bylaw, to the extent that they are in conflict with the parking & stopping resolutions described in recommendations 98-102 below, are revoked.



New Victoria Street, Dorset Street to Bealey Avenue – Southwest side, Parking & Stopping Restrictions

- 99. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southwest side of Victoria Street commencing at its intersection with Dorset Street, and extending in a north westerly direction for a distance of 18 metres.
- 100. Approves that a Bus Stop be installed, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southwest side of Victoria Street commencing at a point 18 metres northwest of its intersection with Dorset Street, and extending in a north westerly direction for a distance of 14 metres.
- 101. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southwest side of Victoria Street commencing at a point 32 metres northwest of its intersection with Dorset Street, and extending in a north westerly direction for a distance of 16metres.
- 102. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by Parking Meters, (including Pay by Plate machines or any approved means of payment), in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southwest side of Victoria Street, commencing at a point 48 metres northwest of its intersection with Dorset Street and extending in a north westerly direction for a distance of 18 metres. This restriction is to apply 9:00am to 5:00pm, Monday to Thursday, and 9:00am to 8:30pm Friday to Sunday.
- 103. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the southwest side of Victoria Street commencing at a point 67 metres northwest of its intersection with Dorset Street, and extending in a north westerly direction to its intersection with Bealey Avenue.

Existing Victoria Street, Bealey Avenue to Montreal Street – Northeast side, Parking & Stopping Restrictions

104. Approves that any previously approved resolutions on the northeast side of Victoria Street from its intersection with Bealey Avenue, and extending in a south easterly direction to its intersection with Montreal Street, pertaining to parking restrictions and stopping restrictions made pursuant to any bylaw, to the extent that they are in conflict with the parking & stopping resolutions described in recommendations 10-120 below, are revoked.

New Victoria Street, Bealey Avenue to Montreal Street – Northeast side, Parking & Stopping Restrictions

- 105. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the northeast side of Victoria Street commencing at its intersection with Bealey Avenue, and extending in a south easterly direction for a distance of 59 metres.
- 106. Approves that a Loading Zone be installed, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the northeast side of Victoria Street, commencing at a point 59 metres southeast of its intersection with Bealey Avenue and extending in a south easterly direction for a distance of eight metres. This Loading Zone is to be restricted to a maximum loading period of five minutes and further restricted to Goods Vehicles only.
- 107. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the northeast side of

Victoria Street commencing at a point 67 metres southeast of its intersection with Bealey Avenue, and extending in a south easterly direction for a distance of eight metres.

- 108. Approves that a Bus Stop be installed, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the northeast side of Victoria Street commencing at a point 75 metres southeast of its intersection with Bealey Avenue, and extending in a south easterly direction for a distance of 14 metres.
- 109. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the northeast side of Victoria Street commencing at a point 89 metres southeast of its intersection with Bealey Avenue, and extending in a south easterly direction for a distance of four metres.
- 110. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by Parking Meters, (including Pay by Plate machines or any approved means of payment), in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the northeast side of Victoria Street, commencing at a point 93 metres southeast of its intersection with Bealey Avenue and extending in a south easterly direction for a distance of 12 metres. This restriction is to apply 9:00am to 5:00pm, Monday to Thursday, and 9:00am to 8:30pm Friday to Sunday.
- 111. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the northeast side of Victoria Street commencing at a point 105 metres southeast of its intersection with Bealey Avenue, and extending in a south easterly direction for a distance of 107 metres.
- 112. Approves that a Motorcycle Stand be installed, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the northeast side of Victoria Street, commencing at a point 212 metres southeast of its intersection with Bealey Avenue and extending in a south easterly direction for a distance of four metres. This restriction is to apply at all times.
- 113. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by Parking Meters, (including Pay by Plate machines or any approved means of payment), in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the northeast side of Victoria Street, commencing at a point 216 metres southeast of its intersection with Bealey Avenue and extending in a south easterly direction for a distance of 38 metres. This restriction is to apply 9:00am to 5:00pm, Monday to Thursday, and 9:00am to 8:30pm Friday to Sunday.
- 114. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the northeast side of Victoria Street commencing at a point 254 metres southeast of its intersection with Bealey Avenue, and extending in a south easterly direction for a distance of three metres.
- 115. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by Parking Meters, (including Pay by Plate machines or any approved means of payment), in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the northeast side of Victoria Street, commencing at a point 257 metres southeast of its intersection with Bealey Avenue and extending in a south easterly direction for a distance of five metres. This restriction is to apply 9:00am to 5:00pm, Monday to Thursday, and 9:00am to 8:30pm Friday to Sunday.
- 116. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the northeast side of

Victoria Street commencing at a point 262 metres southeast of its intersection with Bealey Avenue, and extending in a south easterly direction for a distance of 21 metres.

- 117. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by Parking Meters, (including Pay by Plate machines or any approved means of payment), in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the northeast side of Victoria Street, commencing at a point 283 metres southeast of its intersection with Bealey Avenue and extending in a south easterly direction for a distance of 19 metres. This restriction is to apply 9:00am to 5:00pm, Monday to Thursday, and 9:00am to 8:30pm Friday to Sunday.
- 118. Approves that a Taxi Stand be installed, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the northeast side of Victoria Street commencing at a point 283 metres southeast of its intersection with Bealey Avenue, and extending in a south easterly direction for a distance of 19 metres. This restriction is to apply 10:00pm to 6:00am (the following day), Monday to Sunday.
- 119. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the northeast side of Victoria Street commencing at a point 302 metres southeast of its intersection with Bealey Avenue, and extending in a south easterly direction for a distance of 24 metres.
- 120. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes and controlled by Parking Meters, (including Pay by Plate machines or any approved means of payment), in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the northeast side of Victoria Street, commencing at a point 326 metres southeast of its intersection with Bealey Avenue and extending in a south easterly direction for a distance of 13 metres. This restriction is to apply 9:00am to 5:00pm, Monday to Thursday, and 9:00am to 8:30pm Friday to Sunday.
- 121. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the northeast side of Victoria Street commencing at a point 339 metres southeast of its intersection with Bealey Avenue, and extending in a south easterly direction to its intersection with Montreal Street.

Existing Montreal Street, Salisbury Street and Victoria Street to Bealey Avenue- Traffic Controls

122. Approves that any previously approved resolutions on Montreal Street from its intersection with Salisbury Street & Victoria Street, and extending in a northerly direction to its intersection with Bealey Avenue, pertaining to traffic controls, made pursuant to any bylaw, to the extent that they are in conflict with the traffic controls described in recommendations 122-123 below, are revoked.

New Montreal Street, Salisbury Street and Victoria Street to Bealey Avenue- Traffic Controls

- 123. Approves all kerb alignments, road surface treatments and road markings on Montreal Street, commencing at its intersection with Salisbury Street & Victoria Street, and extending in a northerly direction to its intersection with Bealey Avenue, as detailed on plan TG 137801, sheet 4 of 4, and attached to this report as **Attachment D**.
- 124. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of northbound cycles only be installed on Montreal Street, commencing at its intersection with Victoria Street & Salisbury Street, and extending in a northerly direction to its intersection with Bealey Avenue, on the western side of Montreal Street, as detailed on plan TG 137801, sheet 4 of 4, and attached to this report as **Attachment D.**

Existing Montreal Street, west side, Victoria Street to Bealey Avenue- Parking and Stopping Restrictions

125. Approves that any previously approved resolutions on the west side of Montreal Street from its intersection with Victoria Street, and extending in a northerly direction to its intersection with Bealey Avenue, pertaining to parking restrictions and stopping restrictions made pursuant to any bylaw, to the extent that they are in conflict with the parking & stopping resolutions described in recommendations 125-130 below, are revoked.

New Montreal Street, west side, Victoria Street to Bealey Avenue- Parking and Stopping Restrictions

- 126. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the west side of Montreal Street commencing at its intersection with Victoria Street, and extending in a northerly direction for a distance of 17 metres.
- 127. Approves that the parking of all vehicles be restricted to a maximum period of 10 minutes, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the west side of Montreal Street commencing at a point 17 metres north of its intersection with Victoria Street, and extending in a northerly direction for a distance of 11 metres.
- 128. Approves that the parking of vehicles be restricted to a maximum period of 120 minutes and controlled by Parking Meters, (including Pay by Plate machines or any approved means of payment), in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the west side of Montreal Street, commencing at a point 28 metres north of its intersection with Victoria Street and extending in a northerly direction for a distance of 80 metres. This restriction is to apply 9:00am to 5:00pm, Monday to Friday.
- 129. Approves that the parking of vehicles be restricted to a maximum period of 120 minutes, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the west side of Montreal Street, commencing at a point 118 metres north of its intersection with Victoria Street and extending in a northerly direction for a distance of 85 metres. This restriction is to apply 9:00am to 6:00pm, Monday to Sunday.
- 130. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the west side of Montreal Street commencing at a point 203 metres north of its intersection with Victoria Street, and extending in a northerly direction to its intersection with Bealey Avenue.

Existing Montreal Street, east side, Salisbury Street to Bealey Avenue- Parking and Stopping Restrictions

131. Approves that any previously approved resolutions on the east side of Montreal Street from its intersection with Salisbury Street, and extending in a northerly direction to its intersection with Bealey Avenue, pertaining to parking restrictions and stopping restrictions made pursuant to any bylaw, to the extent that they are in conflict with the parking & stopping resolutions described in recommendations 131-139 below, are revoked.

New Montreal Street, east side, Salisbury Street to Bealey Avenue- Parking and Stopping Restrictions

132. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the east side of Montreal Street commencing at its intersection with Salisbury Street, and extending in a northerly direction for a distance of 59 metres.

- 133. Approves that the parking of vehicles be restricted to a maximum period of 120 minutes and controlled by Parking Meters, (including Pay by Plate machines or any approved means of payment), in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the east side of Montreal Street, commencing at a point 59 metres north of its intersection with Salisbury Street and extending in a northerly direction for a distance of 34 metres. This restriction is to apply 9:00am to 5:00pm, Monday to Friday.
- 134. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the east side of Montreal Street commencing at a point 93 metres north of its intersection with Salisbury Street, and extending in a northerly direction to its intersection with Conference Street.
- 135. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the east side of Montreal Street commencing at its intersection with Conference Street, and extending in a northerly direction for a distance of four metres.
- 136. Approves that the parking of vehicles be reserved for vehicles with an approved residents only parking permit, prominently displayed in the vehicle, installed in accordance with Section 12.4(7) of the Land Transport Rule: Traffic Control Devices 2004, on the east side of Montreal Street commencing at a point 47 metres north of its intersection with Conference Street, and extending in a northerly direction for a distance of 11 metres. This restriction applies at any time.
- 137. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the east side of Montreal Street commencing at a point 58 metres north of its intersection with Conference Street, and extending in a northerly direction to its intersection with Beveridge Street.
- 138. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the east side of Montreal Street commencing at its intersection with Beveridge Street, and extending in a northerly direction for a distance of seven metres.
- 139. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the east side of Montreal Street commencing at a point 51 metres north of its intersection with Beveridge Street, and extending in a northerly direction to its intersection with Peacock Street.
- 140. Approves that the stopping of all vehicles be prohibited at any time in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the east side of Montreal Street commencing at its intersection with Peacock Street, and extending in a northerly direction to its intersection with Bealey Avenue.

Existing Bealey Avenue (south side /westbound carriageway), Montreal Street to eastern extent of the project- Traffic Controls

141. Approves that any previously approved resolutions on the southern side (westbound carriageway) of Bealey Avenue from its intersection with Montreal Street, and extending in an easterly direction for a distance of 32 metres, pertaining to traffic controls made pursuant to any bylaw, to the extent that they are in conflict with the parking & stopping resolutions described in recommendations 141-142 below, are revoked.

New Bealey Avenue (south side /westbound carriageway), Montreal Street to eastern extent of the project- Traffic Controls

- 142. Approves all kerb alignments, road surface treatments and road markings on the southern side (westbound Carriageway) of Bealey Avenue, commencing at its intersection with Montreal Street, and extending in an easterly direction for a distance of 32 metres, as detailed on plan TG 137801, sheet 3 of 4, and attached to this report as **Attachment C.**
- 143. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of westbound cycles only be installed on the southern side of Bealey Avenue, commencing at its intersection with Montreal Street, and extending in an easterly direction for a distance of 32 metres, as detailed on plan TG 137801, sheet 3 of 4, and attached to this report as **Attachment C.**

Existing Bealey Avenue (south side /westbound carriageway), Montreal Street to eastern extent of the project- Parking and Stopping Restrictions

144. Approves that any previously approved resolutions on the south side of Bealey Avenue from its intersection with Montreal Street, and extending in an easterly direction for a distance of 32 metres, pertaining to parking restrictions and stopping restrictions made pursuant to any bylaw, to the extent that they are in conflict with the parking & stopping resolutions described in recommendation 144 below, are revoked.

New Bealey Avenue (south side /westbound carriageway), Montreal Street to eastern extent of the project- Parking and Stopping Restrictions

145. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south side of Bealey Avenue commencing at its intersection with Montreal Street, and extending in an easterly direction for a distance of 32 metres.

Existing Bealey Avenue / Montreal Street Intersection

145. Approves that any previously approved resolutions pertaining to traffic controls at the Bealey Avenue and Montreal Street intersection, to the extent that they are in conflict with the traffic controls described in recommendations 146-150 below, are revoked.

New Bealey Avenue / Montreal Street Intersection

- 146. Approves that all traffic movements at the Bealey Avenue and Montreal Street intersection be controlled by Traffic Signals, in accordance with in accordance with Sections 6 and 10.5 of the Land Transport Rule: Traffic Control Devices 2004.
- 147. Approves the road markings and road surface treatments at the Bealey Avenue and Montreal Street intersection as detailed on plan TG 137801, sheet 3 of 4, and attached to this report as **Attachment C.**
- 148. Approves that the Bealey Avenue east approach left turn into Montreal Street, be prohibited in accordance with Clause 17(1) of the Christchurch City Council Traffic and Parking Bylaw 2017.
- 149. Approves that the Bealey Avenue west approach U turn movement at its intersection with Montreal Street, be prohibited in accordance with Clause 17(1) of the Christchurch City Council Traffic and Parking Bylaw 2017.
- 150. Approves that the Bealey Avenue west approach right turn into Montreal Street, be prohibited in accordance with Clause 17(1) of the Christchurch City Council Traffic and Parking Bylaw 2017.

Existing Bealey Avenue (south side /westbound carriageway), Montreal Street to Victoria Street /Papanui Road- Traffic Controls

151. Approves that any previously approved resolutions on the southern side (westbound carriageway) of Bealey Avenue from its intersection with Montreal Street, and extending in a

westerly direction to its intersection with Papanui Road & Victoria Street, pertaining to traffic controls made pursuant to any bylaw, to the extent that they are in conflict with the traffic control resolutions described in recommendations 152-153 below, are revoked.

New Bealey Avenue (south side /westbound carriageway), Montreal Street to Victoria Street /Papanui Road- Traffic Controls

- 152. Approves all kerb alignments, road surface treatments and road markings on the southern side (westbound Carriageway) of Bealey Avenue, commencing at its intersection with Montreal Street, and extending in a westerly direction to its intersection with Papanui Road & Victoria Street, as detailed on plan TG 137801, sheet 3 of 4, and attached to this report as **Attachment C.**
- 153. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of westbound cycles only be installed on the southern side of Bealey Avenue, commencing at its intersection with Montreal Street, and extending in a westerly direction for a distance of 136 metres, as detailed on plan TG 137801, sheet 3 of 4, and attached to this report as **Attachment C.**

Existing Bealey Avenue (south side /westbound carriageway), Montreal Street to Victoria Street - Parking and Stopping Restrictions

154. Approves that any previously approved resolutions on the south side of Bealey Avenue from its intersection with Montreal Street, and extending in a westerly direction to its intersection with Papanui Road, pertaining to parking restrictions and stopping restrictions made pursuant to any bylaw, to the extent that they are in conflict with the parking & stopping resolutions described in recommendations 155-157 below, are revoked.

New Bealey Avenue (south side /westbound carriageway), Montreal Street to Victoria Street -Parking and Stopping Restrictions

- 155. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south side of Bealey Avenue commencing at its intersection with Montreal Street, and extending in a westerly direction for a distance of 123 metres.
- 156. Approves that the parking of vehicles be restricted to a maximum period of 120 minutes, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south side of Bealey Avenue commencing at a point 123 metres west of its intersection with Montreal Street, and extending in a westerly direction for a distance of 13 metres.
- 157. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south side of Bealey Avenue commencing at a point 136 metres west of its intersection with Montreal Street, and extending in a westerly direction to its intersection with Victoria Street.

Existing Bealey Avenue / Papanui Road / Victoria Street Intersection

158. Approves that any previously approved resolutions pertaining to traffic controls at the Bealey Avenue, Papanui Road and Victoria Street intersection, to the extent that they are in conflict with the traffic controls described in recommendations 159-164 below, are revoked.

New Bealey Avenue / Papanui Road / Victoria Street Intersection

159. Approves that all traffic movements at the Bealey Avenue, Papanui Road and Victoria Street intersection be controlled by Traffic Signals, in accordance with in accordance with Sections 6 and 10.5 of the Land Transport Rule: Traffic Control Devices 2004, except for the Bealey Avenue west approach, left turn movement into Papanui Road.



- 160. Approves the road markings, kerb alignments and road surface treatments at the Bealey Avenue, Papanui Road and Victoria Street intersection as detailed on plan TG 137801, sheet 1 of 4, and attached to this report as **Attachment A.**
- 161. Approves that the Bealey Avenue west approach left turn movement into Papanui Road, be controlled by a Give Way, in accordance with Section 4 and Section 10.3 of the Land Transport Rule- Traffic Control Devices: 2004.
- 162. Approves that a Zebra Pedestrian Crossing be installed on the Bealey Avenue west approach left turn movement into Papanui Road, in accordance with Section 8.2 of the Land Transport Rule: Traffic Control Devices 2004, as detailed on plan TG 137801, sheet 1 of 4, and attached to this report as **Attachment A.**
- 163. Approves that the Bealey Avenue east approach left turn movement into Victoria Street, be prohibited for vehicles exceeding eight metres in length.
- 164. Approves that Cycles be exempt from being required to turn left, when in the left turn lane on the Victoria Street southeast approach at its intersection with Bealey Avenue and Papanui Road.

Existing Bealey Avenue (south side /westbound carriageway), Victoria Street /Papanui Road to Dublin Street- Traffic Controls

165. Approves that any previously approved resolutions on the southern side (westbound carriageway) of Bealey Avenue from its intersection with Papanui Road and Victoria Street, and extending in a westerly direction to its intersection Dublin Street, pertaining to traffic controls made pursuant to any bylaw, to the extent that they are in conflict with the traffic control resolutions described in recommendations 166-167 below, are revoked.

New Bealey Avenue (south side /westbound carriageway), Victoria Street /Papanui Road to Dublin Street- Traffic Controls

- 166. Approves all kerb alignments, road surface treatments and road markings on the southern side (westbound Carriageway) of Bealey Avenue, commencing at its intersection with Papanui Road and Victoria Street, and extending in a westerly direction to its intersection with Dublin Street, as detailed on plan TG 137801, sheet 3 of 4, and attached to this report as **Attachment C.**
- 167. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of westbound cycles only be installed on the southern side of Bealey Avenue, commencing at its intersection with Papanui Road and Victoria Street, and extending in a westerly direction for a distance of 59 metres, as detailed on plan TG 137801, sheet 3 of 4, and attached to this report as Attachment C.

Existing Bealey Avenue (south side /westbound carriageway), Victoria Street /Papanui Road to Dublin Street- Parking and Stopping Restrictions

168. Approves that any previously approved resolutions on the south side of Bealey Avenue from its intersection with Victoria Street, and extending in a westerly direction to its intersection with Dublin Street, pertaining to parking restrictions and stopping restrictions made pursuant to any bylaw, to the extent that they are in conflict with the parking & stopping resolutions described in recommendations 169-170 below, are revoked.

New Bealey Avenue (south side /westbound carriageway), Victoria Street /Papanui Road to Dublin Street- Parking and Stopping Restrictions

169. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south side of Bealey



Avenue commencing at its intersection with Victoria Street, and extending in a westerly direction for a distance of 21 metres.

170. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017on the south side of Bealey Avenue commencing at a point 59 metres west of its intersection with Victoria Street, and extending in a westerly direction to its intersection with Dublin Street.

Existing Bealey Avenue (north side /eastbound carriageway), Victoria Street / Papanui Road to Western Extent of Project- Traffic Controls

171. Approves that any previously approved resolutions on the northern side (eastbound carriageway) of Bealey Avenue from its intersection with Papanui Road and Victoria Street, and extending in a westerly direction for a distance of 75 metres, pertaining to traffic controls made pursuant to any bylaw, to the extent that they are in conflict with the traffic control resolutions described in recommendations 172-173 below, are revoked.

New Bealey Avenue (north side /eastbound carriageway), Victoria Street / Papanui Road to Western Extent of Project- Traffic Controls

- 172. Approves all kerb alignments, road surface treatments and road markings on the northern side (eastbound Carriageway) of Bealey Avenue, commencing at its intersection with Papanui Road and Victoria Street, and extending in a westerly direction for a distance of 75 metres, as detailed on plan TG 137801, sheet 3 of 4, and attached to this report as Attachment C.
- 173. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of eastbound cycles only be installed on the northern side of Bealey Avenue, commencing at its intersection with Papanui Road and Victoria Street, and extending in a westerly direction for a distance of 75 metres, as detailed on plan TG 137801, sheet 3 of 4, and attached to this report as **Attachment C.**

Existing Bealey Avenue (north side), Victoria Street / Papanui Road to Western Extent of Project- Parking and Stopping Restrictions

174. Approves that any previously approved resolutions on the north side of Bealey Avenue from its intersection with Papanui Road, and extending in a westerly direction for a distance of 75 metres, pertaining to parking restrictions and stopping restrictions made pursuant to any bylaw, to the extent that they are in conflict with the parking & stopping resolutions described in recommendation 175 below, are revoked.

New Bealey Avenue (north side), Victoria Street / Papanui Road to Western Extent of Project-Parking and Stopping Restrictions

175. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north side of Bealey Avenue commencing at its intersection with Papanui Road, and extending in a westerly direction for a distance of 75 metres.

Existing Papanui Road, Bealey Avenue / Victoria Street to Derby Street- Traffic Controls

176. Approves that any previously approved resolutions on Papanui Road from its intersection with Bealey Avenue and Victoria Street, and extending in a north westerly direction to its intersection with Derby Street, pertaining to traffic controls made pursuant to any bylaw, to the extent that they are in conflict with the traffic control resolutions described in recommendations 177-180 below, are revoked.

New Papanui Road, Bealey Avenue / Victoria Street to Derby Street- Traffic Controls

- 177. Approves all kerb alignments, road surface treatments and road markings on Papanui Road commencing at its intersection with Bealey Avenue and Victoria Street, and extending in a north westerly to its intersection with Derby Street, as detailed on plan TG 137801, sheet 1 of 4, and attached to this report as **Attachment A.**
- 178. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of north westbound cycles only be installed on the south western side of Papanui Road, commencing at its intersection with Bealey Avenue and Victoria Street, and extending in a north westerly direction for a distance of 61 metres, as detailed on plan TG 137801, sheet 1 of 4, and attached to this report as **Attachment A.**
- 179. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of south eastbound buses be installed on the north eastern side of Papanui Road, commencing at its intersection with Derby Street, and extending in a south easterly direction for a distance of 18 metres, as detailed on plan TG 137801, sheet 1 of 4, and attached to this report as **Attachment A**.
- 180. Approves that a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, for the use of south eastbound cycles only be installed on the north eastern side of Papanui Road, commencing at a point 20 metres southeast of its intersection with Derby Street, and extending in a south easterly direction to its intersection with Bealey Avenue and Victoria Street, as detailed on plan TG 137801, sheet 1 of 4, and attached to this report as **Attachment A**.

Existing Papanui Road (southwest side), Bealey Avenue to north western extent of project-Parking and Stopping Restrictions

181. Approves that any previously approved resolutions on the south western side of Papanui Road from its intersection with Bealey Avenue and extending in a north westerly direction for a distance of 61metres, pertaining to parking restrictions and stopping restrictions made pursuant to any bylaw, to the extent that they are in conflict with the parking & stopping resolutions described in recommendations 182-183 below, are revoked.

New Papanui Road (southwest side), Bealey Avenue to north western extent of project-Parking and Stopping Restrictions

- 182. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south western side of Papanui Road, commencing at its intersection with Bealey Avenue, and extending in a north westerly direction for a distance of 47 metres.
- 183. Approves that a Bus Stop be installed, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the south western side of Papanui Road commencing at a point 47 metres northwest of its intersection with Bealey Avenue, and extending in a north westerly direction for a distance of 14 metres.

Existing Papanui Road (northeast side), Derby Street to Bealey Avenue- Parking and Stopping Restrictions

184. Approves that any previously approved resolutions on the north eastern side of Papanui Road from its intersection with Derby Street and extending in a south westerly direction to its intersection with Bealey Avenue, pertaining to parking restrictions and stopping restrictions made pursuant to any bylaw, to the extent that they are in conflict with the parking & stopping resolutions described in recommendation 185 below, are revoked.

New Papanui Road (northeast side), Derby Street to Bealey Avenue- Parking and Stopping Restrictions

- 185. Approves that the stopping of all vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, on the north eastern side of Papanui Road, commencing at its intersection with Derby Street, and extending in a south easterly direction to its intersection with Bealey Avenue.
- 186. Approves that all recommendations above, if approved as formal resolutions, take effect when any new kerb alignments, parking signage and/or road marking that evidence the restrictions described in the staff report are in place (or removed in the case of revocations).

3. Reason for Report Recommendations / Ngā Take mō te Whakatau

- 3.1 In August 2019, the revised scheme design for the AAC Victoria Street Revitalisation project was approved by Council and final decisions on the traffic resolutions delegated to the former Infrastructure, Transport and Environment Committee. It was resolved that the traffic resolutions be brought back to the appropriate Committee or Council where the delegation lies. **Attachment A D** contain the drawings that reflect the resolutions that are required to implement the scheme.
- 3.2 The resolution to the Council meeting is recorded in CNCL/2019/00201. An update to the other resolutions and subsequent design changes is provided below in Section 4.
- 3.3 AAC Victoria Street Revitalisation was tendered as a joint contract with Hereford Street Revitalisation in October 2019 and awarded to Fulton Hogan Ltd in December 2019. The Victoria Street elements of this tender were tendered on a partial design and the contract awarded whilst the detailed design was being completed.
- 3.4 Prior to tender acceptance it was anticipated that work may commence in Hereford Street prior to Victoria Street, however engagement with effected stakeholders and the contractor's methodology informed a decision to commence Victoria Street first.
- 3.5 Detailed design was completed whilst New Zealand was in Alert Level 4 and with the complexities around the evolving Coivd19 situation. The opportunity to get work underway in Level 3 while most business were still in lockdown thus minimising the impact of the road works on those businesses, did not allow time for this report to come to Council prior to works commencing.

4. Alternative Options Considered / Ētahi atu Kōwhiringa

- 4.1 There were no alternative options considered for this report. Alternative designs have been considered between the original approved scheme on 22 September 2016 (see CNCL/2016/00426) and the revised scheme approved by Council on 29 August 2019.
- 4.2 There are no fundamental changes between the approved scheme design and layout as detailed in 29 August 2019 report and the resolutions contained in this report for the road, footpath and cycle facilities.
- 4.3 Minor changes were made to the design following the 29 August 2019 Council meeting as a result of the resolutions passed by Council (see CNCL/2019/00201). These changes are detailed below:

- 4.3.1 Staff were requested to alter the intersection layouts of Victoria, Durham and Kilmore Streets (Layout A) and Victoria Street and Bealey Avenue to incorporate cycle lanes instead of shared lanes as per the memorandum dated 13/08/2019- see **Attachment E.**
- 4.3.2 On road cycle lanes have been incorporated on the Victoria Street approach at the Victoria/Durham/Kilmore Street intersection.

The sharrow traffic lane has been retained on the Victoria Street approach at Victoria/Bealey/Papanui intersection due to safety audit concerns with the on-road cycle lane option. The audit found that the cycle lane option created undesirable narrow lane widths and associated separation issues between cyclists and general traffic.

- 4.3.3 Staff were requested to investigate more cycle parking options. Cycle parking has been increased from 28 cycle stands, as shown on the 29 August 2019 scheme plan to 35 cycle stands.
- 4.3.4 Staff were requested to work on a parking plan for businesses, this is in progress.
- 4.3.5 Staff were requested to increases green planting where possible. The total area of planting has been increased to 360m².
- 4.3.6 The number of trees being planted has also increased from 36 to 44. As well as the 25 Japanese Maple trees planted in pots along Victoria Street there are also 19 native trees being planted in various landscaping areas along the route. The native trees are a mixture of 7 Kouka (Cabbage) and 12 Kowhai trees. As the planting design for these areas is still being finalised, the native planting is shown as Matapopore Planting on Attachments A - D.

5. Detail / Te Whakamahuki

- 5.1 The Victoria Street the revised scheme was approved by Council on 29 August 2019. The report brought to that meeting detailed the community views and preferences of the re-engagement process that took place in April and May 2019.
- 5.2 As the design has not changed, the community views and preferences remain the same and no further consultation is required.
- 5.3 It should be noted that the Salisbury Street parking changes are under a separate project (CPMS 18325) which has recently completed the consultation process. It is expected that a decision will be made on this matter by July 2020. There are no parking resolutions for Salisbury Street contained in this report.
- 5.4 The decision affects the following wards/Community Board areas:
 - 5.4.1 Linwood-Central-Heathcote Community Board
 - 5.4.2 Papanui-Innes Community Board
 - 5.4.3 This project has been deemed of Metropolitan Significance. Under the Delegations Register it the responsibility of Council to make the relevant decisions for a Metropolitan Project.

6. Policy Framework Implications / Ngā Hīraunga ā- Kaupapa here

Strategic Alignment /Te Rautaki Tīaroaro

- 6.1 This project supports Council's Strategic Priority *Vibrant, prosperous and sustainable 21st century city* by improving the condition, safety and accessibility of Victoria Street to make it more people-friendly and restore it as a destination for the central city.
- 6.2 This project supports Council's Strategic Priority *Increasing active, public and shared transport opportunities* by providing cycle improvements along the street in the form of on street cycle lanes and additional cycle parking.
- 6.3 This report supports the <u>Council's Long Term Plan (2018 2028)</u>:
 - 6.3.1 Activity: Roads & Footpaths
 - Level of Service: 16.0.2 Improve roadway condition, to an appropriate national standard. ->=70%

Policy Consistency / Te Whai Kaupapa here

6.4 The decision is consistent with Council's Plans and Policies and the Christchurch Central Recovery Plan.

Impact on Mana Whenua / Ngā Whai Take Mana Whenua

- 6.5 The decision does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture and traditions.
- 6.6 Matapopore Charitable Trust has been engaged to provide cultural advice on Ngāi Tahu values, narratives and aspirations, as well as guidance to enhance urban design, landscaping and planting. The Trust has also been involved in design elements for the scheme.

Climate Change Impact Considerations / Ngā Whai Whakaaro mā te Āhuarangi

6.7 Climate change impacts have been considered throughout the design. The scheme provides for 44 new trees along Victoria Street and new LED lighting with regards to the street lighting upgrade to reduce emissions.

Accessibility Considerations / Ngā Whai Whakaaro mā te Hunga Hauā

6.8 Accessibility has been prioritised in the design for the street through the inclusion of additional mobility parking spaces, tactile pavers and audible pedestrian crossings. Mobility parks fall under the traffic resolutions and are included in this report.

7. Resource Implications / Ngā Hīraunga Rauemi

Capex/Opex / Ngā Utu Whakahaere

- 7.1 Cost to Implement This contract was tendered for \$6.2 million
- 7.2 Maintenance/Ongoing costs consistent with original report.
- 7.3 Funding Source CPMS 18324 Victoria Street.

Other / He mea anō

- 7.4 The water main renewal is funded by Three Waters CPMS 58147 and valued at \$242,000.
- 7.5 The resource implications for this project have not changed from the original report.

8. Legal Implications / Ngā Hīraunga ā-Ture

Statutory power to undertake proposals in the report / Te Manatū Whakahaere Kaupapa

- 8.1 The statutory power used to undertake proposals as contained in this report is under the Local Government Act 2002.
- 8.2 Part 1, Clauses 7 and 8 of the Christchurch City Council Traffic and Parking Bylaw 2017 provides Council with the authority to install parking restrictions by resolution.
- 8.3 The installation of any signs and/or markings associated with traffic control devices must comply with the Land Transport Rule: Traffic Control Devices 2004.

Other Legal Implications / Ētahi atu Hīraunga-ā-Ture

- 8.1 There is no legal context, issue or implication relevant to this decision.
- 8.2 This report has not been reviewed and approved by the Legal Services Unit

9. Risk Management Implications / Ngā Hīraunga Tūraru

9.1 If these resolutions are not approved the legalities relating to the uses of the road space including parking will not be able to be enforced. This will have an impact on road users and businesses who rely on things like turnover of parking for their businesses to successfully operate.

No.	Title	Page
A <u>I</u>	TG137801 Victoria Street Traffic Resolution plans- Sheet 1	154
В <u>Л</u>	TG137801 Victoria Street Traffic Resolution Plans- Sheet 2	155
С 🚺	TG137801 Victoria Street Traffic Resolution Plans- Sheet 3	156
D <u>1</u>	TG137801 Victoria Street Traffic Resolution Plans- Sheet 4	157
E <u>I</u>	Victoria Street Revitalisation- Response to ITE Committee Actions from 7 August Meeting	158

Attachments / Ngā Tāpirihanga

In addition to the attached documents, the following background information is available:

Document Name	Location / File Link
Not applicable	

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:

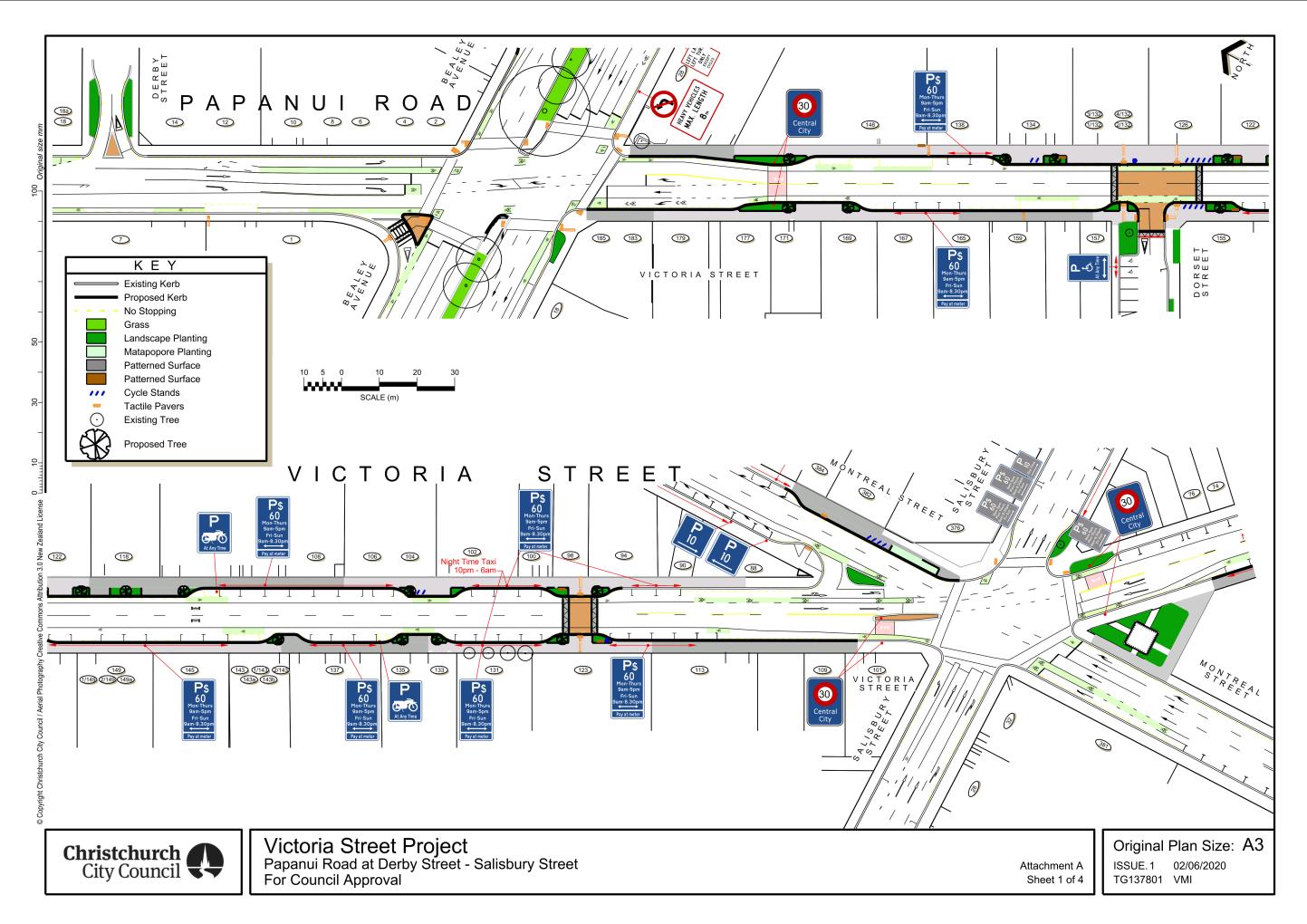
- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
- (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.



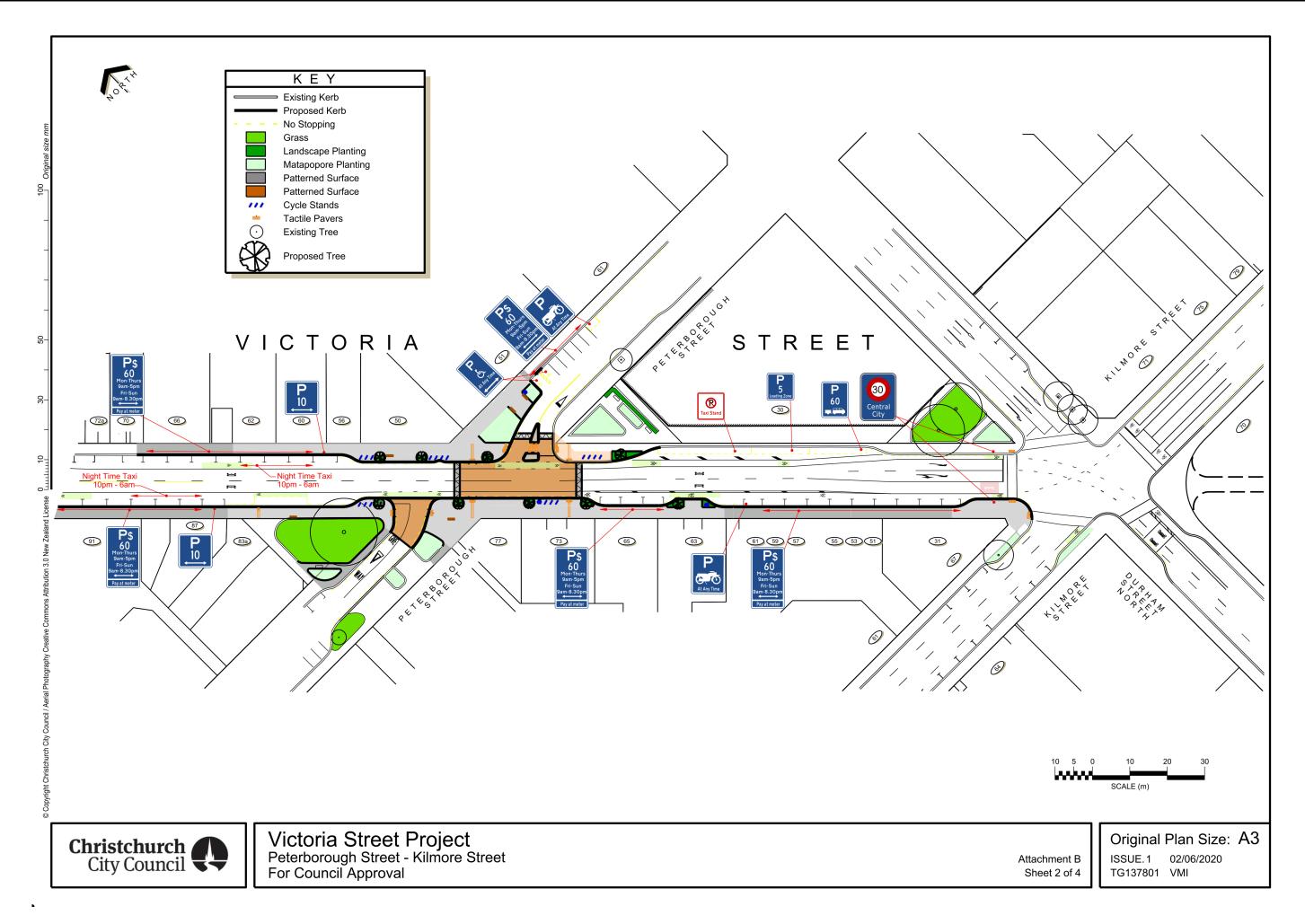
(b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories / Ngā Kaiwaitohu

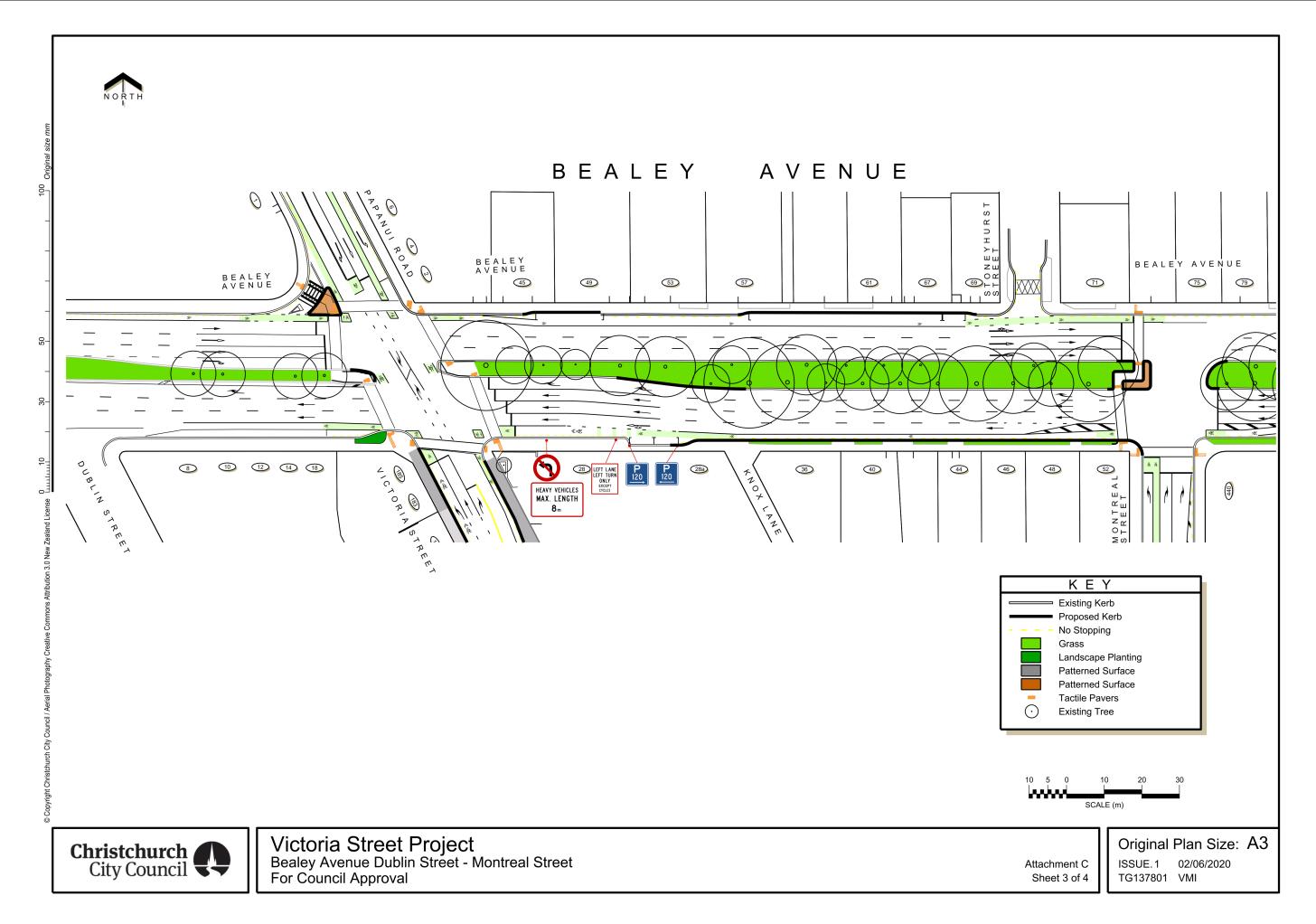
Authors	Lindsay White - Project Manager
	Adrian Thein - Project Manager
Approved By	Lynette Ellis - Manager Planning and Delivery Transport
	David Adamson - General Manager City Services



City Council

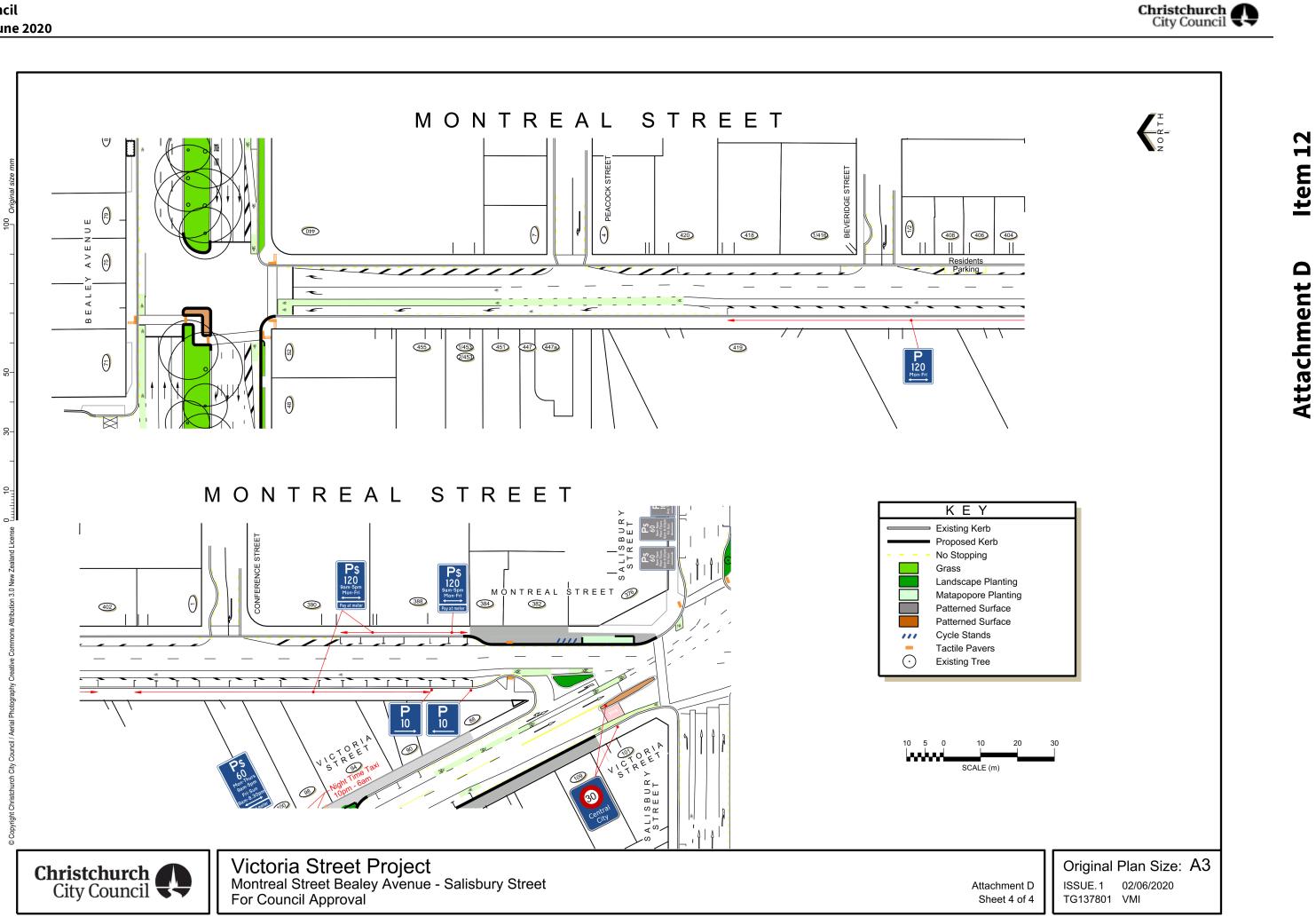






Attachment C Item 12





Memos	Christchurch City Council
	Memorandum
Date:	13/08/2019
From:	Stefan Jermy (Transport)
То:	Infrastructure Transport and Environment Committee
Cc:	Mayor, Councillors and ELT
Subject:	Victoria Street Revitalisation - Response to ITE Committee Actions from 7 August Meeting
Reference:	19/926711

1. Purpose of this Memo

1.1 The purpose this memorandum is to respond to the actions assigned and questions raised during the Infrastructure, Transport and Environment Committee meeting held on Wednesday 7 August 2019.

2. Questions raised

2.1 The action list assigned from the meeting is noted below.

Committee Decided ITEC/2019/00030

Part A

That the Infrastructure, Transport and Environment Committee recommends that the Council:

- 1. Approves the revised scheme design including all layout changes as detailed in option 1 of this report (Victoria Street Revitalisation) as per **Attachment A.**
- 2. Delegates to the Council authority to make final decisions on all detailed traffic resolutions at the completion of the detailed design phase for this project and prior to the beginning of construction.
- **3.** Requests staff to improve options for cyclists at the intersection of Victoria, Durham and Kilmore Streets and advise the Committee of the outcome.
- 4. Requests staff to investigate more cycle parking options.
- 5. Requests staff to work on a parking guide for businesses.
- 6. Requests staff to increase green planting where possible.
- 7. Notes that there is a plan to address time-restricted parking on Salisbury Street prior to delivery of this project.
- 2.2 Other questions raised include:
 - 2.2.1 Instead of having on-road cycle lanes could a shared path be designed?
 - 2.2.2 Is the design proposed consistent with the Streets and Spaces Guide and the CCRP?
 - 2.2.3 Why was the street not considered as a shared space?

3. Responses

- 3.1 Potential changes for cyclists at the intersections.
 - 3.1.1 Staff have investigated options for cyclists at the intersections of:

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3.1.2 The below findings are provided for information	:
Option - Durham/Kilmore/Victor Existing Layout and Lane	
footpath 2.8 m cycle lane 1.3 m right turn lane 2.8 m right turn lane 2.8 m departure lane 3.5 m cycle lane 1.0 m bus stop 2.6 m footpath 3.1 m	 Existing: Some lanes are below minimum width City bound cycle lane is 1.3 m wide North bound cycle lane is only 1.0 m wide
Option - Sharrow Durham/Kilmore/Victoria in Proposed Layout	tersection
footpath 2.8 m shared lane 3.2 m ight turn lane 3.2 m departure lane 3.5 m cycle lane 2.1 m	 Advantages: Ideal traffic lane widths Widths of existing footpath are maintained Kerb build out on south side for threshold City bound cyclists to share a 3.2 m wide lane with right turn vehicles 30km/h zone. Speed differential is low

Victoria/Durham/Kilmore, and

Victoria St

Victoria/Bealey.

 right turn volume is low

Disadvantages:

 No dedicated city bound cycle lane

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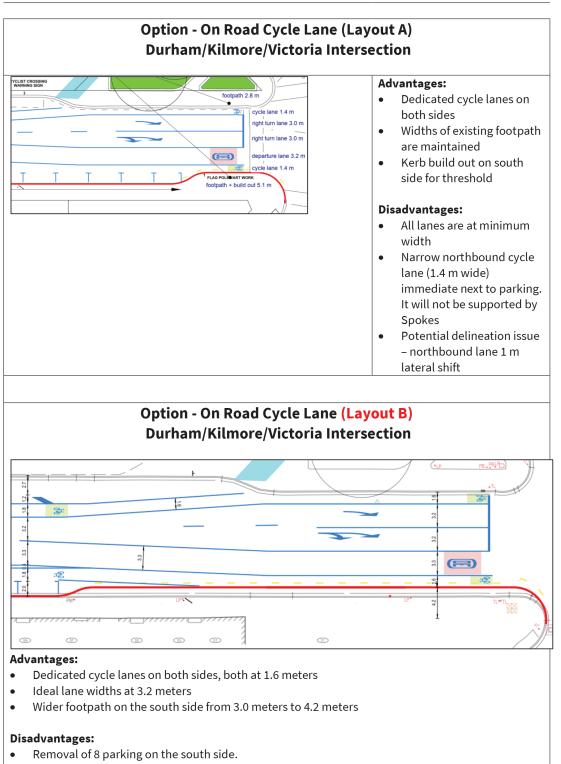
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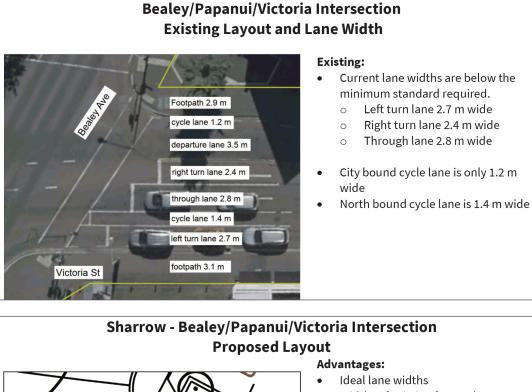


Larger lane deviation



Memos





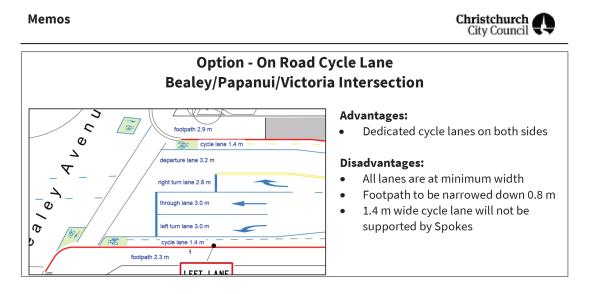
- Widths of existing footpath are maintained
 - North bound cyclists to share a 3.1 m wide lane with left turn vehicles o 30km/h zone. Speed differential
 - is low
 - $\circ \quad \ \ \, {\rm Left \ turn \ volume \ is \ low}$

Disadvantages:

No dedicated north bound cycle lane

footpath 2.9 m cycle lane 1.5 m departure lane 3.2 m right turn lane 3.0 m through lane 3.2 m through lane 3.2 m Victoria St footpath 3.1 m

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Remaining Actions

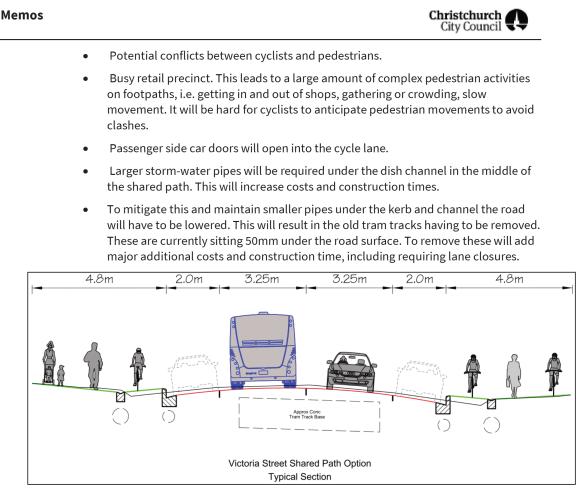
- 3.2 Staff are progressing the following:
 - 3.2.1 identification of potential sites for additional cycle parking,
 - 3.2.2 the development of an information guide that can be distributed to stakeholders, and
 - 3.2.3 opportunities to increase landscaping areas.
- 3.3 It should be noted that there are currently 16 locations for cycle stands, with a total of 46 stands proposed.
- 3.4 Staff will address the unrestricted parking on Salisbury Street ahead of construction commencing. This will be carried out separately with a report to be presented to the parking restrictions subcommittee during the detailed design phase. Parking restrictions will be changed to the two blocks of Salisbury Street from Durham Street to Park Terrace. This section of Salisbury Street is depicted below;



Additional Questions

- 3.5 Potential for Shared Path
 - 3.5.1 Council traffic engineers and designers have investigated the option of a shared path. The footpaths on Victoria Street are expected to be heavily used by pedestrians as Victoria Street is a dense commercial and hospitality area.
 - 3.5.2 A shared path option (see cross section below) is not considered to be suitable for Victoria Street because of:

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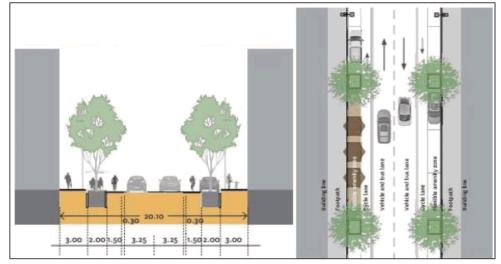
- 3.5.3 In conclusion council staff advise there are limited benefits in shared path, with increased costs and time to construct along with pedestrian safety conflicts that would likely occur with a high use area.
- 3.5.4 It should noted that the path on the southern side of Kilmore Street was designed as a 5 m wide shared path from Durham Street North to the Town Hall. This treatment was not supported by the Blind Foundation, Earthquake Disability Leadership Group and Victoria Neighbourhood Association during public consultation. The design was changed in accordance with the feedback.
- 3.6 Consistency with Christchurch Central Recovery Plan and Streets and Spaces Guide
 - 3.6.1 The current design is consistent with the Transport Chapter of the Christchurch Central Recover Plan.
 - 3.6.2 Victoria Street is identified as a Main Street (Transport Chapter, page 12). The Transport Chapter states, *Victoria Street and Colombo Street south will be significant shopping and business streets. To reflect this function, these streets will be redeveloped as 'Main Streets', with enhanced streetscapes that support retail and mixed-use development. These streets will be prioritised for walking and cycling and they will be slowed to a maximum of 30km/hr. Main Streets that are public transport routes will contain appropriate public transport priority measures. Vehicular through-traffic will be discouraged in order to ease congestion, but some short-term, on-street parking will be provided. Main Streets will have a high standard of landscaping and surface treatment,*

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street furniture and lighting. They will be designed to match the local character of the individual streets and building frontages.



3.7 Potential for Shared Space Design

- 3.7.1 The question was raised by Spokes Canterbury about changing the design to a Shared Space. (Cyclists and people sharing the same path). This has not been considered as a design to go forward based on Traffic volumes and traffic speeds.
- 3.7.2 The following rationale detail why a shared space was not considered:
 - Pedestrians would not feel safe when traffic volumes on a shared space is more than 100 vehicles/hr, or roughly 1,000 vehicles/day.
 - Existing traffic volumes are more than 700 vehicles/hr from 8am to 6pm, average 9,700 vehicles/day.
 - Traffic speeds would need to be reduced to 20km/h or less. Based on overseas research and investigation on Auckland's Shared Spaces, reasonable design speed is recommended around 20km/h. The existing speed limit on Victoria Street is 30km/h.
 - Victoria Street is designated a Main Street' in Streets and Spaces Design Guide. It is also a local distributor under the District Plan.
 - Victoria Street may need to be changed to a one-way street for a shared space.
 - A larger network operation review would need to be undertaken to investigate the impact on the wider network of reducing traffic volumes on Victoria Street.

4. Summary

- 4.1 Advice has been provided in relation to potential design changes.
- 4.2 The proposed design is consistent with the Streets and Spaces Guide and the Christchurch Central Recovery Plan.
- 4.3 Significant changes to the proposed design will require additional consultation.

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Attachments

There are no attachments for this report.

Signatories

Author	Stefan Jermy - Project Manager	
Approved By Lynette Ellis - Manager Planning and Delivery Transport		
	Richard Osborne - Head of Transport	

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13. Christchurch Netball Centre Building

Reference / Te Tohutoro:20/668085Report of / Te Pou
Matua:Andrew Rutledge, Head of Parks, andrew.rutledge@ccc.govt.nzGeneral Manager /
Pouwhakarae:Mary Richardson, General Manager Citizen and Community,
mary.richardson@ccc.govt.nz

1. Executive Summary / Te Whakarāpopoto Matua

- 1.1 The purpose of this report is to recommend that the Council consider, and approve, the purchase of the Christchurch Netball Centre Building (Netball Centre) on South Hagley Park for use as a Multicultural Recreation, Sports & Community Centre and for a purchase price not exceeding an amount detailed in public excluded attachment D.
- 1.2 This report has been written as a result of the following Council resolutions:
 - 1.2.1 On 23 June 2019, where, as a result of the 2019/20 Annual Plan process, Council resolved to set aside \$3,000,000 for the establishment of a multicultural recreation and community centre.

Multicultural Recreation and Community Centre [CNCL/2019/00110] The Council agreed to support in principle the development of a multicultural centre in Christchurch by allocating \$2 million in capex over two years and a further grant of \$1 million over two years from the Capital Endowment Fund. Council will also be undertaking due diligence on this project and will be working with other partners including funders.

- 1.3 The decision in this report is of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined by noting that:
 - 1.3.1 The decision to set aside funds for the establishment of a multicultural centre was subject to public consideration in the 2018/19 and 2019/20 annual plan processes.
 - 1.3.2 The establishment of a multicultural centre is a level of service in the 2019/2020 Annual Plan.
 - 1.3.3 The CAPEX financial resources of \$3,000,000 have been specifically set aside by Council for this purpose, in both the 2019/20 and proposed 2020/21 Annual Plans.
 - 1.3.4 Approximately \$145,000 OPEX and \$100,000 CAPEX is set aside to cover any operational and minor capital expenses for the transaction and immediate upkeep of the building, resulting in no unanticipated call on rates.
- 1.4 For a number of years a group of stakeholders, coordinated by Hagley College, have advocated for a multicultural centre to be established. Council assistance for the development of a facility on Hagley College was considered by Council through the 2018/19 Annual Plan process. Council saw merit in the project and the concept was subsequently discussed on a number of occasions by Council's Multicultural Sub-Committee. On 23 June 2018, Council asked that the feasibility of such a facility be tested as part of a wider community facility network planning exercise.
- 1.5 The terrorist attacks of March 15 2019 demonstrated the importance of such a multicultural recreational and community centre in Christchurch. Further work completed by Hagley College, and the findings from the community facility network planning exercise, supported

the development of a wider scoped Multicultural Recreational and Community Centre. Hagley College put forward a proposal in the 2019/20 Annual Plan which Council supported.

- 1.6 Concurrently, Netsal Ltd, a joint venture partnership between the Christchurch Netball Centre (Netball) and Mainland Football (Football) were searching for a location to develop an indoor Netsal facility. Netsal is a collaboration of indoor netball and futsal, an indoor version of football.
- 1.7 Netball has long believed its long term sustainable future relies on the development of facilities needed to offer players of all backgrounds, cultures, ages and abilities the opportunity to play indoors.
- 1.8 Football has a similar view with its increasingly popular indoor version of the game. The future of the sport relies on players of all backgrounds, cultures, ages and abilities to have the opportunity to play indoors.
- 1.9 Netball have an opportunity to financially contribute to the proposed Netsal development at Ngā Puna Wai. They have indicated a willingness to sell the Netball Centre to the Council subject the negotiation of terms and conditions acceptable to both parties.
- 1.10 The Netball Centre building, with its location on South Hagley Park, remains ideally suited to support the operation of community-based recreational, sporting and multicultural activities that happen in, on, and around Hagley Park. For example, the building provides accessible toilets and changing facilities for all abilities and cultures. It has meeting rooms and a number of community kitchens allowing for the preparation of food in a manner that will accommodate all. It is also centrally located and in close proximity to Hagley College, a recognised centre of multicultural education and community support.
- 1.11 With the potential for Netball to provide for a significant proportion of its sport indoors and spread over a week, there is also the opportunity to substantially reduce the number of outdoor courts on South Hagley Park, reverting them to green space.
- 1.12 In short, Council has the opportunity to support the development of a multicultural recreational and community centre immediately opposite Hagley College, as well as continuing to support community sporting and recreational activity on the park. Added to this, is the ability to revert a number of the existing netball courts to green space and lowering the intense use the area has on Saturday mornings.
- 1.13 Staff have worked with a range of stakeholders including but not limited to, Hagley College, the Multicultural Advisory Group, Netball, Football and the Hagley Park Reference Group. Staff have also commissioned, strategic advice, legal advice and valuation of the facility and are in a position to make an informed recommendation to the Council.

2. Officer Recommendations / Ngā Tūtohu

That the Council:

- 1. Agree to purchase the Christchurch Netball Centre Building, car park, hard surfaced courts and other improvements, at 455 Hagley Avenue, Christchurch from the Christchurch Netball Centre Incorporated for a price not exceeding an amount detailed in public excluded attachment D, subject to the following conditions:
 - a. That the Christchurch Netball Centre Incorporated apply the proceeds of the sale to part-fund the development of a Netsal Centre on Ngā Puna Wai Sports Hub.
 - b. That the terms and conditions of the sale facilitate the use of the Netball Centre Building by the Christchurch Netball Centre throughout the building and commissioning of the Netsal development at Ngā Puna Wai Sports Hub.



- 2. Delegate to the Property Consultancy Manager and the Head of Parks, jointly, the authority to undertake this transaction in a manner consistent with this resolution including the surrender of two applicable Deed of Lease agreements covering:
 - a. The building, car parking and two netball courts
 - b. The balance of the netball courts.
- 3. Note that the Christchurch Netball Centre Building will be administered by the Parks Unit of the Council and any further permanent leasing of the facility for recreational, sporting, community or multicultural activities will be presented to Council for a decision.
- 4. Agree to publicly release public excluded attachment D along with the terms and conditions of any sale and lease surrender, if any; when the terms and conditions are agreed and communicated to stakeholders. If the sale and lease surrender is not agreed attachment D will remain confidential as its release may impact on the ability of Netball to dispose of the Netball Centre into the future.

3. Reason for Report Recommendations / Ngā Take mō te Whakatau

- 3.1 The recommendation will provide for a large (2000m2) indoor venue already specifically fitted out to host multicultural recreation, sports & community centre activities in the centre of Christchurch.
 - 3.1.1 The Netball Centre has an abundance of space and flexibility to accommodate a range of activities into the future. There are numerous areas where different groups can retain a degree of privacy or join together as needed.
 - 3.1.2 Extensive facilities such as multiple kitchen, changing, meeting, assembly, performance, recreational and sporting facilities are ready made to meet the aspirations of people of all backgrounds, cultures, ages and abilities.
 - 3.1.3 The facility is immediately opposite Hagley College, an existing centre of multicultural activity. Hagley College support the hosting of multicultural community recreational and sporting and activities in the Netball Centre and remain committed to partnering with Council and others to develop a multicultural hub.
 - 3.1.4 As the Netball Centre is an existing building, it has the potential to offer community, recreational, sporting and multicultural activities in partnership with Hagley College and others in a shorter timeframe than is perhaps possible with a new-build approach within the grounds of Hagley College. A collaborative approach with Netball up-front may also secure early access to the Netball Centre by the wider community.
 - 3.1.5 The Netball Centre is in the heart of Hagley Park and can continue to support the community use of the park for sporting and recreational purposes. Perhaps more importantly it is "public" space, space not "captured" by any one group thus remaining accessible to all cultures.
- 3.2 The recommendation sees a big facility at the centre of South Hagley Park reverting back to public ownership. The community can be assured that the facility will be well maintained and fully accessible to the wide range of potential users.
 - 3.2.1 The Parks Unit will have the opportunity to assess the quantity of hard courts needed for community sport and recreation into the future. This will be substantially less than at present. Hard courts not needed will be reverted to green space.

- 3.2.2 Accessible changing, toilet, first aid, marshalling, control and other facilities, essential to the operation of community sport and recreation of South Hagley Park, will remain accessible to all.
- 3.3 If the sale and purchase proceeds the recommendation will allow Netball to contribute to a joint venture partnership to develop an indoor Netsal facility valued at approximately \$20,000,000 on Ngā Puna Wai Sports Hub. Whilst there is potentially a benefit in favour of a Netsal facility it must be emphasised the potential purchase of the Netball is a separate and independent transaction to the development of a Netsal facility.
 - 3.3.1 The proposed Netsal facility will contribute to a sustainable future for the sport of netball and indoor football.
 - 3.3.2 The Netsal centre is a major capital project development that may help stimulate Christchurch's economy post COVID-19 and provide a facility for local, national and international events into the future.
 - 3.3.3 The proposed Netsal facility, and the retention of the Netball Centre, will provide two locations that will allow people of all of all backgrounds, cultures, ages and abilities the opportunity to play, gather, recreate, interact and enjoy life in Christchurch both indoors and outdoors.

4. Alternative Options Considered / Etahi atu Kowhiringa

- 4.1 Do not purchase the Netball Centre and recommend a gift to Hagley College to develop a multicultural centre on the campus, ground-up.
 - 4.1.1 Advantages include:
 - A contribution to the development of a multicultural centre on Hagley College of between \$1,000,000 and \$2,000,000 would result in a saving of approximately the same to the Council.
 - There is the potential for less operational cost long-term as Council would not own any assets.
 - Hagley College would have greater autonomy and ownership over any facility. Potential commercial facilities could be added to assist in the generation of income.
 - A lasting facility partnership would be developed.
 - The facility could be better used for school related multicultural activities.
 - The facility would better integrate with the range of services and facilities at Hagley College.
 - 4.1.2 Disadvantages include:
 - The Netsal development and its ancillary benefits may not proceed.
 - Provides for a new building that will have to be maintained as opposed to reusing an existing central city building.
 - The viability of any development at Hagley College has not been tested subsequent to the impact of COVID-19.
 - The proposed multicultural centre at Hagley was limited in size (500m2). The Netball Centre is far larger than any facility envisaged on Hagley College at 2,000m2).

Council 25 June 2020



- The development of a multicultural centre on Hagley College may take longer. Whereas the Netball Centre has most of the physical infrastructure in existence and is ready to be used.
- 4.2 Do not purchase the Netball Centre at this time.
 - 4.2.1 Advantages:
 - Potentially saves up to \$3,000,000 CAPEX.
 - Allows for greater time to consider options in the post COVID-19 environment.
 - Allows greater opportunity to consult the multi-cultural community.
 - Potentially lower contribution to operational costs from the Strengthening Communities Fund as the asset and operation is on the Hagley College Site.
 - 4.2.2 Disadvantages:
 - The Netsal development and its ancillary benefits would probably not proceed.
 - Hagley College and the multi-cultural community may begin to get frustrated at the lack of progress.
 - Will not allow the Parks Unit to reduce the hard court space on South Hagley Park for the foreseeable future.

5. Detail / Te Whakamahuki

Description

- 5.1 The Christchurch Netball Centre is located at 445 Hagley Avenue, Christchurch. The land is situated in South Hagley Park, close to Moorhouse Avenue in Central Christchurch.
- 5.2 The building was designed by Don Donnithorne Architects Ltd and was officially opened in 1994. Also known as "the Atrium", it is a three-level structure which provides purpose-built function rooms, commercial kitchens, amenities, offices, viewing balconies and clubrooms. In plan, the building is 'C' shaped with a ground floor area of 1080m2, with the building footprint decreasing with each storey height.
- 5.3 Sixty seven marked car parks support the facility as well as thirty four marked netball courts and associated landscaping.
- 5.4 There is a small, single storey public toilet block connected to the north-west wall of the building. This is owned by Christchurch City Council.
- 5.5 The land is owned by Christchurch City Council and is leased to Canterbury Netball Union Incorporated in the form of two separate Deed of Lease agreements. The building, car parking and two netball courts are on a ground lease of 6742m2. The balance of the netball courts are on a separate ground lease of 33,100m2. A modest annual ground rent is paid to the Council with the two leases combined, this is circa \$2000 + GST per annum. The sums are calculated by utilising Council's 'Sports Club Rental Policy', which is based on rates and area occupied. It is applied on parks when the group owns their own building.
- 5.6 The land is zoned 'open space community parks zone' within the Christchurch City District Plan and is vested in the Council pursuant to Section 5(1) of the Christchurch City (reserves) Empowering Act 1971 as a recreation reserve subject to the Reserves Act 1977.
- 5.7 The property is desirable in that the location is very central, onsite car parks are provided and the ground rent is very modest. The building is owned by Christchurch Netball Centre Incorporated.



Building Value

- 5.8 Independent Valuers completed an assessment of the building's value in September 2019. The report is attached as attachment C.
- 5.9 The report recommends an Exit Value of \$3,210,000 New Zealand Dollars. Refer paragraph 9.7, Valuation Report. This indication of value relies on another sporting club or recreation entity purchasing and occupying the facility.
- 5.10 The Market Value of \$5,500,000 New Zealand Dollars suggests its value as a Netball Centre. This is considered irrelevant as there is only a small market due to usage restrictions and a lack of people who can reasonably use the building.
- 5.11 Staff have identified a provisional purchase price with Canterbury Netball Union detailed in public excluded attachment D, retaining a provisional sum for the reasons outlined in 5.13.

Building Condition

- 5.12 The Netball Centre comprises predominantly concrete foundations and flooring. The exterior is a mixture of brick, rough sawn cedar, concrete panel and Hardie Panel. Roofing materials are butynol and asphalt shingles and interior wall and ceiling linings are predominantly plaster board.
- 5.13 Structural systems include steel portal frames and interior timber framed walls. Also present are concrete frames, shear walls and floor slabs supported on piled foundations and ground beams.
- 5.14 The building sustained damage during the Canterbury earthquakes (2010-2012) with the subsequent Detailed Engineering Evaluation (August 2013) assessing its strength as 30% of the New Building Standard (NBS).
- 5.15 The building was repaired and strengthened to 67% NBS during 2016 and 2017. Work included structural repairs strengthening of roof portals, replacing portions of floor slab and upgrades to the fire safety design, electrical installation and building accessibility. Ref: BCN2016/1230; Code of Compliance Certificate June 2017. It is currently in good condition and remains fully functional as the Christchurch Netball Centre.

Decision making Authority and Community Views

- 5.16 The decision has citywide metropolitan implications not confined to a geographical or socioeconomic locality. As such, the decision making is of a city wide nature and sits primarily under the terms of reference of the Sustainability and Community Resilience Committee of the Whole as opposed to a particular Community Board. The views of the following community groups have been taken into consideration:
 - 5.16.1 **Council.** The possibility of purchasing the Netball Centre has been discussed informally with Councillors at a number of briefings. This included one prior to the 2019/20 Annual Plan decision, one in late 2019 and one in early 2020. Councillors were largely supportive, seeing merit in the transaction supporting both the development of a community recreation, sports and multicultural centre and the realisation of a Netsal facility. Preference was shown for the Netball Centre to be under public ownership if possible due to its prominence in South Hagley Park and potential ability to serve a wide range of community needs.
 - 5.16.2 **The Christchurch Netball Centre (Netball).** The Christchurch Netball Centre is supportive if the transaction allows them to sustainably move their operation to the Netsal Centre and secures the future of their sport. It is understood that Netball may not have had the opportunity to discuss the sale with their entire membership due to time constraints and the need for a degree of commercial sensitivity. A number of

discussions have resulted in broad agreement of the purchase price subject to the agreement of Council and agreement of a transition to any new facility.

- 5.16.3 **Hagley College.** The possibility of purchasing the Netball Centre and the establishment of a community recreation, sports and multicultural centre building was initially discussed with Hagley College prior to Council setting aside \$3,000,000 to fund the development of a multicultural centre in the 2019/20 Annual Plan. Hagley College is supportive and remain committed to the ongoing development of the centre, in partnership with the Council and the multicultural community. Hagley College will be invited to be an anchor community partner in the facility and operation of any multicultural centre on the site.
- 5.16.4 **The multicultural community.** Engagement was undertaken with multiple umbrella groups within the multicultural community including Members of the Multicultural Council, the Multicultural Advisory Group, youth orientated groups and potential larger possible tenants. There was unanimous agreement with those engaged that the Netball Centre was a good option and the larger floor space was a potential bonus. Engagement was not done widely with smaller groups because of the worry of setting expectations after March 15th and because the concurrent desire, at the time, for a Muslim centre to be developed could have possibly confusing people.
- 5.16.5 **Hagley Park Reference Group.** The possibility of purchasing the Netball Centre and the establishment of a community recreation, sports and multicultural centre building was discussed with the Hagley Park Reference Group and the Chair of the Sustainability and Community Resilience Committee on 4 November 2019. The concept of establishing a recreation centre for the multicultural community was generally supported, provided the activities carried out were permitted under the provisions of the Reserves Act and other applicable legislation. In particular, the establishment of any commercial enterprise on the site was not supported. The Reference Group welcomed any move to revert the extensive area of hard surface to green space.

6. Policy Framework Implications / Ngā Hīraunga ā- Kaupapa here

Strategic Alignment / Te Rautaki Tīaroaro

- 6.1 The recommendation in this report is consistent with Council's Strategic Priorities namely:
 - 6.1.1 Enabling active and connected communities to own their own future; by providing multiple opportunities for communities to gather and celebrate their cultures and participate in the Christchurch community.
 - 6.1.2 Ensuring that rates are affordable and sustainable. By re-using and optimising the use of an existing central city building as opposed to building a new one.
- 6.2 This report supports the <u>Council's Long Term Plan (2018 2028)</u>:
 - 6.2.1 Activity: Recreation, Sport, Community Arts & Events
 - Level of Service: 7.0.1.6 Provide citizens access to fit-for-purpose recreation and sporting facilities. 13 leased recreation and sporting facilities are available for community use.

Policy Consistency / Te Whai Kaupapa here

6.3 The decision is consistent with Council's Plans and Policies primarily:

- 6.3.1 The Multicultural Strategy.
 - Goal 2. That all communities have equitable access to Council services and resources.
 - Goal 4. Christchurch is a city of cultural diversity, inclusion and connection.
- 6.3.2 The Strengthening Communities Strategy
 - Goal 5. Ensuring that communities have access to community facilities that meet their needs.
 - Goal 6. Increasing community participation in recreational and sporting programmes and events.
 - Goal 8. Improving the basic life skills so that all residents can participate fully in society.
- 6.3.3 The decision is consistent with the draft Community Facilities Network Plan which supports the establishment of a city-wide multicultural facility in Christchurch.

Impact on Mana Whenua / Ngā Whai Take Mana Whenua

6.4 The decision does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture and traditions.

Climate Change Impact Considerations / Ngā Whai Whakaaro mā te Āhuarangi

6.5 It is anticipated that over time a substantial area of the Netball Centre currently occupied by hard surfaced netball courts will revert to greenspace.

Accessibility Considerations / Ngā Whai Whakaaro mā te Hunga Hauā

6.6 Under Council ownership, the facility will retain its accessible toilets, changing facilities, first aid, kitchen and other features. It is likely to have a greater and more diverse range of use from a wider cross section of the community.

7. Resource Implications / Ngā Hīraunga Rauemi

Capex/Opex / Ngā Utu Whakahaere

- 7.1 Cost to Implement The cost to purchase the netball centre is detailed in public excluded attachment D.
- 7.2 Maintenance/Ongoing costs OPEX costs including maintenance and the day-to-day costs of use, cleaning etc. are estimated at approximately 1.5% of the building value being \$43,500. This is based on the costs of other community facilities. Increased use is offset by increased revenue from user charges set at a community rate.
- 7.3 Funding Source:
 - 7.3.1 \$3,000,000 CAPEX is provided for in the 2019/20 and draft 2020/21 Annual Plan under CPMS number 56802.
 - 7.3.2 \$130,000 OPEX is provided for in WBS 461/236/4/13. \$15,000 OPEX is provided for in 461/236/1/16. This will be sufficient to cover anticipated ancillary project costs. A request will be made to carry this project funding forward into the 2020/21 financial year.
 - 7.3.3 User charges will also offset maintenance/ongoing operational costs. If user charges do not meet or exceed operational costs there will be a net operational cost to Council. The

net implications would be included in the 2021-2031 LTP budget should the purchase proceed.

- 7.3.4 Over time OPEX costs will be supplemented and in time recovered by user charges. CAPEX R&R will be provided for within existing Parks Unit programme budgets for the wider network of sports and recreational parks.
- 7.3.5 The multicultural community has greater potential access to philanthropic funding sources than Council itself. Whilst there is increasing pressure on these funds due to COVID-19, the originally anticipated needs of the multicultural community may reduce as the Netball Centre is an existing facility with many existing features, as opposed to a new build or substantial renovation. It is anticipated that an application will be made to the Community Resilience Fund for the initial activation of the facility if it proceeds.

Other / He mea anō

- 7.4 Council staff have explored a range of third party and philanthropic funding sources to contribute to the development of a multicultural community recreational, centre. None were forthcoming. Many philanthropic organisations stated a preference to assist organisations such as Netsal with their planned development or assist the multicultural community directly with the establishment of a community, recreational, sporting and multicultural centre. The purchase of the Netball Centre on Hagley Park for a range of community, multicultural, recreational and sporting purposes was seen as the responsibility of Council.
- 7.5 The Christchurch Foundation were approached but unable to assist. Staff will assist Hagley College and the multicultural community with fundraising to establish a multicultural centre if Council decide to purchase the Netball Centre.

8. Legal Implications / Ngā Hīraunga ā-Ture

Statutory power to undertake proposals in the report / Te Manatū Whakahaere Kaupapa

8.1 The statutory power to undertake the proposal derives from Council's status and powers in S12 (2) of the LGA 2002.

Other Legal Implications / Ētahi atu Hīraunga-ā-Ture

- 8.1 The primary legal consideration is the extent to which the provisions of sections 17 and 40 of Reserves Act 1977 and section 5 of the Christchurch City (Reserves) Empowering Act 1971 are met.
- 8.2 Any future use would need to be consistent with the Reserves Act 1977, Christchurch City (Reserves) Empowering Act 1971 and the Hagley Park Management Plan 2007. Recreation reserves should primarily be used for recreation purposes which includes indoor, outdoor and passive recreation activities. The majority of the future use of the Netball Centre building should be of a recreational nature whether it has multicultural implications or not.
- 8.3 The impact of this legal implication is discussed in section 9.2 of this report below.

9. Risk Management Implications / Ngā Hīraunga Tūraru

- 9.1 The lack of detailed business planning on the establishment of a multicultural centre.
 - 9.1.1 There is a risk that a lack of detailed business planning on the establishment of a multicultural centre may lead to assumptions over the practicability of establishing a community recreation, sports and multicultural centre in the Netball Centre being overstated. This could result in delays in establishing a centre and sub-optimal

performance of such a centre into the future. Council is being asked to take an educated and balanced risk.

- 9.1.2 This risk is partially mitigated by:
 - The availability of committed project partners such as Hagley College and the long and comprehensive relationship Council has with its multicultural communities.
 - An existing facility that already hosts a comprehensive range of community, recreational and sporting activities.
 - At a minimum Council's Community Partnerships & Planning and Community Facilities teams will have to make this aspect of the project a priority. This will mean that there will be limited capacity for other new projects.
 - The Parks Unit confirm that there will be no shortage of community sporting and recreational demand on any future use of the Netball centre due to its facilities, location and the recent effect of COVID-19 making the development and use of alternative facilities unaffordable to community organisations. It is envisaged that the majority of activity in the former Netball centre should be of a community recreational and sporting nature.
- 9.2 Restrictions on the range of activities permitted on the Netball Centre site.
 - 9.2.1 There is a risk that restrictions on the range of activities permitted on the Netball centre site, under the provisions of the Reserves Act and other applicable legislation, may negatively impact the establishment and operation of a community recreation, sports and multicultural centre. This could lead to delays is establishing the centre and restrictions on the range of services and activities, especially the establishment of any commercial activity used to offset the cost of operating the Centre.
 - 9.2.2 This risk can be partially mitigated by:
 - Ensuring the majority of the community activity in the community, recreational, sporting and multicultural centre remains of a recreational and sporting nature and any ancillary activity is for the purposes of supporting this primary objective.
 - Retain the built facilities necessary to encourage greater community participation in recreational and sporting activities.
 - Locating commercial or non-compliant multicultural activities at the neighbouring Hagley College site.
 - Not accommodating commercial activity that is not consistent with the purposes of the reserves Act and the hagley park management plan 2007.
- 9.3 Post COVID-19 capacity of Council, project partners and the wider multicultural community.
 - 9.3.1 There is a risk that current and future service cuts in Council and its project partners, along with the effects of COVID-19 on the capacity of the multicultural community, may delay the establishment and reduce the sustainability of the community recreation, sports and multicultural centre. This could lead to delays in the establishment of the centre, additional indirect operating subsidy by Council and a potential underuse of the facility.
 - 9.3.2 This risk is partially mitigated by:
 - Confirming the establishment of a community recreation, sports and multicultural centre as a specific level of service in the Community Development and Facilities Activity Management Plan, and ring-fencing the financial and people resources to

do this from within existing approved resource allocations as detailed in section 7 of this report.

- De-prioritising future requests by Council, Committees and Community Boards for Community Facilities and development resources where necessary unless they come with specific resources.
- Continue to offer the use of the Netball Centre to other community sporting and recreational groups whilst retaining the multicultural use as the highest priority.
- Continue to support the multicultural community, Hagley College and other stakeholders in applications to community funding or other philanthropic assistance.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A <u>J</u>	Canterbury Netball Centre - Aerial 1	178
В 🕂	Canterbury Netball Centre - Aerial 2	179
С 🚺	Canterbury Netball Centre - Independent Valutaion Report 2019	180
D	Proposed Purchase Public Excluded Information (Under Separate Cover) - CONFIDENTIAL	

In addition to the attached documents, the following background information is available:

Document Name	Location / File Link
Not applicable	

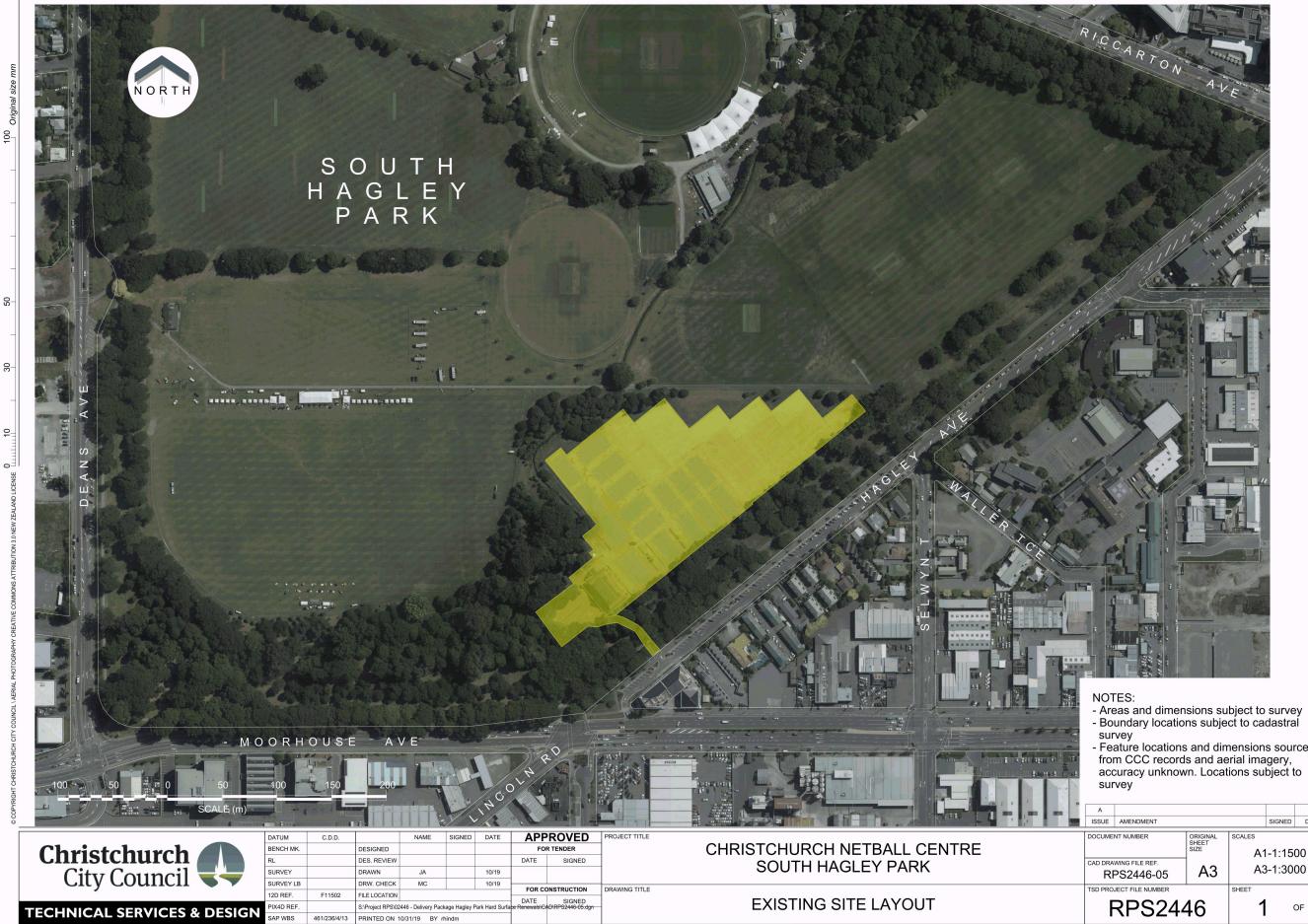
Confirmation of Statutory Compliance / Te Whakatūturutanga ā-Ture

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	John Filsell - Head of Community Support, Governance and Partnerships		
	Andrew Rutledge - Head of Parks		
Approved By	Michael Down - Finance Business Partner		
	Andrew Rutledge - Head of Parks		
	Mary Richardson - General Manager Citizens & Community		





- Feature locations and dimensions sourced from CCC records and aerial imagery, accuracy unknown. Locations subject to

A							
ISSUE	AMENDMENT			SIGNED	DATE		
DOCUMENT NUMBER ORIGINAL SHEET SIZE		SCALES A1-1:1500					
CAD DRAWING FILE REF. RPS2446-05		A3	A3-1:3000				
TSD PRO.	JECT FILE NUMBER		SHEET				
RPS2446			1	(OF	1	









Valuation Consultancy

Christchurch Netball Centre 445 Hagley Avenue Christchurch City

Client: Christchurch City Council

Valuation Date: 5 September 2019

Report Status: Draft #1

TelferYoung (Canterbury) Limited

++ Local Knowledge, National Coverage

telferyoung.com

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6

Appendix A: Record of Title

TelferYoung (Canterbury) Limited CHRISTCHURCH OFFICE, 58 Armagh Street, PO Box 2532, Christchurch 8140, NEW ZEALAND Phone : 03 379 7960 TIMARU OFFICE, 17 Dee Street, Timaru 7910, NEW ZEALAND Phone : 03 687 1220 email : canterbury@telferyoung.com website : www.telferyoung.com



1.0 Valuation Summary

Address:	Christchurch Netball Centre 445 Hagley Avenue, Christchurch City 8011
Instructed By:	Luke Rees-Thomas of Christchurch City Council
Report Prepared For:	Christchurch City Council COFP Property Consultancy Team P O Box 73015 Christchurch 8154 Attention: Luke Rees-Thomas
Purpose of Valuation:	Purchase purposes
Brief Description:	The Christchurch Netball Centre comprises a three-level building which provides purpose-built function rooms, commercial kitchens, amenities, offices, and clubrooms which opened in 1994. 67 marked car parks support the facility as well as 34 marked netball courts and associated landscaping. The improvements are owned by Canterbury Netball Union Incorporated. The land is owned by Christchurch City Council and is leased to Canterbury Netball Union Incorporated in the form of two separate Deed of Lease agreements. The building, car parking and two netball courts are on a ground lease of 6,742m². The balance netball courts are on a separate ground lease of 33,100m². A modest annual ground rent is paid to the Council. The land is zoned Open Space Community Parks Zone within the Christchurch City District Plan and is vested in the Council pursuant to Section 5(1) of the Christchurch City (Reserves) Empowering Act 1971 as a recreation reserve subject to the Reserves Act 1977. The Reserves Act restricts the use of the property. The land is situated in South Hagley Park, close to Moorhouse Ave in Central Christchurch.
Valuation Date:	5 September 2019

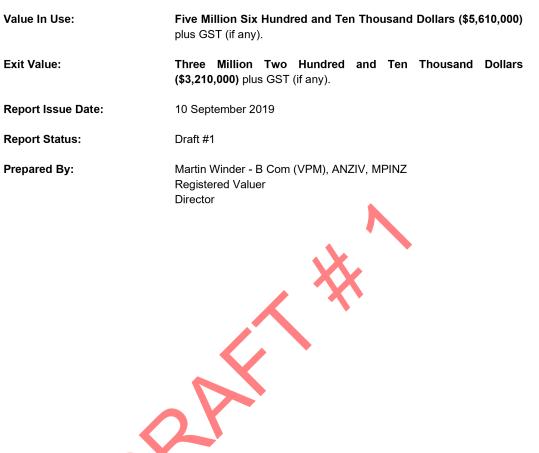
The Valuation Summary must be read in conjunction with the formal valuation report and with TelferYoung (Canterbury) Limited's Statement of Limiting Conditions and Valuation Policy.

++ Local Knowledge, National Coverage

Our Ref: CAN-163056 445 Hagley Avenue, Christchurch Central, Christchurch City

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The Valuation Summary must be read in conjunction with the formal valuation report and with TelferYoung (Canterbury) Limited's Statement of Limiting Conditions and Valuation Policy.

Our Ref: CAN-163056 445 Hagley Avenue, Christchurch Central, Christchurch City

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2.0 Scope of Work

2.1 The Valuer

The valuation has been undertaken by Martin Winder who provides this objective and unbiased valuation. The valuer has no material connection with the instructing party or interest in the property and has the appropriate qualifications and experience to undertake the valuation.

2.2 Our Client

Christchurch City Council.

Other than the client or addressee, the report may not be relied upon by any third party. We accept no liability to third parties. Written consent is required for any third party wishing to rely on this report. We reserve the right to withhold that consent, or to review the contents of the report if consent for third party use is sought.

2.3 Other Intended Users

Nil.

2.4 Purpose of the Valuation

Purchase purposes.

2.5 Asset Valued

The improvements owned by Canterbury Netball Union Incorporated situated at 445 Hagley Avenue, Christchurch Central, Christchurch City 8011.

2.6 Basis of Valuation

Market Value, which is defined in International Valuation Standards 2017 as:

The estimated amount for which an asset or liability should exchange on the valuation date between a willing buyer and a willing seller in an arm's length transaction, after proper marketing and where the parties have each acted knowledgeably, prudently and without compulsion.

2.7 Valuation Currency

All dollars quoted in this report are NZD.

2.8 Important Dates

Inspection Date:	5 September 2019			
Valuation Date:	5 September 2019			



2.9 Extent of Investigations

We have carried out an inspection of exposed and readily accessible areas of the improvements. However, the valuer is not a building construction or structural expert and is therefore unable to certify the structural soundness of the improvements. Readers of this report should make their own enquiries.

This report has been prepared for valuation purposes only and is not a geotechnical or environmental survey. If any defect is found, including structural defects, this information could impact on the value of the property.

No allowances are made in our valuations for any expenses of realisation, or to reflect the balance of any outstanding mortgages either in respect of capital or interest accrued thereon.

We have not been provided with an environmental audit of the property and we are not aware of any potential environmental concerns. Our valuation and report assume that the land and buildings are unaffected by harmful contaminants or noxious materials which may impact on value. We refer you to our Statement of Limiting Conditions and Valuation Policy on matters relating to potential contamination.

We have not conducted a land survey of the subject property and assume all improvements lie within the title boundaries.

We have not sighted a current Land Information Memorandum for the subject property during the course of this valuation. Our report is subject to there being no outstanding requisitions or adverse information affecting the property.

2.10 Nature and Source of Information Relied Upon

We have been provided with the following documentation by representatives of Christchurch City Council:

- + Code Compliance Certificate dated 14 June 2017
- Producer Statement issued by AECOM New Zealand Limited confirming earthquake repairs and structural strengthening to 67% NBS dated 2 May 2017
- + Sports Lease Charges Policy
- + Fire Engineering Design documentation dated 27 March 2017
- + Deed of Lease Pavilion dated 13 October 1993
- + Deed of Lease Netball Courts dated 13 October 1993

We have been provided with the following documentation by representatives of Canterbury Netball Union Incorporated:

+ Architectural Plans prepared by Stufkens and Chambers Architects

Additional information used to prepare the valuation has been obtained from our property inspection and public records.

No other information or documentation of particular significance to the valuation has been relied upon without specific verification by the valuer.

++ Local Knowledge, National Coverage

2.11 Assumptions

Standard valuation assumptions made in completing the report are stated in 'Extent of Investigations' and 'Statement of Limiting Conditions and Valuation Policy'.

2.12 Reporting Format

We have prepared a formal valuation report meeting appropriate professional standards.

This report must be read in conjunction with TelferYoung (Canterbury) Limited's Statement of Limiting Conditions and Valuation Policy.

2.13 Valuation Standards

Our valuation has been prepared in accordance with International Valuation Standards 2017 and Australia and New Zealand Valuation Guidance Notes and Technical Information Papers.

++ Local Knowledge, National Coverage

Our Ref: CAN-163056 445 Hagley Avenue, Christchurch Central, Christchurch City



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3.0 Record of Title

3.1 Parent Property	
Identifier:	CB30A/95
Land Registration District:	Canterbury
Legal Description:	Rural Section 41182
Estate:	Fee Simple
Area:	70.5070 hectares (more or less)
Registered Owner/s:	The Christchurch City Council
Interests:	 + Subject to Section 5 Christchurch City (Reserves) Empowering Act 1971 + 749869.1 Transfer creating an easement to drain sewage. + 9115108.1 Notice pursuant to Section 195(2) Climate Change Response Act 2002 - 5.7.2012.
Appendix:	A copy of the Record of Title is included as Appendix A

Our Ref: CAN-163056 445 Hagley Avenue, Christchurch Central, Christchurch City

++ Local Knowledge, National Coverage

4.0 Resource Management

4.1 District Plan				
Territorial Authority:	Christchurch City			
Plan Status:	Operative			
Zone:	Open Space Community Parks Zone			
Zone Description:	 These spaces enable formal and informal recreation activities, while complementing and enhancing neighbourhood and Central City amenity values, and ensure provision of: Small public spaces with landscaping and seating located and designed to promote interaction within the local community; Accessible neighbourhood parks with a predominance of open space and relatively flat topography capable of accommodating amenity tree planting, landscaping, small scale public amenities, playground equipment and informal playing fields; Large parks accommodating sports fields and smaller-scale recreation facilities, public amenities, landscaping, large trees and potential capacity for multifunctional use; Heritage and urban parks, such as Hagley Park and Latimer and Cranmer Squares, which have important heritage values, scenic, botanical, educational, cultural and/or recreational values and provide for entertainment. 			

4.2 Christchurch City (Reserves) Empowering Act 1971

Section 5 Hagley Park

- (1) The land known as Hagley Park, being the land described in Schedule 2, is, except for the parts of that land described in Schedule 4, hereby vested in the Corporation for an estate in fee simple as a reserve for recreation purposes.
- (2) Notwithstanding anything in the Reserves and Domains Act 1953, the Corporation shall not, without the consent of the Minister, appropriate any part of Hagley Park for parking places for vehicles unless that part is already appropriated for that purpose at the commencement of this Act.
- (3) Nothing in section 17 or section 18 of the Reserves and Domains Act 1953 shall apply in respect of Hagley Park.
- (4) No part of Hagley Park may be taken or set apart under the Public Works Act 1928 for any public work whatsoever.
- (5) Subsection (4) shall bind the Crown.

++ Local Knowledge, National Coverage



4.3 Reserves Act 1977

Section 17 Recreation reserves

(1) It is hereby declared that the appropriate provisions of this Act shall have effect, in relation to reserves classified as recreation reserves, for the purpose of providing areas for the recreation and sporting activities and the physical welfare and enjoyment of the public, and for the protection of the natural environment and beauty of the countryside, with emphasis on the retention of open spaces and on outdoor recreational activities, including recreational tracks in the countryside.

4.4 Commentary

The land is zoned Open Space Community Parks Zone within the Christchurch City District Plan and is vested in the Council pursuant to Section 5(1) of the Christchurch City (Reserves) Empowering Act 1971 as a recreation reserve subject to the Reserves Act 1977.

The purpose of the reserve is to provide the public with a place for recreation and which access is not unduly limited. The current use of South Hagley Park by Canterbury Netball Union Incorporated appears to be in accordance with the relevant legislation. Any potential change of use to a commercial use would not be in keeping with the intent of the legislation and likely be met with significant opposition from the public.



5.0 Location



Source: Property Guru

The property is situated on the north-western side of Hagley Ave between the intersections with Moorhouse Ave and Selwyn Street in central Christchurch.

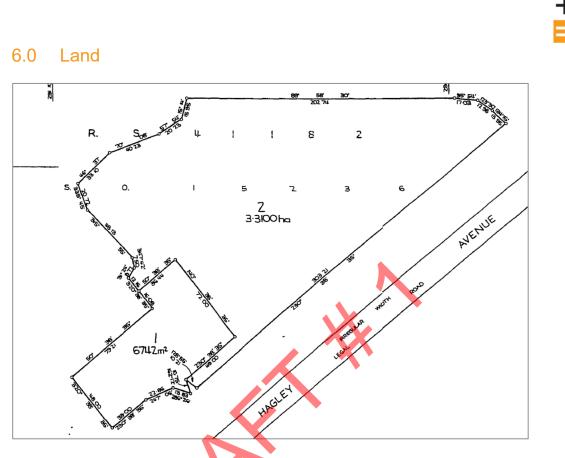
The central City was badly affected by the Canterbury Earthquake sequence of 2010 to 2012. Nine years on, we are now seeing the city recover in terms of office, retail, residential, and infrastructure. The proposed Stadium is still to be completed. The convention centre and the metro sports facility are under construction. The recovery has been slower than envisaged however we are starting to see the benefits of much planning and construction over recent years.

The private sector has performed strongly with a substantial amount of office space created and the retail offering in more recent times.

Hagley Park was less affected by the earthquake events, however, the development of the Hagley Oval Cricket ground was one of the post-earthquake recovery projects.

A major rebuilding project has been underway in recent years at the nearby Christchurch Hospital as they look to provide additional services and repair or replace more dated buildings.

This sector of the city continues to be popular with residents and as a place of employment.



+ Pavilion Site, Lot 1 – 6,742m²

+ Netball Court Site, Lot 2 – 33,100m²

The land is level in contour and is a component of the broader South Hagley Park which comprises some 70.5070 hectares in total. A small stream/drain adjoins the western boundary of Lot 2.

7.0 Improvements

7.1 Overview

The Christchurch Netball Centre comprises a three-level building which provides purpose-built function rooms, commercial kitchens, amenities, offices and clubrooms which opened in 1994. 67 marked car parks support the facility as well as 34 marked netball courts and associated landscaping.

7.1.1 Construction

Foundations:	Concrete		
Flooring:	Concrete		
Exterior Cladding:	Mix of brick, rough sawn cedar, concrete panel, Hardie panel		
Window Joinery:	Aluminium - single glazed, (framed Cedar doors)		
Roofing:	Mix of Butynol and asphalt shingles		
Internal Wall Linings:	Plasterboard - primarily		
Ceiling Linings:	Plasterboard - primarily		
7.1.2 Floor Areas			
The floor areas, taken from plans provided are as follows:			
Ground Elect Accommodat			

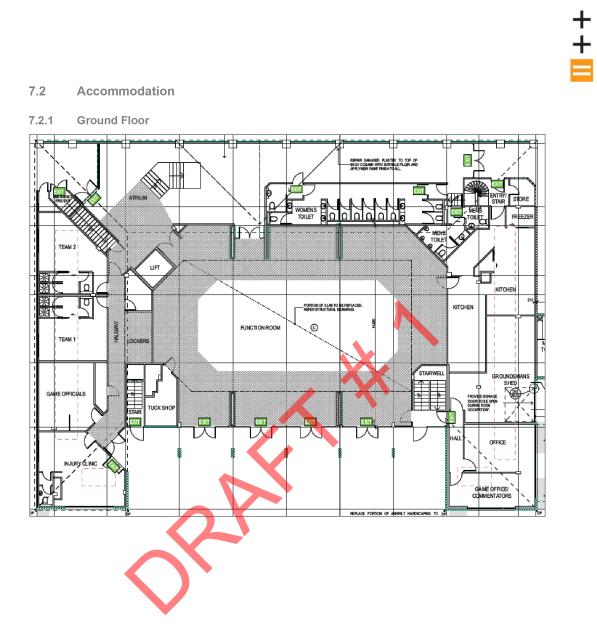
Ground Floor – Accommodation:	855.4m²
Ground Floor – Covered Entry Areas:	97.1m²
First Floor – Accommodation:	603.0m ²
First Floor – Balcony:	80.1m ²
Second Floor – Accommodation:	322.7m ²
Second Floor – Balcony:	51.4m²

7.1.3 Building Condition

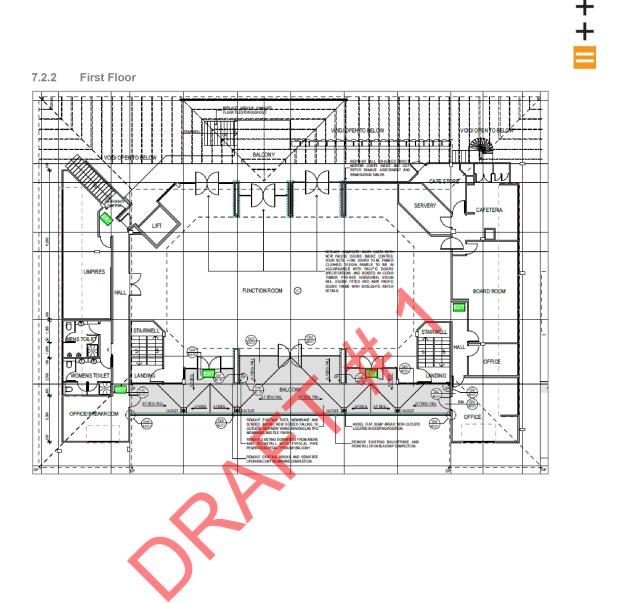
The building was designed by Don Donnithorne Architects Ltd and was officially opened in 1994. The building sustained damage during the Canterbury earthquake sequence of 2010 to 2012. The building was repaired and strengthened to 67% NBS during 2016 and 2017. The building is presented in good condition and remains functional as the Christchurch Netball Centre (also known as The Atrium). We note the Warrant of Fitness (WOF) expired 1 March 2019.

7.1.4 Fire Protection

- + Sprinklers
- + Smoke detectors
- + Emergency lighting
- + Emergency signage
- + Hand-held fire extinguishers
- + Call point alarm system
- + Hose reels

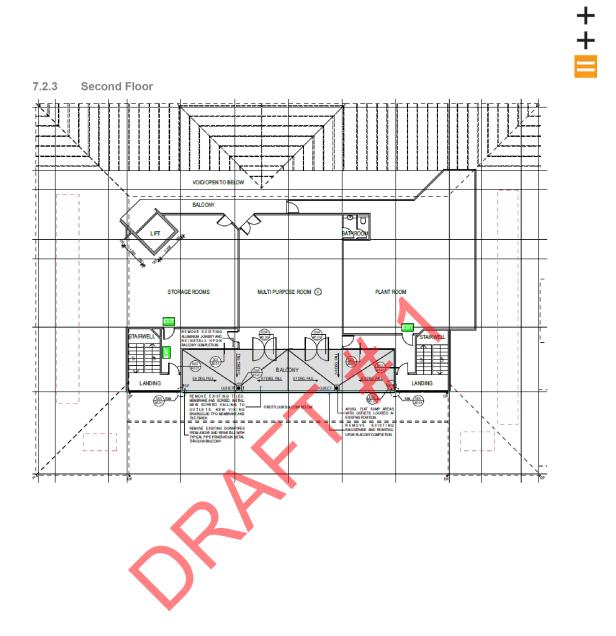


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7.3 Site Development

- + 67 marked asphalt carparks and access
- + Partial metal fencing
- + Light towers
- + Raised concrete planters
- + 34 asphalt netball courts (16 recently re-surfaced)
- + General landscaping

7.4 Photographs





Exterior



Carparking





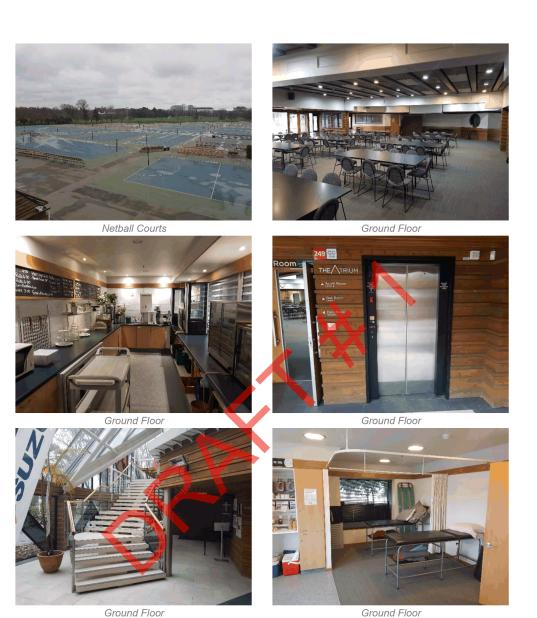
Netball Courts

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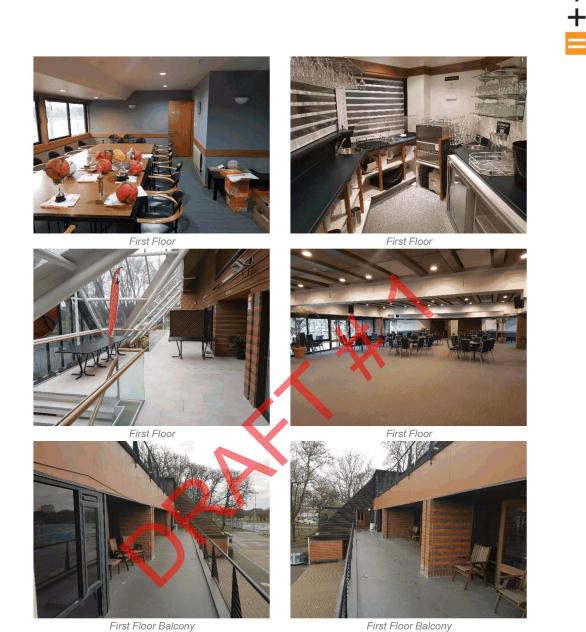
Ground Floor

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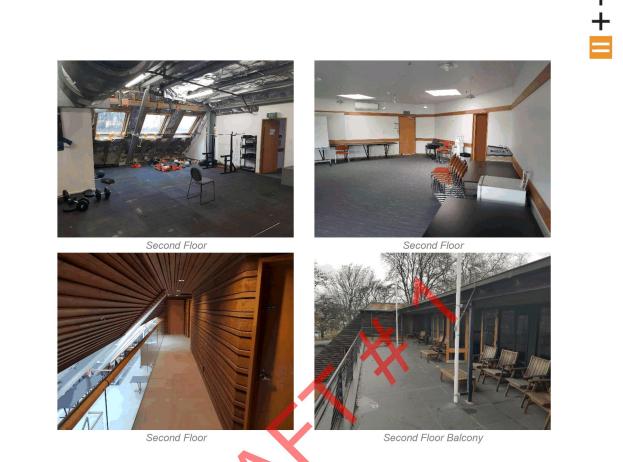
Our Ref: CAN-163056 445 Hagley Avenue, Christchurch Central, Christchurch City





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7.5 Excluded Items

We have excluded the following items from our valuation assessment:

- + Projectors
- + Commercial kitchen appliances and plant
- + Furniture and Fittings
- + Chattels
- + Stock-in-trade

Our valuation has been prepared on the basis of the improvements being located within the site boundaries and constructed strictly in accordance with the recommended practices, and free from any defect; unless otherwise stated within this report.

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8.0 Ground Leases

8.1 Overview

The land is owned by Christchurch City Council and is leased to Canterbury Netball Union Incorporated in the form of two separate Deed of Lease agreements. The building, car parking and two netball courts are on a ground lease of 6,742m². The balance netball courts are on a separate ground lease of 33,100m². A modest annual ground rent is paid to the Council.

8.2 Pavilion Lease

We summarise the salient points of the Deed of Lease as follows:

Lessor	Christchurch City Council			
Lessee	Canterbury Netball Union Incorporated			
Signing Date	13/10/1993			
Туре	Deed of Lease			
Area	6,742m ² - Pavilion			
Term	33 years			
Commencement	1/04/1993			
Right of Renewal	1 further term of 33 years			
Expiry & Final Expiry	31/03/2026 and 31/03/2059			
Commencement Rent	\$1,200.00			
Current Rent	\$800.88			
Outgoings	Lessee to pay rates and other applicable taxes and levies			
Permitted Use	Netball			
Insurance	Lessee to insure buildings			
Rent review	Reviewed annually 1st April, in accordance with rents charged for other similar organisations			
Public	The public shall be entitled to use premises in return for a reasonable fee			
Liquor	Restrictions on sale and behaviour			
Improvements at Expiry	All improvements revert to CCC at the expiry of the lease without compensation			
Section 24	In the event of the lease terminating for any reason the lessor will ensure that any other incoming lessee will pay to the outgoing lessee the value as determined by the lessor of all buildings and other improvements belonging to the lessee			
Section 25	Subject to Section 54 (1) (B) of the Reserves Act 1977			

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Attachment C

8.3 Netball Courts Lease

Lessor	Christchurch City Council				
	·				
Lessee	Canterbury Netball Union Incorporated				
Signing Date	13/10/1993				
Туре	Deed of Lease				
Area	33,100m ² - Netball Courts				
Term	33 years				
Commencement	1/04/1993				
Right of Renewal	1 further term of 33 years				
Expiry & Final Expiry	31/03/2026 and 31/03/2059				
Commencement Rent	\$1,300.00				
Current Rent	\$1,260.72				
Outgoings	Lessee to pay rates and other applicable taxes and levies				
Permitted Use	Netball				
Insurance	Lessee to insure improvements				
Rent review	Reviewed annually 1st April, in accordance with rents charged for other similar organisations				
Public	The public shall be entitled to use premises in return for a reasonable fee				
Liquor	Restrictions on sale and behaviour				
Improvements at Expiry	All improvements revert to CCC at the expiry of the lease without compensation				
Section 24	In the event of the lease terminating for any reason the lessor will ensure that any other incoming lessee will pay to the outgoing lessee the value as determined by the lessor of all buildings and other improvements belonging to the lessee				
Section 25	Subject to Section 54 (1) (B) of the Reserves Act 1977				

8.4 Ground Rental

Christchurch City Council establishes ground rental charges based on their Sports Lease Charges Policy. The policy is intended for 'not for profit' organisations occupying Council reserve assets. The policy makes a distinction between the ground lease of a building footprint and the ground lease of green space.

The ground lease charge applicable to a building footprint is established by adopting the average rating valuation per square metre for a sample of reserves times 5% which is considered an appropriate level of return times 80% to reflect the fact that the public has a general benefit from the facilities from time to time.

The ground lease charge applicable to green space mirrors that of the building footprint except 20% is adopted instead of 80% given the public has a greater benefit over the green space areas.

With regard to the current rental being paid by Canterbury Netball Union Incorporated, we note this is less than the commencement rent dating from 1993. The current rental also appears to be lower than the formula would indicate, and it may be that other discounting factors are taken into consideration when establishing the ground rental. It is clear, however, that the ground rent is a concessionary rental and not aligned to true market parameters.

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9.0 Valuation Rationale

9.1 Highest and Best Use

The Market Value of an asset will reflect its 'highest and best use'. The highest and best use is the use of an asset that maximises its potential and that is physically possible, legally permissible and financially feasible. The highest and best use may be for continuation of an asset's existing use or for some alternative use. This is determined by the use that a market participant would have in mind for the asset when formulating the price that it would be willing to bid.

The land the netball centre occupies is classified as a 'Reserve' within the Reserves Act 1977. This classification, together with the Open Space Community Parks Zone within the Christchurch City District Plan restricts the use of the property. The ground rental charge is intended for 'not for profit' organisations. We can, therefore, establish that the improvements cannot be utilised for commercial purposes but only by a 'not for profit' organisation which meets the intent of the Reserves Act 1977.

The current use of the facility as a netball centre appears to be the highest and best use of the property. To this end, we have provided an 'in use' value.

Should Canterbury Netball Union Incorporated wish to vacate the premises and assuming that no other netball entity would wish to purchase the premises we would need to look to other sporting and recreational entities of a sufficient scale who may wish to purchase and occupy the premises. We have considered what another sporting entity would be prepared to pay for the improvements.

9.2 Valuation Approaches and Methods

To establish the Market Value of the property, the preferred approach is to apply a number of valuation approaches and methods. All approaches and methods will indicate a level of value from which a valuer can establish market value. In this instance, two of the conventional valuation approaches and methods are not appropriate because of the non-commercial end-use.

The comparable transaction method is based on the market approach and draws on the sales of similar properties from which to make comparison. Very few buildings which are situated on reserve land and do not own the land they occupy transact on the open market, therefore, this method is not appropriate.

The income approach relies on establishing a market based rental return for the accommodation and utility provided which is then capitalised at an appropriate market-based level of return. The netball centre cannot be leased out on a commercial basis and therefore is unable to generate a true market income, therefore, this method is also not appropriate.

The Depreciated Replacement Cost method is a Cost Approach and is the only method which is suitable in this instance. The Cost Approach provides an indication of value on the economic principle that a buyer will pay no more for an asset than the cost to obtain an asset of equal utility, whether by purchase or construction. If a netball entity sought to establish an identical facility, this method establishes what would they have to pay to acquire or develop the facility. If an entity other than netball wished to develop a similar facility, this method establishes what they would have to pay to acquire a facility suitable for their needs.

9.3 Depreciated Replacement Cost

The Cost Approach provides an indication of value on the economic principle that a buyer will pay no more for an asset than the cost to obtain an asset of equal utility, whether by purchase or construction.

Under this approach we began by establishing the cost to replace the improvements with their modern equivalent having regard to current building costings (including fees). We have had regard to QV Cost Builder cost indices and also relied on our own knowledge of build costs from other projects we have been involved with to establish our build cost rates.

We then deduct an allowance for depreciation. The improvements are structured on a 33 year term ground lease with one right of renewal for a further 33 year term. At the expiry of the lease, all improvements become the ownership of the Council at no cost. We have therefore established a 66 year life of the buildings and based our deprecation allowance on their actual age and also considered the recent earthquake repairs and enhancements.

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Our Ref: CAN-163056 445 Hagley Avenue, Christchurch Central, Christchurch City



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9.4 Value In Use – Pavilion Component

Our first assessment is our 'Value In Use' valuation. This value establishes what another netball entity would be prepared to pay to acquire the assets in their current form and condition. We have assessed the pavilion component and the netball courts components separately.

Our calculations as follows:

Depreciated Replacement	Cost Approact	h			
Building(s)					
Item	Area		Rep. Rate		Cost
+ Ground Floor Accommodation	855.4 m ²	@	\$2,730 /m	² =	\$2,335,242
+ Ground Floor Covered Entry Areas	97.1 m ²	@	\$1,580 /m	² =	\$153,418
+ First Floor Accommodation	603.0 m ²	@	\$2,730 /m	2 =	\$1,646,190
+ First Floor Balcony	80.1 m ²	@	\$1,580 /m	2 =	\$126,558
+ Second Floor Accommodation	$322.7 m^2$	@	\$2,310 /m	2 =	\$745,437
+ Second Floor Balcony	51.4 m ²	@	\$1,580 /m	2 =	\$81,212
Total	2,009.7 m ²	@	\$2,532 /m	2	\$5,088,057
Site Development	\succ				
+ Asphalt					\$245,000
+ Netball Court Component					\$160,000
+ Lighting Towers					\$6,000
+ General Landscaping					\$5,000
Total Site Development					\$416,000
Professional Fees	(0	10.00%	=	\$550,406
Development Costs					
+ Levies					\$90,817
+ Legal					\$15,136
+ Other Fees					\$30,272
+ Bridging Cost on Improvements					\$196,770
+ Management					\$191,624
Total Development Costs					\$524,619
Total Reinstatement Cost					\$6,579,082
Less Depreciation	(0	36.57%	=	(\$2,406,130)
Depreciated Replacement Cost of Improvements:					\$4,172,952
Indicated Market Value					\$4,172,952
				Adopt	\$4,175,000

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9.5 Value In Use – Netball Component

Depreciated Replacement Cost Approa	ch				
Site Development					
+ Netball Courts - Old				\$834,330	
+ Netball Courts - New				\$886,720	
+ Lighting Towers				\$80,000	
+ General Landscaping				\$5,000	
Total Site Development				\$1,806,050	
Professional Fees	@	5.00%	=	\$90,303	
Development Costs					
+ Levies				\$18,964	
+ Legal				\$4,741	
+ Other Fees				\$9,482	
+ Bridging Cost on Improvements	•			\$20,544	
+ Management				\$39,002	
Total Development Costs	X			\$92,732	
Total Reinstatement Cost				\$1,989,084	
Less Depreciation	@	27.74%	=	(\$551,742)	
Depreciated Replacement Cost of Improvements:				\$1,437,342	
Indicated Market Value				\$1,437,342	
			Adopt	\$1,435,000	
9.6 Value In Use - Summary					
Description				Value	
Pavilion – 6,742m ²				\$4,175,000	
Netball Courts – 33,100m ²			\$1,435,000		
Combined Value				\$5,610,000	

9.7 Exit Value – Pavilion Component

Our second assessment is our 'Exit Value' which assumes that there is no other netball entity of sufficient scale to take on the facility (which is most likely). The facility has been purpose-built for netball and does not necessarily provide an ideal facility for another sport or recreation-based group.

Given the position within Hagley Park and the present use of the surrounding reserve land, it is likely that rugby or cricket are the most likely candidates. Cricket has sufficient facilities at the nearby Hagley Oval which are modern and fit for purpose. A city-based rugby club is possibly the only entity of sufficient scale to make use of the facilities. To this end, we have examined rugby clubrooms throughout the broader Christchurch, Rangiora and Kaiapoi regions to establish what the optimum size and scale building comprises. It is our view that the optimum club rooms for a large established rugby club comprise approximately 1,250m² in building accommodation. It is our view that a club would pay an appropriate rate per square metre up to 1,250m² and a discounted rate for area greater than this given the diminished utility.

The subject property comprises a total floor area of usable accommodation of 1781.1m². The facility, therefore, provides 531.1m² of accommodation which is of less value to a typical rugby club. We have accounted for the additional 531.1m² by increasing the depreciation factor on this component. We are also mindful that the facility does not provide the usual changing rooms which are standard at rugby clubs. These could be created within the existing building footprint but would come at considerable expense. We have made an allowance of \$150,000 for this purpose.

The netball courts component comprising 33,100m² of which approximately 23,000m² is formed netball courts. The courts add no value to a rugby club and therefore has nil value under this scenario.

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Our calculations as follows:

Depreciated Replace	ement Cost Approad	h			
Building(s)					
Item	Area		Rep. Rate		Cost
+ Prime Accommodation	1,250.0 m ²	@	$2,730 / m^2$	=	\$3,412,500
+ Prime Covered Entry Areas	97.1 m ²	@	\$1,580 /m ²	=	\$153,418
+ Prime Balcony	80.1 m ²	@	\$1,580 /m ²	=	\$126,558
+ Excess Accommodation	531.1 m ²	@	\$2,480 /m ²	=	\$1,317,128
+ Excess Balcony	51.4 m ²	@	\$1,580 /m ²	=	\$81,212
Total	$2,009.7 \text{ m}^2$	@	\$2,533 /m ²		\$5,090,816
Site Development					
+ Asphalt					\$245,000
+ Lighting Towers					\$6,000
+ General Landscaping	^				\$5,000
Total Site Development			•		\$256,000
Professional Fees		@	10.00%	=	\$534,682
Development Costs					
+ Levies					\$88,222
+ Legal					\$14,704
+ Other Fees					\$29,407
+ Bridging Cost on Improvements					\$191,149
+ Management					\$186,149
Total Development Costs					\$509,632
Total Reinstatement Cost					\$6,391,129
Less Depreciation		@	47.39%	=	(\$3,029,031)
Depreciated Replacement Cost of Improvements:					\$3,362,098
Indicated Market Value					\$3,362,098
			А	dopt	\$3,360,000

9.8 Exit Value - Summary

Description	Value
Pavilion – 6,742m ²	\$3,360,000
Netball Courts – 33,100m ²	Nil
Less – Changing Room Allowance	\$150,000
Combined Value	\$3,210,000

10.0 Valuation

10.1 Value In Use

We assess the Market Value as at 5 September 2019 at:

\$5,610,000 Five Million Six Hundred and Ten Thousand Dollars plus GST (if any).

10.2 Exit Value

We assess the Market Value as at 5 September 2019 at:

\$3,210,000 Three Million Two Hundred and Ten Thousand Dollars plus GST (if any).

10.3 Reasonable Selling Period

The value in use relies on another netball entity being able to purchase the facility. This is unlikely in our view.

The exit value relies on another sporting club or recreation entity purchasing the facilities. The trend in recent years for sporting clubs is not one of expansion and new purchases but rather one of downsizing and merging with other clubs. It is possible that one or more clubs could merge and combine resources to purchase the facility. It is our view that it could take an extended period to find a suitable entity willing and able to undertake the purchase.

The property is desirable in that the location is very central, 67 onsite car parks are provided and the ground rent is very modest which means the entity does not need to fund the purchase of land as they would if they were elsewhere. The annual rates and running expenses would likely be lower than other potential freehold equivalent properties.

11.0 Statement of Limiting Conditions and Valuation Policy

Purpose

This valuation report has been completed for the specific purpose stated. No responsibility is accepted in the event that this report is used for any other purpose.

Responsibility to Third Party

Our responsibility in connection with this valuation is limited to the client to whom the report is addressed and to that client only. We disclaim all responsibility and will accept no liability to any other party without first obtaining the written consent of TelferYoung (Canterbury) Limited and the author of the report. TelferYoung (Canterbury) Limited reserves the right to alter, amend, explain or limit any further information given to any other party.

Reproduction of Report

Neither the whole nor any part of this valuation and report or any reference to it may be included in any published document, circular or statement without first obtaining our written approval of the form and context in which it may appear. Our report is only valid when bearing the Valuer's signature.

Date of Valuation

Unless otherwise stated, the effective date of the valuation is the date of the inspection of the property. This valuation is current as at the date of valuation only. The value assessed herein may change significantly and unexpectedly over a relatively short period (including as a result of general market movements or factors specific to the particular property). We do not accept liability for losses arising from such subsequent changes in value.

Without limiting the generality of the above comment, we do not assume any responsibility or accept any liability where this valuation is relied upon after the expiration of 3 months from the date of the valuation, or such earlier date if you become aware of any factors that have any effect on the valuation.

Legislation

We have not obtained a Land Information Memorandum (LIM) or Property Information Memorandum (PIM) for this property which, unless otherwise stated, is assumed to conform to all requirements of the Resource Management Act 1991, the New Zealand Building Code contained in the First Schedule to the Building Regulations 1992, the Building Act 2004 and any Historic Places Trust registration. Our valuation reports are prepared on the basis that properties comply with all relevant legislation and regulations and that there is no adverse or beneficial information recorded on the Territorial Local Authority (TLA) property file, unless otherwise stated. Legislation that may be of importance in this regard includes the Health & Safety at Work Act 2015, the Fire Safety and Evacuation of Buildings Regulation 1992, and the Disabled Persons Community Welfare Act 1975.

Registrations

Unless otherwise stated, our valuation is subject to there being no detrimental or beneficial registrations affecting the value of the property other than those appearing on the title. Such registrations may include Waahi Tapu and Heritage New Zealand registrations.

Reliability of Data

The data and statistical information contained herein was gathered for valuation purposes from reliable, commonly utilised industry sources. Whilst we have endeavoured to ensure that the data and information is correct, in many cases, we cannot specifically verify the information at source and therefore cannot guarantee its accuracy.

Assumptions

This report contains assumptions believed to be fair and reasonable at the date of valuation. In the event that assumptions are made, based on information relied upon which is later proven to be incorrect, or known by the recipient to be incorrect at the date of reporting, TelferYoung (Canterbury) Limited reserves the right to reconsider the report, and if necessary, reassess values.

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GST

The available sources of sales data upon which our valuation is based generally do not identify whether or not a sale price is inclusive or exclusive of GST. Unless it has been necessary and possible to specifically verify the GST status of a particular sale, it has been assumed that available sale price data has been transacted on a plus GST (if any) basis, which is in accordance with standard industry practice for most commercial property. Should this interpretation not be correct for any particular sale or rental used as evidence, we reserve the right to reconsider our valuation.

Land Survey

We have made no survey of the subject property and assume no responsibility in connection with these matters. Unless otherwise stated, the valuation has been assessed conditional upon all improvements being within the title boundaries.

Unless otherwise stated, we have not undertaken investigations or been supplied with geotechnical reports with respect to the nature of the underlying land. Unless otherwise stated, the valuation has been assessed conditional upon the land being firm and suitable ground for the existing and/or potential development, without the need for additional and expensive foundation and retaining work or drainage systems.

Contamination

We have not undertaken an environmental audit of the property. Unless otherwise stated, our valuation and report is conditional upon the land and buildings being unaffected by harmful contaminants or noxious materials which may impact on value. Verification that the property is free from contamination and has not been affected by noxious materials should be obtained from a suitably gualified environmental expert.

Not a Structural Survey

Our inspection has been undertaken for valuation purposes only, and does not constitute a structural survey. Verification that the building is sound should be obtained from a suitably qualified building engineer. If the building is found to be unsound, this finding/new information is likely to impact on the value of the property.

Systems

Our valuation has been assessed conditional upon all hot and cold water systems, electric systems, ventilating systems and other devices, fittings, installations or conveniences, including lifts and escalators where appropriate, as are in the building, being in proper working order and functioning for the purposes for which they were designed.

Market Valuations

Market valuations are carried out in accordance with the Valuation Standards and Guidance Notes. Market Value is defined "The estimated amount for which an asset or liability should exchange on the date of valuation between a willing buyer and a willing seller in an arm's length transaction, after proper marketing and where the parties have each acted knowledgeably, prudently and without compulsion".

No allowances are made in our valuations for any expenses of realisation, or to reflect the balance of any outstanding mortgages either in respect of capital or interest accrued thereon.

Water Leaks & Penetration Effects

We are aware that a number of buildings have developed problems associated with water leaks, water penetration, weatherproofing, moisture and water exit control systems, mould, fungi, mildew, rot, decay, gradual deterioration, microorganisms, bacteria, protozoa or like forms. Problems can result from defects in design, construction methods and materials used, or any combination of defects.

Our valuation has been assessed conditional upon all buildings and structures being constructed strictly in accordance with recommended practices and free from defect unless otherwise stated. We are not qualified to undertake, nor have we undertaken, a structural survey of the buildings or structures. We accept no liability for any defects that may arise as a result of poor building design, construction methods or building materials. If you have any concerns, you should engage a suitably qualified person to report on this matter. Defects revealed by a suitably qualified expert may affect the value of the property.

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Leases

The interpretation of leases or other contractual agreements referred to in this report is solely the opinion of the author and should not be construed as a legal interpretation. Furthermore, summaries of contractual agreements which may appear in the report or appendices, are presented for the sole purpose of giving the reader an overview of the salient facts thereof.

Tenancies

Unless specifically requested, we do not make detailed enquiries into the covenant strength of occupational tenants but rely on our judgement of the market perception of them. Unless otherwise advised, our valuation has been assessed subject to the tenant being independent of the owner and capable of meeting all financial obligations under the lease, and that there are no arrears of rent or undisclosed breaches of covenant. Further, our valuation is conditional upon all rents referred to in this report representing the rental arrangement stipulated in the contractual agreements pertaining to the tenant's occupancy, to the extent that such rents have not been prepaid, abated or inflated to reflect extraordinary circumstances, unless such conditions have been identified and noted in this report.

Valuer's Statement

This report has been undertaken by Martin Winder who has inspected the property externally and internally. The Registered Valuer holds an Annual Practicing Certificate.

Please contact the writer should you wish to discuss any matters raised in this report.

Yours faithfully

TelferYoung (Canterbury) Limited

Martin Winder - B Com (VPM), ANZIV, MPINZ Registered Valuer Director

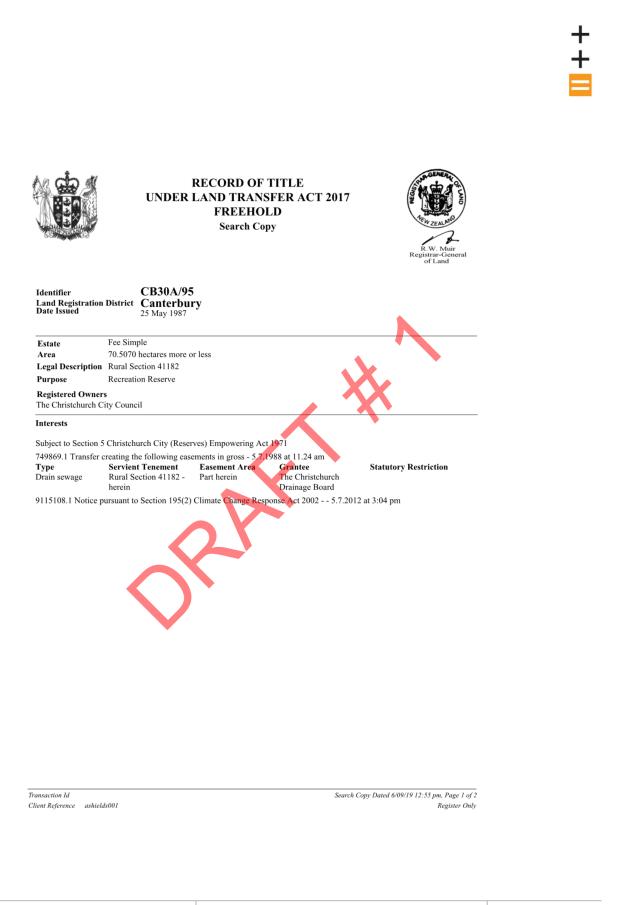
Email: martin.winder@telferyoung.com

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Appendix A Record of Title

++ Local Knowledge, National Coverage

Our Ref: CAN-163056 445 Hagley Avenue, Christchurch Central, Christchurch City

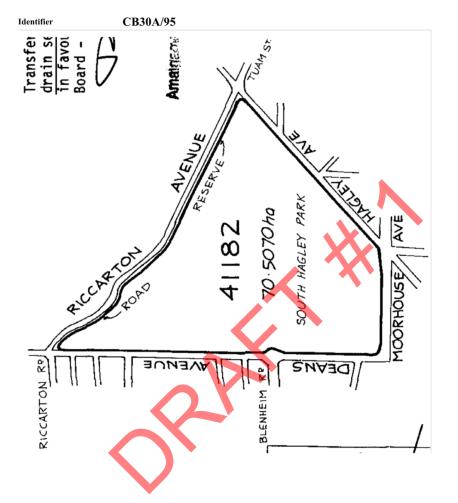


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Item No.: 13

Our Ref: CAN-163056 445 Hagley Avenue, Christchurch Central, Christchurch City





Transaction Id Client Reference ashields001 Search Copy Dated 6/09/19 12:55 pm, Page 2 of 2 Register Only

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> 23 Medway Street PO Box 334 Gore 9740 Email: southland@telferyoung.com

telferyoung.com

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14. Disestablishment of Regenerate Christchurch - Transfer Agreement

Reference / Te Tohutoro: 20/436744

Report of / Te Pou Matua:	Leonie Rae, Acting General Manager Corporate Services, leonie.rae@ccc.govt.nz Ian Thomson, Special Counsel Governance, Ian.Thomson@ccc.govt.nz
General Manager /	Leonie Rae, Acting General Manager Corporate Services,
Pouwhakarae:	leonie.rae@ccc.govt.nz

1. Executive Summary / Te Whakarāpopoto Matua

- 1.1 The purpose of this report is to gain Council's agreement for the transfer of assets and liabilities from Regenerate Christchurch, to Christchurch City Council, noting that the agreement is subject to the approval by the Greater Christchurch Regeneration Minister.
- 1.2 Regenerate Christchurch was established in April 2016 to support Christchurch city by leading regeneration in the city. It was established as a temporary organisation, jointly governed and funded by the Council and the Crown.
- 1.3 As part of the disestablishment the assets and liabilities of Regenerate Christchurch are to be transferred to a local agency or crown entity through a transfer agreement in accordance with the Greater Christchurch Regeneration Act 2016 (Act).
- 1.4 The Council and the Crown have now agreed to bring forward the disestablishment of Regenerate Christchurch to 30 June 2020 and to transfer its leadership role to locally-based agencies.
- 1.5 The transfer agreement must be approved by Council and the Minister as stated in section 138 of the Act.
- 1.6 Once the transfer agreement is agreed by Council the agreement will be tabled by the Minister in the House of Representatives.
- 1.7 The decisions in this report are of low significance in relation to the Christchurch City Council's Significance and Engagement Policy.
- 1.8 This is because the proposal for the early disestablishment of Regenerate Christchurch has been in the public arena since the Greater Christchurch Regeneration Bill was introduced to Parliament some months ago. It has been the subject of a Select Committee process that has included the public hearing of submissions.
- 1.9 The proposal has generated very little interest in the community, which would indicate it is of low significance. The transfer of assets and liabilities between Regenerate Christchurch and the Council and Crown is only one component of the process.

2. Officer Recommendations / Ngā Tūtohu

That the Council:

1. Approves the agreement for transfer of assets and liabilities from Regenerate Christchurch to Christchurch City Council and the Crown in the attached transfer agreement.

- 2. Notes the agreement is subject to the approval of the Minister for Greater Christchurch Regeneration.
- 3. Delegates to the CEO the authority to sign the agreement once the Minister's approval is obtained, and to agree to any non-material changes that may be required.
- 4. Directs officials to report back to Council by end of August 2020 on a proposal on what regeneration activities may be undertaken with the residual funds received by Council.

3. Reason for Report Recommendations / Ngā Take mō te Whakatau

3.1 Given the time constraints staff have recommended that the Council approves the agreement subject to the Minister's approval, and delegates to the CEO the authority to sign the document on the Council's behalf once this is given.

4. Alternative Options Considered / Etahi atu Kowhiringa

4.1 There were no other options considered

5. Detail / Te Whakamahuki

- 5.1 Regenerate Christchurch was established as a Crown-Council entity, with an independent board, and joint oversight by the Council and the Crown.
- 5.2 The organisation was intended as a transitional arrangement to enable leadership for the recovery and regeneration of Christchurch following the Canterbury earthquakes to shift from the Crown (through the Canterbury Earthquake Recovery Authority) back to local agencies over time.
- 5.3 The Council and the Crown have now agreed it is time for Regenerate Christchurch to transfer its leadership role to Council. Council will have long-term responsibility for regeneration.
- 5.4 The Council has been preparing to resume overall responsibility for regeneration leadership and is confident that it has the appropriate skills, structures and resources in place to build on the work that has been done to lead Christchurch's regeneration into the future.

6. Policy Framework Implications / Ngā Hīraunga ā- Kaupapa here

Strategic Alignment / Te Rautaki Tīaroaro

6.1 This report does not support the <u>Council's Long Term Plan (2018 - 2028)</u>.

Policy Consistency / Te Whai Kaupapa here

6.2 The decision is consistent with Council's Plans and Policies.

Impact on Mana Whenua / Ngā Whai Take Mana Whenua

6.3 The decision does not involve a significant decision in relation to ancestral land or a body of water or other elements of intrinsic value, therefore this decision does not specifically impact Mana Whenua, their culture and traditions.

Climate Change Impact Considerations / Ngā Whai Whakaaro mā te Āhuarangi

6.4 There is no impact on climate change.

Accessibility Considerations / Ngā Whai Whakaaro mā te Hunga Hauā

6.5 There is no impact on accessibility.

7. Resource Implications / Ngā Hīraunga Rauemi

Capex/Opex / Ngā Utu Whakahaere

7.1 There is no cost to implement.

8. Legal Implications / Ngā Hīraunga ā-Ture

Statutory power to undertake proposals in the report / ${\sf Te}$ Manat $\bar{{\sf U}}$ Whakahaere Kaupapa

- 8.1 Section 138 of the Greater Christchurch Regeneration Act 2016 allows Regenerate Christchurch to enter into an agreement for the transfer of any of its assets and liabilities. The Council may be a transferee for this purpose.
- 8.2 An agreement has no effect until it is approved by the Council and the Minister for Greater Christchurch Regeneration.
- 8.3 Section 138 currently requires the agreement to provide that any transfer must take place no earlier than the date on which the Minister presents the agreement to the House of Representatives and no later than the close of 30 June 2021.
- 8.4 The Greater Christchurch Regeneration Amendment Bill brings that date back to 30 June 2020, by which time it is intended the Bill will have been enacted, and the agreement presented to the House.
- 8.5 The terms of the transfer have been agreed to by Regenerate Christchurch and Council staff and the document is now submitted to the Mayor and Councillors for approval.
- 8.6 The transfer agreement provides that the Council will receive:
 - 8.6.1 specified assets of Regenerate Christchurch, including some office equipment, intellectual property and associated records.
 - 8.6.2 funding from Regenerate Christchurch to meet its residual rental liability in respect of premises it subleases from Development Christchurch Ltd.
 - 8.6.3 half the remaining cash assets of Regenerate Christchurch, with the Crown receiving the remaining half.
- 8.7 The Council will:
 - 8.7.1 undertake the balance of the residual decommissioning and wind up activities of Regenerate Christchurch, not being those activities being undertaken by ChristchurchNZ under a separate agreement with Regenerate Christchurch.
 - 8.7.2 undertake those activities in the best interests of the community, in a timely, efficient, business-like and commercially reasonable manner.
 - 8.7.3 assume any residual liabilities of Regenerate Christchurch.
- 8.8 Once signed by both parties, the agreement will be forwarded to DPMC for the Minister's approval. DPMC staff have indicated the Minister has no objection to the transfer and her approval is expected before she presents the agreement to the House.
- 8.9 Given the time constraints staff have recommended that the Council approves the agreement subject to the Minister's approval, and delegates to the CEO the authority to sign the document on the Council's behalf once this is given.
- 8.10 The Council has appointed ChristchurchNZ as the "host agency" for the purpose of hosting a small number of key Regenerate Christchurch staff beyond the disestablishment of

Regenerate Christchurch, in order to decommission the organisation (Council resolution of 23 April 2020).

- 8.11 Documents and records held by Regenerate Christchurch will be transferred to and stored by the Council.
- 8.12 The Council will retain its current power to propose Regeneration Plans for Christchurch City until most provisions of the GCRA are revoked on 30 June 2021.

9. Other Legal Implications / Ētahi atu Hīraunga-ā-Ture

- 9.1 There is a risk the Bill will not be enacted by 30 June 2020. While this would not prevent the transfer of assets and liabilities from taking place, the disestablishment of Regenerate Christchurch and the consequential amendments to remaining statutory processes, such as removing its role in Regeneration Plans, would be affected.
- 9.2 Under the transfer agreement the Council is to assume the liabilities of Regenerate Christchurch, including liabilities and obligations under any Act or agreement and contingent liabilities.
- 9.3 The Council is not taking over any contracts held by Regenerate Christchurch other than the sub-lease liability. Regenerate Christchurch advises that it has or is in the process of terminating its contracts with relevant parties and has undertaken checks with its suppliers to ensure there are no outstanding contractual claims.
- 9.4 This report has been reviewed and approved by the Legal Services Unit

10. Risk Management Implications / Ngā Hīraunga Tūraru

- 10.1 There is a risk the Bill will not be enacted by 30 June 2020. While this would not prevent the transfer of assets and liabilities from taking place, the disestablishment of Regenerate Christchurch and the consequential amendments to remaining statutory processes, such as removing its role in Regeneration Plans, would be affected.
- 10.2 Decisions of Regenerate Christchurch, or its recommendations to the Minister are potentially open to challenge. These include the decisions of the Associate Minister of Greater Christchurch Regeneration to amend the Christchurch District Plan to permit changes to the use of Hagley Oval and the approval of the Regeneration Plan for the Otakaro-Avon River corridor (which excluded some proposals such as the 'East Lake'.
- 10.3 To the extent that legal action has not been brought or threatened for previous decisions, delay will be a factor, as will the degree of implementation of the decision and the fact that regenerate Christchurch will not exist beyond 30 June 2020.
- 10.4 It may also be likely that any legal action will be directed to the Minister/Crown as primary decision-maker in the first instance.
- 10.5 There remains a risk, although it is considered to be low, that the Council could be named as a party to legal action challenging the actions of Regenerate Christchurch.
- 10.6 In assuming the liabilities (including contingent liabilities) of Regenerate Christchurch, there is a risk that liabilities currently not known or foreseen, could subsequently arise. This risk is mitigated in that:
- 10.7 In the transfer agreement, Regenerate Christchurch represents and warrants to the Council that it has not knowingly withheld any material information about its assets and liabilities from the Council.

- 10.8 Regenerate Christchurch has been working towards an orderly wind-down and is discharging its liabilities as it does so.
 - 10.8.1 The Regenerate Christchurch directors and officers have the benefit of run-off insurance cover for any insurable claims which could be brought against them after the wind-up of Regenerate Christchurch.
 - 10.8.2 Subsequent claims which arise may be covered by the Council's own insurance arrangements, and the Council will also have the benefit of half the remaining Regenerate Christchurch cash assets, which may be used to meet potential unknown liabilities.
 - 10.8.3 The risk therefore is limited to any liabilities which are currently unknown or unforeseen by Regenerate Christchurch, which the Council would not have insurance cover for, and which might exceed the net financial benefit received by the Council from regenerate Christchurch.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A <u>1</u>	Transfer Agreement	222

In addition to the attached documents, the following background information is available:

Document Name	Location / File Link
Not applicable	

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	Leonie Rae - Acting General Manager Corporate Services Ian Thomson - Special Counsel Governance
Approved By	Leonie Rae - Acting General Manager Corporate Services Dawn Baxendale - Chief Executive

Regenerate Christchurch

Christchurch City Council

Her Majesty the Queen in right of New Zealand acting by and through the Chief Executive of the Department of the Prime Minister and Cabinet

Date:

PARTIES

Regenerate Christchurch (Regenerate Christchurch)

Christchurch City Council (Council)

Her Majesty the Queen in right of New Zealand acting by and through the Chief Executive of the Department of the Prime Minister and Cabinet (*Crown*)

BACKGROUND

- A Regenerate Christchurch is an entity that is jointly governed by Council and the Crown, and was established under the Greater Christchurch Regeneration Act 2016 (*GCR Act*) to lead regeneration in Christchurch following the Canterbury earthquakes in 2010 and 2011.
- B In accordance with the Greater Christchurch Regeneration Amendment Bill, it is anticipated that Regenerate Christchurch will be disestablished on the close of 30 June 2020.
- C Council is the territorial authority for Christchurch city, and the Crown, via the Greater Christchurch Group (being a business unit of the Department of the Prime Minister and Cabinet), leads and coordinates central Government's ongoing role in the recovery and regeneration of greater Christchurch following the Canterbury earthquakes in 2010 and 2011.
- D Council and the Crown have agreed to distribute between themselves Regenerate Christchurch's assets and liabilities following the disestablishment of Regenerate Christchurch.
- E The parties have agreed to transfer the assets and liabilities and assign or novate the relevant contracts on the terms set out in this agreement in accordance with the requirements of the GCR Act.

OPERATIVE PART

1 **Definitions and interpretation**

- 1.1 In this agreement, unless the context requires otherwise:
 - (a) Accounts Payable Credit means funds held by Regenerate Christchurch to meet the cost of certain of its Liabilities, including rental payable under its premises sublease for the remainder of the term of that sublease and the accounts payable identified as "Liabilities" in the Final Balance Sheet, where such costs have not been paid as at the Transfer Date;
 - (b) Assets has the same meaning given to it in section 137 of the GCR Act, excluding the Funds, and includes all assets, agreements, arrangements, receivables, Rights, title, benefits, property (both real and personal) and income of whatever nature and wherever situated that are legally and/or beneficially owned or held by Regenerate Christchurch as at the Transfer Date, including:

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Agreement to transfer assets and liabilities of Regenerate Christchurch

- (i) the Accounts Payable Credit;
- (ii) the GST Refund;
- (iii) the Equipment;
- (iv) the Information Assets; and
- (v) the Records;

as more particularly set out in Schedules 1 and 2;

- (c) Balance of Residual Activities means the balance of the residual decommissioning activities to be undertaken by Council following the Transfer Date in respect of the disestablishment and winding up of Regenerate Christchurch, being those residual activities that will not be carried out by ChristchurchNZ pursuant to the Funding Agreement (which will include, by way of example, administrative tasks such as the decommissioning of Regenerate Christchurch's website);
- (d) ChristchurchNZ means ChristchurchNZ Limited;
- (e) Council Amount means 50% of the Funds less an amount equivalent to 50% of the GST Refund;
- (f) Crown Amount means 50% of the Funds plus an amount equivalent to 50% of the GST Refund;
- (g) *Equipment* means each item of equipment set out in Schedule 1;
- (h) Final Balance Sheet means the balance sheet showing Regenerate Christchurch's assets and liabilities as at 30 June 2020 to be provided to Council and the Crown on the Transfer Date;
- (i) Forecast Balance Sheet means the forecast balance sheet prepared as at 18 June 2020 showing Regenerate Christchurch's assets and liabilities as at 30 June 2020 attached as Schedule 2;
- (j) Funding Agreement means the funding agreement relating to postdisestablishment residual activities of Regenerate Christchurch to be entered into between Regenerate Christchurch and ChristchurchNZ;
- (k) Funds means the funds in Regenerate Christchurch's bank account with [bank] ([bank account number]) as at the Transfer Date being the amount provisionally set out as "Cash at bank" in the Forecast Balance Sheet (and to be confirmed in the Final Balance Sheet) less the Accounts Payable Credit;
- GST Refund means the GST refund referred to in the Forecast Balance Sheet which IRD will refund to Council after the Transfer Date;
- (m) Information Assets means each item of information relating to the carrying out of Regenerate Christchurch's activities relating to the Purpose, its systems, technology and affairs (whether written, unwritten or electronic), including:
 - (i) the Intellectual Property;

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Agreement to transfer assets and liabilities of Regenerate Christchurch

- (ii) financial, technological, strategic or business information, documents, templates, concepts, plans, strategies, directions or systems, budgets, terms of reference, project plans, decision registers, health and safety information, stakeholder and communications plans, technical and business information, trade secrets, know how, technology and operating procedures, databases, source codes, methodologies, manuals and artwork;
- research, development, operational, legal, marketing or accounting information, concepts, plans, strategies, directions or systems;
- (iv) computer software, technology, inventions, discoveries, designs, improvements, processes, formulae, techniques, manuals, instructions, source and object codes for computer software; and
- (v) supplier information;
- (n) Intellectual Property means all intellectual property rights and interests (including common law rights and interests) owned, held by or licenced to Regenerate Christchurch in connection with its activities relating to the Purpose, including all technical and historical information relating to them, including patents, trademarks, copyrights, software, registered designs, trade names, domain names, symbols, logos and trade secrets;
- (o) Liabilities has the same meaning given to it in section 137 of the GCR Act, and includes all of Regenerate Christchurch's liabilities (financial or otherwise), losses, damages, outgoings, costs and expenses of whatever description as at the Transfer Date, including those liabilities provisionally set out in the Forecast Balance Sheet (and to be confirmed in the Final Balance Sheet);
- (p) Minister has the meaning given to it in the GCR Act;
- (q) Purpose means the development of strategies and planning activities, with communities, stakeholders and decision-makers, for the regeneration of areas in Christchurch following the Canterbury earthquakes in 2010 and 2011;
- (r) Records means, in relation to the Assets and Liabilities, a duplicate copy of records, documents, books, files, reports, accounts and correspondence belonging to, held or used by Regenerate Christchurch, whether kept in tangible or electronic form;
- (s) *Right* means any current or future right, including any legal, equitable, contractual, statutory or other right, benefit, power, privilege, remedy, authority or discretion;
- (t) *Transfer Date* means the date of transfer of the Assets, Liabilities and Funds, being:
 - the date on which this agreement is presented to the House of Representatives in accordance with section 139 of the GCR Act pursuant to clause 2.2; or
 - (ii) 30 June 2020,

whichever is the later, provided that such date must be no later than 30 June 2020; and

- (u) Working Day means a day of the week other than:
 - (i) Saturday and Sunday;
 - Waitangi Day, Good Friday, Easter Monday, Anzac Day, Queen's Birthday and Labour Day;
 - (iii) if Waitangi Day or Anzac Day falls on a Saturday or Sunday, the following Monday;
 - (iv) a day in the period commencing with 25 December in any year and ending with 4 January in the following year (both days inclusive); and
 - (v) Canterbury Anniversary Day.
- 1.2 In this agreement, unless the context requires otherwise:
 - a reference to a clause or a schedule is a reference to a clause of or a schedule to this agreement;
 - (b) words importing one gender include the other genders;
 - (c) words importing the singular include the plural and vice versa;
 - (d) the words "includes" or "including" do not imply any limitation;
 - (e) references to a party includes references to that party's:
 - (i) successors and permitted assigns; and
 - employees, contractors, subcontractors, agents, representatives and invitees;
 - (f) any schedules to this agreement have the same effect as if set out in the main body of this agreement;
 - (g) headings are for ease of reference only;
 - (h) derivations of a defined term have similar meanings to the defined term;
 - any provision to be performed by two or more persons binds those persons jointly and severally;
 - (j) a reference to a statute or regulation includes all:
 - amendments to that statute or regulation and any substitute statute or regulation; and
 - (ii) regulations, bylaws, orders, notices and other instruments made under that statute; and

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Agreement to transfer assets and liabilities of Regenerate Christchurch

 a prohibition against doing any thing also includes a reference not to permit, suffer or cause that thing to be done.

2 Acknowledgement in relation to Greater Christchurch Regeneration Act 2016

- 2.1 The parties acknowledge that, in accordance with section 138 of the GCR Act, this agreement has no effect until it is approved by Council and the Minister. For this purpose, the parties acknowledge that the final form of this agreement has been approved by Council and the Minister.
- 2.2 As soon as practicable following execution of this agreement, Regenerate Christchurch will provide this agreement to the Minister to allow the Minister to present the agreement to the House of Representatives within 12 sitting days (being the agreed days on which the House of Representatives meet) after the date on which this agreement is executed pursuant to section 139 of the GCR Act.

3 Transfer

Assets, Liabilities and Funds

- 3.1 In consideration for a purchase price of \$1.00 plus GST (if demanded from Council and the Crown by Regenerate Christchurch), Regenerate Christchurch agrees to transfer absolutely:
 - (a) the Assets and Liabilities to Council;
 - (b) the Council Amount to Council; and
 - (c) the Crown Amount to the Crown,

on the Transfer Date, and Council and the Crown each agree to accept the title to, possession of and the risk of the above transfers from Regenerate Christchurch:

- (d) pursuant to Subpart 6, Part 2 of the GCR Act; and
- (e) otherwise on the terms of this agreement.
- 3.2 On the Transfer Date, Regenerate Christchurch will deliver or make available:
 - (a) to Council;
 - the Assets (other than the GST Refund which for the avoidance of doubt will be paid to Council by IRD at a later date), title to which passes by delivery;
 - (ii) the Council Amount;
 - all documents of title and other Records held by Regenerate Christchurch relating to the Assets and the Liabilities; and
 - (iv) any other document or thing reasonably necessary to give full effect to this agreement; and
 - (b) to the Crown, the Crown Amount.

- 3.3 If any of the parties are required to execute any documents and deliver them to the other parties in order for the transfer of Assets, Liabilities or Funds to occur on the Transfer Date, that party must deliver to the other parties an executed counterpart of such documents on or before the Transfer Date.
- 3.4 On the Transfer Date:
 - (a) Council will take operating control over, and where applicable possession of, the Assets and Liabilities; and
 - (b) Council and the Crown will each take operating control over, and where applicable possession of, its share of the Funds.
- 3.5 The parties each acknowledge and agree that:
 - the Forecast Balance Sheet is subject to change until the Transfer Date given that Regenerate Christchurch will continue to operate until the Transfer Date; and
 - (b) Regenerate Christchurch will provide the Final Balance Sheet to Council and the Crown on and with effect from the Transfer Date provided that the Final Balance Sheet shall not materially differ from the Forecast Balance Sheet.

Funds

- 3.6 Council must keep its share of the Funds ring-fenced and not access and/or use its share of the Funds for any reason until such time as a final audit of Regenerate Christchurch (*Audit*) has been completed and the Audit has been signed off by Audit New Zealand.
- 3.7 Following Audit New Zealand's sign off of the Audit, Council undertakes to only use its share of the Funds for the Balance of Residual Activities, in application towards the Liabilities (including any contingent liabilities that are identified as a result of the Audit), and for the Purpose generally. In this regard and if required by the Crown, Council will provide to the Crown confirmation that Council's share of the Funds have been spent in accordance with this clause 3.7.

4 Allocation of share of additional funds

- 4.1 Where, after the Transfer Date and before 30 July 2021, and for whatever reason, any additional funds (other than the GST Refund) are identified that would otherwise have been payable to, or for the credit of, Regenerate Christchurch (*Additional Funds*), the following will apply on each occasion:
 - (a) where the Additional Funds amount to less than 15% of the total value of the Funds transferred on the Transfer Date, the Additional Funds will be transferred to Council; and
 - (b) where the Additional Funds amount to 15% or more of the total value of the Funds transferred on the Transfer Date:
 - (i) 50% of the Additional Funds will be transferred to Council; and
 - (ii) the remaining 50% of the Additional Funds will be transferred to the

Crown.

- 4.2 For the purposes of clause 4, if Council is able to offset any of the rental payable under its premises sublease including by way of early termination, sublease or assignment, the offset will be treated as Additional Funds.
- 4.3 If Additional Funds are identified prior to 30 July 2021, each party will do all things reasonably necessary to promptly give effect to the transfer of the Additional Funds in accordance with clause 4.

5 Balance of Residual Activities

- 5.1 From the Transfer Date, Council will be responsible for carrying out the Balance of Residual Activities, and will ensure they are undertaken:
 - (a) in the best interests of the community;
 - (b) in a proper, business-like and commercially reasonable manner; and
 - (c) in a timely and efficient manner.

6 Representations and warranties

- 6.1 Regenerate Christchurch represents and warrants to Council and the Crown that:
 - (a) it is validly existing under the laws of New Zealand;
 - (b) it has the power to enter into and perform its obligations under this agreement and to carry out the transaction(s) contemplated by this agreement;
 - (c) it has not knowingly withheld any material information from Council or the Crown relating to the Assets or Liabilities; and
 - (d) it has not granted any rights to other entities in respect of the Intellectual Property.
- 6.2 Council represents and warrants to Regenerate Christchurch and the Crown that:
 - (a) it has the power to enter into and perform its obligations under this agreement and to carry out the transaction(s) contemplated by this agreement; and
 - (b) its obligations under this agreement are valid and binding and enforceable against it in accordance with their terms.
- 6.3 The Crown represents and warrants to Regenerate Christchurch and Council that it has the power to enter into and perform its obligations under this agreement and to carry out the transaction(s) contemplated by this agreement.

7 Termination

7.1 No party may terminate this agreement for any reason (including pursuant to Part 1 Subpart 3 of the Contractual Remedies Act 2017) other than if, at any time prior to the Transfer Date, there are no longer any Assets, Liabilities or Funds to be transferred under the terms of this agreement. Attachment A Item 14

8 Limitation of liability

- 8.1 Subject to clauses 8.3 and 8.4 below, no party (the *Liable Party*) will be liable under or in connection with this agreement at law to the other party (the *Non-Liable Party*) for any Loss other than Direct Damages arising from a breach of the Liable Party's obligations under this agreement, regardless of:
 - (a) whether the Loss arises under the law of contract, tort (including negligence), equity or otherwise;
 - (b) the cause of the Loss and how the Loss arises or is connected with this agreement, including as a result of the Liable Party's or any third party's performance, non-performance or delay in performance; or
 - (c) whether the Liable Party had been advised of the possibility of such damage.
- 8.2 For the purpose of this clause 8:
 - Loss means any loss, costs, expense, damage or claim of whatever kind and however described; and
 - (b) Direct Damages means, in the context of any claim for damages under this agreement, any kind of Loss that arises as a direct, natural and ordinary consequence of the occurrence, acts or omissions (or series of related occurrences, acts or omissions) giving rise to the claim.
- 8.3 Nothing in this agreement will limit or exclude the Liable Party's liability under or in connection with this agreement for:
 - (a) the wilful default of the Liable Party; or
 - (b) the fraud of the Liable Party or any of its personnel;

in each case, to the extent caused or contributed to by an act or omission of the Liable Party which constitutes a breach of this agreement, negligence or other legally actionable default.

- 8.4 Neither Party will be liable under or in connection with this agreement for:
 - the other party's loss of profits, revenue, anticipated savings, goodwill, business opportunity or other economic loss; or
 - (b) any loss suffered by any other third party.
- 8.5 Each of the limitations in this clause 8 will only apply as between Council and the Crown, and only to the extent permitted by law.

9 Notices

9.1 Notices under this agreement must be given in writing and addressed to the recipient of the notice at the address or email address from time to time notified by that party in writing to the other parties. Until a change is so notified, the address and email address of each party is:

Regenerate Christchurch

Level 3, BNZ Centre 101 Cashel Street Christchurch 8011 Attention: Julia Hardacre Email: julia.hardacre@regeneratechristchurch.nz

Council

53 Hereford Street Christchurch 8013 Attention: Dawn Baxendale Email: [TBA]

The Crown

Level 4, Anthony Harper Tower 62 Worcester Street Christchurch 8013 Attention: Clare Ward Email: clare.ward@dpmc.govt.nz

- 9.2 A notice will be deemed to have been received:
 - (a) in the case of hand delivery, at the time of actual delivery to the recipient's address;
 - (b) in the case of delivery by pre-paid post, on the fifth Working Day after posting; and
 - (c) in the case of delivery by email, when sent.
- 9.3 A notice received or deemed to have been received after 5pm on a Working Day in the place to which it is sent, or on a day which is not a Working Day in that place, will be deemed not to have been received until 9am on the next Working Day in that place.

10 No assignment

10.1 Neither party may transfer, assign or sub-contract this agreement or any rights or obligations under this agreement.

11 Announcements

- 11.1 No party will make any announcement or disclosure regarding this agreement or its subject matter except:
 - (a) in a form and manner and at such time as the parties agree; or
 - (b) as may be required by law or by any rule of any stock exchange which applies to that party.

12 Miscellaneous

Amendments

12.1 No amendment to this agreement will be effective unless it is in writing and executed by all parties.

Legal costs

12.2 Each party will pay its own legal and other costs and expenses relating to the negotiation, preparation, execution and implementation of this agreement.

No merger

12.3 The warranties, agreements, representations and understandings set out in this agreement will not merge on settlement of the transaction evidenced by this agreement or on the registration or completion of any transfers or deeds contemplated by this agreement but will remain in full force and effect.

No agency or partnership

- 12.4 Nothing in this agreement evidences or constitutes a partnership or joint venture relationship between all or any of the parties.
- 12.5 Nothing in the relationship between the parties is to be construed as giving any party the authority to bind any other party in any way (including as agent or partner) except to the extent as expressly stated in this agreement.

Partial invalidity

12.6 The illegality, invalidity or unenforceability of a provision of this agreement under any law will not affect the legality, validity or enforceability of that provision under any other law or the legality, validity or enforceability of any other provision of this agreement.

Warranty regarding execution

12.7 Where a party is a company, partnership, trust or other entity, whether incorporated or not, that party warrants that the signatory or signatories of that party has or have the full authority of that party to bind that party to this agreement.

Further assurances

12.8 Each party will each sign, deliver and do all deeds, schedules, acts, documents and things as may be reasonably required by the other parties to effectively carry out, and give effect to, the terms and intentions of this agreement.

Waiver

12.9 No party is deemed to have waived any right under this agreement unless the waiver is in writing. A failure to exercise or delay in exercising any right under this agreement will not operate as a waiver of that right. A single or partial exercise of any right under this agreement will not prevent further exercises of that right.

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Agreement to transfer assets and liabilities of Regenerate Christchurch

12.10 A waiver by any party of any rights arising from any breach of any term of this agreement is not a continuing waiver of other breaches of the same term or other terms of this agreement.

Governing law

12.11 The laws of New Zealand govern this agreement. The courts of New Zealand have exclusive jurisdiction in any proceedings relating to this agreement.

Entire agreement

12.12 This agreement constitutes the entire agreement of the parties relating to the subject matter of this agreement and supersedes all prior discussions, negotiations, representations, warranties, understandings and agreements between the parties relating to this agreement.

Counterparts

12.13 This agreement may be executed in any number of counterparts, each of which will be deemed an original, but all of which together will constitute one instrument.

Agreement to transfer assets and liabilities of Regener	Page 12
EXECUTION	
Signed by Regenerate Christchurch in the presence of:	
	Chief Executive
Witness signature	
Full name (please print)	
Occupation (please print)	
Address (please print)	
Signed by Christchurch City Council in the	
presence of:	Chief Executive
Witness signature	
Full name (please print)	
Occupation (please print)	

Agreement to transfer assets and liabilities of Regenerate Christchurch Page 13		
Signed by Her Majesty the Queen in right of New Zealand acting by and through the Chief Executive of the Department of the Prime Minister and Cabinet in the presence of:	Chief Executive	
Witness signature		
Full name (please print)		
Occupation (please print)		
Address (please print)		

Page 14

SCHEDULE 1 - EQUIPMENT

litle .	Serial #	DRAFT Physical Assets Schedule as at 16 June Description	Model	Transfer To	Current Location
ell Desktop	D9Y1GL2	Intel [®] Core™ i5-7500T Processor (Quad Core, 6MB, 4T, 2.7GHz,		Christchurch City Council	Cashel Street
		35W); supports Windows10/Linux, Windows 10 Pro (64bit) English, 8GB (1x8GB) 2400MHz DDR4, 2.5inch 256GB SATA Class 20 Solid State Drive, Dell OptiPlex Micro VESA Mount with adapter, Display Port for Micro, Dell Entry Keyboard KB216 USB Black (English), Dell USB Optical Mouse-MS116 – Black, Intel vPro Technology Enabled, 3Yr ProSupport: Next Business Day Onsite Service .			
	4700000				
ell Laptop	1ZPRPC2		Lattitude E5470	Christchurch City Council	Cashel Street
ell Laptop	D2NGSN2	At ChristchurchNZ/Cashel St office	Latitude 5490	Christchurch City Council	Cashel Street
ell Laptop	B5NGSN2		Latitude 5490	Christchurch City Council	Cashel Street
ell Laptop	B4NGSN2		Latitude 5490	Christchurch City Council	Cashel Street
iell Laptop Bundle	B360P72	Includes Latitude E5450 (Core i5 2.3GHz, 8GB Ram, 256GB SSD, DVD Writer, 4 Cell Battery, 3 Year Pro Support Warranty), port replicator, E-Docking Spacer, keyboard, mouse, bag. Dock tracked seperately.	Latitude E5450	Christchurch City Council	Cashel Street
ell Laptop Bundle	G160P72	Includes Latitude EE4E0 (Care iE 2 2011, SCP Ram, 2E6CP SSD	Latituda EE4E0	Christohurch City Council	Cashel Street
veli Laptop Bundle	G190615	Includes Latitude E5450 (Core i5 2.3GHz, 8GB Ram, 256GB SSD, DVD Writer, 4 Cell Battery, 3 Year Pro Support Warranty), port replicator, E-Docking Spacer, keyboard, mouse, bag. Dock tracked seperately.	Latitude E5450	Christchurch City Council	Casnel Street
all Lanton Rundlo	C652P72	Includes Latitude E5450 (Core i5 2.3GHz, 8GB Ram, 256GB SSD,	Latituda EE450	Christshursh City Council	Cashel Street
ell Laptop Bundle	C052F72	DVD Writer, 4 Cell Battery, 3 Year Pro Support Warranty), port replicator, E-Docking Spacer, keyboard, mouse, bag. Dock tracked seperately.	Latitude ES450	Christchurch City Council	Casnel Street
ell Laptop Bundle	JSCOP72	Includes Latitude E5450 (Core i5 2.3GHz, 8GB Ram, 256GB SSD, DVD Writer, 4 Cell Battery, 3 Year Pro Support Warranty), port replicator, E-Docking Spacer, keyboard, mouse, bag. Dock tracked seperately.	Latitude E5450	Christchurch City Council	Cashel Street
ell Laptop Bundle	BBZ1P72	Includes Latitude E5450 (Core i5 2.3GHz, 8GB Ram, 256GB SSD, DVD Writer, 4 Cell Battery, 3 Year Pro Support Warranty), port replicator, E-Docking Spacer, keyboard, mouse, bag. Dock tracked seperately.	Latitude E5450	Christchurch City Council	Cashel Street
ell Laptop Bundle	BCJRSC2		latitude E5470	Christchurch City Council	Cashel Street
ell Laptop Bundle	DFJRSC2		Lattitude E5470	Christchurch City Council	Cashel Street
ell Laptop Bundle	GX42P72	Includes Latitude E5450 (Core i5 2.3GHz, 8GB Ram, 256GB SSD, DVD Writer, 4 Cell Battery, 3 Year Pro Support Warranty), port replicator, E-Docking Spacer, keyboard, mouse, bag. Dock tracked seperately.	Lattitude E450	Christchurch City Council	Cashel Street
ell Laptop Bundle	H2QRSC2		Latitude E5470	Christchurch City Council	Cashel Street
ell laptop Bundle	5YRJSC2		Lattitude E5470	Christchurch City Council	Cashel Street
ell Latitude 5285		i5, 256gb	Latitude 5285	Christchurch City Council	Cashel Street
esk x 13		1800mm x 800mm		Christchurch City Council	Cashel Street
icrosoft Surface Pro 4	029771262053		Surface Pro 4	Christchurch City Council	Cashel Street
icrosoft Surface Pro 4	042459462053	Microsoft Surface Pro 4 - 256GB / Intel Core i5 8GB RAM	Surface	Christchurch City Council	Cashel Street
icrosoft Surface Pro 4	023173562053	Microsoft Surface Pro 4 - 256GB / Intel Core i5 8GB RAM	Surface 4	Christchurch City Council	Cashel Street
lobile Pedestal x13				Christchurch City Council	Cashel Street
antronics Blackwire headsets eagate External Hard Drive	NA8H70JR		Expansion - 2TB	Christchurch City Council Christchurch City Council	Cashel Street Cashel Street
ftwiring				Christchurch City Council	Cashel Street
oftwiring per desk	1			Christchurch City Council	Cashel Street
ound Meeting Table	1		1200mm Diameter	Christchurch City Council	Cashel Street
onitors x 24			Р2317НЬ	Christchurch City Council	Cashel Street, some in employee's homes post- lockdown
ledia Ergo Chair x13			2828162	Christchurch City Council	Cashel Street, some in employee's homes post- lockdown
ar Leaner		3800 x 600 Leaner 3800		50% share of asset with DCL - 50% share to transfer to Council	Milton Street Storage
ustom Credenza 3000W		Long buffet-style credenza, once sat along the Northern wall of the Fern/Boardroom at the High Street office	credenza 3000	50% share of asset with DCL - 50% share to transfer to Council	Milton Street Storage
/ledia Boardroom Chair x15			2684586	50% share of asset with DCL - 50% share to transfer to Council	Milton Street Storage

DRAFT Physical Assets Schedule as at 16 June 2020 - Subject to change

Round cafe Table			Milton Street Storage
		50% share to transfer to Council	
Coffee Table	600mm Diameter	50% share of asset with DCL -	Milton Street Storage
		50% share to transfer to Council	
 Boardroom Table	5400mm x 2000mm	50% share of asset with DCL -	Milton Street Storage
			initian at cer atorage
		, ,	Ordered - in transit
for \$1,467.40		to be used to transfer records	
	Round cafe Table Coffee Table Boardroom Table Purchased 2/6/2020 for transition purposes - two hard drives for \$1,467.40	Coffee Table 600mm Diameter Boardroom Table 5400mm x 2000mm Purchased 2/6/2020 for transition purposes - two hard drives T7 Touch	Image: Solution of the sector of the sect

Christchurch City Council

Agreement to transfer assets and liabilities of Regenerate Christchurch

SCHEDULE 2 – FORECAST BALANCE SHEET

Page 15

Item No.: 14

This document is prepared at a point in time and is subject to change

Forecast Balance Sheet

Regenerate Christchurch As at 30 June 2020

	Note	30-Jun-20		
Assets				
Current assets				
Cash at bank		3,182,237		
GST Refund	1	79,516		
Fixed assets	2	-		
	_	3,261,753		
Total assets		3,261,753		
Liabilities				
Current liabilities				
Accounts payable	3	344,988		
Lease liability	4	204,000		
	_	548,988		
Total liabilities		548,988		
Net Assets	=	2,712,765		
Chanabaldan alla satian		50% allocation	GST refund	Payable at
Shareholder allocation		1.256.202	adjustment	30 June 2020
Crown - DPMC		1,356,383	39,758	1,396,141
Christchurch City Council		1,356,383	(39,758)	1,316,625
		2,712,765	-	2,712,765

Notes

- 1. GST receivable will be refunded to Council, once received Council will have received in total an amount equal to the amount received by the Crown.
- 2. Fixed assets are shown as nil.
- 3. Outstanding accounts payable will transfer to Council on transition.
- 4. Lease liability for 181 High Street will be transferred to Council on transition



15. Regenerate Christchurch - Quarter 3 Performance Report for the period 1 January to 31 March 2020

Reference	/ Te Tohutoro:	20/324062
Itererence.		20/02 1002

Report of / Te Pou Matua:	Linda Gibb, Performance Advisor, linda.gibb@ccc.govt.nz
General Manager / Pouwhakarae:	Carol Bellette, General Manager Finance and Commercial, carol.bellette@ccc.govt.nz

1. Brief Summary

- 1.1 The purpose of this report is to provide the January-March quarter performance report from Regenerate Christchurch (**Attachment A**) and its covering memo (**Attachment B**).
- 1.2 The report has been written after receiving Regenerate Christchurch's Quarter 3 performance report on 4 May 2020.
- 1.3 Staff draw your attention to the content of the joint report from Council and Department of the Prime Minister and Cabinet (DPMC) staff (see Attachment C). The joint report is a summary which includes an update on the transition, the status of their work programme and a summary of financial position.
- 1.4 Also attached is Regenerate Christchurch's performance report for the quarter ending 31 December 2019 and its covering memo (Attachments D and E), and Council and DPMC staff's joint report (Attachment F). The quarter 2 reports were delivered on time by Regenerate Christchurch but was displaced from Council meeting agendas as it did not require decisions.

2. Officer Recommendations / Ngā Tūtohu

That the Council:

- 1. Notes Regenerate Christchurch's two performance reports and cover memos, for Quarter 3, 1 January to 31 March 2020 and Quarter 2, 1 September to 31 December 2019 and;
- 2. Notes the two joint reports from Council and Department of the Prime Minister and Cabinet staff for Quarters 2 and 3, 2019/20.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A <u>J</u>	Quarter 3 2019/20 Regenerate Christchurch Performance Report	243
В <u>1</u>	Quarter 3 2019/20 Regenerate Christchurch - Memorandum to the Minister and Council re performance	245
С 🚺	Quarter 3 2019/20 Joint Council-DPMC monitoring report	248
D <u>J</u>	Quarter 2 2019/20 Regenerate Christchurch Performance Report	250
Е 🕂	Quarter 2 2019/20 Regenerate Christchurch - Memorandum to the Minister and Council re performance	252
F <u>I</u>	Quarter 2 2019/20 Joint Council-DPMC monitoring report	255

In addition to the attached documents, the following background information is available:

Document Name	Location / File Link
Not applicable	

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

Author	Linda Gibb - Performance Monitoring Advisor				
Approved By Len Van Hout - Manager External Reporting & Governance					
	Diane Brandish - Head of Financial Management				
	Carol Bellette - General Manager Finance and Commercial (CFO)				

Regenerate Christchurch Work Programme Quarterly Status Report: 1 January – 31 March 2020

Total

Objective: Regenerate Christchurch's objectives are set out in section 122(2) of the Greater Christchurch **REGENERATE** CHRISTCHURCH **Regenerate Christchurch Initiative Pathway** Regeneration (GCR) Act 2016. They are: To lead regeneration in the area of Christchurch district that falls ΤΕ ΚΟΨΑΤΑΨΑΤΑ Discover Define Develop Deliver within greater Christchurch; To engage and advocate effectively with communities, stakeholders, and decision makers to achieve its purpose; To collaboratively work with others in achieving regeneration. STRATEGIC THEMES AND OUTPUT CLASS PRIORITIES **REGENERATION ADVICE:** Provide advice on opportunities to support successful regeneration that COLLABORATION AND ENGAGEMENT: Collaborate and engage TRANSITION: Plan, prepare for, and commence 1 3 could be enabled through the powers under the Act, and provide advice to the Minister and Council 2 our community, stakeholders and partners towards a better implementation of an orderly and well managed transition. on any unique functions that only Regenerate Christchurch must undertake under the Act. Christchurch above all other interests. **Work Programme Overview** (key areas of focus during the reporting period) **2.** Upcoming Ministerial Notifications (milestones, key updates etc) 1. Project / Activity Transition Output Class Phase **Purpose Description** Dependent on the Work with the Council and other local entities and agencies to; develop a Transition Plan and an Agreement to Submit Agreement to Transfer timing of the Transition Programme 1 Transition Develop Transfer Assets and Liabilities; and to plan and implement an orderly and well managed transition. the Minister (ready for tabling i Amendment Bil Consider and provide advice on whether the powers under the Greater Christchurch Regeneration Act 2016 are Regular meeting with the Reger Regeneration Brooklands Deliver 2 1 May 2020 required to in order to deliver regeneration outcomes for the Brooklands red zone area. Associate Minister, and the Ma Advice Regular meeting with the Regenerate Christchurch Board Chair, Collaborate with others to progress regeneration opportunities and to respond to regeneration proposals and requests 3 Other Regeneration Opportunities Various Various 3 July 2020 Associate Minister, and the Mayor of Christchurch City Council. from other agencies or entities. Work Programme Joint advice with Christchurch City Council on Brooklands Deferred due to following community engagement activity. COVID-19 3. Major Milestones Achieved 4. Regenerate Christchurch – Output Class Financial Summary YTD 2019/20 YTD 2019/20 Transition Programme Milestones **Financial Commentary** Variance Output Class Actual Budget Assets & Accommodation: 181 High Street surplus furniture (\$) (\$) The financial summary table shows Regenerate Christchurch's estimated year-to-date comparison of 14 Feb 2020 (\$) and IT equipment strategy implemented the 2019/2020 SPE budget to the actual spend, noting that the SPE budget was developed on the 1. Regeneration Advice Knowledge Management: Regenerate Christchurch legislative basis of a range of assumptions due to ongoing uncertainty regarding the timing of transition. 28 Feb 2020 740,000 674,93 65,064 obligations with regards to document management confirmed Advice on regeneration opportunities Additionally, the organisation has maintained a lean operating model in an effort to continue to reduce costs where possible. This has resulted in a significant underspend for the FY to date. **Response Function** 170,648 545,000 374,35 IT & Records: Surplus IT hardware decommissioned, and key IT 29 Feb 2020 contract sequencing plan established 235,712 1,285,000 1,049,288 For the period ended 31 March 2020 Subtotal Regeneration Advice Output Class is \$1,050k lower than the year to date budget. This is a result of 2. Collaboration & Engagement People: Capability assessment and rightsizing of organisation 19 Mar 2020 he budget being developed based on a range of assumptions about the extent of possible completed Collaboration & Engagement 126,011 36,364 (89,647 egeneration opportunities the organisation might have needed to respond to. Subtotal 126,011 36,364 (89,647) Transition Plan: First draft of Transition Plan approved 26 Mar 2020 Collaboration & Engagement Output Class is \$90k over the budget for the current year through to 3. Transition 31 March 2020. Consistent with the Updated Letter of Expectations and SPE. Regenerate 164,058 620,000 455.94 Transition preparation Christchurch has taken a proactive approach to capability sharing and, as such, continues to meet the salary costs associated with staff seconded to ChristchurchNZ and the Greater Christchurch 2050 14,670 (14,670 operational expenditure Strategic Framework. 620,000 Subtotal 178,728 441,272 **Other Work Programme Milestones** Transition Output Class is \$441k under budget. To date the majority of work associated with this 4. Corporate Dutput Class has been undertaken in house, within existing staffing rather than being contracted out 1,281,796 1,119,424 (162,372 Staff Costs (Direct and Indirect) Brooklands Community Meeting – Joint community meeting as originally potentially anticipated. Transition effort has progressed during Q3. held with the Christchurch City Council to understand the 20 Feb 2020 Corporate Costs 625,338 1,139,573 514,23 Corporate Output Class is \$352k under budget for the year to date. This is due to a lower than aspirations and expectations of the Brookland's community. Subtotal 1,907,134 2,258,997 351,863 orecast spend on professional service providers across the work programme. 1,752,775 **Total across Output Classes** 2,447,585 4,200,360 Meeting held with the Regenerate Christchurch Board Chair, Associate Minister, and the Mayor of Christchurch City Council 6 Mar 2020 Other costs (depreciation) 64,282 64,282 10 to discuss transition and other matters.

Regenerate Christchurch Work Programme Quarterly Status Report

4,264,643

1,752,775

2,511,867





Assets and Liabilities to Council and in the House of Representatives).	
nerate Christchurch Board Chair, yor of Christchurch City Council.	
perate Christchurch Board Chair	

Re	generate Christchurch Work Program	nm <u>e O</u> ı	uarter	ly Status Report	iverable achieved o
					iverable partially a
5. F	Progress against Key Deliverables (performance targets set ou	it in the 201	9-2020 St	atement of Performance Expectations)	rective action is re
OUTP	PUT CLASS ONE: Regeneration Advice				
Delive	erable	Due Date	Status	Actual Progress (since the last status report)	Planned Activi
1.1				s under the Act, and provide advice to the Minister and Council on any unique functions that only Regenerate Christchurch Provision of advice to the Minister and Council on the unique functions only Regenerate Christchurch can complete under	
1.11	Provision of Advice: To support regeneration opportunities that may be enabled by the powers under the Act. Reported through Quarterly Performance Reporting. On Track On Track On Track				Regenerate Ch requests for re an ongoing bas
1.13	Brooklands: Advice on regeneration mechanisms for Brooklands provided to the Minister and Council by end of Q2.	Advice on regeneration mechanisms for Brooklands provided to End of O2 Complete Comp			
1.14	Legislation and Policy Advice (in the context of regeneration) provided to the receiving entity as part of Transition.	Jun-20	On Track	Delivery of legislation and policy advice will be provided to the receiving entity as part of transition.	GCR Act on 1 A Final advice w required.
1.2	Respond to any requests for regeneration planning advice from other agencies of appropriate" regeneration project delivery and advice.	r entities, includ	ling the deve	lopment of section 71 proposals and regeneration planning advice as requested by other agencies or entities. Including un	dertaking the neo
1.21	Response Function: Respond to regeneration planning requests from other agencies or entities (as required or when approached).	Ongoing (as required)	On Track	Regenerate Christchurch has supported Council officials by reviewing and providing feedback on the draft Outline for Amendments to the Christchurch Central recovery Plan in relation to the Multi-Use Arena.	Regenerate Ch received from
	PUT CLASS TWO: Collaboration and Engagement erable	Due Date	Status	Actual Progress (since the last status report)	Planned Activi
2.1				, including regular meetings between the Board and the Minister and Council), to enable Regenerate Christchurch to make	
2.11	Timeliness and Quality of Advice: The Minister and Council are satisfied with		Complete	Regenerate Christchurch received a "satisfied" result from both the Associate Minister and the Mayor (on behalf of Christchurch City Council).	Regenerate Ch of advice to th Christchurch C
2.12	Advice to the Minister: The Minister is satisfied with the advice and recommendations provided by Regenerate Christchurch on the development, revocation, and amendments of Plans (as that term is defined in the Act) and the exercise of powers under section 71.	nerate Christchurch on the development, ns (as that term is defined in the Act) and of Q2 2019-2020 Complete Christchurch during Q1 and Q2.			
2.2	Appropriate engagement mechanisms for engaging with the Minister, Council, ou	ur community, s	takeholders	and partners.	section 71 of t
2.21	Engagement and Collaboration: Actively seek to engage with the Crown		On Track	The Regenerate Christchurch Board Chair, Associate Minister, Mayor and Deputy Mayor of the Christchurch City Council met on 6 March 2020 in relation to the ongoing work programme and transition planning. Regenerate Christchurch staff and DPMC and Christchurch City Council officials have been meeting regularly to progress the Transition Plan and Transition workstreams.	Regenerate Ch Associate Mini meet regularly ongoing work CEO briefed Ch 2020.
2.22	Strategic Partner Cooperative: Develop a proactive approach to capability sharing.	Ongoing	On Track	Regenerate Christchurch has shared capability, capacity and collaborated with strategic partners, on a range of projects in Q3 including the Greater Christchurch 2050 Strategic Framework, ChristchurchNZ projects, and Development Christchurch Limited (DCL) on potential opportunities to attract investment.	Collaboration has offered ad Council to sup
2.23	Performance Monitoring: Provide a Quarterly Performance Monitoring report to the Minister and Council outlining transition activity and progress.	< 6-weeks from end of each quarter	On Track	The Q2 report for 2019-20 was issued to DPMC and Christchurch City Council officials on 11 February 2020. Due to a change to the Christchurch City Council reporting process, the Q2 report was not available for the 5 March 2020	It is intended for meeting on 28
	PUT CLASS THREE: Transition				
Delive 3.1	erable Build a genuinely agile operating model and prepare the organisation for transiti	Due Date	Status	Actual Progress (since the last status report)	Planned Activi
3.11	Eco-System: As part of transition provide advice on the "eco-system" required	/stem" required Regenerate Christchurch continued to support and contribute to the work of the Greater Christchurch 2050 Strategic			Provision of fu Strategic Fram Christchurch du
3.2	Commence organisational transition planning in 2019/2020, undertaking necessa	ary preparation,	knowledge k	ouilding and training for the local agencies that are identified as responsible for ongoing regeneration leadership.	
3.21	Transition Plan: By taking a collaborative approach, provide the Minister and Council with an organisational level transition plan for presentation by the Minister to the House of Representatives.Subject to confirmation agency andRegenerate Christchurch continued to work collaboratively with Council and DPMC officials to progress development and delivery of the Transition programme. Noting that a number of constraints exist: 1. a formalised decision on the inheriting / hosting agency/ies is scheduled to be made by Council on 23 April 2020; 2. the full impact of COVID-19 of Regenerate Christchurch transition planning continues to evolve, in particular the timing risk for the Greater Christchurch Regeneration Amendment Bill.		Regenerate Ch and DPMC offi of Regenerate		
3.22	Knowledge Management: Approach for knowledge management and transfer to be developed and delivered as part of the Transition Plan.	transition timeframes	On Track	The Knowledge Management workstream has progressed as far as it can, and now relies on consultation with inheriting agency officials to further develop the approach and timing of the content transfer. Refer constraints noted under 3.21.	Commence pla consultation to the inheriting a
3.3	Actively transition project lessons, knowledge and expertise, as well as assets and	d responsibilitie	s to local ent		
3.31	Lessons Framework: Develop a collaboratively agreed framework for the scope, classification and collation of lessons for inheriting agency/s.	As part of Transition	Complete	Key insights on regeneration leadership have been included in the draft Transition Plan. These insights are relevant to the ongoing regeneration of Christchurch and also have broader application to any significant regeneration efforts in other regions or areas. They have particular relevance to the recovery efforts of cities and regions in the wake of the Covid-19 crisis.	Project specific required.

KEY:

d or performing to plan, and is **on track** to meet agreed targets. y achieved, viability may be **at risk**, i.e. scope, time, cost, quality. required. Deliverable viability is **off track**.

ivity (for the period: April – June 2020)

ike under the Act. Including: Provision of views, rtaking the necessary data gathering, research and analysis to

Christchurch will continue to provide advice and respond to regeneration planning advice from other agencies or entities on basis as transition timeframes allow.

e COVID-19 Alert Level 4 lockdown, the second community been deferred and a further newsletter was issued to update nity on progress made to date in relation to issues that the has identified. Additionally, Regenerate Christchurch provided e Minister and Council regarding the use of powers under the 1 April 2020.

will be provided to the receiving entity as part of Transition if

necessary data gathering, research and analysis to enable "type

Christchurch will continue to respond to planning requests m other agencies or entities (as required or when approached).

tivity (for the period: April – June 2020) isions in carrying out its work programme priorities.

Christchurch will continue to ensure the quality and timeliness the Minister, Associate Minister and Mayor on behalf of the of City Council.

Christchurch will continue to provide the Minister, and/or inister with expert advice in relation to the development, and amendments of Plans, and the exercise of powers under f the GCR Act.

Christchurch will continue to meet with the Minister and/or inister, Mayor and Deputy Mayor where appropriate, and will rly with both DPMC and Council officials in relation to the rk programme and transition programme. The Board Chair and Christchurch City Councillors on transition planning on 21 April

n and capability sharing are ongoing. Regenerate Christchurch additional capability to DPMC and also to Christchurch City upport the development of a city led COVID-19 Recovery Plan.

d for the Q3 Report to be presented during the Council's 28 May 2020.

tivity (for the period: April – June 2020)

funding and in-kind support to the Greater Christchurch 2050 ramework project continues to be provided by Regenerate n during Q4.

Christchurch will continue to work collaboratively with Council officials to plan and prepare for transition and disestablishment te Christchurch on the close of 30 June 2020.

planning for the knowledge management transfer, noting that a to agree the required information (and format) is contingent on ag agency/ies.

ific insights will be shared with the inheriting agencies as



MEMO

Regenerate Christchurch Work Programme Quarterly Status Report

To: Department of the Prime Minister and Cabinet Christchurch City Council From: Ivan Iafeta – Chief Executive

Date: 4 May 2020

Background

- 1. Attached is Regenerate Christchurch's Work Programme Quarterly Status Report (Report) for the period 1 January to 31 March 2020. The Report provides a snapshot summary of Regenerate Christchurch's performance across work programme priorities for Quarter 3 (Q3) of the 2019/2020 financial year.
- 2. Content of the Report includes upcoming Ministerial notifications, major milestones achieved, financial commentary, and progress against key deliverables as set out in the Statement of Performance Expectations 2019/2020 (SPE).

To follow is further information regarding the reporting period to be read alongside the attached Report:

Ministerial, Mayor and Councillor Meetings

3. The Board Chair of Regenerate Christchurch met with the Associate Minister for Greater Christchurch Regeneration (Associate Minister) and the Mayor and Deputy Mayor on behalf of the Christchurch City Council (Council) on 6 March 2020 to discuss the planning and preparation for Regenerate Christchurch's transition and disestablishment.

Transition

- 4. The development of a Transition Plan is well advanced, and has been reframed in recognition of the COVID-19 context, including reflective insights which the Board of Regenerate Christchurch wishes to pass on and share with others with the intention of being helpful, pertinent, timely and relevant to this current environment.
- 5. The draft Transition Plan has been provided to Council and DPMC officials for feedback.
- 6. During a meeting on 23 April 2020 the Council resolved to agree that *Christchurch City Council will* hold the official records for Regenerate Christchurch, and that ChristchurchNZ will be the 'host agency' to complete any residual disestablishment and decommissioning activities.



Brooklands

- 7. During a meeting on 19 December 2019, the Council resolved to note that both Council and Regenerate Christchurch staff were to define and specify the engagement proposed with the Brooklands community. The Council also resolved to note that Council and Regenerate Christchurch staff were to engage with Brooklands residents as early as possible in 2020 no later than February, to understand the aspirations and expectations of the community and report back to the Coastal-Burwood Community Board.
- 8. A meeting with the Brooklands community was held on 20 February 2020, and a joint follow up newsletter from the Council and Regenerate Christchurch was sent to meeting attendees on 28 February 2020 along with the minutes from the meeting, providing a summary of the community's feedback and confirming the intention to hold a second community meeting in April 2020.
- 9. In light of the issues, concerns and aspirations expressed by attendees at the Brooklands community meeting, on 1 April 2020 the Board of Regenerate Christchurch provided further advice to the Associate Minister and the Mayor on behalf of the Council regarding the use of powers under the Greater Christchurch Regeneration Act 2016.
- 10. Following the COVID-19 Alert Level 4 lockdown, the second community meeting has been deferred and in the interim a further newsletter was issued by the Council on 16 April 2020 to update the community on progress made to date in relation to the issues that the community identified.

Collaboration and Engagement

- 9. Regenerate Christchurch continues to support and contribute to the work of the Council and other agencies where appropriate in order to advance regeneration, and to fulfil its role of providing timely and quality advice at a governance level.
- 10. During Q3:
 - a. *SPE Target 2.11 Timeliness and Quality of Advice:* Both the Associate Minister and the Mayor (on behalf of the Council) confirmed that they were "satisfied" with the overall timeliness and quality of advice provided by Regenerate Christchurch during Q1 and Q2.
 - b. *SPE Target 2.12 Advice to the Minister:* The Minister was "very satisfied" and the Associate Minister "satisfied" with the advice and recommendations provided by Regenerate Christchurch during Q1 and Q2
- 11. On 21 April 2020 the Board Chair and Chief Executive of Regenerate Christchurch updated the Council on the approach to planning and progress in preparing for the transition and diestablishment of the organisation.
- 12. The Board of Regenerate Christchurch will continue to meet with the Minister and/or Associate Minister, Mayor and Deputy Mayor (on behalf of the Council) to ensure an orderly and well managed transition and disestablishment of the organisation, and staff will continue to meet regularly with both DPMC and Council officials in relation to advancing the transition programme of work.



Financial Summary

- 13. The underspend against output class categories continues to reflect the organisation's current position as it pivots from regeneration planning to transition preparedness. Staff costs for the financial year to date equate to 50% of the staff costs for the same period in the last financial year.
- 14. A wash-up of funding will be completed following the official disestablishment of Regenerate Christchurch, which from an organisational perspective remains on track for 30 June 2020, however a number of risks remain in relation to the timing of:
 - a. The Greater Christchurch Regeneration Amendment Bill (the Bill) receiving Royal Assent in mid/late June 2020;
 - b. The Minister tabling in the House of Representatives an agreement to transfer Regenerate Christchurch assets and liabilities, noting this deliverable cannot be completed prior to the Bill receiving Royal Assent.



Attachment 1: Regenerate Christchurch Q3 Quarterly Status Report

JOINT DPMC/CCC QUARTERLY PERFORMANCE REPORT ON THE PERFORMANCE OF REGENERATE CHRISTCHURCH FOR THE QUARTER ENDING 31 MARCH 2020

1. Purpose of Report

1.1 This report accompanies Regenerate Christchurch's Quarter 3, 2019/20 performance report and cover memo.

2. Recommendations

2.1 Note Regenerate Christchurch's Quarter 3, 2019/20 Performance Report and cover memo, and its Quarter 2, 2019/20 report, cover memo and joint report from the Department of the Prime Minister and Cabinet officials and Council staff.

3. Key Issues

- 3.1 Regenerate Christchurch is in the process of transition to disestablishment on the close of 30 June 2020, including transferring its records, knowledge and lessons to Council as the inheriting agency. ChristchurchNZ Holdings Ltd is to be the host agency for a small number of key Regenerate Christchurch staff beyond the disestablishment date in order to decommission the organisation. The Council will hold Regenerate Christchurch's official records¹.
- 3.1 The Greater Christchurch Regeneration Amendment Bill 2020 among other things proposes to disestablish Regenerate Christchurch and repeals specific provisions early including some extraordinary powers that are no longer required. The Bill is expected to receive Royal Assent in the final week of June.
- 3.2 Subject to the Bill receiving Royal Assent by 30 June 2020 and Regenerate Christchurch being able to be disestablished as at that date, Crown and Council funding obligations will cease at 30 June 2020.

Work Programme

- 3.3 Regenerate Christchurch has recently prepared a draft proposal for the exercise of powers under section 71 of the Greater Christchurch Regeneration Act 2016 (the Act) to provide for the development and operation of commercial film or video production facilities in Christchurch.
- 3.4 Regenerate Christchurch is currently seeking the views of relevant parties (as recorded in section 66 of the Act) on the draft proposal. These parties are the strategic partners Canterbury Regional Council, Christchurch City Council, Selwyn District Council, Te Rūnanga o Ngāi Tahu, Waimakariri District Council and the Chief Executive of DPMC.
- 3.5 The statutory timeframe to provide views ends on 25 June 2020. However, Regenerate Christchurch is endeavouring to reduce this timeframe with the agreement of the section 66 parties. Following consideration of all feedback, the draft proposal will be updated as necessary and then submitted to the Associate Minister for approval to proceed or not. Regenerate Christchurch intends to submit the proposal prior to its disestablishment on 30 June 2020 and the eventual repeal of section 71 powers under the Act.
- 3.6 The Council is considering potential amendments to the Christchurch Central Recovery Plan (CCRP) in respect of the Canterbury Multi Use Arena (CMUA). The amendments would help manage or mitigate, as necessary, noise effects from the CMUA in a manner which is consistent with achieving the intended regeneration outcomes of the Christchurch Central Recovery Plan. Under section 29 of the Greater Christchurch

¹ Refer Council resolution CNCL/2020/00022 dated 23 April 2020.

JOINT DPMC/CCC QUARTERLY PERFORMANCE REPORT ON THE PERFORMANCE OF REGENERATE CHRISTCHURCH FOR THE QUARTER ENDING 31 MARCH 2020

Regeneration Act 2016, the Council must seek the views of Regenerate Christchurch, as well as Canterbury Regional Council, Te Rūnanga o Ngāi Tahu, Ōtākaro Limited and the Chief Executive of DPMC. Regenerate Christchurch is currently awaiting receipt of the final Outline of the proposal and is remaining in regular contact with Council staff on the issue.

Financial performance

- 3.7 As at 31 March 2020, Regenerate Christchurch's year-to-date expenditure is lower than budget by \$1.8 million, largely reflecting lower resource requirements due to less regeneration planning and lower attrition of staff than expected following the decision to wind-up the organisation earlier than intended under the Act. The consequence of this has been that less consultancy support has been required. Employee expenditure is around \$0.2 million higher than budget; consultancy expenditure is lower by \$0.5 million.
- 3.8 The Balance Sheet has total assets of \$5 million mostly represented by cash of \$3.5 million and accounts receivable of \$1.4 million. Liabilities are \$0.7 million.

1

Regenerate Christchurch Work Programme Quarterly Status Report: 1 October – 31 December 2019

Objective: Regenerate Christchurch's objectives are set out in section 122(2) of the Greater Christchurch Regeneration (GCR) Act 2016. They are: To lead regeneration in the area of Christchurch district that falls within greater Christchurch; To engage and advocate effectively with communities, stakeholders, and decision makers to achieve its purpose; To collaboratively work with others in achieving regeneration.

STRATEGIC THEMES AND OUTPUT CLASS PRIORITIES

REGENERATION ADVICE: Provide advice on opportunities to support successful regeneration that could be enabled through the powers under the Act, and provide advice to the Minister and Council on any unique functions that only Regenerate Christchurch must undertake under the Act.

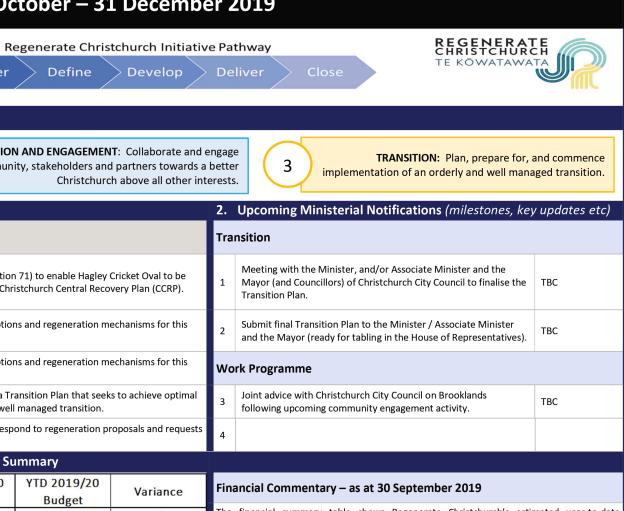
COLLABORATION AND ENGAGEMENT: Collaborate and engage our community, stakeholders and partners towards a better Christchurch above all other interests.

Develop

Define

Discover

2



		, ,								
1.	Work Programme Overview (key al	reas of focus du	ring the repc	orting period)					2.	Upcoming Ministerial N
#	Project / Activity	Output Class	Phase	Purpose Description					Tra	nsition
1	Hagley Cricket Oval	Regeneration Advice	Close	Consider and assess the potential use of capable of hosting domestic and interna	•	•			1	Meeting with the Minister, and, Mayor (and Councillors) of Chri Transition Plan.
2	Brooklands	Regeneration Advice	Define	Review the current planning baseline an area.	nd an assessmer	nt of potential option	s and regeneration me	chanisms for this	2	Submit final Transition Plan to t and the Mayor (ready for tablin
3	Port Hills	Regeneration Advice	Close	Review the current planning baseline an area.	nd an assessmer	nt of potential option	s and regeneration me	chanisms for this	Wo	rk Programme
4	Transition Programme	Transition	Develop	Work with the Council and other local en best-for-city transition arrangements an	-	•		to achieve optimal	3	Joint advice with Christchurch C following upcoming community
5	Other Regeneration Opportunities	Various	N/A	Collaborate with others to progress rege from other agencies or entities	eneration oppoi	tunities and to respo	ond to regeneration pro	oposals and requests	4	
3.	Major Milestones Achieved			4. Regenerate Christchurch -	– Output Cla	ass Financial Su	mmary			
На	gley Cricket Oval (external milestones c	ritical to project s	success)	Output Class		YTD 2019/20 Actual	YTD 2019/20 Budget	Variance	Fina	ancial Commentary – as at
1	Ministerial decision to proceed with the public	notification process	15-Oct-19			(\$)	(\$)	(\$)		financial summary table show
T		e notification process	13-001-19	1. Regeneration Advice		,	ŀ		com	parison of the 2019/2020 SPE bu
2	Public notification period commenced		16-Oct-19	Advice on regeneration opportunit	ties	47,700	410,000	362,300	For 1	the period ended 31 December 20
-			10 000 15	Response Function		131,541	315,000	183,459		generation Advice Output Class is
3	Public notification period concluded	plic notification period concluded		Subtotal		179,241	725,000	545,759		ower than planned spend on reg wledge Management and Eco-syst
				2. Collaboration & Engagement	nt					
4	Christchurch City Council approved the grantin	ng of a ground lease	19-Dec-19	Collaboration & Engagement		-	22,727	22,727		llaboration & Engagement Outpu
•	for the installation of six new lighting towers.		15 Dec 15	Subtotal		-	22,727	22,727		1 December 2019. To date all woi ouse, within existing staffing.
	Ministerial decision to use the power under se	ection 71 of the GCR		3. Transition						within existing starting.
5	Act to amend the Christchurch District Plan to		23-Dec-19	Transition preparation		86,159	335,000	248,841		ansition Output Class is \$249k und
	operation and use of Hagley Oval.			Operational expenditure		-	-	-		Output Class has been undertake
Otl	her Work Programme Milestones			Subtotal		86,159	335,000	248,841		gressed during Q2 and is expected inheriting / hosting agency and tir
				4. Corporate						<u>,</u> ,,
6	Regenerate Christchurch provided a submissio National Policy Statement on Urban Developm		10-Oct-19	Staff Costs (Direct and Indirect)		955,351	796,175	(159,176)		rporate Output Class is \$57k unde
	MHUD and MfE.			Corporate Costs		407,017	623,248	216,231		cast spend on professional serv tion to date.
	Advice provided to the Associate Minister and	• •		Subtotal		1,362,367	1,419,422	57,055	attri	tion to date.
7	to Residential Red Zone (RRZ) areas of the Port and South New Brighton, and Brooklands.	t Hills, Southshore	3-Dec-19	Total across Output Classes		1,627,767	2,502,150	874,383		
	and south new brighton, and brookings.			Other costs (depreciation)		42,855	42,855	-		
				Total		1,670,622	2,545,005	874,383		
									A	

Regenerate Christchurch Work Programme Quarterly Status Report

Period ending 31/12/2019



nows Regenerate Christchurch's estimated year-to-date budget to the actual spend.

2019:

s is \$546k lower than the year to date budget. This is a result regeneration initiatives for Expert Advice; Transition Plan; system initiatives.

put Class is \$23k under budget for the current year through work associated with this Output Class has been undertaken

under budget. To date the majority of work associated with aken in house, within existing staffing. Transition effort has ted to ramp up significantly in Q3 subject to confirmation of timing for the repeal of the GCR Act.

nder budget for the year to date. This is due to a lower than ervice providers as a result of lower than expected staff

Ke	generate Christchurch Work Progra	mme C	<u> Luarte</u>	erly Status Report	erable achieved o		
				Deliv	erable partially ad		
5. P	rogress against Key Deliverables (performance targets set	out in the 20	019-2020	Statement of Performance Expectations)	ective action is rec		
	JT CLASS ONE: Regeneration Advice						
Delive		Due Date	Status	Actual Progress (since the last status report)	Planned Activ		
1.1				owers under the Act, and provide advice to the Minister and Council on any unique functions that only Regenerate Christchur Act; Provision of advice to the Minister and Council on the unique functions only Regenerate Christchurch can complete unde			
	Provision of Advice: To support regeneration opportunities that may be	Ongoing		As a strategic partner under the GCR Act, Regenerate Christchurch was approached by Council officials to discuss potential	Regenerate C requests for r		
1.11	enabled by the powers under the Act. Reported through Quarterly Performance Reporting.	(as required)	On Track	options and the potential process for the Multi-Use Arena, regarding noise mitigation and the consideration of changes the Christchurch Central Recovery Plan.			
1.12	Port Hills: Advice on regeneration mechanisms for the Port Hills provided to the Minister and Council by end of Q2.	End of Q2	Complete	Advice on the use of powers under the GCR Act for Red Zones Areas was provided to the Associate Minister and Christchurch City Council (Council) on 3 December 2019. This advice concluded that use of the powers under the Greate Christchurch Regeneration Act are not required or appropriate at this point in time for the Port Hills and Southshore / South New Brighton residential red zone areas but may be appropriate for Brooklands.			
1.13	Brooklands: Advice on regeneration mechanisms for Brooklands provided to the Minister and Council by end of Q2.	End of Q2	Complete	Advice was provided to the Associate Minister and Council on 3 December 2019. This advice recommended a partnered approach to community engagement with Brooklands residents. At the Council meeting on 19 December 2019, it was resolved that both Council and Regenerate Christchurch staff will define and specify an engagement approach with the Brooklands community. Engaging with Brooklands residents as early as possible in 2020 and no later than February, to understand the aspirations and expectations of the community and to report back to the Coastal-Burwood Community Board.	This deliveral subsequent residents has held 20 Febru confirm them		
1.14	Legislation and Policy Advice (in the context of regeneration) provided to the receiving entity as part of Transition.	Jun-20	On Track	Delivery of legislation and policy advice will be provided to the receiving entity as part of transition. This work will be initiated as part of transition planning.	This work will provided to the test of		
1.2	Respond to any requests for regeneration planning advice from other agenci	es or entities, in	cluding the d	levelopment of section 71 proposals and regeneration planning advice as requested by other agencies or entities. Including u	•		
1.21	"type appropriate" regeneration project delivery and advice. Response Function: Respond to regeneration planning requests from other agencies or entities (as required or when approached).	Ongoing (as required)	On Track	On 11 November 2019 Regenerate Christchurch published supporting technical information referred to in the Hagley Oval section 71 Proposal to the Regenerate Christchurch website.	Regenerate C		
	JT CLASS TWO: Collaboration and Engagement		1				
Delive		Due Date	Status	Actual Progress (since the last status report)	Planned Activ		
2.1	Collaboration and meaningful engagement with other agencies (both at a ma Timeliness & Quality of Advice: The Minister and Council are satisfied		governance l	evel, including regular meetings between the Board and the Minister and Council), to enable Regenerate Christchurch to mal	A survey will		
2.11	with the overall timeliness and quality of advice on regeneration activities provided by Regenerate Christchurch, including advice on the progress of regeneration and additional interventions.	Survey end of Q2 2019-2020	On Track	All advice and deadlines for Q2 have been achieved as planned. This includes advice on Residential Red Zone (RRZ) areas of the Port Hills, Southshore and South New Brighton, and Brooklands.	Christchurch (timeliness and during Q1 and		
2.12	Advice to the Minister: The Minister is satisfied with the advice and recommendations provided by Regenerate Christchurch on the development, revocation, and amendments of Plans (as that term is defined in the Act) and the exercise of powers under section 71.	Survey end of Q2 2019-2020	On Track	As per 2.11 advice has been provided during Q2.	A survey will b 2020 to seek f recommendat		
2.2	Appropriate engagement mechanisms for engaging with the Minister, Counc	il, our communi	ty, stakehold	lers and partners.			
2.21	Engagement and Collaboration: Actively seek to engage with the Crown (Minister & DPMC officials) & Council (Mayor, Councillors & Council officials) to ensure meaningful collaboration.	Ongoing	On Track	Regenerate Christchurch Board members met with the Associate Minister, Mayor and Deputy Mayor on 6 December 2019. The purpose of this engagement was to discuss the approach to developing the Regenerate Christchurch Transition Plan and to seek an update on potential changes to the Greater Christchurch Regeneration Act 2016. A number of meetings have and will continue to be held with DPMC and Council officials regarding transition planning.	Regenerate C Associate Mir continue to m relation to the		
2.22	Strategic Partner Cooperative: Develop a proactive approach to capability sharing.	Ongoing	On Track	Regenerate Christchurch has shared capability and capacity and collaborated with strategic partners, on a range of projects in Q2 including the Civic District Strategy, Innovation Advisory Group, and the Greater Christchurch Strategic Framework 2050. Futher discussions have progressed with DCL and ChristchurchNZ for further shared service arrangements.	Collaboration		
2.23	Performance Monitoring: Provide a Quarterly Performance Monitoring report to the Minister and Council outlining transition activity and progress.	< 6-weeks from end of each quarter	On Track	The Q1 report for 2019-20 was issued to DPMC and Christchurch City Council officials on 11 November 2019.	The Q2 report behalf of the 0 2020.		
	JT CLASS THREE: Transition						
Delive		Due Date	Status	Actual Progress (since the last status report)	Planned Activ		
3.1	Build a genuinely agile operating model and prepare the organisation for tran Eco-System: As part of transition provide advice on the "eco-system"	isition within ag	greed limitation		Provision of		
3.11	required for successful future regeneration in Christchurch. Provided to the Minister and Council as early as possible but no later than the end of Q3.	Mar-20	On Track	 Regenerate Christchurch will support and contribute to the work of the Greater Christchurch Strategic Framework through provision of the funding and in-kind support (including staff) which was otherwise intended to be applied to this deliverable and, in doing so, it will fulfil the 'Eco-system Advice' deliverable. 			
3.12	Agile Operating Model: Realign the organisation to adapt to transition requirements within 3-months of SPE and SOI being tabled.	Jan-20	Complete	plete Shared service arrangements have been explored. The organisation is now fully aligned to deliver transition.			
3.2	Commence organisational transition planning in 2019/2020, undertaking nec	essary preparat	ion, knowled	ge building and training for the local agencies that are identified as responsible for ongoing regeneration leadership.	Regenerate Cl		
3.21	Transition Plan: By taking a collaborative approach, provide the Minister and Council with an organisational level transition plan for presentation by the Minister to the House of Representatives.	Subject to confirmation of inheriting agency and	On Track	Transition programme planning has formally commenced during Q2, project governance has been agreed, workstream have been established and resources assigned. Regenerate Christchurch has collaborated with DPMC and Council officia during the initiation of the programme to ensure expectations are aligned and key dependencies are understood, e.g. timing for repeal of the GCR Act.			
3.22	Knowledge Management: Approach for knowledge management and transfer to be developed and delivered as part of the Transition Plan.	transition timeframes	On Track	A staff member from Christchurch City Council has been seconded to Regenerate Christchurch to lead the Knowledge			
3.3	Actively transition project lessons, knowledge and expertise, as well as assets	and responsibi	lities to local	entities (as confirmed), to build capability and capacity as a result of those lessons.	information (
3.31	Lessons Framework: Develop a collaboratively agreed framework for the scope, classification and collation of lessons for inheriting agency/s.	As part of Transition	On Track	No activity this quarter.	To be develop deliverable 3.		

KEY:

d or performing to plan, and is **on track** to meet agreed targets. v achieved, viability may be **at risk**, i.e. scope, time, cost, quality. required. Deliverable viability is **off track**.

ctivity (for the period: January – March 2020) ertake under the Act. Including: Provision of views, dertaking the necessary data gathering, research and analysis

e Christchurch will continue to provide advice and respond to or regeneration planning advice from other agencies or entities bing basis. By its nature this is a responsive function.

rable was completed on 3 December 2019.

rable was completed on 3 December 2019. In relation to the t deliverable, planning for engagement with Brooklands has commenced and is on track for a community meeting to be bruary 2020. A further meeting (date TBC) will be scheduled to ematic priorities and subsequent actions.

will be initiated as part of transition planning. Final advice will be o the receiving entity as part of Transition.

ne necessary data gathering, research and analysis to enable

e Christchurch's role on Hagley Cricket Oval has fully concluded.

ctivity (for the period: January – March 2020)

decisions in carrying out its work programme priorities. ill be issued to the Minister, Associate Minister and ch City Council in February 2020 to seek feedback on the and quality of advice provided by Regenerate Christchurch and Q2.

ill be issued to the Minister and Associate Minister in February ek feedback on their satisfaction with advice and dations from Regenerate Christchurch during Q1 and Q2.

e Christchurch will continue to meet with the Minister and/or Minister, Mayor and Deputy Mayor where appropriate, and will o meet regularly with both DPMC and Council officials in the ongoing work programme and the transition programme.

ion and capability sharing is ongoing.

oort will be provided to the Associate Minister and Mayor (on he Christchurch City Council) by no later than 11 February

ctivity (for the period: January – March 2020)

of funding and in-kind support to the Greater Christchurch ramework project.

rable is now complete.

e Christchurch will continue to work collaboratively with Council officials during the development and delivery of the Transition e. Noting that a formalised decision on the inheriting / hosting is yet to be made by Council.

e information gathering and planning for the knowledge ent transfer, noting that consultation to agree the required n (and format) is contingent on the inheriting agency/ies.

eloped under the Knowledge Management workstream -2 3.22 (above).



MEMO

Regenerate Christchurch Work Programme Quarterly Status Report

To:Department of the Prime Minister and Cabinet
Christchurch City CouncilFrom:Ivan Iafeta – Chief Executive

Date: 11 February 2020

Background

- 1. Attached is the Regenerate Christchurch Work Programme Quarterly Status Report (Report) for the period 1 October 2019 to 31 December 2019. The Report provides a snapshot summary of Regenerate Christchurch's performance across work programme priorities for Quarter 2 (Q2) of the 2019/2020 financial year.
- 2. Content of the Report includes upcoming Ministerial notifications, major milestones achieved, financial commentary, and progress against key deliverables as set out in the Statement of Performance Expectations 2019/2020 (SPE).

To follow is further information regarding the reporting period to be read alongside the attached Report:

Ministerial, Mayor and Councillor Meetings

3. The Board of Regenerate Christchurch met with the Associate Minister, Mayor and Deputy Mayor on 6 December 2019 to discuss the approach to the development of Regenerate Christchurch's Transition Plan. The Board looks forward to finalising the Transition Plan following further engagement with the Associate Minister, Mayor and Deputy Mayor (on behalf of Christchurch City Council) during Quarter 3 (Q3).

Transition

4. The development of a Transition Plan is advancing well and Regenerate Christchurch staff are working closely with officials from the Christchurch City Council (Council) and the Department of the Prime Minister and Cabinet (DPMC) to confirm key decisions regarding inheriting / and host agency/ies. Confirmation of key decisions will further inform the content of the Plan and will enable more comprehensive planning across the various transition workstreams.

Regeneration Advice - Use of Powers for Red Zoned Areas

5. Advice was provided to the Associate Minister and Council on the Use of Powers for Red Zoned Areas, and as a result, Regenerate Christchurch is working collaboratively with Council officials to engage with the Brooklands community to understand and then determine how each agency might best respond to the aspirations and expectations of that community. The first community meeting is scheduled for 20 February 2020.



Hagley Cricket Oval - Section 71

- On 23 December 2019 the Associate Minister announced her decision to exercise the power under section 71 of the Greater Christchurch Regeneration Act 2016 to amend the Christchurch District Plan to enable the operation and use of Hagley Oval.
- 7. Hagley Oval has since been confirmed as the venue for the 2021 Women's Cricket World Cup final which is expected to contribute \$3m to the local economy and be broadcast to 180 million viewers across 89 markets around the world providing opportunities to promote Christchurch to a global audience.

Statement of Performance Expectations – Eco System Performance Target

8. Under Output Class 3 of the SPE, the existing target for 3.11 states:

Eco-System: As part of transition provide advice on the "eco-system" required for successful future regeneration in Christchurch. Provided to the Minister and Council as early as possible but no later than the end of Q3.

- 9. This deliverable was developed and agreed jointly by Regenerate Christchurch's shareholders prior to finalisation of the Global Settlement Agreement between the Crown and Christchurch City Council, local body elections, the appointment and commencement of the new CEO of the Council, and prior to the decision by the Greater Christchurch Partnership (GCP) to develop a Greater Christchurch Strategic Framework (Strategic Framework).
- 10. As part of Phase 1, the development of the Strategic Framework will also provide advice to the Chief Executives Advisory Group on options for enhancing GCP governance, executive, and management structures.
- 11. Accordingly, Christchurch City Council and DPMC executives have agreed that Regenerate Christchurch will support and contribute to the work of the Greater Christchurch Strategic Framework through provision of the funding and in-kind support (including staff) which was otherwise intended to be applied to the existing deliverable for 3.11 of the SPE and that, in doing so, it will fulfil the achievement of this deliverable.

Financial Summary

- 12. The underspend against output class categories and salaries is a direct reflection of the organisation's current position as it pivots from regeneration planning to transition preparedness.
- 13. At the meeting of Council, DPMC and Regenerate Christchurch executives held on 29 January 2020, it was agreed to defer the planned Q3 financial wash-up and to instead coincide this with the official disestablishment of Regenerate Christchurch. Funding requirements for Q3 will remain unchanged due to the timing uncertainty and risk associated with the legislative process and transition of Regenerate Christchurch.



Ivan Iafeta Chief Executive	Dr Therese Arseneau Board Chair

Attachment 1: Regenerate Christchurch Q2 Quarterly Status Report

JOINT DPMC/CCC QUARTERLY PERFORMANCE REPORT ON THE PERFORMANCE OF REGENERATE CHRISTCHURCH FOR THE QUARTER ENDING 31 DECEMBER 2019

1. Purpose of Report

1.1 This report accompanies Regenerate Christchurch's Quarter 2, 2019/20 performance report and cover memo.

2. Recommendations

2.1 Note Regenerate Christchurch's Quarter 2, 2019/20 Performance Report and cover memo.

3. Context / Background

- 3.1 Regenerate Christchurch was established under the Greater Christchurch Regeneration Act (the GCR Act) in 2016 to lead regeneration, engage and advocate effectively with communities and stakeholders, work collaboratively with others and to provide independent advice to the Crown and Council.
- 3.1 The 2019 Annual Review of the GCR Act concluded that given the considerable progress on key regeneration milestones, there is no longer a need for the legislation in its current form to support the progressive move towards local leadership in greater Christchurch. This was further supported in November 2019, when Cabinet agreed to consider a Bill to amend the GCR Act to accelerate the transition to local leadership.
- 3.2 The Bill was introduced to the House on 19 February 2020 and had its first reading on 5 March 2020. It proposes to bring forward the disestablishment of Regenerate Christchurch from 30 June 2021 to 30 June 2020.
- 3.3 Before the proposed Bill was drafted, work was already underway to help facilitate the transition of Regenerate Christchurch, with the Crown and the Council agreeing via the Global Settlement that the majority of Regenerate Christchurch's strategic leadership and regeneration functions should be transferred or delegated by 30 June 2020. The transition of any remaining functions was to be completed by the time of the GCR Act's original repeal of the provisions establishing and governing Regenerate Christchurch of 30 June 2021.
- 3.4 The latest Joint Letter of Expectations, dated 24 May 2019, also confirmed the need to focus on transition, committing the Crown and Council to maximum joint funding of \$5 million for the 2019/20 financial year, of which the Crown will contribute \$4 million and the Council \$1 million.

4. Key Issues

Work Programme

- 4.1 DPMC officials and Council staff agree about the assessment of the performance of Regenerate Christchurch and that its work programme, as set out in its 2019/20 Statement of Performance Expectations, is largely complete.
- 4.2 Regenerate Christchurch's key priority now is to continue to plan, prepare for, and implement an orderly and well-managed transition.
- 4.3 This includes finalising a Transition Plan; an approach for knowledge management and transfer; and developing lessons for the inheriting agency or agencies.

JOINT DPMC/CCC QUARTERLY PERFORMANCE REPORT ON THE PERFORMANCE OF REGENERATE CHRISTCHURCH FOR THE QUARTER ENDING 31 DECEMBER 2019

Financials

- 4.4 As at 31 December 2019, Regenerate Christchurch's year-to-date expenditure is under budget by \$874,383. This can be largely attributed to its decreasing work programme and resources, as it transitions from its remaining obligations and undertakings towards embedding these in Christchurch's permanent institutions.
- 4.5 Of note, Regenerate Christchurch reports that employee expenditure is approximately \$160,000 higher than budgeted for the year to date, as at 31 December 2019.
- 4.6 Regenerate Christchurch attributes this variance to:
 - its commitment to share expertise as set out in the latest Joint Letter of Expectations, its contribution to Greater Christchurch 2050, as well as its proactive capability sharing with ChristchurchNZ and Development Christchurch Limited, the cost of which is being met by Regenerate Christchurch; and,
 - its assumption that, with transition approaching, staff attrition would increase. Staff attrition has been lower than anticipated. Offsetting this additional cost is a reduction in the cost of consultants that had been expected to fill the gaps created by high staff attrition.
- 4.7 Regenerate Christchurch has advised that during the next reporting quarter (ending 31 March 2020), staff attrition is likely to increase, as Regenerate Christchurch remains committed to ensuring it is a lean and tight organisation appropriate to achieving its 2019/20 Statement of Performance Expectations.
- 4.8 As part of its transition to local leadership, there will be a review of Regenerate Christchurch's assets and liabilities by the end of the fourth financial year reporting quarter.

16. 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:

Council 25 June 2020



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
13.	CHRISTCHURCH NETBALL CENTRE BUILDING				
	ATTACHMENT 4 - PROPOSED PURCHASE PUBLIC EXCLUDED INFORMATION	S7(2)(B)(II)	PREJUDICE COMMERCIAL POSITION	THE INFORMATION PRESENTED IN THIS ATTACHMENT DETAILS THE MAXIMUM PURCHASE PRICE.	15 JUNE 2021 WHEN THE TERMS AND CONDITIONS OF A SALE ARE AGREED AND STAKHOLDERS ADVISED. THIS INFORMATION WILL NOT BE RELEASED IF THE SALE DOES NOT PROCEED.
17.	CHRISTCHURCH CITY HOLDINGS LTD - SUPPLEMENTARY INFORMATION REPORT FOR THE PERIOD ENDING 31 MARCH 2020	S7(2)(B)(II), S7(2)(H)	PREJUDICE COMMERCIAL POSITION, COMMERCIAL ACTIVITIES	TO PROTECT COMMERCIALLY SENSITIVE INFORMATION THAT COULD PREJUDICE CHRISTCHURCH CITY HOLDINGS LTD'S POSITION IF IT BECAME PUBLICALLY KNOWN.	AFTER THE ANNUAL REPORT FOR 2019/20 IS PUBLISHED, AND WITH THE APPROVAL OF THE CHIEF EXECUTIVES OF THE COUNCIL AND CHRISTCHURCH CITY HOLDINGS LTD.

Council 25 June 2020



18.	DEVELOPMENT CHRISTCHURCH LTD - PERFORMANCE REPORT PX FOR PERIOD 1 JANUARY TO 31 MARCH 2020	S7(2)(B)(II)	PREJUDICE COMMERCIAL POSITION	THE REPORT CONTAINS COMMERCIALLY SENSITIVE INFORMATION THAT MAY PREJUDICE DEVELOPMENT CHRISTCHURCH LTD'S POSITION IF PUBLIC.	AFTER THE ANNUAL REPORT FOR 2019/20 HAS BEEN ISSUED, AND WITH THE APPROVAL OF THE CHIEF EXECUTIVE OF THE COUNCIL IN CONSULTATION WITH THE CHIEF EXECUTIVE OF DEVELOPMENT CHRISTCHURCH LTD.
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