

Christchurch City Council AGENDA

Notice of Meeting:

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

Date: Thursday 13 May 2021
Time: 9.30am
Venue: Council Chambers, Civic Offices,
53 Hereford Street, Christchurch

Membership

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

7 May 2021

Principal Advisor

Dawn Baxendale
Chief Executive
Tel: 941 6996

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

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

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<http://councillive.ccc.govt.nz/live-stream>



Developing Resilience in the 21st Century

Strategic Framework

Whiria ngā whenu o ngā papa,
honoa ki te maurua tāuiki

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

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

Building on the
relationship with
Te Rūnanga o Ngāi Tahu
and the Te Hononga-Council
Papatipu Rūnanga partnership,
reflecting mutual understanding
and respect

Ensuring
the diversity
and interests of
our communities
across the city and the
district are reflected in
decision-making

Actively collaborating and
co-operating with other
local, regional
and national
organisations

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)

Liveable city

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

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 delivering on our Strategic Priorities and achieving our Community Outcomes

Engagement with
the community and
partners

Strategies, Plans and
Partnerships

Long Term Plan
and Annual Plan

Our service delivery
approach

Monitoring and
reporting on our
progress

TABLE OF CONTENTS

Karakia Timatanga	5
1. Apologies / Ngā Whakapāha	5
2. Declarations of Interest / Ngā Whakapuaki Aronga	5
3. Public Participation / Te Huinga Tūmatanui.....	5
3.1 Public Forum / Te Huinga Whānui.....	5
3.2 Deputations by Appointment / Ngā Huinga Whakaritenga	5
4. Presentation of Petitions / Ngā Pākikitanga.....	5
COUNCIL	
5. Council Minutes - 8 April 2021	7
COMMUNITY BOARD MONTHLY REPORTS	
6. Monthly Report from the Community Boards - April 2021	27
COMMUNITY BOARD PART A REPORTS	
7. 62 Archdalls Road, Duvauchelle - Structures on Roads Proposal	83
8. 381 Halswell Road (Old Halswell Library) - Future Use	97
REGULATORY PERFORMANCE COMMITTEE	
9. Regulatory Performance Committee Minutes - 9 April 2021	133
TE HONONGA COUNCIL - PAPATIPU RŪNANGA COMMITTEE	
10. Te Hononga Council – Papatipu Rūnanga Committee Minutes - 9 September 2020 ..	137
11. Te Hononga Council – Papatipu Rūnanga Committee Minutes - 3 March 2021	141
STAFF REPORTS	
12. Mayor's Monthly Report - April 2021	145
13. Hearings Panel Report to the Council on the City Mall and Oxford Terrace Access Changes	151
14. Hearings Panel Report to the Council on the proposed new mountain bike track in Montgomery Spur Reserve.....	165
15. Hearings Panel Report to the Council on the Colombo Street Cycle Route Connection	251
16. Plan Change 7 - Managing Significant Indigenous Vegetation	279
17. Draft submission on the Ministry of Transport's discussion document: Enabling Drone Integration.....	447
18. Community Representative on the Christchurch Primary Health Organisation Board	465

19. Local Government New Zealand 2021 Conference, Awards and Annual General Meeting	471
20. Christchurch City Holdings Ltd - Draft Statement of Intent for 2021/22	475
21. Resolution to Exclude the Public.....	661

Karakia Whakamutunga

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. Council Minutes - 8 April 2021

Reference / Te Tohutoro: 21/441290

Report of / Te Pou

Matua:

Jo Daly, Council Secretary, jo.daly@ccc.govt.nz

General Manager /

Pouwhakarae:

Dawn Baxendale, Chief Executive, dawn.baxendale@ccc.govt.nz

1. Purpose of Report / Te Pūtake Pūrongo

For the Council to confirm the minutes from the Council meeting held 8 April 2021.

2. Recommendation to Council

That the Council confirm the Minutes from the Council meeting held 8 April 2021.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	Minutes Council - 8 April 2021	8

Signatories / Ngā Kaiwaitohu

Author	Jo Daly - Council Secretary
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Christchurch City Council MINUTES

Date: Thursday 8 April 2021
Time: 9.30am
Venue: Council Chambers, Civic Offices,
53 Hereford Street, Christchurch

Present

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

8 April 2021

Principal Advisor
Dawn Baxendale
Chief Executive
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Karakia Timatanga: Given by Councillor Cotter.

The agenda was dealt with in the following order.

1. Apologies / Ngā Whakapāha

Council Resolved CNCL/2021/00048

That the apologies received from Councillor Daniels for early departure and Councillor Johanson for lateness be accepted.

Councillor Coker/Councillor Chen

Carried

2. Declarations of Interest / Ngā Whakapuaki Aronga

Councillor Gough declared an interest in public excluded item 28. Appointment of Director.
Councillor Scandrett declared an interest in item 32. Mayor's Report.

3. Public Participation / Te Huinga Tūmatanui

3.1 Public Forum / Te Huinga Whānui

3.1.1 St John Christchurch

Alice Earnshaw-Morris, Area Executive Manager Christchurch, made a public forum presentation on St John's Community Services and Emergency Ambulance Services.

Attachments

- A Council 8 April 2021 - Public Forum - St John Christchurch - Presentation

Councillor Johanson jointed the meeting at 9.48am during item 3.1.2.

3.1.2 Davina Penny

Davina Penny made a public forum presentation on land use and the forthcoming national policy statement regarding Highly Productive Land, and the issue of setbacks from land use (quarrying).

Attachments

- A Council 8 April 2021 - Public Forum - Davina Penny - Presentation
B Council 8 April 2021 - Public Forum - Davina Penny - Supporting Document

3.1.3 Greater Hornby Residents Association

Ross Houliston made a public forum on behalf of the Greater Hornby Residents Association presentation regarding quarry operations.

Attachments

- A Council 8 April 2021 - Public Forum - Greater Hornby Residents Association Ross Houliston - Supporting Document

3.2 Deputations by Appointment / Ngā Huinga Whakaritenga

There were no deputations by appointment.

Council
08 April 2021

Christchurch
City Council 

4. Presentation of Petitions / Ngā Pākikitanga

There was no presentation of petitions.

5. Council - Long Term Plan 2021 - 2031 Minutes - 23 February 2021

Council Resolved CNCL/2021/00049

That the Council confirm the Minutes from the Council - Long Term Plan 2021 - 2031 meeting held 23 February 2021

AND

That the Council confirm the Minutes from the Council meeting held 11 March 2021.

Councillor Scandrett/Councillor Cotter

Carried

6. Council Minutes - 11 March 2021

Council Decision

Refer item 5.

30. Resolution to Include Supplementary Reports

Council Resolved CNCL/2021/00050

That the reports be received and considered at the Council meeting on Thursday, 8 April 2021.

Open Items

31. Public Street Enclosures Policy - Level 4 Enclosure applications (Riverside Market)

32. Mayor's Monthly Report March 2021

Councillor Davidson/Councillor Chen

Carried

Councillor Johanson left the meeting at 10.04am and returned at 10.06am during consideration of item 7.

Mike Mora, Chairperson and Helen Broughton, Deputy Chairperson of the Waipuna/Halswell-Hornby-Riccarton Community Board joined the meeting for item 7.

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

Council Resolved CNCL/2021/00051

That the Council:

1. Receive the Community Board report for April 2021

Councillor Galloway/Councillor Chen

Carried

Attachments

- A 8 April 2021 – item 7. - Waipuna/Halswell-Hornby-Riccarton Community Board Report to Council

Council
08 April 2021

Christchurch
City Council 

Councillor MacDonald left the meeting at 10.18am and returned at 10.20am during consideration of item 8.

Alexandra Davids, Chairperson of the Waikura/Linwood-Central-Heathcote Community Board joined the meeting for item 8.

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

Council Resolved CNCL/2021/00052

That the Council:

1. Receive the Community Board report for March 2021.

Councillor McLellan/Councillor Templeton

Carried

Attachments

- A 8 April 2021 - Waikura/Linwood-Central-Heathcote Community Board Report to Council

Emma Norrish, Chairperson and Simon Britten, Deputy Chairperson of the Waipapa/Papanui-Innes Community Board joined the meeting for item 9.

9. Waipapa/Papanui-Innes Community Board Report to Council

In response to matters raised by the Community Board the Council requested that the Mayor write to Waka Kotahi and the Minister of Transport regarding the speed limit on the Northern Motorway and effects on neighbouring properties.

Council Resolved CNCL/2021/00053

That the Council:

1. Receive the Waipapa/Papanui-Innes Community Board report for March 2021.
2. Request that the Mayor writes to Waka Kotahi and requests that the speed limit on the Northern Motorway is temporarily reduced to 60kmh from Cranford Street to Radcliffe Road until the final surface is added.
3. Request that the Mayor writes to the Minister of Transport outlining Council's concern with the current speed limit of the motorway and the adverse effects on neighbouring residents.

Councillor Davidson/Councillor Cotter

Carried

Attachments

- A 8 April 2021 - Item 9 - Waipapa/Papanui-Innes Community Board Report to Council

Councillor Davidson left the meeting at 10.43am and returned at 10.49am during consideration of Item 10.

Council
08 April 2021

Christchurch
City Council 

Karolin Potter, Chairperson of the Waihoru/Spreydon-Cashmere Community Board joined the meeting for item 10.

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

Council Resolved CNCL/2021/00054

That the Council:

1. Receive the Community Board report for February and March 2021.

Councillor Scandrett/Councillor Coker

Carried

Attachments

- A 8 April 2021 - Item 10 - Waihoru/Spreydon-Cashmere Community Board Report to Council

Councillor Daniels left the meeting at 10.56am during consideration of item 11.

Councillors Coker and Scandrett left the meeting at 10.55am and returned at 11am during consideration of item 11.

Tori Peden, Chairperson and Tyrone Fields, Deputy Chairperson of the Te Pātaka o Rākaihautū/Banks Peninsula Community Board joined the meeting for item 11.

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

Council Resolved CNCL/2021/00055

That the Council:

1. Receive the Community Board report for February and March 2021.

Deputy Mayor/Councillor Gough

Carried

Attachments

- A 8 April 2021 - Te Pātaka o Rākaihautū/Banks Peninsula Community Board - Report to Council

Councillor Gough left the meeting at 11.05am and returned at 11.07am during consideration of item 12.

Councillor MacDonald left the meeting at 11.08am and returned at 11.09am during consideration of item 12.

Jo Zervos, Deputy Chairperson of the Waitai/Coastal-Burwood Community Board joined the meeting for item 12.

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

Council Resolved CNCL/2021/00056

That the Council:

1. Receive the Waitai/Coastal-Burwood Community Board report for March 2021.

Councillor Mauger/Deputy Mayor

Carried

Attachments

- A 8 April 2021 - Waitai/Coastal-Burwood Community Board Report to Council

Council
08 April 2021

Christchurch
City Council 

Councillor Galloway left the meeting at 11.12am and returned at 11.16am during consideration of item 13.

Bridget Williams, Chairperson of the Waimāero/Fendalton-Waimairi-Harewood Community Board joined the meeting for item 13.

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

Council Resolved CNCL/2021/00057

That the Council:

1. Receive the Waimāero/Fendalton-Waimairi-Harewood Community Board report for April 2021.

Councillor MacDonald/Councillor Gough

Carried

Attachments

A 8 April 2021 - Waimāero/Fendalton-Waimairi-Harewood Board Report to Council

The meeting adjourned at 11.18am and reconvened at 11.33am.

18. Naming of Metro Sports Facility

Lynne Te Aika, Matapopore and Cultural Advisor gave a presentation on this item.

Council Resolved CNCL/2021/00058

Officer recommendations adopted without change.

That the Council:

1. Accept the name Parakiore that has been gifted by Ngāi Tūāhuriri to the Christchurch City Council.
2. Approve "Parakiore Recreation and Sports Centre" as the permanent name for the sports facility.

Councillor Keown/Councillor Templeton

Carried

Councillor Scandrett abstained from voting on this item.

Attachments

A 8 April 2021 - item 18 - Naming Metro Sports Facility - Parakiore Narrative

Council
08 April 2021

Christchurch
City Council 

14. Audit and Risk Management Committee Minutes - 19 February 2021

Council Resolved CNCL/2021/00059

That the Council receives the Minutes from the Audit and Risk Management Committee meeting held 19 February 2021.

AND

That the Council receives the Minutes from the Audit and Risk Management Committee meeting held 5 March 2021.

Councillor MacDonald/Councillor Templeton

Carried

15. Audit and Risk Management Committee Minutes - 5 March 2021

Council Decision

Refer to item 14.

Report from Audit and Risk Management Committee - 5 March 2021

16. Audit New Zealand Management Report 2019/20

Council Resolved CNCL/2021/00060

Committee recommendation adopted without change.

That the Council:

1. Receives the Audit New Zealand Management Report relating to the audit of the financial statements and annual report for the year ended 30 June 2020.

Councillor MacDonald/Councillor Gough

Carried

17. Health, Safety and Wellbeing Committee Minutes - 19 February 2021

Council Resolved CNCL/2021/00061

That the Council receives the Minutes from the Health, Safety and Wellbeing Committee meeting held 19 February 2021.

Councillor Gough/Councillor MacDonald

Carried

19. Draft Submission on Environment Canterbury's Long Term Plan 2021-31

The Council commenced consideration on this item and discussed additions to the Council's submission. Consideration was adjourned until later in the meeting to enable officers to provide advice on a proposed amendment relating to fiscal restraint.

Councillor Gough left the meeting at 11.48am and returned at 11.51am during consideration of item 19.

20. Central City Projects- High Street (Cashel - Tuam) & High Street Tram Extension - Traffic Resolutions and Street Trees

Council Resolved CNCL/2021/00062

Officer recommendations adopted without change.

That the Council:

Existing Cashel Street, Manchester Street to High Street

1. Approves that any previously approved resolutions on Cashel Street from its intersection with Manchester Street to its intersection with High Street, pertaining to traffic controls (including the speed limit), parking restrictions, and stopping restrictions made pursuant to any bylaw, to the extent that they are in conflict with the traffic controls, parking and stopping resolutions described in recommendations 2-4 below, are revoked.

New Cashel Street, Manchester Street to High Street

2. Approves all kerb alignments, road surface treatments and road markings on Cashel Street, commencing at its intersection with Manchester Street, and extending in a westerly direction to its intersection with High Street, as detailed on plan TG138401, sheet 1 of 2, dated 9 September 2020 and attached to this report as **Attachment A**.
3. Approves that the speed limit on Cashel Street, commencing at its intersection with Manchester Street and extending in a westerly direction to its intersection with High Street, be set at 10 km/h, in accordance with Clause 27 of the Christchurch City Council Traffic & Parking Bylaw 2017.
4. Approves all stopping and parking restrictions on Cashel Street, commencing at its intersection with Manchester Street, and extending in a westerly direction to its intersection with High Street, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017 and as detailed on plan TG138401, sheet 1 of 2, dated 9 September 2020 and attached to this report as **Attachment A**.

Existing High Street alignment, from Cashel Street, extending in a south easterly direction to the intersection with Lichfield Street and Manchester Street.

5. Approves that any previously approved resolutions on High Street and that portion of stopped road which was previously High Street, commencing at its intersection with Cashel Street and extending in a south-easterly direction to its intersection with Lichfield Street and Manchester Street, pertaining to traffic controls (including the speed limit), parking restrictions, and stopping restrictions made pursuant to any bylaw, to the extent that they are in conflict with the traffic controls, parking and stopping resolutions described in recommendations 6-12 below, are revoked.

New High Street alignment, from Cashel Street, extending in a south easterly direction to the intersection with Lichfield Street and Manchester Street.

6. Approves all kerb alignments, road surface treatments and road markings on High Street commencing at its intersection with Cashel Street, and extending in a south-easterly direction for a distance of 98 metres as detailed on plan TG138401, sheet 1 of 2, dated 9 September 2020 and attached to this report as **Attachment A**.
7. Approves that the speed limit on High Street, commencing at its intersection with Cashel Street and extending in a south-easterly direction for a distance of 98 metres, be set at 10

km/h, in accordance with Clause 27 of the Christchurch City Council Traffic & Parking Bylaw 2017.

8. Approves all stopping and parking restrictions on High Street, commencing at its intersection with Cashel Street, and extending in a south-easterly direction for a distance of 98 metres, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017 and as detailed on plan TG138401, sheet 1 of 2, dated 9 September 2020 and attached to this report as **Attachment A**.
9. Approves that the footpath area, between the north west corner of the intersection of Lichfield Street and Manchester Street, and the roadway connecting High Street to Manchester Street be declared a Shared Zone, in accordance with Clause 20 of the Christchurch City Council Traffic & Parking Bylaw 2017 for the use by pedestrians, cycles, tram vehicles, tram support vehicles and Council authorised services vehicles only, as detailed on plan TG138401, sheet 1 of 2, dated 9 September 2020, and attached to this report as **Attachment A**.
10. Approves that the speed limit within the Shared Zone, if the Shared Zone is approved in Recommendation 9 above, be set at 10 km/h, in accordance with Clause 27 of the Christchurch City Council Traffic & Parking Bylaw 2017.
11. Approves that stopping and parking in any part of the Shared Zone, if the Shared Zone is approved in recommendation 9 above, and as detailed on the plan TG138401, sheet 1 of 2, dated 9 September 2020, and included in this report as Attachment A, be prohibited in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, except for the following:
 - a. Tram at the tram stop
 - b. Tramway service vehicles
 - c. Authorised vehicles for street cleaning and street maintenance purposes.
 - d. Emergency vehicles.
12. Approves that vehicles are restricted from entering the Shared Zone, if the Shared Zone is approved in recommendation 9 above, in accordance with Clause 19 of the Christchurch City Council Traffic & Parking Bylaw 2017. Vehicles that are exempt from this restriction are street cleaning and maintenance vehicles, emergency vehicles, trams and tramway service vehicles.

Existing Roadway linking High Street and Manchester Street, located on the north side of the Lichfield Street / Manchester Street intersection

13. Approves that any previously approved resolutions on that section of roadway that links High Street to Manchester Street on the north side of the Lichfield Street / Manchester Street intersection, pertaining to traffic controls (including the speed limit), parking restrictions, and stopping restrictions made pursuant to any bylaw, to the extent that they are in conflict with the traffic controls, parking and stopping resolutions described in recommendations 14-18 below, are revoked.

New Roadway linking High Street and Manchester Street, located on the north side of the Lichfield Street / Manchester Street intersection

14. Approves all kerb alignments, road surface treatments and road markings, on that section of roadway which links High Street with Manchester Street, located on the north side of the Lichfield Street / Manchester Street intersection as detailed on plan TG138401, sheet 1 of 2, dated 9 September 2020 and attached to this report as **Attachment A**.
15. Approves that the speed limit on that section of roadway that links High Street to Manchester Street on the north side of the Lichfield Street / Manchester Street intersection, be set at

10 km/h, in accordance with Clause 27 of the Christchurch City Council Traffic & Parking Bylaw 2017.

16. Approves that the western approach to Manchester Street of the roadway on the north side of the Lichfield Street / Manchester Street intersection, that links High Street to Manchester Street, be restricted to left turn movements only, in accordance with Clause 17 of the Christchurch City Council Traffic & Parking Bylaw 2017, as detailed on plan TG 138401, sheet 1 of 2, dated 9 September 2020 and attached in this report as **Attachment A**.
17. Approves that the east approach to High Street of the roadway on the north side of the Lichfield Street / Manchester Street intersection, that links Manchester Street to High Street, be controlled by a Give Way, in accordance with Section 10.4 of the Land Transport Rule – Traffic Control devices: 2004, and as detailed on plan TG 138401, sheet 1 of 2, dated 9 September 2020 and attached in this report as **Attachment A**.
18. Approves all stopping and parking restrictions on that section of roadway that links High Street to Manchester Street on the north side of the Lichfield Street / Manchester Street intersection, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017, as detailed on plan TG 138401, sheet 1 of 2, dated 9 September 2020 and attached to this report as **Attachment A**.

Existing High Street, Tuam Street to its roadway intersection with Manchester Street, just south of Lichfield Street

19. Approves that any previously approved resolutions on High Street, commencing at its intersection with Tuam Street and extending in a north, north-westerly and then westerly direction to its roadway intersection with Manchester Street, pertaining to traffic controls (including the speed limit), parking restrictions, and stopping restrictions made pursuant to any bylaw, to the extent that they are in conflict with the traffic controls, parking and stopping resolutions described in recommendations 20-28 below, are revoked.

New High Street, Tuam Street to its roadway intersection with Manchester Street, just south of Lichfield Street.

20. Approves all kerb alignments, road surface treatments, tram track alignment and road markings on High Street, commencing at its intersection with Tuam Street, and extending in a north, north-westerly and then westerly direction to its roadway intersection with Manchester Street as detailed on plan TG 138401, sheet 2 of 2 dated 9 September 2020 and attached to this report as **Attachment B**.
21. Approves that the speed limit on High Street, commencing at its intersection with Tuam Street and extending in a north, north-westerly and then westerly direction to its roadway intersection with Manchester Street, be set at 10 km/h, in accordance with Clause 27 of the Christchurch City Council Traffic & Parking Bylaw 2017.
22. Approves that the section of High Street that commences at the Lichfield Street / Manchester Street intersection and extends in a south easterly direction for a distance of 13 metres, to be a Special Vehicle Lane, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, and in accordance with the Land Transport Rule – Traffic Control Devices 2004, Section 11.3 (1) (b), for the use of northwest bound trams, tramway support vehicles and Council authorised service vehicles only, as detailed on plan TG 138401, sheet 2 of 2, dated 9 September 2020 and attached to this report as **Attachment B**.
23. Approves that the speed limit on that part of High Street, if approved as a Special Vehicle Lane in recommendation 22 above, be set at 10 km/h, in accordance with Clause 27 of the Christchurch City Council Traffic & Parking Bylaw 2017.

24. Approves that a Special Vehicle Lane in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017, be created on the southwest side of High Street, between Tuam Street and Manchester Street for the use of north westbound cycles only as detailed on plan TG 138401, sheet 2 of 2, dated 9 September 2020 and included in this report as **Attachment B**.
25. Approves that the east approach to Manchester Street of the Tuam Street roadway on the south side of the Lichfield Street and Manchester Street intersection, be controlled by a Give Way, in accordance with Section 10.4 of the Land Transport Rule – Traffic Control Devices: 2004, and as detailed on plan TG 138401, sheet 2 of 2, dated 9 September 2020 and included in this report as **Attachment B**.
26. Approves that High Street be controlled by a Give Way at a point eight metres east of its intersection with Manchester Street, for eastbound and then southeast bound traffic, in accordance with Section 10.4 of the Land Transport Rule – Traffic Control Devices: 2004, and as detailed on plan TG 138401, sheet 2 of 2, dated 9 September 2020 and included in this report as **Attachment B**.
27. Approves that the eastern approach to Manchester Street of the High Street roadway on the south side of the Lichfield Street and Manchester Street intersection, be restricted to left turn movements only, in accordance with Clause 17 of the Christchurch City Council Traffic & Parking Bylaw 2017, as detailed on plan TG 138401, sheet 2 of 2, dated 9 September 2020 and attached to this report as **Attachment B**.
28. Approves all stopping and parking restrictions on High Street, commencing at its intersection with Tuam Street, and extending in a northerly, north-westerly, and then westerly direction to its roadway intersection with Manchester Street, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017 and as detailed on plan TG 138401, sheet 2 of 2, dated 9 September 2020 and attached to this report as **Attachment B**.

Existing Tuam Street, west of the High Street Intersections to east of the High Street intersections.

29. Approves that any previously approved resolutions on Tuam Street commencing at a point 61 metres east of its intersection with Manchester Street and extending in an easterly direction for a distance of 94 metres pertaining to traffic controls (including any intersection controls), parking restrictions, and stopping restrictions made pursuant to any bylaw, to the extent that they are in conflict with the traffic controls, parking and stopping resolutions described in recommendations 30-48 below, are revoked.

New Tuam Street, west of the High Street Intersections to east of the High Street intersections.

30. Approves all kerb alignments, road surface treatments and road markings on Tuam Street, commencing at a point 61 metres east of its intersection with Manchester Street and extending in an easterly direction for a distance of 94 metres as detailed on plan TG 138401, sheet 2 of 2, dated 9 September 2020 and attached to this report as **Attachment B**.
31. Approves that a Stop Control be placed on the north approach of High Street, at its intersection with Tuam Street, in accordance with Section 10.2 of the Land Transport Rule – Traffic Control devices: 2004.
32. Approves that a Stop Control be placed on the south approach of High Street, at its intersection with Tuam Street, in accordance with Section 10.2 of the Land Transport Rule – Traffic Control devices: 2004.

33. Approves that a Stop Control be placed on the north approach of Poplar Street, at its intersection with Tuam Street, in accordance with Section 10.2 of the Land Transport Rule – Traffic Control devices: 2004.
34. Approves that the left turn movement from the Tuam Street west approach into Poplar Street is restricted for all vehicles in accordance with Clause 17 of the Christchurch City Council Traffic & Parking Bylaw 2017 and as detailed on plan TG 138401, sheet 2 of 2, dated 9 September 2020 and attached to this report as **Attachment B**.
35. Approves that the left turn movement from the High Street south approach into Tuam Street is restricted for all vehicles in accordance with Clause 17 of the Christchurch City Council Traffic & Parking Bylaw 2017 and as detailed on plan TG 138401, sheet 2 of 2, dated 9 September 2020 and attached to this report as **Attachment B**.
36. Approves that the right turn movement from the High Street north approach into Tuam Street is restricted for all vehicles in accordance with Clause 17 of the Christchurch City Council Traffic & Parking Bylaw 2017 and as detailed on plan TG 138401, sheet 2 of 2, dated 9 September 2020 and attached to this report as **Attachment B**.
37. Approves that the right turn movement from the Poplar Street north approach into Tuam Street is restricted for all vehicles in accordance with Clause 17 of the Christchurch City Council Traffic & Parking Bylaw 2017 and as detailed on plan TG 138401, sheet 2 of 2, dated 9 September 2020 and attached to this report as **Attachment B**.
38. Approves that a special vehicle lane for the use of eastbound cycles only, be established on the north side of Tuam Street commencing at a point 61 metres east of its intersection with Manchester Street and extending in an easterly direction for a distance of 94 metres, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017 and as detailed on plan TG 138401, sheet 2 of 2, dated 9 September 2020 and attached to this report as **Attachment B**.
39. Approves that a special vehicle lane for the use of westbound cycles only, be established on the north side of Tuam Street commencing at a point 109 metres west of its intersection with Madras Street and extending in a westerly direction for a distance of 19 metres, in accordance with Clause 18 of the Christchurch City Council Traffic & Parking Bylaw 2017 and as detailed on plan TG 138401, sheet 2 of 2, dated 9 September 2020 and included in this report as **Attachment B**.
40. Approves that the westbound special vehicle lane (cycle lane) on the north side of Tuam Street, be controlled by a Give Way at its intersection with High Street, in accordance with Section 10.4 of the Land Transport Rule – Traffic Control Devices: 2004, and as detailed on plan TG 138401, sheet 2 of 2, dated 9 September 2020 and included in this report as **Attachment B**.
41. Approves that Tuam Street be one way west to east for all road users (except cycles between the signalised cycle crossing and the High Street (north) and Tuam Street intersection), in accordance with Clause 16 of the Christchurch City Council Traffic & Parking Bylaw 2017, commencing at a point 61 metres east of its intersection with Manchester Street and extending in an easterly direction for a distance of 94 metres. This one way section is to be added to the Register of One Way Streets in the Christchurch City Council Traffic & Parking bylaw 2017.
42. Approves that, that portion of legal road reserve, on which the tram enters from Poplar Street and exits onto High Street, be declared a Shared Zone, in accordance with Clause 20 of the Christchurch City Council Traffic & Parking Bylaw 2017 for the use of pedestrians, generally westbound tram vehicles, tram support vehicles and Council authorised services vehicles only, as detailed on plan TG 138401, sheet 2 of 2, dated 9 September 2020 and included in this report as **Attachment B**.

43. Approves that stopping or parking in any part of the Shared Zone, if approved in recommendation 38 above, be prohibited in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017 except for:
 - a. Trams at the tram stop
 - b. Tramway service vehicles
 - c. Authorised vehicles for street cleaning and street maintenance purposes
 - d. Emergency vehicles.
44. Approves that a signalised cycle crossing be installed on Tuam Street, located four metres west of its intersection with Poplar Street, in accordance with Section 6.4 (12) of the Land Transport Rule – Traffic Control Devices: 2004 as detailed on plan TG 138401, sheet 2 of 2, dated 9 September 2020 and attached to this report as **Attachment B**.
45. Approves that a signalised pedestrian crossing be installed on Tuam Street, located seven metres west of its intersection with Poplar Street, in accordance with Section 8.5 of the Land Transport Rule – Traffic Control Devices: 2004 and as detailed on plan TG 138401, sheet 2 of 2, dated 9 September 2020 and attached to this report as **Attachment B**.
46. Approves that a zebra pedestrian crossing be installed on the special vehicle lanes (eastbound and westbound, Tuam Street cycle lanes), located on the north side of Tuam Street and seven metres west of its intersection with Poplar Street, in accordance with Section 8.2 of the Land Transport Rule – Traffic Control Devices: 2004 and as detailed on plan TG 138401, sheet 2 of 2, dated 9 September 2020 and attached to this report as **Attachment B**.
47. Approves that the Tuam Street west approach left turn movement at its intersection with High Street be controlled by a Give Way, in accordance with Section 10.2 of the Land Transport Rule – Traffic Control Devices: 2004 and as detailed on plan TG 138401, sheet 2 of 2, dated 9 September 2020 and attached to this report as **Attachment B**.
48. Approves all stopping and parking restrictions on Tuam Street, commencing at a point 61metres east of its intersection with Manchester Street, and extending in an easterly direction for a distance of 94 metres, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017 and as detailed on plan TG 138401, sheet 2 of 2, dated 9 September 2020 and attached to this report as **Attachment B**.

Existing High Street, Tuam Street to south-eastern extent of Project

49. Approves that any previously approved resolutions on High Street, commencing at its intersection with Tuam Street and extending in a southerly direction for a distance of 21 metres, pertaining to traffic controls (excluding the speed limit), parking restrictions, and stopping restrictions made pursuant to any bylaw, to the extent that they are in conflict with the traffic controls, parking and stopping resolutions described in recommendations 51-55 below, are revoked.
50. Approves that the speed limit on High Street, commencing at its intersection with Tuam Street and extending in a south easterly direction to its intersection with Madras Street, be revoked.

New High Street, Tuam Street to south-eastern extent of Project

51. Approves all kerb alignments, road surface treatments and road markings on High Street commencing at its intersection with Tuam Street, and extending in a southerly direction for a distance of 21 metres as detailed on plan TG 138401, sheet 2 of 2, dated 9 September 2020 and attached to this report as **Attachment B**.
52. Approves that the speed limit on High Street, commencing at its intersection with Tuam Street and extending in a south easterly direction to its intersection with Madras Street, be set at

10 km/h, in accordance with Clause 27 of the Christchurch City Council Traffic & Parking Bylaw 2017.

53. Approves that a bi-directional cycle path, in accordance with Clause 21 of the Christchurch City Council Traffic & Parking Bylaw 2017, be created on the northwest side of High Street, commencing at the southern kerb line of Tuam Street (at the signalised cycle crossing) and extending in a south-easterly direction, as detailed on plan TG 138401, sheet 2 of 2, dated 9 September 2020 and attached to this report as **Attachment B**.
54. Approves that southeast bound cyclists on the bi-directional cycle path on the northwest side of High Street, be controlled by a Give Way, in accordance with Section 10.2 of the Land Transport Rule –Traffic Control Devices: 2004, and as detailed on plan TG 138401, sheet 2 of 2, dated 9 September 2020 and attached to this report as **Attachment B**.
55. Approves all stopping and parking restrictions on High Street, commencing at its intersection with Tuam Street, and extending in a south-easterly direction for a distance of 21 metres, in accordance with Clause 7 of the Christchurch City Council Traffic & Parking Bylaw 2017 and as detailed on plan TG 138401, sheet 2 of 2, dated 9 September 2020 and attached to this report as **Attachment B**.

Existing Lichfield Street, Manchester Street to eastern extent of Project

56. Approves that any previously approved resolutions on High Street, commencing at its intersection with Manchester Street and extending in an easterly direction for a distance of 78 metres, pertaining to parking restrictions, and stopping restrictions made pursuant to any bylaw, to the extent that they are in conflict with the parking and stopping resolutions described in recommendations 57-61 below, are revoked.

New Lichfield Street, Manchester Street to eastern extent of Project

57. Approves that the stopping of vehicles be prohibited at any time, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, on the south side of Lichfield Street commencing at its intersection with Manchester Street and extending in an easterly direction for a distance of 41 metres, .
58. Approves that a Loading Zone be installed on the south side of Lichfield Street, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, commencing at a point 41 metres east of its intersection with Manchester Street, and extending in an easterly direction for a distance of 15 metres. This Loading Zone is further restricted to a maximum period of loading for five minutes and applies between 6:00am and 8:00pm, on any day.
59. Approves that a Bus Park be installed on the south side of Lichfield Street, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, commencing at a point 56 metres east of its intersection with Manchester Street, and extending in an easterly direction for a distance of 14 metres. This Bus Park restriction applies between 6:00am and 8:00pm, on any day.
60. Approves that a Small Passenger Service Vehicle Stand (Taxi Stand) be created on the south side of Lichfield Street, in accordance with Clause 7 of the Christchurch City Council Traffic and Parking Bylaw 2017, commencing at a point 41 metres east of its intersection with Manchester Street and extending in an easterly direction for a distance of 29 metres. This Taxi Stand restriction is to apply on any day, between 8:00pm and 6:00am the following day, on any day.
61. Approves that the stopping of vehicles be prohibited at any time on the south side of Lichfield Street, in accordance with Clause 7 of the Christchurch City Council Traffic and

Parking Bylaw 2017, commencing at a point 70 metres east of its intersection with Manchester Street and extending in an easterly direction for a distance of eight metres.

Resolutions to take effect.

62. Approves that these Traffic, Parking and Stopping resolutions take effect when signage, road marking, reconstructed roadway and kerbs that evidence the restrictions are in place (or removed in the case of revocations).

Street Trees and other matters

63. Notes that the following existing street trees are to be removed, and will be supplemented by new trees included in the design:
- a. Tree outside 225 High Street. The tree is in poor condition and will be replaced with the same species of tree in the same location.
 - b. Tree outside 211 High Street. This tree is in the location of a proposed new vehicle crossing.
 - c. Tree outside 215F High Street. The tree is in the proposed new kerb.
 - d. Tree outside 170 High Street. The tree is in poor condition and will be replaced with the same species of tree in the same location.
 - e. Tree outside 172 High Street. The tree is in poor condition and will be replaced in a nearby location.
 - f. Tree outside 178 High Street. The tree is in poor condition and will be replaced in a nearby location.
64. Notes that the Barnes Dance crossing for the Manchester Street / Lichfield Street / High Street intersection will be investigated and reported back to Council as part of the Lichfield Street (Madras – Manchester) project.
65. Notes that the interaction between cyclists and cars at the High Street / St Asaph Street / Madras Street intersection will be addressed and reported to Council as part of the separate project for High Street (Tuam – St Asaph).

Councillor McLellan/Councillor Gough

Carried

Councillor Johanson requested that his vote against the resolutions be recorded.

31. Public Street Enclosures Policy - Level 4 Enclosure applications (Riverside Market)

Council Resolved CNCL/2021/00063

Officer recommendations adopted without change.

That the Council:

- 1. Notes that an application has been received from Riverside Market (96 -100 Oxford Terrace) to erect a canopy structure for outdoor dining on legal road outside the Market.
- 2. Agree that the proposed canopy structure for the outdoor dining enclosure at Riverside Market constitutes a Level 4 enclosure under the Public Street Enclosures Policy 2006, which is not permitted by that policy and there is no staff delegation for a decision.

Council
08 April 2021

Christchurch
City Council 

3. Delegates authority to the Head of Transport to:
 - a. decide whether to approve the licence for a Level 4 enclosure at Riverside Market, making any determinations required by section 80 of the Local Government Act 2002 and including any conditions considered appropriate, if the licence is approved.
 - b. decide whether to approve any application for a Level 4 enclosure, make any determinations required by section 80 of the Local Government Act 2002 and include any conditions considered appropriate, if a licence is approved, for 12 months (i.e. to expire 7 April 2022) or earlier if the review of the Public Street Enclosures Policy 2006 is completed.

Mayor/Deputy Mayor

Carried

32.21. Mayor's Monthly Report March 2021

Council Resolved CNCL/2021/00064

Mayor's recommendations adopted without change.

That the Council:

1. Receive the information in this report.
2. Note that the report mentions that the Government is seeking nominations for an Implementation Oversight Advisory Group to offer advice on its response to the Royal Commission of Inquiry into the 2019 Christchurch terror attacks.
3. Endorses the nomination of Principal Advisor Community Partnerships and Planning, Claire Appleby Phillips, to the Royal Commission of Inquiry Implementation Oversight Advisory Group.
4. Adopt the resolution approving Vbase Limited name being changed to Venues Ōtautahi Limited and authorise the Mayor and Chief Executive to sign this resolution on behalf of the Council.

Mayor/Councillor Chen

Carried

Councillor Scandrett declared an interest and took no part in the discussion or voting on this item.

19. Draft Submission on Environment Canterbury's Long Term Plan 2021-31

The Council resumed consideration of this item, and discussion on additions to its submission relating to groundwater monitoring and nitrates, the inner city free shuttle and air quality monitoring. Staff provided proposed wording for inclusion in the submission.

An amendment was moved by Councillor MacDonald, seconded by Councillor Keown, that an additional point be added to the submission regarding fiscal restraint with the proposed rate increases.

The Council decision approved the draft submission with the amendments discussed and final wording to be approved by the Mayor and Chief Executive. The Council agreed to be heard in support of its submission.

Officer Recommendations

That the Council:

1. Approve the draft submission to Environment Canterbury on their proposed Long Term Plan 2021-31 (Attachment A).
2. Decide whether it wishes to be heard in respect of its submission.

An amendment was moved by Councillor MacDonald, seconded by Councillor Keown

That the following be added to the Council's submission:

Fiscal Restraint

We are concerned by the proposed rate increases across the region, noting that this will vary by rateable unit. We would request that as elected members you direct Environment Canterbury staff to reduce this additional rating burden by finding further operational savings. We believe a significant reduction in this increase would demonstrate a fiscal restraint that would be welcomed by ratepayers not only here in Christchurch, but Canterbury wide.

Councillor MacDonald/Councillor Keown

Lost

Council Resolved CNCL/2021/00065

That the Council:

1. Approve the draft submission to Environment Canterbury with the amendments discussed, on their proposed Long Term Plan 2021-31 (Attachment A), with the final wording approved by the Mayor and Chief Executive.
2. Agree that it be heard in support of its submission, and delegate to the Mayor and Deputy Mayor to determine representation.

Councillor Cotter/Councillor Coker

Carried

Councillors Chu, Gough, Keown, Mauger and MacDonald requested that their votes against the resolutions be recorded.

21. Resolution to Exclude the Public

Council Resolved CNCL/2021/00066

That at 12.58pm the resolution to exclude the public set out on pages 167 to 171 of the agenda be adopted.

Mayor/Councillor Cotter

Carried

Councillor Johanson requested his vote against the motion be recorded.

The public were re-admitted to the meeting at 3.19pm.

Karakia Whakamutunga: Given by Councillor Cotter.

Meeting concluded at 3.21pm.

CONFIRMED THIS 13TH DAY OF MAY 2021.

**MAYOR LIANNE DALZIEL
CHAIRPERSON**

6. Monthly Report from the Community Boards - April 2021

Reference / Te Tohutoro: 21/424208

Report of / Te Pou Matua: The Chairpersons of all Community Boards

General Manager / Mary Richardson, General Manager, Citizens and Community

Pouwhakarae: mary.richardson@ccc.govt.nz

1. Purpose of Report / Te Pūtake Pūrongo

The purpose of this report is to provide the Council with an overview of initiatives and issues recently considered by the Community Boards. This report attaches the most recent Community Board Area Report included in each Boards public meeting. Please see the individual agendas for the attachments to each report.

Each Board will present important matters from their respective areas during the consideration of this report and these presentations will be published with the Council minutes after the meeting.

2. Community Board Recommendations

That the Council:

1. Receive the Monthly Report from the Community Boards April 2021.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	Waikura/Linwood-Central-Heathcote Community Board Area Report April 2021	28
B ↓	Waipapa/Papanui-Innes Community Board Area Report April 2021	38
C ↓	Waihoru/Spreydon-Cashmere Community Board Area Report April 2021	49
D ↓	Te Pātaka o Rākaihautū/Banks Peninsula Community Board Area Report April 2021	55
E ↓	Waitai/Coastal-Burwood Community Board Area Report April 2021	62
F ↓	Waimāero/Fendalton-Waimairi-Harewood Community Board April 2021	68
G ↓	Waipuna/Halswell-Hornby-Riccarton Community Board Area Report April 2021	74

Waikura/Linwood-Central-Heathcote Community Board
28 April 2021



9. Waikura/Linwood-Central-Heathcote Community Board Area Report - April 2021

Reference / Te Tohutoro: 21/211642

Report of / Te Pou Arohanui Grace, Community Governance Manager

Matua: arohanui.grace@ccc.govt.nz

General Manager / Mary Richardson, Citizens and Community

Pouwhakarae: mary.richardson@ccc.govt.nz

1. Purpose of Report / Te Pūtake Pūrongo

This report provides the Board with an overview on initiatives and issues current within the Community Board area.

2. Officer Recommendations / Ngā Tūtohu

That the Waikura/Linwood-Central-Heathcote Community Board:

1. Receive the Waikura/Linwood-Central-Heathcote Community Board Area Report for April 2021.

3. Community Support, Governance and Partnership Activity

3.1 Community Governance Projects

Activity	Detail	Timeline	Strategic Alignment
Community Events	The Walking Festival 2021 will be held in the Easter school holidays. Featuring 55 walks in total, 17 of which are based in the Waikura/Linwood-Central-Heathcote Community Board area, the festival is aimed at showcasing some great places to walk in the area and inspire more people to get outdoors and walk regularly.	17 April – 2 May	Community wellbeing is supported and improved
	Central Hoops - Following the success of the Hoops pilot at the Youth Space as part of the FRESH event, YCD, CCC and Gap Filler are joining together to hold a 3v3 youth basketball Tournament at the same site.	21 April	Community wellbeing is supported and improved
	EDEN , Earth Day Eastern is a new initiative from Bromley Community Trust which will mark this year's Earth Day with an event which will showcase different options to live more sustainably. The event will	22 April	Community wellbeing is supported and improved

Waikura/Linwood-Central-Heathcote Community Board
28 April 2021

	also feature Hoops in the Bronx , including a youth basketball 3v3 tournament and an inaugural wheelchair hoops competition.		
	Adventure on Te Ara Ihutai Christchurch Coastal Pathway walk is part of the Walking Festival but an event in its own right. Delivered by the Avon-Heathcote Ihutai Estuary Trust the walk starts at Mt Pleasant Community Centre, and follows the coastal pathway all the way Scarborough Beach, with a scavenger hunt, fun activities and guest speakers along the way.	24 April	Community wellbeing is supported and improved

- 3.2 **Community Ward Profiles** - The Community Governance Teams across the city have recently completed ward-based Community Profiles. These profiles are a continuation of the work that was done following the 2011 earthquake when central government asked the Community Support Unit to profile the worst effected suburbs across the city. The project was then extended to include all suburbs across the city being profiled on an annual basis, with the last ones being completed in 2014.

Following feedback from both internal and external stakeholders on how useful the profiles were, and to assist with planning and prioritising of local issues, the Community Support, Governance and Partnerships Unit has refreshed the profiles and created one for each ward.

The profiles are a 'snapshot' of the community at a particular point in time and include information on key demographics, community infrastructure, community capacity and key issues. The profiles will be updated yearly.

Profiles for the Linwood, Central and Heathcote wards are attached (**Attachment A**).

- 3.3 **Meeting with School Principals** - The Board held its first breakfast meeting of the year with the Board Area school principals on 24 February 2021. A presentation was given on the Council's School Travel Planning programme.

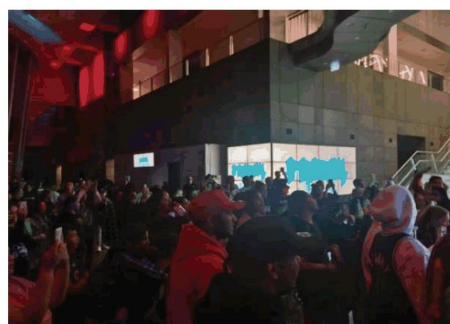
- 3.4 **Community Funding Summary**

3.4.1 **Youth Dance Party**

The second event in the FRESH series was held at Te Puna o Waiwhetū Christchurch Art Gallery on Saturday 13 February 2021. The event was planned and hosted by Youth and Cultural Development (YCD) working alongside Council staff, the Christchurch Youth Council and VOYCE Whakaronga Mai. Around 300 rangatahi were in attendance and the evening included performances from local up and coming young artists as well as Christchurch's celebrity rapper Scribe who delighted the crowd with a couple of his best-known tracks.

Waikura/Linwood-Central-Heathcote Community Board
28 April 2021

YCD are now working on their next two youth events; a Pool Party at Waltham on the 28 March 2021, Central Hoops at the Youth Space on 21 April 2021 and LYFE Ball on 15 May 2021 at Woolston Club.



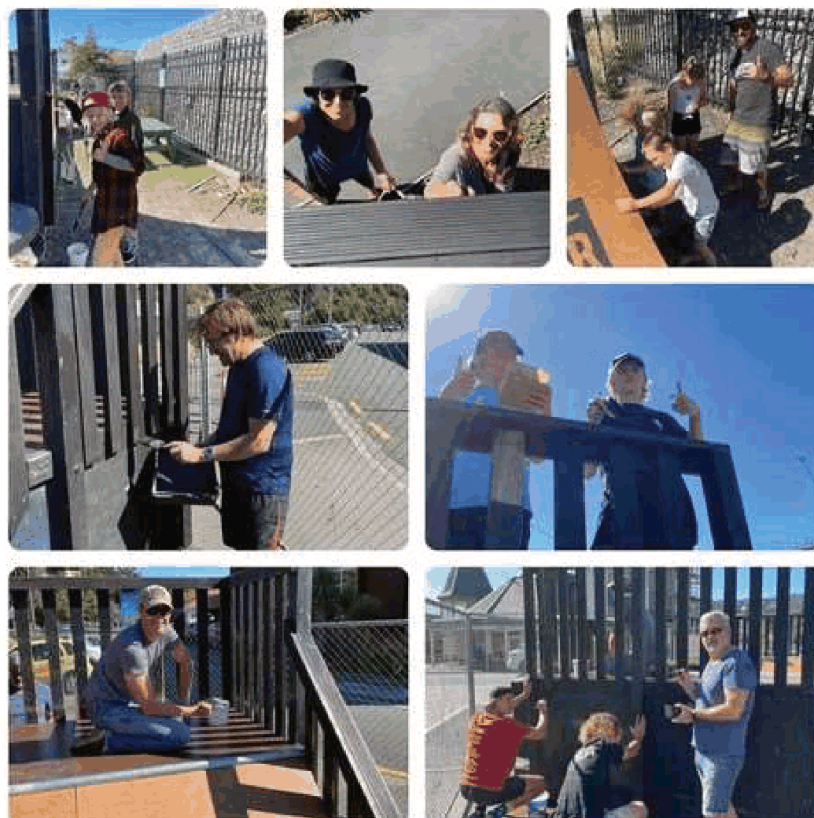
3.4.2 **Sumner Skate Ramp**

The community at Sumner were welcomed back to the newly refurbished Sumner Skate Ramp on Saturday 11 April. With funding from the Waikura/Linwood-Central-Heathcote

Waikura/Linwood-Central-Heathcote Community Board
28 April 2021

Community Board the group were able to get the materials required to replace the skate surface and fix the fencing and lower supports making the ramp once again safe for use.

Once the repairs were complete, Sumner Community Residents Association held a painting bee on Saturday 13 March where skaters from the community were invited to help put the finishing touches to the ramp before its relaunch. The ramp is now back in action and continues to attract hundreds of skaters every week.



3.4.3 Edible and Sustainable Garden Awards 2021

The Waikura/Linwood-Central-Heathcote Community Board allocated funding for Edible and Sustainable Garden Award ceremony, scheduled on 4 March 2021 however the event was cancelled owing to COVID alert level 2. Some Community Board members and Community Governance team members delivered the award certificates and prizes to the recipients' garden locations. Photos were taken and sent to the recipients for displaying on their individual/ community groups' social media. Photos were also sent to the biggest prize sponsor, the Orderings, for their media release.

Waikura/Linwood-Central-Heathcote Community Board
28 April 2021



3.4.4 **Community Board Discretionary Response Fund 2020-21**

- Discretionary Response Fund unallocated balance for 2020/21 is \$44,315.00.
- Youth Development Fund unallocated balance for 2020/21 is \$3,700.
- Light Bulb Moments Fund unallocated balance for 2020/21 is \$3,400.

3.4.5 The 2020/21 Discretionary Response Funding Spreadsheet is attached. **(Attachment B).**

3.4.6 **2019-20 Strengthening Communities Funding** - A summary of the End of Project Reports for the 2019-20 Strengthening Communities Fund is attached. **(Attachment C).**

3.5 **Participation in and Contribution to Decision Making**

3.5.1 **Report back on other Activities contributing to Community Board Plan [for items not included in the above table but are included in Community Board Plan]**

- A six monthly status update on the progress against the outcomes for the Community Board Plan was reported back to the Board at its 1 February 2021 meeting. The next update will be presented to the Board in August 2021.
- **Eastside Tākaro Network** - After receiving feedback from groups that they would like more opportunity to connect with other sporting codes and work more

Waikura/Linwood-Central-Heathcote Community Board
28 April 2021

collaboratively; this initiative aims to bring together a range of sports associations and recreation providers to form a network.

An initial session as a pilot for the network was held on the 23 February 2021 with twelve people in attendance from nine different organisations. The group set the kaupapa for this network, dates and timings for future hui, decided on the structure and agreed on some key themes they would like to cover in the next series of sessions.

Staff have since heard from other organisations who could not make the first hui but were keen to be part of the network. The theme for the next session will be on funding in anticipation of the up-coming Strengthening Communities Funding round.

3.5.2 Council Engagement and Consultation.

- **Community Board Newsletter** – Social media promotion of community board newsletters was held in February 2021 through the Council's Facebook page and within various community Facebook pages. The posts have been well-received and to date there has been an increase of 50 new subscribers to the Waikura/Linwood-Central-Heathcote Community Board newsletter bringing the total of subscribers to 744.
- **Environment Canterbury Draft Long Term Plan 2021-31** – The Board provided the following comment for input into the Council's submission on the Environment Canterbury Draft Long Term Plan.
 - **Enviroschools Programme** – the Board supports the concept of Environ Schools, and wishes that schools to be involved in the programme.
 - **Air Quality Level of Service** – The Board wishes to see Environment Canterbury to respond in a timely manner to residents' concerns/complaints in relation to air discharges, odours, etc.
 - **Cost Recovery from Consent Holders** – The Board would like to see full cost recovery from consent holders for monitoring and compliance and the cost burden not put on ratepayers.
 - **Public Transport** – The Board supports the reinstatement and enhancement of bus services in the east of the city, especially Linwood ward.
- **Have your Say** – at the time of writing the report the following consultations were open within the Community Board Area and city-wide consultation:

Topic	Closing Date	Link
Te Mahere Rautaki Kaurera – Council Draft Long Term Plan 2021-31	18 April 2021	https://ccc.govt.nz/the-council/consultations-and-submissions/haveyoursay/show/386
Draft Development Contributions Policy 2021	18 April 2021	https://ccc.govt.nz/the-council/consultations-and-submissions/haveyoursay/show/398
Draft Ōtautahi Christchurch Climate Change Strategy 2021	25 April 2021	https://ccc.govt.nz/the-council/consultations-and-submissions/haveyoursay/show/395

Waikura/Linwood-Central-Heathcote Community Board
28 April 2021

Topic	Closing Date	Link
Representation Review Initial Proposal 2021	16 May 2021	https://ccc.govt.nz/the-council/consultations-and-submissions/haveyoursay/show/396
Ferry Road Cycleway Trial	31 January 2022	https://ccc.govt.nz/the-council/consultations-and-submissions/haveyoursay/show/379

- **Board Submissions Committee** –the Board’s Submission Committee met on 31 March 2021 to formulate the following Board submissions:
 - Christchurch City Council’s Draft Long Term Plan 2021-31.
 - Christchurch City Council’s Draft Development Contributions Policy Review 2021.
 - Draft Ōtautahi Christchurch Climate Change Strategy 2021.
 - Christchurch Representation Review.
 - Christchurch District Plan Change 4 – Short Term Accommodation (Board’s Oral Submission). The hearing for Plan Change 4 is to be held on Monday 17 May 2021.

4. Governance Advice

- 4.1 The Board reported to the Council’s 11 March meeting giving an update on the decisions and work of the Board during February.
- 4.1.1 The Board advocated to the Council on the following:
- The issues of Garlands Road and Radley Street Intersection Issues which have been
 - The Board’s support of a community proposal for a cycleway connection on Stanmore Road from Worcester Street to Avonside Drive. The Urban Development and Transport Committee received a public forum presentation on the proposal at its 10 March 2021 meeting.
- 4.2 **Greening the East Development Plan** – The Board at its 31 March 2021 approved the Greening the East Development Plan.
- 4.3 **Board’s Quarterly Workshops** – The Board discussed the Board’s quarterly workshops dates and times during the formation of the Board’s 2021 meeting schedule. Prior to the Board confirming its 2021 meeting schedule the Board were advised on 18 December 2020 of the proposed meeting dates, and times. Some Board members have advised that they will not be available to attend the quarterly workshops. The Board is asked to discuss this matter and provided direction for staff.

5. Advice Provided to the Community Board

- 5.1 **CoastSnap Project** – Memorandum giving an update on the CoastSnap Project with installations at Te Onepoto/Taylor’s Mistake and Kaiaua/New Brighton Pier. (**Attachment D**).
- 5.2 **Te Ara Ihutai Coastal Pathway** – Memorandum in reply to the Board’s 4 November 2020 briefing request for staff advice on the preconstruction and post construction safety audit of the

Waikura/Linwood-Central-Heathcote Community Board
28 April 2021



- Moncks Bay section of Te Ara Ihutai Coastal Pathway and a map of the current speed zones from the causeway through to Rapanui Cave Road. (Attachment E).*
- 5.3 **Colourful Cashel** – Memorandum advising on the installation of pavement art and roadway art to support the upcoming Christchurch Pride Events (5 March – 14 March). **(Attachment F).**
- 5.4 **Central City Residential Programme** – Memorandum advising on the progress of the Central City Residential Programme **(Attachment G).**
- 5.5 **Aldred Reserve – Play Facilities** - Memorandum updating that the play facilities upgrade in Aldred Reserve is now on hold. **(Attachment H).**
- 5.6 **Kiwirail Bridge 7 Replacement Landscape Plan** - Memorandum in reply to the Board's 20 October 2020 request: *The Board agreed to request staff advice on the landscaping that is planned for the Kiwirail Bridge 7 Replacement Project. (Attachment I).*
- 5.7 **Stability of Landscaping Boulders** – Memorandum in reply to the Board's 1 February 2021 request: *Agreed to request staff advice on the use of large landscaping boulders and structures being placed on steep streets on property boundaries. (Attachment J).*
- 5.8 **Charlesworth Reserve** – Memorandum advising of public consultation on a proposed variation to the lease held by the Green Effect Trust for the Trees of Canterbury native plant nursery. **(Attachment K).**
- 5.9 **Community Board Plan Priority: Improving Bromley's Roads, Parks and Infrastructure** – Memorandum outlining the process to date and setting out key matters to be addressed, and propose a way forward for future action. **(Attachment L).**
- 5.10 **Mecca Place – Tree Shading** – Memorandum in reply to the Board's 2 November 2020 requests: *For staff advice on the health of the Pine trees on the boundary of Cuthberts Green Reserve and for staff advice on the shade assessment of the Pine Trees on the boundary of Cuthberts Green and Mecca Place. (Attachment M).*
- 5.11 **Lancaster Park Update** – Memorandum in reply to the Board's 30 November 2020 request: *Requests staff advice on the updated plan for Lancaster Park and recent engagement. (Attachment N)*
- 5.12 **Capital Delivery Community Update –February 2021** is attached. **(Attachment O).**
- 5.13 **Graffiti Snapshot Report** – February 2021 is attached. **(Attachment P).**
- 5.14 **Parks Unit Bi-monthly Report** – March 2021 is attached. **(Attachment Q).**

Waikura/Linwood-Central-Heathcote Community Board
28 April 2021

Attachments / Ngā Tāpirihanga

No.	Title	Page
A	Linwood-Central-Heathcote Community Wards Profiles - April 2021 <i>(Under Separate Cover)</i>	
B	Waikura/Linwood-Central-Heathcote Community Board 2020-21 Discretionary Fund <i>(Under Separate Cover)</i>	
C	Waikura/Linwood-Central-Heathcote Community Board 2019-20 Strengthening Communities Fund End of Project Report <i>(Under Separate Cover)</i>	
D	Memorandum: CoastSnap Project Update 23 February 2021 <i>(Under Separate Cover)</i>	
E	Memorandum: Te Ara Ihutai Coast Pathway -Safety Audit and Speed Limit Zones 24 February 2021 <i>(Under Separate Cover)</i>	
F	Memorandum: Colourful Cashel Pride Week 2021 Project 24 February 2021 <i>(Under Separate Cover)</i>	
G	Memorandum: Central City Residential Programme Progress Update 24 February 2021 <i>(Under Separate Cover)</i>	
H	Memorandum: Aldred Reserve - Play Facilities 2 March 2021 <i>(Under Separate Cover)</i>	
I	Memorandum: Kiwirail Bridge 7 Replacement Project - Landscape Plan 5 March 2021 <i>(Under Separate Cover)</i>	
J	Memorandum: Stability of Landscaping Boulders - 11 March 2021 <i>(Under Separate Cover)</i>	
K	Memorandum: Charlesworth Reserve - Upcoming Consultation 19 March 2021 <i>(Under Separate Cover)</i>	
L	Memorandum: Community Board Plan Priority: Improving Bromley's Roads, Parks and Infrastructure - 24 March 2021 <i>(Under Separate Cover)</i>	
M	Memorandum: Mecca Place Tree Shading 25 March 2021 <i>(Under Separate Cover)</i>	
N	Memorandum: Lancaster Park Update - 26 March 2021 <i>(Under Separate Cover)</i>	
O	Linwood-Central-Heathcote Capital Delivery Community Update - February 2021 <i>(Under Separate Cover)</i>	
P	Graffiti Update - February 2021 <i>(Under Separate Cover)</i>	
Q	Waikura/Linwood-Central-Heathcote Community Board Parks Update - March 2021 <i>(Under Separate Cover)</i>	

Waikura/Linwood-Central-Heathcote Community Board
28 April 2021

Signatories / Ngā Kaiwaitohu

Authors	Liz Beaven - Community Board Advisor Rochelle Faimalo - Community Development Advisor Chien-Chi Lin - Support Officer Courtney Reid - Support Officer Sol Smith - Community Development Advisor Emily Toase - Community Recreation Advisor
Approved By	Arohanui Grace - Manager Community Governance, Linwood-Central-Heathcote Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support, Governance and Partnerships

Waipapa/Papanui-Innes Community Board
16 April 2021

Christchurch
City Council 

14. Waipapa/Papanui-Innes Community Board Area Report - March 2021

Reference / Te Tohutoro: 21/283464

Report of / Te Pou Elizabeth Hovell – Community Governance Manager

Matua: Elizabeth.Hovell@ccc.govt.nz

General Manager / Mary Richardson – General Manager Citizens and Community

Pouwhakarae: Mary.Richardson@ccc.govt.nz

1. Purpose of Report / Te Pūtake Pūrongo

This report provides the Board with an overview on initiatives and issues current within the Community Board area.

2. Officer Recommendations / Ngā Tūtohu

That the Waipapa/Papanui-Innes Community Board:

1. Receive the Waipapa/Papanui-Innes Community Board Area Report for March 2021.

3. Community Support, Governance and Partnership Activity

3.1 Community Governance Projects

Activity	Detail	Timeline	Strategic Alignment
St Albans Community Centre rebuild	Official Opening held on Saturday 10 April 2021.	Completed	Improve and support community facilities and amenity in the Papanui-Innes Wards.
Langdons Road	Safety audit requested.	Ongoing	Endorse and encourage a functioning and safe traffic network that supports a connected community.
10 Shirley Road activation	Landscape plan requested	Ongoing	Improve and support community facilities and amenity in the Papanui-Innes Wards.

3.2 St Albans Community Centre Official Opening

The official opening of the new St Albans Community Centre was a huge success on Saturday 10 April 2021. Over 80 guests consisting of the Mayor, Chief Executive, Papanui-Innes Board members, local St Albans Residents Association members, representatives from Lions International (who funded the temporary community centre building which was re-sited on MacFarlane Park for the Shirley community), the project and builder's teams and the original and current time capsule providers shared the celebrations.

Waipapa/Papanui-Innes Community Board
16 April 2021



Even the weather cooperated with the rain having passed by 10am so that the ribbon-cutting and tree-planting ceremonies were carried out in relative comfort.

A traditional Maori blessing and the St Albans School's Kapa Haka performance added to the day's events.

Refer to the full article on the Council's Newline website page by clicking on the following link [celebrations-as-new-community-centre-opens-in-st-albans](#)



3.3 Community Funding Summary

3.3.1 The 2020-2021 financial year's Positive Youth Development and Discretionary Respond Funds Balance Sheet as at 18 March 2021 is included as **Attachment A** to this report.

3.4 Participation in and Contribution to Decision Making

3.4.1 Report back on other Activities contributing to Community Board Plan [for items not included in the above table but are included in Community Board Plan]

- **School Principals Meeting Term 1**

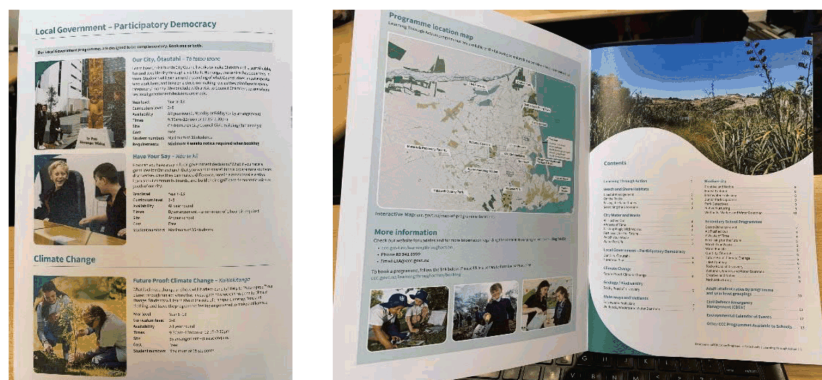
The Term 1 meeting with the Papanui-Innes ward school principals took place on Friday 19 March 2021. The Education Teacher from the Christchurch City Council's Parks Education Programme Team attended and updated the principals on the "Learning experiences outside the classroom" (LEOTC) programmes (also known as

Waipapa/Papanui-Innes Community Board
16 April 2021

Learning Through Action) available for schools. There are programmes covering topics such as governance, biodiversity, geology, city water and waste.

Particular emphasis was given to the two governance-oriented programmes "Ōtautahi, Our City – Tō tātou taone" where the key concepts are local government, active citizenship, sustainability, Council Chambers, operations, decisions, laws and future focus and "Have your say – Nāu te kii" where students learn how citizens can be engaged, how local body elections function, the key responsibilities of elected representatives (from the Mayor to community board members) and how citizens can take part in a Christchurch City Council consultation process.

The Waipapa/Papanui-Innes Community Board has also set aside some funding from their 2020-21 Discretionary Response Fund towards transport costs to enable local schools to get students to and from the Civic Offices.



WebLink: [Learning through action - list-of-programmes](#)

3.4.2 Aratupu Preschool and Whānau Hub – Mural

Message from the Chair: The new mural is now up on the fence in front of the Aratupu Preschool and Whānau Hub on Harewood Rd. Our Board was pleased to be able to help fund it, along with Creative New Zealand, and we love the symbolic link back to the native bush which once stood in Papanui. Look out for it next time you're driving past!

Waipapa/Papanui-Innes Community Board
16 April 2021



3.4.3 Shirley 'Shine' Event

Staff attended the annual Shirley SHINE event held at MacFarlane Park on Sunday 21 March 2021.

The event ran from 12-3pm on a perfect, sunny day and the Shirley Community Trust who organised the event estimated that over 1,000 attended including many families and a number of new people attending their first community event in Shirley.



The entertainment on stage featured local singers, dancers, Zumba and a school saxophone ensemble. Activities were abundant, free and well appreciated. They included: bouncy castles, archery, water rollers, crazy bikes, Imagination Station – Lego Petting Zoo, Silly Billy – animal balloons, Toy Library; Library Bus; Sporting Activators with games; Cricket Canterbury inflatable; Smoothie Bike, plus various hands-on activities at different stalls.

Positive feedback to the Trust highlighted engaged families, excellent entertainment and a harmonious, happy atmosphere enjoyed by the local community.

3.4.4 Summer with your neighbours get-together – Willowview Community Gardens

The Willowview Community Gardens group held a very successful gathering on a perfect Sunday 21 March 2021 weatherwise. The group thoroughly enjoyed the sausage sizzle and sense of community that the event provided.

Waipapa/Papanui-Innes Community Board
16 April 2021



3.4.5 Council Engagement and Consultation.

Current

- **Representation Review Initial Proposal 2021**
(closes 18 April 2021) Weblink: [RepReview Initial Proposal](#)
Community feedback on how many councillors and community board members there are, how they're elected, and what communities they represent.
- **Te Mahere Rautaki Kaurera – Our Draft Long Term Plan 2021-31**
(closes 18 April 2021) Weblink: [Our Draft Long Term Plan 2021-31](#)
The Council's Long Term Plan 2021–31 is the game plan for how, and what, the Council plans to spend over the next 10 years.
- **Draft Development Contributions Policy 2021**
(closes 18 April 2021) Weblink: [Draft Development Contributions Policy 2021](#)
Feedback is sought on the development contributions options being considered by the Council.
- **Francis Avenue Trials**
(closes 23 April 2021) Weblink: [Francis Avenue trials](#)
The Transport Planning unit has been monitoring the conditions on Francis Avenue and there has been a significant increase in traffic which requires action.
- **Draft Ōtautahi Christchurch Climate Change Strategy 2021**
(closes 25 April 2021) Weblink: [Draft Christchurch Climate Change Strategy 2021](#)
Climate change is the biggest challenge of our time. It is already affecting our weather, health and wellbeing, natural environment, taonga species, mahinga kai, food production, biosecurity, infrastructure, and the economy.
- **Cranford Street bus lane trial**
(closes 1 June 2021) Weblink: [Cranford Street bus lane trial](#)
Peak hour bus priority lanes will be installed on Cranford Street between Innes Road and Berwick Street on a trial basis. The trial will last for three months.

Waipapa/Papanui-Innes Community Board
16 April 2021

Recent

- **Residential Rehabilitative Programme – 14 Bristol Street**

(closed 25 March 2021)

Ara Poutama Aotearoa – Department of Corrections has applied for resource consent to use the existing property at 14 Bristol Street in St Albans to provide residential accommodation for men as part of a rehabilitative and re-integrative programme.

- **Thames Street Trial**

(closed 29 March 2021)

The Council has been monitoring the conditions on Thames Street since December, and there has been an increase in traffic and speeding. Action is being taken to reduce these impacts by installing a traffic calming trial.

- **Canterbury Museum and Robert McDougall Gallery Redevelopment**

(closed 6 April 2021)

Comprehensive redevelopment of the Canterbury Museum complex including the Robert McDougall Gallery.

3.5 Governance Advice

3.5.1 Positive Youth Development Fund applications

Under delegation from the Board, the Community Governance Team approved the following grants:

a. Burnside High School for Jova Waqa

\$350 was granted to Burnside High School towards Jova Waqa's attendance as a member of the Burnside High Boys' Senior A Volleyball team, to compete in the week-long event of the NZ Secondary Schools' Volleyball Championships in Palmerston North on Sunday 21 March 2021.

b. Ava Rattray

\$200 was granted to Ava Rattray towards her attendance as part of the Canterbury Athletics Age group team at the Inter-Provincial Athletics meeting in Palmerston North on Saturday 3 and Sunday 4 April 2021.

c. Sarah Powley – Inter-Provincial Athletics Meeting, Palmerston North

\$300 was granted to Sarah Powley to attend a weeklong school ecology trip organised by Eco Quest at Whakatiwai located on the Firth of Thames from 18–25 April 2021.

3.5.2 Community Ward Profiles

The Community Governance Teams across the city have recently completed ward-based community profiles. These profiles are a continuation of the work that was done following the 2011 earthquake when the Community Support Unit was asked by central government to profile the worst effected suburbs across the city. The project was then extended to include all suburbs across the city being profiled on an annual basis, with the last ones being completed in 2014.

Following feedback from both internal and external stakeholders on how useful the profiles were, and to assist with planning and prioritising of local issues, the Community

Waipapa/Papanui-Innes Community Board
16 April 2021

Support, Governance and Partnerships Unit has refreshed the profiles and created one for each ward.

The profiles are a 'snapshot' of the community at a particular point in time and include information on key demographics, community infrastructure, community capacity and key issues. They will be updated yearly.

Profiles for the Papanui (refer to **Attachment B**) and Innes (refer to **Attachment C**) wards are attached.

3.5.3 Social Enterprise opportunity for local community

When we heard the government's free healthy school lunch programme was coming to Shirley, we saw a great opportunity to invest in our community. With support from the Shirley Village Project, two local residents set up Nourish Ōraka Limited to respond to that opportunity. Under the constitution of this social enterprise, any profits generated will be used to further community development (as outlined in the attached flyer).

The initial focus is providing an opportunity for local parents to work for the living wage to provide healthy lunches to local kids. This meaningful work is within school hours and in the neighbourhood, removing two of the key barriers that contribute to high unemployment in Shirley. At this stage around 10 people will be employed in total, most of whom are mums keen to return to work, and some of whom are currently beneficiaries.

Working out of our premises, 27 Acheson Avenue, will help to revitalise a "commercial local zone" which is currently looking less than vibrant.

We'll be modelling sustainable practices to the school children by keeping things local, delivering by bicycle trailer, having reusable lunchboxes and composting waste at community gardens. In the long term we'd love to see produce grown locally for the school lunches.

We are very grateful to have received a Lotteries Covid Community Fund grant towards set up; amazing donations of labour and materials from Dunedin Housing Maintenance



Waipapa/Papanui-Innes Community Board
16 April 2021



Company, Dominion Contractors, FloorRight, and Paul Mullinger Electrician; donations of equipment from Bunnings; and many donations of kitchen equipment from residents.

4. Advice Provided to the Community Board

4.1 Information circulated to the Board:

- SWN: Northcote Road – CCTV works (*circulated 18 Mar 2021*)
- CGT: Email to Stakeholders re Representation Review Initial Proposal 2021 (*circulated 22 Mar 2021*)
- CGT: Responses to Board questions – Cranford St roadworks, parks/green spaces per population/kilometres, youth or skate facility in Redwood (*circulated 22 Mar 2021*)
- CGT: Feedback on LTP and Rep Review (*circulated 22 Mar 2021*)
- CGT: RMA/2020/2251 – 250 Westminster Street (*circulated 23 Mar 2021*)
- CGT: Final proof St Albans Community Centre Official Opening invitation (*circulated 24 Mar 2021*)
- SWN: Hoani Street – wastewater works (*circulated 25 Mar 2021*)
- SWN: Grassmere Street – wastewater works (*circulated 25 Mar 2021*)
- SWN: Perry Street – wastewater works (*circulated 25 Mar 2021*)
- CGT: Cranford Street Roundabout (*circulated 26 Mar 2021*)

4.2 Memoranda sent to the Board:

- CCC: Wheels to Wings Information Update, refer to **Attachment D** (*received 18 Mar 2021*)
- CCC: Wheels to Wings – Hearing of Submissions, refer to **Attachment E** (*received 23 March 2021*)

4.3 Environment Canterbury (Ecan) Monitoring Site

Staff have advised that:

'Ecan's originally requested site was not feasible ... as it was over the storm water infrastructure. Council staff have met with staff from Ecan and identified an alternate site on English Park. A notice to stakeholders and neighbouring residents was sent yesterday to seek their feedback. However, they are still waiting on the property unit to assign a team member to carry out formal survey and undertake a public advertisement. Hence, the timeframe is still unknown at this stage.'

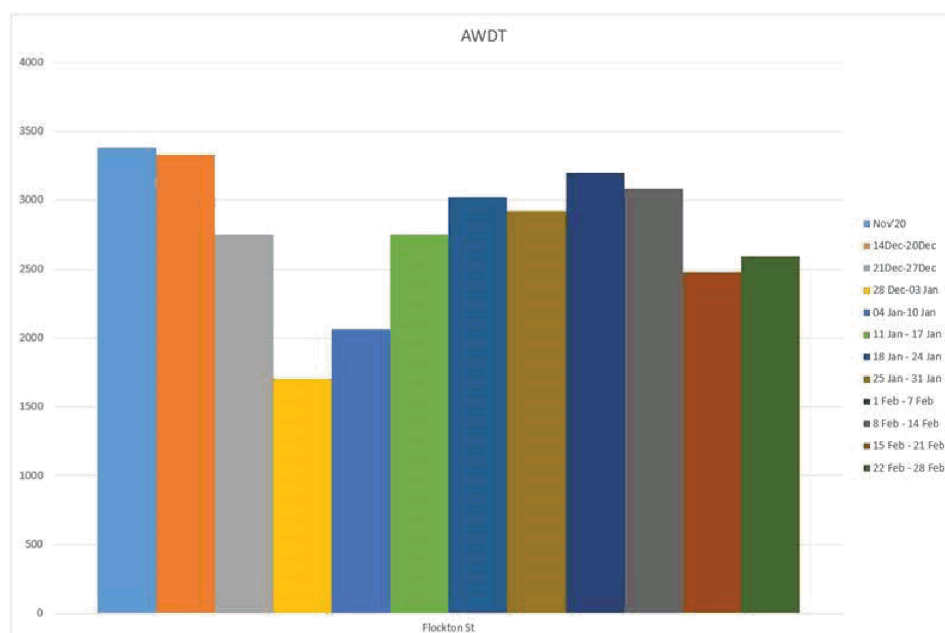
4.4 Transport Projects Update

• Flockton Street traffic counts and monitoring:

Recent traffic monitoring data for Flockton Street indicates that traffic levels are not triggering requirements to implement traffic calming. The AWDT (Average weekday traffic count (worse case)) are still variable, however, based on the counts to date, traffic calming measures would not be employed on Flockton Street.

Waipapa/Papanui-Innes Community Board
16 April 2021

The Council will continue to monitor traffic on Flockton, especially with the recent installation of traffic calming trials on Francis Ave and Thames Street as increases in response to these changes are anticipated. Traffic counts are reviewed and discussed with the Independent Traffic Expert, to confirm any further actions for the local roads.



- **St Albans School and the Innovating Streets Team:**

The Innovating Streets Team have been working with St Albans school members to improve accessibility and safety at St Albans School. As part of these works, students showed staff where they had safety concerns on their way into the school and several locations have been identified for improvements – such as the Day Care Centre on Cranford Street and English Park entry/exit. The Team are looking at painting additional signage for the footpaths.

- **Bus Lane:**

The new priority bus lanes on Cranford Street have been operating well to date. The Enforcement Team have been out checking the lanes in the morning and afternoon for parked vehicles and note that it has been clear most days.

- **Bike Stands:**

The Council are currently investigating the installation of bike stands for the Westminster/ Cranford intersection to complement the new cycleway.

- **Other works:**

The Council is working through a number of adjustments and changes along the corridor in response to feedback from residents and identified issues, this includes but is not limited to:

- Malvern Street/Cranford Street signalised pedestrian crossing,
- Hills/Edgeware intersection upgrade,
- Updating signal phasing for intersections to improve intersection operations,
- Updating lane markings to improve safety,

Waipapa/Papanui-Innes Community Board
16 April 2021

- Investigating red light running across the Cranford Street corridor at mid-block crossings
- Addressing post construction safety audit concerns.

Community feedback on the trials can be made through the following locations:

Bus lane trial on Cranford Street: ccc.govt.nz/Buslanetrial

Francis Avenue trials: ccc.govt.nz/francistrials

Thames Street trial: ccc.govt.nz/thamestrial

The CCC project page has information about the project: ccc.govt.nz/stalbans

All other queries can be directed to the following email address:

CNCDownstream@ccc.govt.nz

4.5 Christchurch Northern Corridor (CNC) Finishing Touches

The Christchurch Northern Corridor (CNC) Alliance Crew are finishing up at their site office. However, work will continue on some small jobs and the landscaping. In October they will be back to do the final seal and asphalt layer on the motorway and QEII Drive.



They have all loved working on this project and being part of this community and wish to thank you all for your understanding when they were noisy or getting in your way and also for the community getting involved when there were things to celebrate.

Starting in October this year, the CNC crew will apply a second layer of chip seal on the new motorway, the local road bridges and parts of QEII Drive. This layer makes the road surface fully waterproof. Following on from this the final asphalt layer will be applied which will be noticeably quieter than the chip seal there is now. This work will start in October 2021, and will be finished in early 2022. It is likely that much of the work will need to happen at night.



Waipapa/Papanui-Innes Community Board
16 April 2021



The reason that this work is waiting until October this year is to give the motorway time to weather and compact for a year. The ground and air temperatures also need to be warm for the road sealing to work properly.

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

5.1 ANZAC Day Remembrance Services

There will be two memorial services held within the Papanui-Innes Wards on Sunday 25 April 2021:

- Papanui War Memorial – Papanui Returned and Services Association (RSA)
- Belfast War Memorial – Belfast Community Network Inc. (BCN)

Traditionally, representatives from the Board have attended these services to lay a wreath. Staff recommend that the Board consider nominating Board members to lay wreaths at the Papanui and Belfast ANZAC Day commemoration services, and confirm which service Board members will attend.

The Community Governance Team will provide final details about these events to the Board once the information has been confirmed by the organisers.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A	Papanui-Innes DRF & PYDF Balance Sheet	
B	Papanui Ward Community Profile 2021	
C	Innes Ward Community Profile 2021	
D	Memo - MCR Wheels to Wings information update 18 March 2021	
E	Memo - MCR Wheels to Wings - Hearing of submissions update 23 March 2021	

Signatories / Ngā Kaiwaitohu

Authors	Aidan Kimberley - Community Board Advisor Lyssa Aves - Governance Support Officer
Approved By	Elizabeth Hovell - Manager Community Governance, Papanui-Innes Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support, Governance and Partnerships

Waihoru/Spreydon-Cashmere Community Board
14 April 2021

Christchurch
City Council

10. Waihoru/Spreydon-Cashmere Community Board Area Report - April 2021

Reference / Te Tohutoro: 21/301525

Report of / Te Pou

Matua:

Jo Wells, Community Governance Manager, Jo.Wells@ccc.govt.nz

General Manager /

Pouwhakarae:

Mary Richardson, General Manager Citizens and Community,

Mary.Richardson@ccc.govt.nz

1. Purpose of Report / Te Pūtake Pūrongo

This report provides the Board with an overview on initiatives and issues current within the Community Board area.

2. Officer Recommendations / Ngā Tūtohu

That the Waihoru/Spreydon-Cashmere Community Board:

1. Receive the Waihoru/Spreydon-Cashmere Community Board Area Report for April 2021.

3. Community Support, Governance and Partnership Activity

3.1 Community Governance Projects

Activity	Detail	Timeline	Strategic Alignment
Age-Friendly Spreydon-Cashmere Public Transport Report	After feedback and discussions on the draft neighbourhood transport audit, the Spreydon-Cashmere Age-Friendly Committee has received the finalised report from Otago University. The final report is attached .	Completed	Resilient Communities Liveable City
Addington Fun Day	On 9 March at the lovely green space surrounding St Marys Anglican Church, over 300 people enjoyed the Addington Fun Day. The event provided free entertainment for parents and children. People of all ages and ethnicities came together to enjoy taking part in communal activities. There were sack races, giant snakes and ladders, checkers, chess, a bouncy castle, face painting and musical entertainment. The pancake racing for the Beth Hodgson Memorial Cup was again the highlight with special donated prizes for the winner and for the most entertaining dressing or dancing action, the Oddfellow's Cup.	Completed	Resilient Communities Liveable City

Waihoru/Spreydon-Cashmere Community Board
14 April 2021

	<p>There was a mixture of community groups involved in contributing to the success of the event. St. Mary's was the lead organiser with support from Manuka Cottage, Addington Timebank and the Addington Neighbourhood Association. There was good support from local people with the set up and pack down of the event.</p>		
Riders Against Teen Suicide Festival	<p>Tribal Nations Motorcycle Community collaborated with Cross Over Trust, Spreydon Youth Community Trust, Suburbs Rugby Football Club, and the Rowley Resource Centre to host the Riders Against Teen Suicide (RATS) festival on Hoon Hay Park on 27 February 2021. The motorcyclists enjoyed a morning of biking before arriving at the park around 1pm. The young people had been eagerly awaiting their arrival with the noise of the motorbikes being heard before 150 motorbikes appeared riding down Mathers Road.</p> <p>Once parked up, the bikers joined in with a three versus three basketball competition against young people and the Canterbury RAMs, played on the mechanical bull, rode adapted bicycles from LJ & Friends, and joined in with the colour countdown where everybody had fun throwing paint over each other.</p> <p>The Club organised great spot prizes for cake eating competitions and a questionnaire where those taking part had to find out interesting facts about the bikers. The event finished up with some words of wisdom and music from a local artist.</p>	Completed	<p>Resilient Communities</p> <p>Liveable City</p>
Community Ward Profiles	<p>The Community Governance Teams across the city have recently completed ward-based community profiles. These profiles are a continuation of the work that was done following the 2011 earthquake when the Community Support Unit was asked by central government to profile the worst effected suburbs across</p>		

Waihoru/Spreydon-Cashmere Community Board
14 April 2021

	<p>the city. The project was then extended to include all suburbs across the city being profiled on an annual basis, with the last ones being completed in 2014.</p> <p>Following feedback from both internal and external stakeholders on how useful the profiles were, and to assist with planning and prioritising of local issues, the Community Support, Governance and Partnerships Unit has refreshed the profiles and created one for each ward.</p> <p>The profiles are a 'snapshot' of the community at a particular point in time and include information on key demographics, community infrastructure, community capacity and key issues. They will be updated yearly.</p> <p>Profiles for the Spreydon and Cashmere wards are attached.</p>		
Spreydon-Cashmere Edible and Sustainable Garden Awards 2021	A function to acknowledge 53 recipients of the Spreydon-Cashmere Edible and Sustainable Garden Awards was held on 29 March 2021 at the Addington Events Centre.	29 March 2021	Resilient Communities Liveable City
Spreydon-Cashmere Community Pride Garden Awards 2021	Judging of gardens for this partnership project with the Christchurch Beautifying Association was undertaken in January. 117 exemplary gardeners have been notified and invited to receive their award certificates on 12 May at the ceremony to be held at the Addington Events Centre.	12 May 2021	Resilient Communities Liveable City

Riders Against Teen Suicide Festival

Waihoru/Spreydon-Cashmere Community Board
14 April 2021



3.2 Community Funding Summary

- 3.2.1 At its 1 September 2020 meeting, the Board granted \$303,080 to 22 community groups from its 2020/21 Strengthening Communities Fund.
- 3.2.2 The Board's Discretionary Response fund unallocated balance for 2020/21 is \$108,125 (refer to **attached** for details).
- 3.2.3 The Board's Youth Achievement and Development Fund unallocated balance for 2020/21 is \$5,000 (refer to **attached** for details).
- 3.2.4 The Board's Off the Ground Fund balance for 2020/21 is -\$370 (refer to **attached** for details).
- 3.2.5 A report summarising the outcomes of the Waihoru/Spreydon-Cashmere Community Board's 2019/20 Strengthening Communities funding is **attached**.

3.3 Participation in and Contribution to Decision Making

3.3.1 Report back on other activities contributing to Community Board Plan [for items not included in the above table but are included in Community Board Plan]

- The Board adopted its [Community Board Plan](#) at its meeting on 18 August 2020.
- A monitoring report on the Board Plan was included in the Board's 17 March 2021 agenda.

3.3.2 Council Engagement and Consultation.

- **Proposed New Mountain Bike Track in Montgomery Spur Reserve** – In March 2021, the Board made a submission (**attached**) on the Council's Proposed New Mountain Bike Track in Montgomery Spur Reserve.
- **Draft Long Term Plan** – Consultation on the Council's Draft Long Term Plan (LTP) for 2021-2031 is open from 12 March to 18 April 2021. For more details, follow this [link](#).

Waihoru/Spreydon-Cashmere Community Board
14 April 2021



- **Draft Climate Change Strategy** – Consultation on the Council's Draft Climate Change Strategy will be open from 12 March to 26 April 2021. For more details, follow this [link](#).
- **Representation Review** - Open for feedback from 20 March 2021 until 16 May 2021.
- **Development Contributions** – Consultation on the Council's Draft Development Contributions Policy will be open from 12 March to 18 April 2021. For more details, follow this [link](#).

4. Advice Provided to the Community Board

- 4.1 **Cashmere / Worsleys / Hoon Hay Roads Intersection Upgrade** – At its 2 February 2021 meeting, the Board heard from Cornelis Teback, resident, about traffic safety concerns, including the Cashmere/Hoon Hay/Worsleys Roads intersection. The Board asked that staff provide details of the intersection upgrade project to the presenter, which follows. *The final plan for the intersection upgrade is **attached**. Construction is scheduled to start on 6 April and is expected to be complete by late-August 2021 (weather dependent).*
- 4.2 **King George V Reserve** – At its 17 February 2021 meeting, the Board heard from Mark Gibson, resident, with a proposal to rename King George V Reserve. Staff provided the following advice. *Staff are looking into the background of the site, why the name was selected, and whether the name was ever approved by the Council. From there staff will work alongside the resident, other community members and tangata whenua to determine an appropriate name for King George V Reserve to better reflect the local character and identity of the area. The Council will then consult on the proposed name and report back to the Board on the outcome of engagement. The Board has the delegation to approve the name change. Staff will start the engagement process once the Long Term Plan has been completed in June 2021.*
- 4.3 **Coronation Reserve** – At its 17 February 2021 meeting, the Board heard from Robin Schulz, resident, about issues in Coronation Reserve, Major Aitken Drive and its side streets. The Board asked for staff advice on the funding required to fully implement the Coronation Reserve Development Plan, which is **attached**. The Board also asked for advice on ongoing maintenance costs for the reserve as well as advice on roading and drainage issues, which is pending.
- 4.4 **Graffiti Snapshot** – The Graffiti Snapshot for February 2021 is **attached**.
- 4.5 **Capital Delivery Community Unit Update** – The Capital Delivery Community Unit Update as of February 2021 is **attached**.

Waihoru/Spreydon-Cashmere Community Board
14 April 2021

Attachments / Ngā Tāpirihanga

No.	Title	Page
A	Age-Friendly Spreydon-Cashmere Final Transport Audit report Otago University	
B	Spreydon Ward Profile	
C	Cashmere Ward Profile	
D	Board Funds Allocations for 2020-21	
E	2019-20 Spreydon-Cashmere Strengthening Communities Fund - End of Project Accountability Report	
F	Submission on Proposed New Mountain Bike Track in Montgomery Spur Reserve	
G	Cashmere / Worsleys / Hoon Hay Roads Intersection Upgrade Plan	
H	Coronation Reserve Development Plan Implementation - Cost Estimate	
I	Coronation Reserve Development Plan - Progress as of March 2021	
J	Graffiti Snapshot - February 2021	
K	Capital Delivery Community Unit - As of February 2021	

Signatories / Ngā Kaiwaitohu

Authors	Wendy Gunther - Community Support Officer Karina Sulistio - Support Officer Amy Hart - Community Board Advisor Heather Davies - Community Development Advisor Jay Sepie - Community Development Advisor Emma Pavey - Community Development Advisor
Approved By	Jo Wells - Manager Community Governance, Spreydon-Cashmere Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support, Governance and Partnerships

Te Pātaka o Rākaihautū/Banks Peninsula Community Board
12 April 2021



16. Te Pātaka o Rākaihautū/Banks Peninsula Community Board Area Report - April 2021

Reference / Te Tohutoro: 21/128508

Report of / Te Pou
Matua: Penelope Goldstone, CGM Banks Peninsula,
Penelope.Goldstone@ccc.govt.nz

General Manager /
Pouwhakarae: Mary Richardson, GM Citizens & Community,
Mary.Richardson@ccc.govt.nz

1. Purpose of Report / Te Pūtake Pūrongo

This report provides the Board with an overview on initiatives and issues current within the Community Board area.

2. Officer Recommendations / Ngā Tūtohu

That the Te Pātaka o Rākaihautū/Banks Peninsula Community Board:


1. Receive the Te Pātaka o Rākaihautū/Banks Peninsula Community Board Area Report for April 2021.

3. Community Support, Governance and Partnership Activity

3.1 Community Governance Projects

Activity	Detail	Timeline	Strategic Alignment
Former tennis/netball facility – Akaroa Recreation Ground	Expressions of interest to lease the former tennis/netball facility – Akaroa Recreation Ground, closed on March 3 rd . One application was received.	Ongoing	Our communities are strong, connected and foster a sense of belonging
Akaroa Community Hui	A community hui was held on Thursday 25 th February. One hundred people attended to welcome new members to the community, have questions answered from Christchurch City Council staff and elected members on local water issues, the future of the customer services centre and the Long Term Plan.	25 th February 2021	Our communities are strong, connected and foster a sense of belonging
Pop-Up Penguin Little River	Local artist Frankie Bakker's beautiful penguin that stood in Little River over the summer as part of the Pop-Up Penguin art trail, was sold at auction and raised \$17,500 for the Holmwood Children's Centre in March. While the Little	28 February 2021	Our communities are strong, connected and foster a sense of belonging. Tourism opportunities are

Te Pātaka o Rākaihautū/Banks Peninsula Community Board
12 April 2021

	<p>River Wairewa Community Trust was not able to purchase the penguin for the local community, it remains close to the Peninsula in its new home at Tai Tapu.</p> 		<p>balanced with environmental, social and cultural values.</p>
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3.2 Community Funding Summary

- 3.2.1 **Discretionary Response Fund** - no grants have been made over March. See attached for the full summary: **Attachment A** - showing a remaining balance of \$33,878.
- 3.2.2 **Strengthening Communities Fund** opened for applications on 8 March close on 12 April 2021.

3.3 Participation in and Contribution to Decision Making

- 3.3.1 **Report back on other Activities contributing to Community Board Plan [for items not included in the above table but are included in Community Board Plan]**

The Community Board Plan – Progress Update from November 2019 to February 2021 is attached – **Attachment B**.

- 3.3.2 **Charteris Bay Slipway Before and After**

The Charteris Bay slipway renewal is complete, with photos in **Attachment C**. The Sandy Bay slipway renewal is planned for completion on 4 March, and the Wainui Bay (one slipway only) is planned for completion on 19 March.

4. Advice Provided to the Community Board

4.1 Council Engagement and Consultation

- **Upcoming Consultations** – the Board may wish to consider if it wants to make submissions to the following upcoming consultation processes.
 - Long Term Plan – 12 March to 18 April 2021
 - Development Contributions Policy - 12 March to 18 April 2021
 - Environment Canterbury Long term Plan – 8 March to 11 April 2021
 - Representation Review – 20 March to 16 May 2021
 - Climate Change Strategy – 12 March to 26 April 2021

- 4.2 **Graffiti Insight** – A Banks Peninsula Graffiti Insight for February 2021 was provided to the Board by the Community Support Unit. - **Attachment D**

Te Pātaka o Rākaihautū/Banks Peninsula Community Board
12 April 2021

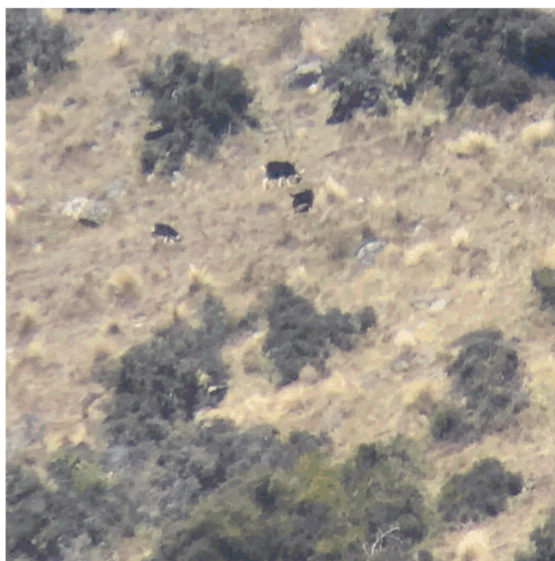


- 4.3 **Wainui Wastewater** – an update on the status of the Wainui wastewater scheme was provided to the Board by Three Waters and Waste. – **Attachment E**

4.4 **Regional Parks Update**

Over the past couple of months, there has been a good deal of significant and interesting mahi taking place on the Port Hills and on Banks Peninsula. This aims at improving biodiversity and recreation outcomes in our reserves and supporting multiagency operations. Some of the work includes:

- **Goat Eradication Project** - CCC will be supporting a multi-agency feral goat operation centred on the Peninsula. Goats will be mustered and then sold to a North Island company.



- **Te Waihora Bird Survey** - Several staff from our team took part in the annual "all-bird" Te Waihora Survey, which took place on February 20th.



Left: CCC staff members involved in the annual bird survey on Lake Ellesmere. Photo courtesy of Alison Evans.

Te Pātaka o Rākaihautū/Banks Peninsula Community Board
12 April 2021

- **Penguin Survey** - At this time of year, penguins are coming ashore to moult. This leaves them vulnerable to predators, and if they are underweight, they are at risk from starvation. Surveys of the coastline are required to check for penguins, and any that are considered to be at risk are brought into captivity for the duration of their moult. During the survey, staff picked up this Erect Crested Penguin, which was looking a bit poorly. This erect crested penguin was taken into care after being found distressed on a Banks Peninsula beach.



Photo courtesy of Phil Crutchley.

- **Weed control** - There has been a great deal of energy put into managing weeds, such as spur valerian and pigs ear on the coastal cliffs around Banks Peninsula. We are currently managing a contract supported by ECAN to helicopter spray outlying spur valerian infestations in Akaroa Harbour and in Pigeon Bay. Another focus of the staff has been to cut and paste Old Man's Beard in the Sugarloaf Reserve. The three seasonal staff that are being hosted by our team have spent many hours controlling weeds and have done a great job grubbing Nassella Tussock out on Te Oka Reserve in the Southern Bays on some of the hot nor'west days.



Staff busy at Te Oka Bay where there has been an ongoing Nassella Tussock infestation. Photo courtesy of Dan Bristow.

Te Pātaka o Rākaihautū/Banks Peninsula Community Board
12 April 2021

- **Lizard survey on the Port Hills** - Staff have been involved with skink and gecko survey work on the Port Hills. Spotted skinks such as this one are under threat from predators and loss of habitat.

Photo courtesy of
Andrew Stace



- **Pest Free Banks Peninsula** - CCC is one of 16 partners involved with the high profile Pest Free BP project. Staff have been meeting on the Wildside (which includes the CCC Misty Peaks Reserve) with Pest Free BP staff to discuss the planned possum control operation. As a part of this project, there will be ongoing work to cut lines through the gorse and regenerating bush at Misty Peaks so that staff can get bait stations in place.
- **Magnet Bay** –a new portable toilet was placed in Magnet Bay over the summer, and a local volunteer is maintaining it.



- **Gebbies Pass to Packhorse 'Te Ara Pataka' Summit Walkway maintenance** – staff are clearing windfalls and liaising with a logging company for upcoming logging operations.

Te Pātaka o Rākaihautū/Banks Peninsula Community Board
12 April 2021

- **Pou Whenua** – staff assisted in a Pou Whenua installation at the Allandale Foreshore track.



- **Track Upgrades** – Staff are renewing surfaces and upgrading tracks from Corsair Bay to Cass Bay.



Te Pātaka o Rākaihautū/Banks Peninsula Community Board
12 April 2021

Attachments / Ngā Tāpirihanga

No.	Title	Page
A	Banks Peninsula Discretionary Response Fund as at 12 April 2021	
B	Banks Peninsula Board Plan Monitoring November 2019 to February 2021 to Board meeting 12 April 2021	
C	Charteris Bay Slipway Photos	
D	Graffiti Snapshot - February 2021	
E	Wainui Wastewater Scheme Memo	

Signatories / Ngā Kaiwaitohu

Authors	Liz Carter - Community Board Advisor Robin Arnold - Community Development Advisor Linda Burkes - Support Officer Jane Harrison - Community Development Advisor Philipa Hay - Community Development Advisor Adrianna Hess - Hearings and Council Support Officer Trisha Ventom - Community Recreation Advisor Andrea Wild - Community Development Advisor
Approved By	Penelope Goldstone - Manager Community Governance, Banks Peninsula Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support, Governance and Partnerships

Waitai/Coastal-Burwood Community Board
12 April 2021

Christchurch
City Council

14. Waitai/Coastal-Burwood Community Board Area Report - April 2021

Reference / Te Tohutoro: 21/307803

Report of / Te Pou
Matua: Christopher Turner-Bullock, Community Governance Manager
Christopher.turner@ccc.govt.nz

General Manager /
Pouwhakarae: Mary Richardson, General Manager Citizens and Community
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1. Purpose of Report / Te Pūtake Pūrongo

This report provides the Board with an overview on initiatives and issues current within the Community Board area.

2. Officer Recommendations / Ngā Tūtohu

That the Waitai/Coastal-Burwood Community Board:

1. Receive the Waitai/Coastal-Burwood Community Board Area Report for April 2021.

3. Community Support, Governance and Partnership Activity

3.1 Community Governance Projects

Activity	Detail	Timeline	Strategic Alignment
Te Tira Kāhikuhiku	<p>The 8 March meeting saw a presentation from Tom Parsons Stormwater and Waterways Engineer and Robert Ordelheide, Christchurch City Council Planner, regarding the Otākāro Avon River Corridor Flood Protection works.</p> <p>A Temporary Land Use Application Report for Ao Tawhiti Unlimited Discovery for a Lease for a Climate Action Campus on the south side of Cowlishaw Street was recommended for approval.</p> <p>Two other reports required further information and will come back to a future meeting.</p>	Ongoing	Board Priority
Burwood Park Tennis Club	Further discussion and agreement has almost been reached for the Club to start promotion in the local community for a not for profit	Ongoing	Board priority

Waitai/Coastal-Burwood Community Board
12 April 2021

	discounted rate for groups to hire the Clubrooms.		
Eastern Community Sport and Recreation	Working alongside ECSR to update the signage at Ascot Community Centre, promote the groups operating from Ascot and the new booking system.	Ongoing	Community Outcome
Parklands Community Meeting	A new date has been set for this Community meeting to be held on Thursday 8 April at the Pukeko Centre. Council staff are working alongside the meeting organisers to provide support.	Ongoing	Community Outcome

3.2 Community Funding Summary

3.2.1 For the Board's information, a summary is provided (refer **Attachment A**) on the status of the Board's 2020-21 funding as at 26 March 2021.

3.3 Participation in and Contribution to Decision Making

3.3.1 **Report back on other Activities contributing to Community Board Plan [for items not included in the above table but are included in Community Board Plan]**

- **Anzac Fronds**

The Board received a Briefing from staff on Monday 7 December 2020 seeking direction to determine a high level concept design to progress the project to reinstate the Anzac Fronds. The Board indicated a preference for option 1 of the concept design. Cost estimates and environmental planning checks have been undertaken.

As at the beginning of March 2021, detailed design was being worked on with the fabrication of the Fronds taking place in April 2021.

The reinstatement of the Fronds is likely to take place by the end of June 2021. Staff will work with the Community Board to arrange an onsite event to celebrate the reinstatement of the Fronds.



- **Community Ward Profiles**

The Community Governance Teams across the city have recently completed ward-based community profiles. These profiles are a continuation of the work that was done following the 2011 earthquake when the Community Support Unit was asked by central government to profile the worst effected suburbs across the city. The

Waitai/Coastal-Burwood Community Board
12 April 2021



project was then extended to include all suburbs across the city being profiled on an annual basis, with the last ones being completed in 2014.

Following feedback from both internal and external stakeholders on how useful the profiles were, and to assist with planning and prioritising of local issues, the Community Support, Governance and Partnerships Unit has refreshed the profiles and created one for each ward.

The profiles are a 'snapshot' of the community at a particular point in time and include information on key demographics, community infrastructure, community capacity and key issues. They will be updated yearly.

Profiles for Coastal and Burwood wards are attached (refer **Attachment B**).

- **Brekkie on to go**

Each Tuesday and Wednesday morning Aranui Community Trust Incorporated Society (ACTIS) sets up a stall on the footpath outside their premises to give out sixty breakfasts to children as they make their way to school. This is an opportunity to have a chat, share a smile, build connections and help set the kids up for a great day at school.

The local tamariki are up bright and early, well presented in their local school (Haeata) uniforms and are excited to see what is on offer. There is a variety of choices each day and so far has included hash browns, croissants, Weetbix trifle, Nutrigrain and banana bread.

The initiative is supported by having local volunteers assist alongside ACTIS staff. Well done team.



Waitai/Coastal-Burwood Community Board
12 April 2021

- **The Walking Festival 2021**

The Festival kicks off on Saturday 17 April 2021 with 58 walks across Christchurch, Selwyn and Waimakariri and 14 walks are located in the Coastal-Burwood area. This year we have asked walk providers to link their walks to the three pillars of wellbeing - explore: Hōpara, Learn: Ako, Connect: Hono.

There are a dozen new walks this year including Disc Golf, who have a golf course at QEII Park, Walk a Mile in a Refugees Shoes at Hagley Park and two walks in the Christchurch Adventure Park to take in the magnificent views of Christchurch. The popular Dogs Day Out in the Red Zone is on the opening weekend. Festival booklets can be picked up from your local library or service centre. All the walks are free to participants and a couple have transport costs.

- **The Ray White New Brighton Duke Festival of Surfing**

The Community Board supported the Festival through the Strengthening Communities Fund contributing to the Learn to Surf session, co-ordinator wages and movie night.

photo is a session with pupils from New Brighton Catholic School.



Waitai/Coastal-Burwood Community Board
12 April 2021

3.3.2 Council Engagement and Consultation.

Topic	Date	Link
Draft Long Term Plan 2021-2031	Open for feedback from 12 March 2021 until 18 April 2021	https://www.ccc.govt.nz/the-council/plans-strategies-policies-and-bylaws/plans/long-term-plan-and-annual-plans/long/
Draft Development Contributions Policy 2021	Open for feedback from 12 March 2021 until 18 April 2021	https://www.ccc.govt.nz/the-council/consultations-and-submissions/haveyoursay/show/398
Draft Ōtautahi Climate Change Strategy 2021	Open for feedback from 12 March 2021 until 25 April 2021	https://www.ccc.govt.nz/the-council/consultations-and-submissions/haveyoursay/show/395
Representation Review Initial Proposal 2021	Open for feedback from 20 March 2021 until 16 May 2021	https://www.ccc.govt.nz/the-council/consultations-and-submissions/haveyoursay/show/396

- Submissions Committee**

Significant Council consultation processes are scheduled to open in March, as displayed in the table above. Waitai/Coastal-Burwood Community Board Submissions Committee meetings have been scheduled for Wednesday 31 March 2021 at 3.30pm and Friday 16 April 2021 at 3.30pm to consider making submissions.

- Residents' Association Forum**

The Waitai/Coastal-Burwood Community Board held a Residents' Association Forum on Tuesday 23 March 2021 to highlight the consultations currently open and to listen to any feedback which they may take into consideration when preparing Board Submissions.



4. Advice Provided to the Community Board

4.1 Kiwibank Services, The Palms

Waitai/Coastal-Burwood Community Board
12 April 2021



Further to the update provided to the Board via the 15 March 2021 Area Report, Kiwibank have made a decision to close The Palms branch of Kiwibank on 23 April 2021. Attached for the Boards information, a letter from General Manager Retail, Geoff Waller outlining the decision and addressing some of the concerns raised by the community in the feedback process (Refer **Attachment C**).

4.2 **Ben Rarere Pump Station – Project Update**

For the Board's information, attached is a staff memorandum (previously emailed to the Community Board on Friday 26 March 2021) providing them with an update on the Ben Rarere Pump Station Project (refer **Attachment D**).

4.3 **Infrastructure Projects Underway**

For the Board's information, attached is the Capital Delivery Monthly Update for March 2021 (refer **Attachment E**).

Attachments / Ngā Tāpirihanga

No.	Title	Page
A	Waitai/Coastal-Burwood Community - Funding Update April 2021	
B	2021 Community Profiles - Coastal and Burwood Wards	
C	Kiwibank Services, The Palms - Correspondence	
D	Waitai/Coastal-Burwood Community Board - Staff Memorandum - Ben Rarere Pump Station Project Update	
E	Waitai/Coastal-Burwood Community Board - Capital Delivery Monthly Update - March 2021	

Signatories / Ngā Kaiwaitohu

Author	Cindy Sheppard - Community Board Advisor
Approved By	Christopher Turner-Bullock - Manager Community Governance, Coastal-Burwood Matthew McLintock - Manager Community Governance Team John Filsell - Head of Community Support, Governance and Partnerships

Waimāero/Fendalton-Waimairi-Harewood Community Board
12 April 2021



9. Waimāero/Fendalton-Waimairi-Harewood Community Board Area Report - April 2021

Reference / Te Tohutoro: 21/233313

Report of / Te Pou
Matua: Maryanne Lomax, Community Governance Manager,
maryanne.lomax@ccc.govt.nz

General Manager /
Pouwhakarae: Mary Richardson, General Manager Community and Governance,
mary.richardson@ccc.govt.nz

1. Purpose of Report / Te Pūtake Pūrongo

This report provides the Board with an overview on initiatives and issues current within the Community Board area.

2. Officer Recommendations / Ngā Tūtohu

That the Waimāero/Fendalton-Waimairi-Harewood Community Board:

1. Receive the Waimāero/Fendalton-Waimairi-Harewood Community Board Area Report for April 2021.
2. Receive and note for record purposes, the minutes of the Waimāero/Fendalton-Waimairi-Harewood Community Board's Submissions Committee meeting held on 15 March 2021 to complete Board submissions on City Mall and Oxford Terrace Access Changes, the Draft Central City Parking Policy, Managing noise from the Canterbury Multi-Use Arena and the Wheels to Wings – Papanui ki Waiwhetū Major Cycleway.

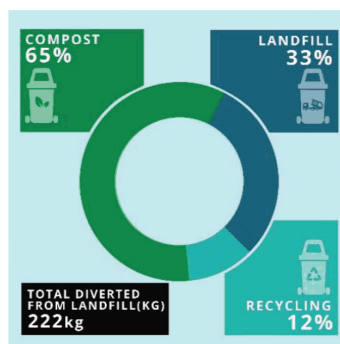
3. Community Support, Governance and Partnership Activity

3.1 Community Governance Projects

Activity	Detail	Timeline	Strategic Alignment
Community Pride Garden Awards	The presentation ceremony for this year's Community Garden Awards will be held on 14 April 2021 at Omarino Wine Park, Harewood Road.	14 April 2021	Strengthening Communities Strategy
Community Liaison Meeting	The next Community Liaison meeting will be held on Tuesday 13 April in the Boardroom at the Fendalton Service Centre.	13 April 2021	Strengthening Communities Strategy
Big Belly Bins	The bins have arrived and been unloaded. There is currently a contractor pouring the foundations for all of the sites and are looking to start the installation within the first two weeks of April.	Ongoing	2020-22 Fendalton-Waimairi-Harewood Community Board Plan

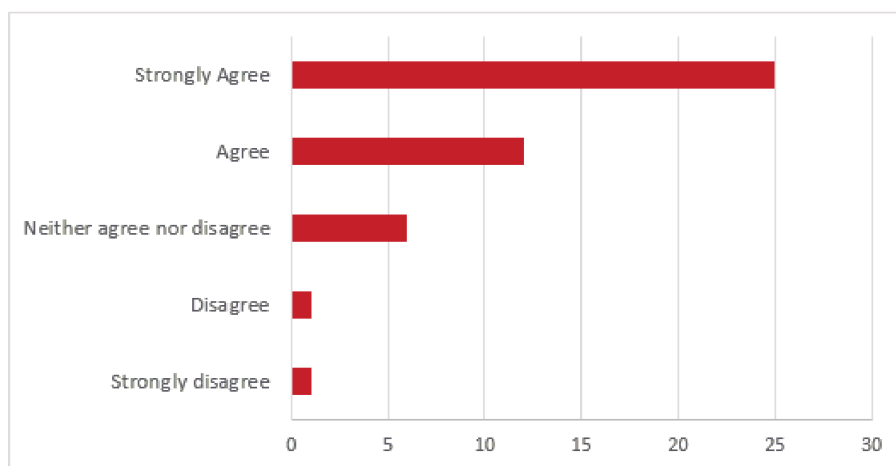
3.1.1 Culture Galore - Waste Diversion

In addition to the food and performances, Culture Galore again participated in the Council-led Compostable Food Packaging at Events Initiative, achieving a brilliant 77 per cent diversion from landfill. This is a fantastic achievement from the participating community groups and food vendors and the sustainability partner Total Waste.



Feedback from the food vendors on the use of Compostable Food Packaging at Events Initiative was overwhelmingly positive as shown below:

Q18: How much do you agree or disagree that the Compostable Food Packaging at Events initiative was easy for your organisation to adopt?



Strongly Agree	55.56%	25
Agree	26.67%	12
Neither agree nor disagree	13.33%	6
Disagree	2.22%	1
Strongly disagree	2.22%	1

Waimāero/Fendalton-Waimairi-Harewood Community Board
12 April 2021

3.1.2 Styx Living Laboratory Site Visit

On Monday 22 March 2021 the Board undertook a very interesting site visit to Styx Reserve, hosted by the Styx Living Laboratory Trust. The Board heard about the work the Trust is undertaking in terms of water quality monitoring, restoring and protecting natural habitats and ecosystems, predator control, and the reintroduction of native species.



Trust Chair, Julia Rambacher, talking to the Board about water quality monitoring.

3.1.2 Community Ward Profiles

The Community Governance Teams across the city have recently completed ward-based Community Profiles. These profiles are a continuation of the work that was done following the 2011 earthquake when the Community Support Unit was asked by central government to profile the worst effected suburbs across the city. The project was then extended to include all suburbs across the city being profiled on an annual basis, with the last ones being completed in 2014.

Following feedback from both internal and external stakeholders on how useful the profiles were, and to assist with planning and prioritising of local issues, the Community Support, Governance and Partnerships Unit has refreshed the profiles and created one for each ward.

The profiles are a 'snapshot' of the community at a particular point in time and include information on key demographics, community infrastructure, community capacity and key issues. They will be updated yearly.

Profiles for the Fendalton, Waimairi and Harewood wards are attached (refer **Attachment A**).

3.1.3 Meeting with School Principals

On Friday 12 March 2021 the Board hosted a meeting with local school principals. Traffic and parking issues was a common concern.

Waimāero/Fendalton-Waimairi-Harewood Community Board
12 April 2021



3.2 Community Funding Summary

3.2.1 A status update on the Board's Funding is attached (refer **Attachment B**).

3.3 Participation in and Contribution to Decision Making

3.3.1 Report back on other Activities contributing to Community Board Plan [for items not included in the above table but are included in Community Board Plan]

- The next status update on the Waimāero/Fendalton-Waimairi-Harewood Community Board's Community Board Plan will be presented to the Board in June 2021.

3.3.2 Council Engagement and Consultation

- **City Mall and Oxford Terrace Access Changes, Draft Central City Parking Policy, Managing noise from the Canterbury Multi-Use Arena and Wheels to Wings – Papanui ki Waiwhetū Major Cycleway**

Presented for record purposes are the minutes of the Board's Submissions Committee meeting held on 15 February 2021 held to complete Board feedback and submission to the Christchurch City Council on City Mall and Oxford Terrace Access Changes, the Draft Central City Parking Policy, Managing noise from the Canterbury Multi-Use Arena and the Wheels to Wings – Papanui ki Waiwhetū Major Cycleway (refer **Attachment C**).

- **Christchurch City Council – Draft Long Term Plan 2021-31**

Consultation on the Christchurch City Council's Te Mahere Rautaki Kaurera - Our Draft Long Term Plan 2021-31 opened on 12 March 2021 and will close on 18 April 2021.

Board hosted drop-in sessions will be held on:

- Wednesday 24 March 2021 between 12 noon and 1pm outside the Bishopdale New World
- Wednesday 24 March 2021 between 5pm and 6pm in the Boardroom, Fendalton Service Centre
- Wednesday 31 March 2021 between 12 noon and 1.30pm in the foyer, Northwood New World
- Wednesday 7 April 2021 between 12 noon and 1.30pm in the foyer Avonhead Mall



Waimāero/Fendalton-Waimairi-Harewood Community Board
12 April 2021



Further information can be found on the Have Your Say section of the Council's website on:

<https://ccc.govt.nz/the-council/consultations-and-submissions/haveyoursay/show/386>

- **Christchurch City Council - Draft Ōtautahi Christchurch Climate Change Strategy 2021**

The Draft Ōtautahi Christchurch Climate Change Strategy 2021 opened for feedback on 12 March 2021 and closes on 25 April 2021.

Further information can be found on the Have Your Say section of the Council's website on: <https://ccc.govt.nz/the-council/consultations-and-submissions/haveyoursay/show/395>

- **Christchurch City Council - Draft Development Contributions Policy 2021**

The Council's Draft Development Contributions Policy 2021 opened for feedback on 12 March 2021 and will close on 18 April 2021.

Further information can be found on the Have Your Say section of the Council's website on:

<https://ccc.govt.nz/the-council/consultations-and-submissions/haveyoursay/show/398>

- **Christchurch City Council – Representation Review Initial Proposal 2021**

The Council is currently reviewing its representation arrangements, such as ward boundaries and the make-up and naming of our community Board to provide fair and effective representation for our communities.

The initial proposal opened for feedback on 20 March 2021 and closes on 16 May 2021.

Further information can be found on the Have Your Say section of the Council's website on:

<https://ccc.govt.nz/the-council/consultations-and-submissions/haveyoursay/show/396>

Attachments / Ngā Tāpirihanga

No.	Title	Page
A	2021 Fendalton-Waimairi-Harewood Community Profiles	
B	Fendalton-Waimairi-Harewood Funding Status Report March 2021	
C	Fendalton-Waimairi-Harewood Community Board Submissions Committee 15 February 2021 Open Minutes	

Waimāero/Fendalton-Waimairi-Harewood Community Board
12 April 2021



Signatories / Ngā Kaiwaitohu

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

Waipuna/Halswell-Hornby-Riccarton Community Board
13 April 2021

Christchurch
City Council

10. Waipuna/Halswell-Hornby-Riccarton Community Board Area Report - April 2021

Reference / Te Tohutoro: 21/278306

Report of / Te Pou
Matua: Faye Collins, Community Board Adviser,
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General Manager /
Pouwhakarae: Mary Richardson, General Manager Citizens & Community,
mary.richardson@ccc.govt.nz

1. Purpose of Report / Te Pūtake Pūrongo

This report provides the Board with an overview on initiatives and issues current within the Community Board area.

2. Officer Recommendations / Ngā Tūtohu

That the Waipuna/Halswell-Hornby-Riccarton Community Board:

1. Receives the Waipuna/Halswell-Hornby-Riccarton Community Board Area Report for April 2021.

3. Community Support, Governance and Partnership Activity

3.1 Community Governance Projects

Activity	Detail	Timeline	Strategic Alignment
Community Pride Garden Awards	An awards function to acknowledge Halswell-Hornby-Riccarton Community Pride Garden Award recipients was held on 7 April 2021, at Te Hāpua: Halswell Centre. It was a well-attended event. Certificates were subsequently forwarded to those recipients unable to attend.	Completed	Strengthening Communities
Community Service Awards	Nominations for the Community Service and Youth Service Awards 2021 are open and close on Friday 16 April 2021.	Ongoing	Strengthening Communities
Walking Festival	The Walking Festival will take place over the April school holidays, there are over 50 walks all throughout Otautahi.	Saturday 17 th April – Sunday 2 nd May	Strengthening Communities

3.2 Community Funding Summary

3.2.1 For information, a summary is provided on the status of the Board's 2020-21 funding as at March 2021 (refer **Attachment A**).

3.2.2 **Youth Development Fund** – under the Board's delegated authority, the following allocation was made in March 2021:

Waipuna/Halswell-Hornby-Riccarton Community Board
13 April 2021



- \$300 to Dan Irvine towards competing at the New Zealand Secondary Futsal Nationals, in Wellington.

3.3 Participation in and Contribution to Decision Making

3.3.1 Report back on other Activities contributing to Community Board Plan [for items not included in the above table but are included in Community Board Plan]

- The Huritini Youth Council

The Huritini Council is a youth council made up of school students from schools in Halswell. Students on the Council are in years five and six.

The Huritini Council met on 3 March and has a focus on Westlake Park. Members of the Huritini Council plan to presenting their concerns to the Community Board and suggest some solutions for Westlake Park.

- Community Board Meeting at Knights Stream School

The Community Board held an ordinary meeting of the Board in the local community (at Knights Stream School) on 30 March 2021.

- Community Safety Meeting for residents of Knights Stream Park.

The Board has identified a priority to enhance community connectedness and perceptions of safety in Halswell in its Community Board Plan.

A Community Safety Meeting for residents of Knights Stream Park was held on 30 March 2021 to identify and discuss residents' concerns and ways for these to be addressed. In all leaflets were distributed to 1600 households in the Knightstream/Longhurst area inviting residents to the meeting.

3.3.2 Council Engagement and Consultation.

Consultation	Opens	Closes
Long Term Plan 2021-31	12 March 2021	18 April 2021
Development Contributions	12 March 2021	18 April 2021
Climate Change	12 March 2021	25 April 2021
Representation Review	20 March 2021	16 May 2021

Submission Committee meetings have been held to consider these submission opportunities.

- Canterbury Long Term Plan 2021-31.

The Council will be making a Council submission on the Environment Canterbury Long Term Plan 2021-31. Informal feedback from Board members has been provided to staff for consideration in drafting the submission.

3.4 Governance Advice

3.4.1 Sockburn Service Centre Update.

Waipuna/Halswell-Hornby-Riccarton Community Board
13 April 2021

The Slot Car Club, that occupied one of the buildings on the Sockburn Service Centre site, has now removed all of its items. This will allow the final asbestos survey to be carried out prior to demolition of the buildings.

It is proposed that the tender package for demolition of the Centre buildings will go out to the market at the end of March 2021 for three weeks and it is hoped to award the contract early-May for the contractor to take possession of the site by the end of May 2021. Demolition is expected to be completed in July 2021 but this will be confirmed once the contractor is appointed.

4. Advice Provided to the Community Board

4.1 88F Hinau Street Bank Retaining Wall Replacement - Additional Tree Removal

At a briefing on 9 March 2021 staff outlined a proposal for the removal of up to five trees associated with the removal of a failing section of retaining wall and construction of river edge rock protection at 88F Hinau Street. The work is required for river bank stability and flood protection reasons. The project is to include the planting of replacement trees and landscape planting.

Staff have now advised that there has been approval for an additional tree at 88F Hinau Street. The additional tree to be removed was identified during a site meeting and is outside of the original scope of works identified, but in this case the trees to be removed is causing damage to infrastructure and removal now will minimise the need for future work if bank stability works occur now (See Attachment B).

Staff advise that this section of the Avon River is heavily treed on both sides, and the potential effects on visual amenity and habitat resulting from the removal of the trees will be less than minor.

4.2 Ishwar Ganda Park Sign

Parks staff are installing parks entrance signs to new parks in subdivisions, including one in Ishwar Ganda Park in the Longhurst subdivision. The standard design for parks signs is as below:



Staff have asked whether, given that this park is named after a former Community Board member and well respected member of the community, the Board would like any additional text to the sign e.g. This park is named after ...etc.

4.3 Kirk Road, Templeton - speed limits

A public forum presentation to the Board meeting on 17 November 2020 by the Templeton Residents Association that outlined concern with the speed of traffic, particular heavy trucks

Waipuna/Halswell-Hornby-Riccarton Community Board
13 April 2021



and current speed restrictions along Kirk Road, Templeton. The Board agreed to request staff advice on speed limits on Kirk Road and any changes considered necessary to improve safety.

Traffic staff have now responded with advice that the Association's concern is focussed on the 'town' section of Kirk Road, which has a 50 limit. Within this one kilometre section of road there have been only two minor crashes in five years, which would not warrant a substantial safety improvement. As shown below, this section has an electronic speed sign which shows the actual speeds that drivers do. There are also blue gateway signs and white speed limit markings on the road itself. Therefore, it already has much more signage than most locations and there is little scope for more signs and markings that would help. Staff note however, that as the stretch is adjacent to a school, this location will be subject to the revised safe speed zones at schools which are planned to change to 30 kilometres per hour over the next couple of years. Based on this existing provision and the longer term intent to reduce to 30 kilometres per hour, staff advice in the meantime, is for the Association to refer this matter to NZ police, to enforce the existing limit.



In terms of trucks, Kirk road is classified as a collector road and is legitimately used by trucks to access nearby industrial areas. The Council policy is that only local roads can be subject to a truck limit and a redesignation would only be legitimately possible within a District Plan review. It is apparent that there are various route choices in this area and staff expect that the expected 30 limit during school times will encourage more use of alternative routes to reduce delays.

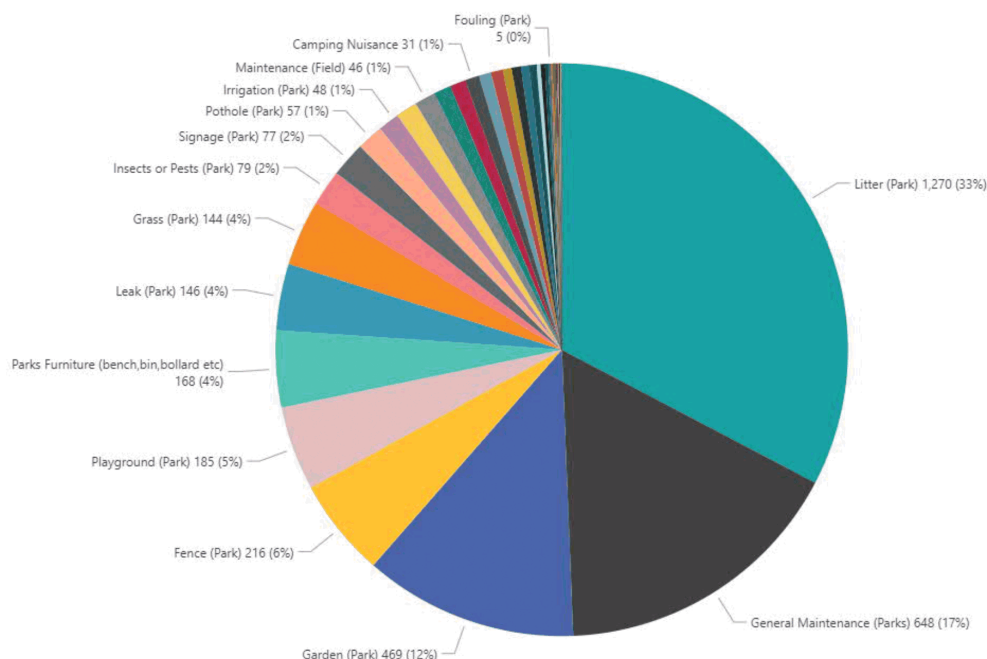
4.4 Community Parks Bi-Monthly Area Report – March 2021

Local Parks Update

Local Park Rangers (South) are mainly dealing with rubbish issues in Community Parks. This includes dumped housewares, household rubbish and overfilled bins.

Park South Requests For Service tickets FY 20/21:

Waipuna/Halswell-Hornby-Riccarton Community Board
13 April 2021



Sports Parks Update

Additional sports field mowing has been added into the programmed maintenance scheduled to keep with increased grass growth

The activities carried out in the sports field renovation programme is listed below:

- Under-sowing (applying grass seed)
- De-compaction (breaking up top layer of soil)
- Weed control
- Topdressing (adding topsoil to level out dips and hollows)
- Fertilising

Capital Works Projects

No capital works have been undertaken by the Council since March 17 due to Covid-19. Managers will be looking at all capital projects in the future to confirm viability. Capital projects are being looked at now for when budgets re-set in the new financial year.

Community Park Maintenance Schedule April

Activity	Frequency per month
Ornamental mowing	2
Amenity mowing	2
Ornamental garden maintenance	2
Winter sport field mowing	5

Waipuna/Halswell-Hornby-Riccarton Community Board
13 April 2021

Winter sport cricket block maintenance	2
Winter sport line marking	3
Chemical weed control	1
Bin Emptying	5
Play and Fitness Equipment Check	1
Drinking Fountain Clean	4

Contractor Performance

Recreational Services Southern Sector KPI quality score for March was 91%

Breakdown of Southern Sector KPI scores



Halswell Domain

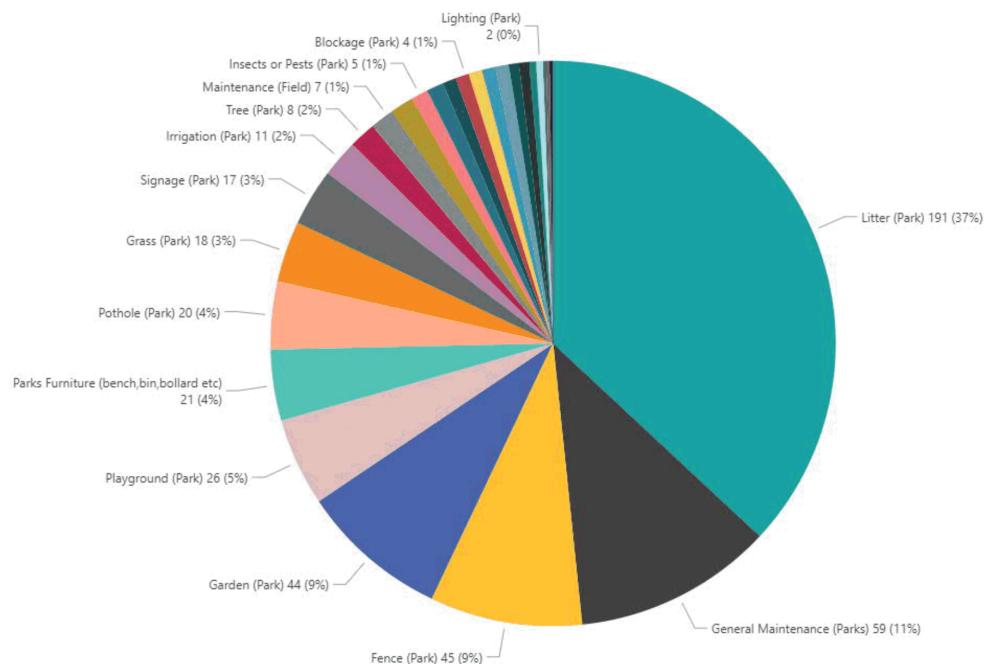
The rugby league club has commenced work on constructing its new clubrooms next to their number one field.

Kyle Park

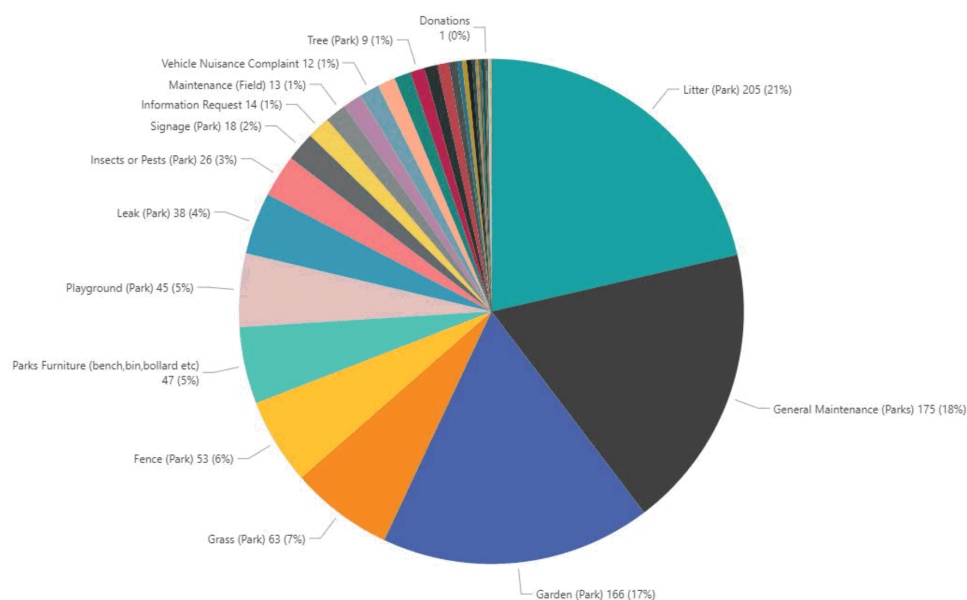
Work has commenced on the new centre to go in Kyle Park. The eastern basin at the end of the park is now fenced off and is a construction site.

Hornby Requests For Service tickets FY 20/21:

Waipuna/Halswell-Hornby-Riccarton Community Board
13 April 2021

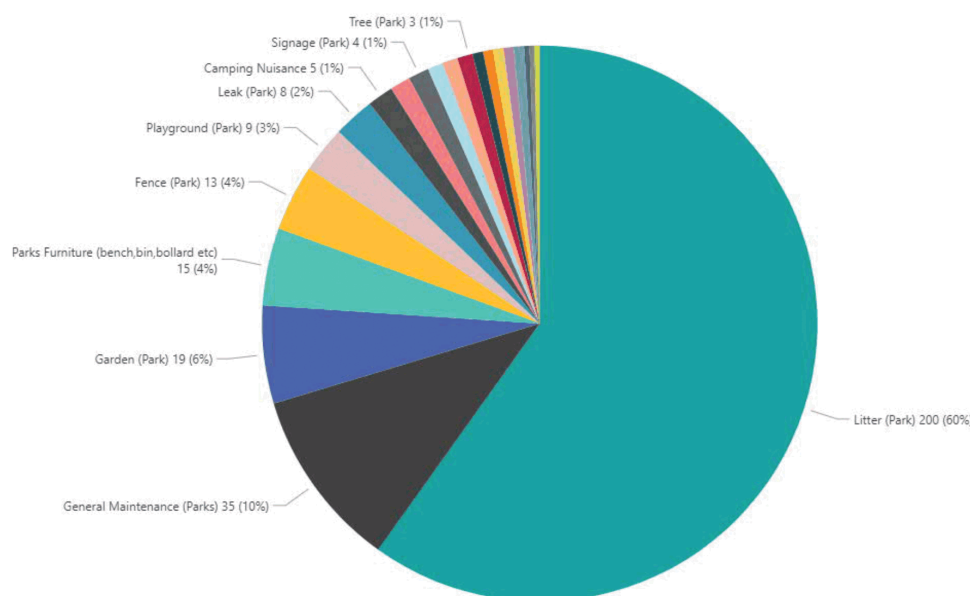


Halswell Requests For Service tickets FY 20/21:



Riccarton Requests For Service tickets FY 20/21:

Waipuna/Halswell-Hornby-Riccarton Community Board
13 April 2021



Attachments / Ngā Tāpirihanga

No.	Title	Page
A	Waipuna Halswell-Hornby-Riccarton Community Board Funding Update - March 2021	
B	Internal or External Memos 88F Hinau Street Bank Retaining Wall Replacement - Additional Tree Removal 31 March 2021 Report	

Signatories / Ngā Kaiwaitohu

Authors	<p>Faye Collins - Community Board Advisor</p> <p>Marie Byrne - Community Development Advisor</p> <p>Emma Pavey - Community Development Advisor</p> <p>Samantha Holland - Community Recreation Advisor</p> <p>Bronwyn Frost - Support Officer</p> <p>Noela Letufuga - Support Officer</p> <p>Matthew Pratt - Manager Community Governance, Halswell-Hornby-Riccarton</p>
Approved By	<p>Matthew Pratt - Manager Community Governance, Halswell-Hornby-Riccarton</p> <p>Matthew McLintock - Manager Community Governance Team</p> <p>John Filsell - Head of Community Support, Governance and Partnerships</p>

Report from Banks Peninsula Community Board – 12 April 2021

7. 62 Archdalls Road, Duvauchelle - Structures on Roads Proposal

Reference / Te Tohutoro: 21/441869

Report of / Te Pou Matua: Angus Smith, Property Consultancy Manager,
angus.smith@ccc.govt.nz

General Manager / Carolyn Gallagher, General Manager City Services
Pouwhakarae: Carolyn.gallagher@ccc.govt.nz

1. Banks Peninsula Community Board Consideration / Te Whaiwhakaarotanga

The Board had originally considered a report on this matter at its meeting of Monday 7 December 2020. Council had subsequently asked staff to bring this matter back to the Board after incorporating further information into the report.

2. Banks Peninsula Community Board Recommendation to Council

(Original Officer recommendations accepted without change.)

Part A

That the Council:

1. Approve the application for a licence over unformed legal road adjoining 62 Archdalls Road, Duvauchelle to legitimise the legacy encroachment of part of the dwelling as shown in Attachment A.
2. Grant delegated authority to the Property Consultancy Manager to negotiate and enter into the Deed of Licence on Council's standard terms and conditions including but not limited to:
 - a. A term of 35 years less one day.
 - b. A rental of \$150 p.a. plus GST.
 - c. The requirement for the licensee to hold public liability insurance of at least \$2m.
 - d. The public's right of access must not be obstructed.
 - e. Reassessment of the licence if the structure is reconstructed.
 - f. Council will not be responsible to repair or retain the structure in the event of coastal cliff erosion or seismic activity.

Attachments / Ngā Tāpirihanga

No.	Report Title	Page
1	62 Archdalls Road, Duvauchelle - Structures on Roads Proposal	85

No.	Title	Page
A ↓	62 Archdalls Road Legal Road encroachment plan survey	91
B ↓	62 Archdalls Road Structures on Roads application supporting Photos	92

Item 7

62 Archdalls Road, Duvauchelle - Structures on Roads Proposal

Reference / Te Tohutoro: 21/243212

Report of / Te Pou Matua:	Angus Smith, Property Consultancy Manager, angus.smith@ccc.govt.nz
General Manager / Pouwhakarae:	Carolyn Gallagher, General Manager City Services Carolyn.gallagher@ccc.govt.nz

1. Purpose of the Report / Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Council to consider an application, from the adjoining property owner of 62 Archdalls Road, Robinsons Bay in Banks Peninsula, for a deed of licence over part of unformed legal road into which a small portion of the dwelling encroaches.
- 1.2 The decision in this report is of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. This level of significance was determined by: the negligible number of people affected by the recommended decision; the fact this is a legacy issue that has existed since 1980; the negligible impact due to the location and nature of the encroachment and legal road. Wider community engagement and consultation is therefore not considered necessary.
- 1.3 This report therefore recommends that the Council approve the grant of the licence.

2. Officer Recommendations / Ngā Tūtohu

That the Te Pātaka o Rākaihautū/Banks Peninsula Community Board recommends that the Council:

1. Approve the application for a licence over unformed legal road adjoining 62 Archdalls Road, Duvauchelle to legitimise the legacy encroachment of part of the dwelling as shown in Attachment A.
2. Grant delegated authority to the Property Consultancy Manager to negotiate and enter into the Deed of Licence on Council's standard terms and conditions including but not limited to:
 - a. A term of 35 years less one day.
 - b. A rental of \$150 p.a. plus GST.
 - c. The requirement for the licensee to hold public liability insurance of at least \$2m.
 - d. The public's right of access must not be obstructed.
 - e. Reassessment of the licence if the structure is reconstructed.
 - f. Council will not be responsible to repair or retain the structure in the event of coastal cliff erosion or seismic activity.

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

- 3.1 Granting the licence will legitimise this legacy encroachment on to unformed legal road providing certainty for both the property owner and public.
- 3.2 The grant of a deed of licence will not alter the public's right of access to the legal road in the form as it has existed since 1980. In addition in all practicality due to the topography, location and nature of this portion of the unformed legal road public access is not practical.

4. Alternative Options Considered / Ētahi atu Kōwhiringa

4.1 Four options have been considered:

- 4.1.1 **Do Nothing** – this would retain the status quo which would leave the situation unchanged. There would be no certainty over public and private rights. This could put at risk any future investment and maintenance by the property owner, along with potentially complicating future sale of the property and/or insurance issues or claims.
- 4.1.2 **Road Stopping** – this is not considered a practical or viable option for a number of reasons, particularly considering the minor nature of this application, in summary:
- The road stopping process itself would involve public consultation, could be lengthy with the outcome unknown.
 - The fact that this part of legal road is along the mark of mean high water springs of the sea any road stopping action will result in that portion of road stopped vested in the Council as an esplanade reserve subject to the Reserves Act 1977 as prescribed by section 345 (3) of the Local Government Act 1974. In this eventuality the land could not be disposed of by way of lease, licence or sale. The dwelling encroachment could therefore not be permitted and required to be removed.
 - While theoretically there are a number of subsequent actions that could be undertaken to deliver a land status that would lead to a solution for the occupation e.g. a change of classification or revocation of the reserve status, those processes are statutory requiring public consultation exclusively concerned with reserves issues and could also be lengthy with outcomes unknown.
 - In the event those actions are successful the Council would then be faced with a number of additional requirements e.g. in the event of a reclassification a potential requirement to tender occupation rights, in the event of a revocation the requirement to consult over the “disposal” under section 138 of the Local Government Act.
 - The above process could not be progressed concurrently, but would need to occur sequentially over time one after the other. In addition as public consultation would be required at each stage, the process would be lengthy and repetitive. Also, the outcomes at each stage in the process could not be predicted at the outset and could be negative, thus ending the “journey” at any point.
- 4.1.3 **Remove the encroaching structure** – while possible this option is often, and in this instance could be, fraught and difficult to resolve for all parties. This option can also be expensive and time consuming for all parties. While each case needs to be considered on its own merit and circumstances, requiring the removal in this instance could be seen as unreasonable as there are no material or practical public interests eroded by the encroachment. The encroachment is part of the larger dwelling. It is also clouded by the prior consenting decision of the Akaroa County Council.
- 4.1.4 **Grant a licence at a market rent (recommended option)** – granting a licence for the encroachment would legitimise a situation that has existed since 1980, thereby providing certainty for all parties. This could be done simply by the council making a property owner decision, of the legal road, and documented on standard licence terms and conditions as drafted by the Legal Services Unit. The reasons for recommending this option are set out in detail within this report.

5. Detail / Te Whakamahuki

Background

- 5.1 A small portion of the dwelling situated at 62 Archdalls Road, Robinsons Bay in Banks Peninsula comprising approximately 16m², being a bedroom, encroaches into the adjoining unformed legal road as shown on the attached plan.
- 5.2 This encroachment has existed since 1980 with that part of the building in the encroachment on to unformed legal road part of an overall building consent granted by the former Akaroa County Council. The use of the legal road was however never explicitly dealt with or formalised.
- 5.3 Late last year the property owner initiated a request that this encroachment be considered and formalised, primarily and initially as they are planning to invest in some upgrade works that include cladding repairs and insulation. They would also like this resolved to avoid any future insurance or sale issues should circumstances arise.
- 5.4 The Council needs to consider this application purely on the basis of the owner of the land albeit legal road. In doing so the following should be considered:
 - 5.4.1 Current and future use of the land – the land is currently more or less in its natural state and reasonably isolated from public use. The location, topography, access issues and nature of the land does not lend itself to any other use. See the photos in **Attachment B**.
 - 5.4.2 Status of the land and how it is held - the land is unformed legal road. Due to the location, nature and topography this will never be formed. Conversion to another status would only ever result in the land becoming esplanade reserve. This action is not considered warranted or necessary. Doing so would also prohibit the request this report is endeavouring to deal with.
 - 5.4.3 Public rights – these are not interfered with.
 - 5.4.4 Effects on any utilities or infrastructure – there are no utilities or infrastructure.
 - 5.4.5 Health and safety – there are no health and safety issues or concerns.
 - 5.4.6 Community views and preferences. This is set out below in this section and sections 5.5 – 5.7 below.
 - 5.4.7 The licence terms and conditions - these would be on the Council standard terms and conditions for a private / commercial licence of legal road as developed by the Council's legal services team. It is proposed that this be similar to the licences proposed for the Taylors Mistake Baches e.g. a term of 35 years less one day with 5 year rent reviews. The market rental has been assessed as follows:

Rateable Land Value of adjoining land – 62 Archdalls Road = \$325,000

3862m² = \$84.15/m²

Area Occupied = 16m²

Value of area occupied = \$1,347

Based on 5% return proposed licence fee would equate to \$67.32 per annum

Obviously this is not a market value assessment, however it does indicate that commissioning a valuation is likely to result in such a low value that obtaining one is not warranted. It is however proposed to charge a fixed fee of \$150 plus gst to cover the costs of putting in place and managing this licence on an annual basis as the market rent would be inadequate in that regard.

- 5.4.8 While the principle of basing, or in this instance benchmarking the licence fee against, a market rent is consistent with the application of other licence fees, the difference in quantum when compared to the likes of licence fees for the Taylor Mistake Baches is attributed primarily to the location, size and nature of the encroachment.
- 5.4.9 This is a small encroachment of a minor part of a dwelling. Whereas the situation at Taylors Mistake provides a full building platform and use entirely in the road corridor, as such the valuation for Taylors Mistake:
- Adopted a value for a notational section size and determined a base land value.
 - This value was then adjusted for variation in scale of each site.
 - A 4.5% return of the adjusted site value was determined to be the annual licence fee value.
 - While market principles and standard valuation approaches have been applied to both the circumstances are quite different and therefore the quantum of the licence fee is not comparable between the two.

Community Views and Preferences

- 5.5 There has been no community consultation on this matter as the encroachment has been in place since 1980. Although the site is legal road it is unformed and although technically available for public passage it is practically difficult to access and because of the topography and adjoining cliff is rarely if ever used as a walking track; see the photos provided by the applicant's lawyers in Attachment B.
- 5.6 Staff are not aware of any complaints from the public about this building encroaching onto the unformed legal road.
- 5.7 The decision affects the following wards/Community Board areas and as such this report is submitted to the community board for a recommendation to Council as the decision maker:
- 5.7.1 Banks Peninsula Ward
- 5.7.2 Te Pātaka o Rākaihautū/Banks Peninsula Community Board

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

Strategic Alignment / Te Rautaki Tīaroaro

- 6.1 This report does not support the Council's strategic priorities as it is a minor issue.
- 6.2 This report does not support the [Council's Long Term Plan \(2018 - 2028\)](#).

Policy Consistency / Te Whai Kaupapa here

- 6.3 The Council has no policy that can be applied to this application.
- 6.4 The application and required decision cannot be considered under the Structures on Roads Policy 2020 as that only applies to private non-habitable structures encroaching on, under or over roads. That policy scope specifically excludes "habitable structures, boat sheds and other storage structures (other than garages)"

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 Staff have reviewed the Mahaanui Kurataiao Iwi Management Plan in respect of Akaroa Harbour, and we have found there are no defined aspects or objectives within the Plan's framework in relation to this site.

- 6.7 Transport staff have also discussed this matter with Shayne Te Aika (Principal Advisor Ngai Tahu Relationship). Shayne has advised that Rūnanga have no concerns about the road encroachment at 62 Archdalls Road which is a minor matter and advised as follows: *The District Plan has also been considered specifically the schedules of Ngā Tūranga Tupana 78 – Akaroa Harbour and Ngā Wai Coast 76 – Banks Peninsula. Subsequent engagement for this location with Mana Whenua has determined that this is a retrospective compromise and the minor occupation of legal road land is not of significance for Rūnanga/Māori.*

Climate Change Impact Considerations / Ngā Whai Whakaaro mā te Āhuarangi

- 6.8 There are no climate change impacts arising from this decision.

Accessibility Considerations / Ngā Whai Whakaaro mā te Hunga Hauā

- 6.9 The decision does not restrict the public's access to the legal road as the encroachment extends two metres from the property boundary and allows the remainder of the road reserve between three and five metres unobstructed along the cliff top (**Attachment A**). However, as mentioned above in the recommendations the key accessibility issue is the steep cliff face which acts as the main barrier (see Attachment B).

7. Resource Implications / Ngā Hīraunga Rauemi

Capex/Opex / Ngā Utu Whakahaere

- 7.1 Cost to implement – Zero the costs for the application process and the deed of licence are paid by the applicant.
- 7.2 Maintenance/Ongoing costs – Zero as the applicant is responsible for maintenance and the other ongoing costs of the structure.
- 7.3 Funding Source – the applicant pays the Council's costs.

Other / He mea anō

- 7.4 There are none.

8. Legal Implications / Ngā Hīraunga ā-Ture

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

- 8.1 The general powers of competence set out in section 12(2) "Status and Powers" of the Local Government Act apply. In addition section 357(1)(a) empowers the granting of the licence.

Other Legal Implications / Ētahi atu Hīraunga-ā-Ture

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

9. Risk Management Implications / Ngā Hīraunga Tūraru

- 9.1 There is unlikely to be any significant risks resulting from this decision, largely because the encroachment has been in place for many years and has not led to any complaints. Additionally the building's extension only very marginally obstructs the legal road and this area is already difficult to access safely (Attachments A & B).
- 9.2 The application does not obstruct the legal road reserve, there are no access issue for neighbouring properties, staff have checked there is no utility infrastructure affected, and is not a safety hazard or a nuisance to other potential road users albeit that is unlikely and impractical.

- 9.3 There will be very little if any legal risk for the Council in approving the deed of licence as that document will clearly set out the rights and responsibilities of each party.
- 9.4 It is the Council's standard practice to include a clause in the deed of licence for the licensee to hold \$2 million insurance to indemnify the Council. This will be included in the deed of licence for 62 Archdalls Road. This type of insurance is also typically covered in a house owner's standard insurance package so likely to already be in place.
- 9.5 Council will reassess the licence if the structure is reconstructed for any reason, and if the site is affected by coastal cliff erosion or seismic activity will not be responsible to retain the legal road from erosion or retain or repair the structure on the legal road.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A	62 Archdalls Road Legal Road encroachment plan survey	
B	62 Archdalls Road Structures on Roads application supporting Photos	

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

Document Name	Location / File Link
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Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

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

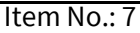
(a) This report contains:

- (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	Angus Smith - Manager Property Consultancy
Approved By	Richard Holland - Team Leader Asset Planning Richard Osborne - Head of Transport Carolyn Gallagher - Acting General Manager Infrastructure Planning & Regulatory Services



To get a better idea of the property from ground level
Below is a view looking across Robinson Bay (the south looking north).



Now looking from the west, this side of the house is the area in question.
(Sorry about the tree in middle of picture, as was too steep get another view)



An angle from Archdalls Beach



Closer view from the beach, note the house in top left



Close up of the cliff at the beach below the house, it is around 5m of rock before the bush line (other than hanging vines)



Report from Halswell-Hornby-Riccarton Community Board – 30 March 2021

8. 381 Halswell Road (Old Halswell Library) - Future Use

Reference / Te Tohutoro: 21/480260

Report of / Te Pou Matua: Barry Woodland, Property Consultant,
barry.woodland@ccc.govt.nz; Angus Smith, Manager Property
Consultancy, angus.smith@ccc.govt.nz

General Manager /
Pouwhakarae: Mary Richardson, General Manager Citizen and Community,
mary.richardson@ccc.govt.nz

1. Halswell-Hornby-Riccarton Community Board Consideration / Te Whaiwhakaarotanga

The Board received and considered the information in the staff report and adopted the officer recommendations.

Following the Board's decision it was established the Board does not have the delegation to approve a ground lease over fee simple land (officer recommendation 2.). This decision must be made by the Council.

2. Officer Recommendations / Ngā Tūtohu

That the Waipuna/Halswell-Hornby-Riccarton Community Board::

1. Approves the retention of the land at 381 Halswell Road (described as Section 3 SO532595 comprised in Record of Title 895222) in Council ownership, subject to Council approval of recommendation (3) below;
2. Approves the granting of a ground lease to Halswell Community Project Incorporated (HCP), subject to Council approval of recommendation (3) below;
3. Recommends that Council:
 - a. Agrees to depart from policy and deal unilaterally with HCP;
 - b. Agrees to:
 - i. gift the old library building at 381 Halswell Road to HCP for the sum of \$1 (the gift being conditional on Council having a first right of refusal option to take back the building from HCP at the sum of \$1), and;
 - ii. lease the land at 381 Halswell Road to HCP at a peppercorn rent (for a term of years to terminate if and when HCP return the building to Council ownership), and
 - c. Stipulates that HCP must obtain approval from the General Manager Citizens and Community in advance of any sublease arrangements.
 - d. Authorises the Manager Property Consultancy to negotiate and conclude all the agreements necessary to facilitate 3(b) above on terms and conditions acceptable to him, and in doing so make any decisions necessary to give effect to this.

- e. That the public excluded attachment which is the financial information from HCP is not released as it is commercially sensitive incorporating budgets and plans including personal information such as salaries.
4. Notes that a budget of \$34,000 provisionally allocated to 381 Halswell Road within the Community Facilities Rebuild Tranche 2 Programme will be retained within the programme to fund remaining projects in the programme as per agreement with the Social and Community Development Committee on 6 September 2017.

3. Halswell-Hornby-Riccarton Community Board Decisions Under Delegation / Ngā Mana kua Tukuna

(Original Officer Recommendation accepted without change)

Part C

That the Waipuna/Halswell-Hornby-Riccarton Community Board:

1. Approves the retention of the land at 381 Halswell Road (described as Section 3 SO532595 comprised in Record of Title 895222) in Council ownership, subject to Council approval of recommendation (3) below;
2. Approves the grant of a ground lease to Halswell Community Project Incorporated (HCP), subject to Council approval of recommendation (3) below;

Secretarial note: The Board does not have delegation to approve the ground lease in resolution 2. This is a decision for the Council and has been included in the Board's recommendations to the Council.

4. Halswell-Hornby-Riccarton Community Board Recommendation to Council

Part A

That the Council:

1. Agrees to depart from policy and deal unilaterally with Halswell Community Project (HCP);
2. Approves the grant of a ground lease of the land at 381 Halswell Road (described as Section 3 SO532595 comprised in Record of Title 895222) to Halswell Community Project Incorporated (HCP)
3. Agrees to gift the old library building at 381 Halswell Road to HCP for the sum of \$1 (the gift being conditional on Council having a first right of refusal option to take back the building from HCP at the sum of \$1) and lease the land at 381 Halswell Road to HCP at a peppercorn rent (for a term of years to terminate if and when HCP return the building to Council ownership), and
4. Stipulates that HCP must obtain approval from the General Manager Citizens and Community in advance of any sublease arrangements.

5. Authorises the Manager Property Consultancy to negotiate and conclude all the agreements necessary to facilitate 2. and 3. above on terms and conditions acceptable to him, and in doing so make any decisions necessary to give effect to this.
6. Agrees that the public excluded attachment which is the financial information from HCP is not released as it is commercially sensitive incorporating budgets and plans including personal information such as salaries.
7. Notes that a budget of \$34,000 provisionally allocated to 381 Halswell Road within the Community Facilities Rebuild Tranche 2 Programme will be retained within the programme to fund remaining projects in the programme as per agreement with the Social and Community Development Committee on 6 September 2017.

Attachments / Ngā Tāpirihanga

No.	Report Title	Page
1	381 Halswell Road (Old Halswell Library) - Future Use	100

No.	Title	Page
A ↓	Councils Annual SMP and Planned Works (2021-2040) Costs	112
B ↓	HCP Background Information	117
C ↓	Factors to Consider When Dealing Unilaterally	131
D	HCP Financial Information (<i>Under Separate Cover</i>) - CONFIDENTIAL	

381 Halswell Road (Old Halswell Library) - Future Use

Reference / Te Tohutoro: 21/187092

Report of / Te Pou
Matua:

Barry Woodland, Property Consultant,
barry.woodland@ccc.govt.nz; Angus Smith, Manager Property
Consultancy, angus.smith@ccc.govt.nz

General Manager /
Pouwhakarae:

Mary Richardson, General Manager Citizen & Community

1. Purpose of the Report / Te Pūtake Pūrongo

- 1.1 The purpose of this report is in response to the Council meeting of 10 July 2018 (CNCL/2018/00158) which considered the future use options for a number of properties and, with specific regard to 381 Halswell Road (Old Halswell Library), resolved as follows:

That the Council:

2. Support retention of the following property, subject to the conditions in resolution 3 below:

*a. **Former Halswell Library, 381 Halswell Road.***

3. Retention of the property set out in resolution 2 above, is conditional on staff and Council engaging in a process that identifies an alternative strategic or public use that:

a. Can be rationalised;

b. Satisfies a clearly identified need;

c. Is supported by a sound and robust business case;

d. Supports Council strategies;

e. Has an identified sponsor, namely an end asset owner (titular internal/owner sponsor) who supports retention for the alternative public use and holds an appropriate budget provision within the Council's Annual and Long Term Plans.

4. That the Halswell-Hornby-Riccarton Community Board be delegated authority to make a retention decision for an alternative use so long as all of the conditions set out in resolution 3 above, are met to its satisfaction.

- 1.2 The recommended option in this report confirms that these retention conditions have been met.
- 1.3 In addition to seeking the Board's approval to retain the property (land and building), the officer recommendations also require:
- The Board to approve a lease of the land (ground lease) to the incumbent tenant, Halswell Community Project (HCP), and;
 - For Council to resolve to deal unilaterally with HCP and to approve the 'gift' of the building to HCP.
- 1.4 The decisions in this report are considered of low significance in relation to the Christchurch City Council's Significance and Engagement Policy given that the recommendations are essentially of a local nature and seek to support an incumbent tenant recognised as having contributed considerably to the empowerment and strengthening of the Halswell community over a number of years. The property is not categorised as a 'strategic asset'.

- 1.5 Gifting the building will enable Council to divest itself of a significant, unbudgeted, building maintenance liability but nevertheless retain an interest in the building asset via a first right of refusal provision.
- 1.6 *(The old library building is often referred to in this report as the 'Hub' or 'Halswell Hub' building. As incumbent tenant the HCP has developed the building into an important 'Hub' for the community to meet and to access community focused activities and services activated by HCP).*

2. Officer Recommendations / Ngā Tūtohu

That the Waipuna/Halswell-Hornby-Riccarton Community Board:

1. Approves the retention of the land at 381 Halswell Road (described as Section 3 SO532595 comprised in Record of Title 895222) in Council ownership, subject to Council approval of recommendation (3) below;
2. Approves the grant of a ground lease to Halswell Community Project Incorporated (HCP), subject to Council approval of recommendation (3) below;
3. Recommends that Council:
 - a. Agrees to depart from policy and deal unilaterally with HCP;
 - b. Agrees to:
 - i. gift the old library building at 381 Halswell Road to HCP for the sum of \$1 (the gift being conditional on Council having a first right of refusal option to take back the building from HCP at the sum of \$1), and;
 - ii. lease the land at 381 Halswell Road to HCP at a peppercorn rent (for a term of years to terminate if and when HCP return the building to Council ownership), and
 - c. Stipulates that HCP must obtain approval from the General Manager Citizens and Community in advance of any sublease arrangements.
 - d. Authorises the Manager Property Consultancy to negotiate and conclude all the agreements necessary to facilitate 3(b) above on terms and conditions acceptable to him, and in doing so make any decisions necessary to give effect to this.
 - e. That the public excluded attachment which is the financial information from HCP is not released as it is commercially sensitive incorporating budgets and plans including personal information such as salaries.
4. Notes that a budget of \$34,000 provisionally allocated to 381 Halswell Road within the Community Facilities Rebuild Tranche 2 Programme will be retained within the programme to fund remaining projects in the programme as per agreement with the Social and Community Development Committee on 6 September 2017.

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

- 3.1 The recommended option is as follows:

Gift the building to HCP and Council retain the land

Council gift the building to HCP for \$1 and grant them a ground lease at a peppercorn rent. HCP assume full responsibility and cost liability for all building and land maintenance, rates and all other outgoings. Council retain a first right of refusal to take back the building from HCP for a \$1.

This option is supported by (and provides certainty for) Council staff, the Community Support, Governance & Partnership Unit as steward of the building and HCP.

Advantages for Council

- Transfers 'ownership' of a depreciating Building asset to HCP.
- Transfers existing **unbudgeted** annual Scheduled Maintenance Plan (SMP) works costs of \$16,000 per annum (excluding a current depreciation allowance of \$26,000) and Planned Work costs 2021-2040 of \$370,000 (or c\$18,500 per annum) to HCP.
- The Land asset (c\$415,000 – book value) is retained by Council as owner.
- The Community Support Governance & Partnership Unit assume the role of Steward / Asset Owner / Sponsor subject to the asset (land and buildings) being held at no cost to them apart from insuring the land.
- The Community Support Governance & Partnership Unit acquire a well activated, self-sustaining, community facility which complements the objectives of the Community Facilities Network Plan 2020.
- HCP are recognised for fostering and actively encouraging a supportive and reciprocal relationship with Te Hapua and other community organisations in Halswell.

Advantages for HCP

- It provides them with certainty and autonomy.
- Ownership of the building provides improved access to external funding sources.
- Provide scope to control and stage the costs of the annual SMP work and Planned Work (2021-2040) to suit their funding availability.
- Ability to fund annual SMP costs out of 'earnings' from operation of the Hub.
- Ability to fund Planned Work through grants, negotiated contractor rates, working bees etc.
- A low risk of HCP being left with a building they can't use/sell, as it reverts to CCC.
- Continued ability to support and provide established services and activities which empower and strengthen the Halswell community.

The major disadvantage of this option is that Council gift to HCP, and lose control over, a building asset with a book value of \$440,000. However, Council retains a first refusal option to purchase the building back for \$1 should HCP cease to operate.

4. Alternative Options Considered / Ētahi atu Kōwhiringa

A number of alternative options have been considered including:

4.1 Retain the Status Quo: Land and Building leased to HCP at a peppercorn rent

Council retain ownership of the land and building. However there is no steward / asset owner or allocated LTP capital or operational budget to fund annual SMP works (\$16,000 plus depreciation \$26,000) or Planned Work (2021-2040) estimated at \$370,000 or c\$18,500 per annum). As a result the Building asset continues to deteriorate along with its residual capital value. It creates continued uncertainty for HCP in terms of future use / occupation, its ability to control the timing of maintenance work and reduces access to funding options (as it is not the building owner). However, HCP support to the community continues.

Not considered a tenable option for Council or HCP.

4.2 Gift the Land and Building to HCP

Gift the land **and** building to HCP for \$1. HCP own the land and building and are able to control the maintenance programme and maximise access to funding as owner of the property. Council divests itself of its maintenance liability but transfers an asset worth c\$855,000 (book value) to HCP for \$1. HCP support to the community continues.

Not considered a financially tenable option for Council.

4.3 HCP purchase the land and building (or building only)

This option would divest Council of its maintenance liability, provide income from the sale of the property (book value c\$855,000) and provide certainty to HCP. HCP support to the community continues.

However, HCP do not have the financial capacity to purchase the asset outright (or the building only).

4.4 Council Declares the Property Surplus and Sells it in the open market

The Council determines that as a sustainable alternative strategic or public use for the property has not been established it should be sold in the open market. This option divests Council of its ongoing (unbudgeted) maintenance liability and maximises the sale value of the property in the open market.

Conversely, HCP would be required to vacate the property, the Hub as a focal point for the Halswell community would cease to exist and the HCP's Hub services and activities would be lost as relocation to a facility offering similar accommodation in Halswell would be unlikely.

(Note: during the options review process it was recognised by Board support, Te Hapua and Community Support Governance & Partnership staff and HCP, that the community services, activities and facilities provided within the old library building by HCP are very different from those capable of being provided at Te Hapua. As such decanting HCP to Te Hapua was not therefore considered a practical or feasible option).

Notwithstanding the financial benefit to Council, this decision, given HCP's proven community outreach, the sustainability of their business model and expressed Community Board, Council staff and wider community support, would likely be highly unpopular, politically and socially.

4.5 ROI Process – seek to identify other potential alternative strategic or public uses

This would involve a time consuming, costly, process which, given the strength of the incumbent occupier (HCP,) would be highly unlikely to provide a better / more positive community outcome.

5. Detail / Te Whakamahuki

Context

- 5.1 The old Halswell library was decommissioned following the opening of the new *Te Hapua : Halswell Centre* in November 2015, which provided a state of the art library and community services facility.
- 5.2 The plan below illustrates the location of the property at the intersection of Halswell Road and Sparks Road.



- 5.3 At that time the old library was declared operationally redundant by the Libraries and Information Unit (the then steward / asset owner) with the asset being transferred to the Corporate Real Estate portfolio pending the determination of its future use by what is now known as the Property Review Process.
- 5.4 Subsequent circularisation of the property to all operational Council Units determined that there were no alternative operational / public work uses for the property (this remains the case today). In the interim the future use of the property has remained unresolved.
- 5.5 The decommissioned building was unoccupied until July 2017 at which point a short-term lease was granted to HCP. They have incrementally developed its community focused services and activities to a point where they are now recognised by the Community Board as providing a valuable role in empowering and strengthening the Halswell community with the building providing an important community 'Hub'.
- 5.6 As a consequence the Board strongly supports the retention of the property and HCP's continued occupation of, and operation from, the building.
- 5.7 Only limited reactive essential maintenance has been undertaken on the building by Council since being decommissioned due to the absence of an operational steward / asset owner within Council, a lack of allocated LTP funding and uncertainty around the property's future use.
- 5.8 Although fully compliant from a building code perspective, the building is now relatively tired and represents a significant (unbudgeted) liability to Council in terms of immediate and longer term deferred maintenance and depreciation costs.
- 5.9 The purpose of the recommended option in this report is to promote a solution which provides a positive community outcome, creates certainty for HCP and enables Council to reduce its financial liability associated with the building while retaining an interest in the property (land and building).

The Property

- 5.10 381 Halswell Road is a Council owned fee simple property described as Section 3 SO 532595 being part of the land contained in Identifier 895222. There are no memorials on the title.
- 5.11 The site extends to some 1930m² and has a landscaped frontage to Halswell Road and a large sealed rear car park accessed from Sparks Road.
- 5.12 The single level building extends to some 300m² comprising an original 1950's reinforced concrete front portion and 1990's timber-framed rear extension under a decromastic tiled roof. Internally there is a large open plan area to the front of the building with ancillary offices, storage, toilets and washroom to the rear.
- 5.13 Altering the building to accommodate residential, commercial or other uses would not be an easy or particularly practical option.

- 5.14 A Detailed Engineering Assessment (DEE) undertaken in 2013 calculated the buildings seismic capacity at 55%NBS. As such it is not considered an Earthquake Prone Building (EPB). Although no specific structural assessment has been carried out it is considered that the building performed well during the 2010/2011 earthquake sequence, largely due to its age, type of construction and materials and roof structure.

Planning Considerations

- 5.15 The site is zoned Residential Suburban in the District Plan.
- 5.16 The prior scheduled 'library' activity has been removed from the site.
- 5.17 As such a new resource consent will be required for most alternative uses including community / education / place of assembly uses. It is noted that likely complications from a consenting perspective may include frontage, transport, access and activity considerations.
- 5.18 A five (5) metre deep NZTA (Future Works) designation extends across the Halswell Road frontage of the site which could potentially be requisitioned by NZTA for future road widening works at any time.

Asset – Current Value

- 5.19 Current rating, book and rental values for the property are as follows
- Rateable value (as at 1 August 2019): \$890,000 (Land \$425,000; Improvements \$465,000).
 - Council Book Value: \$855,000 (Land \$415,000; Improvements \$440,000).
- Note: the market value of the property will likely be influenced to a greater or lesser extent by the degree of building depreciation, difficulty of adapting the building for other uses and the ability to secure a resource consent for any proposed use.*
- Rental Income: the land and buildings are currently leased to HCP on a month to month basis at a peppercorn rent.

Asset – Allocated LTP Funding

- 5.20 Currently there is no operational or capital LTP budget allocated to the property. As a consequence building maintenance is only undertaken on an essential, reactive, works basis and funded out of the Corporate Real Estate budget.

Asset - Current Cost to Council

- 5.21 Under the current lease (land and building) to HCP Council is currently responsible for the maintenance of the roof, exterior of the building, building services, general outgoing (other than rates, water, gas, electricity, phone, rubbish) and land and building insurance.
- 5.22 There is currently no asset management plan for the property.
- 5.23 In the absence of any allocated operational budget for the property since 2015, annual Scheduled Maintenance Plan Work (SMP) and Planned Work (2021-2040) has largely been deferred pending a decision as to the future use of the property. As a result the level of deferred works is significant such that the property (specifically the building) now represents an increasingly expensive and depreciating asset for Council.
- 5.24 A summary of Council's current annual SMP and Planned Work (2021-2040) cost liabilities is outlined in **Attachment A** and referred to below.
- 5.25 **Annual SMP costs:** these include building consent compliance costs and general building and land maintenance and associated costs.

- 5.26 Council's annual SMP costs for 2021 total around \$16,000 which includes insurance but excludes annual depreciation (sinking fund) costs currently estimated at around \$26,000.
- 5.27 **Planned Work (2021-2040) costs:** based on a recent independent assessment by City Care Council's Planned Work costs for the building for the twenty year period 2021 – 2040 indicate a total spend in the order of \$370,000 (\$18,500 per annum).
- 5.28 A range of maintenance items to address work which is considered 'essential' (eg the HVAC system has failed) and deferred 'desirable' work (including internal / external painting) has been identified in year 1 (2021/22) at a cost in the order of \$90,000. The total estimated spend on maintenance in years 1 to 5 (2021-2025) is estimated to be in the order of \$146,000.
- 5.29 **Rates:** \$1,327.74
- 5.30 **Depreciation:** If the land and building is retained by Council these unbudgeted maintenance cost liabilities will be carried forward (adjusted for inflation and depreciation) year on year. Without LTP budget to carry out any maintenance work other than on a reactive basis it can reasonably be assumed that this will result in accelerating the depreciation of the building, increase the maintenance costs to Council and reduce the residual value of the property.
- 5.31 The full extent of these ongoing maintenance costs to Council have been made available to HCP. Their ability to absorb these costs moving forward, as building 'owner', is outlined below in paragraphs 5.39 to 5.46 below.

Halswell Community Project – Operation of the Old Halswell Library

- 5.32 HCP has been incorporated since 2013 with a vision to provide a wide range of activities, services and projects focused on empowering and strengthening the Halswell community.
- 5.33 One of these not-for-profit community projects is the Halswell 'Hub' which HCP has operated from the old Halswell library building since July 2017.
- 5.34 HCP currently occupy the Hub on a month to month basis as uncertainty over the future use of the property has precluded the grant of a more permanent lease arrangement.
- 5.35 HCP are recognised by the Community Board and Council staff as being well resourced, governed and managed. They operate the Hub as both a community facility and information hub for the wider community and provide a range of well utilised services and activities within a variety of spaces at the Hub as well various other external community outreach services.
- 5.36 They also work collaboratively with, and refer community outreach opportunities to, other local Halswell community organisations including Te Hapua.
- 5.37 In context Covid-19 has, ironically, been a positive for HCP as it has emphasised its importance as a key social hub for the community. The Hub typically operates at full capacity five days a week between 9.00am to 5.00pm together with accommodating various other groups and activities during evenings and at weekends.
- 5.38 More detailed background information for HCP, their vision and values, community outreach, 5 Year Plan and operation of the Hub is provided in **Attachment B** or accessed on their website at www.halswellcommunity.net.nz

Halswell Community Project – Financial Status

- 5.39 A key focus of this report is a desire to review the options for, and to provide some certainty around, the future use of the property.
- 5.40 Following receipt and review of the Council's annual and deferred work costs for the building (referenced above in paragraphs 5.25 to 5.29 above) HCP expressed confidence in their ability

to fund these works and have emphasised their preference to take over 'ownership' of the building 'as/is where/is'.

- 5.41 HCP subsequently provided Council staff with supporting financial and funding information for both: (1) HCP (the entity), and; (2) the Halswell Hub, to enable Council staff to evaluate the sustainability of their incorporated status and operation of the Hub building moving forward.
- 5.42 *(For reasons of commercial sensitivity this information is appended as a PX attachment - refer **Attachment D**).*
- 5.43 Broadly the financials demonstrate that both HCP and the Halswell Hub are well governed and managed and, consequently, well supported by Council, the community and external funders.
- 5.44 HCP appear capable of funding the annual SMP costs out of 'earnings' from the operation of the Hub and to deliver and fund the Planned Work (2021-2040) through careful staging and a combination of grants, negotiated local contractor rates and working bees.

HCP Finances - Review by Council

- 5.45 HCP's financial information has been reviewed by the Council's Finance team, Community Support Governance & Partnership Unit's Finance Business Partner, who have commented on the recommended option (ie to 'gift' the building to HCP and grant them a ground lease over the land) as follows:
- *"The current extent of Council's financial support for the 'Halswell Hub' is approximately \$44,000 per year. This is made up of \$28,000 of Strengthening Community Grants and approximately \$16,000 relating to Annual SMP costs, Insurance costs and electricity.*
 - *The proposal from HCP is that Council's financial support would be restricted to its grant (currently \$28,000 budgeted for FY22 and FY23). The HCP has assumed ongoing significant contributions (c.\$90,000) from Council, COGS, Lotteries and Rata – obtaining these will require HCP to actively seek these grants, given there is no long term commitment for them to be provided.*
 - *If the HCP's operations ceased for some reason (for example, the loss of key volunteers / staff of the organisation or an inability to obtain project grant levels) Council's cost for the facility would revert to basic annual operational / maintenance costs (per the above likely to be c.\$16,000).*
 - *(As this is consistent with the view of the proposed asset owner – Community Facilities) we are comfortable with approving this proposal from a financial perspective".*
- 5.46 Note: if, for whatever reason, HCP return the building to Council, and given that the annual SMP and Planned Works (2021-2040) would remain unbudgeted, this may signal that the sale of the property at that time would represent the most appropriate option).

Steward / Asset Owner – Community Support Governance & Partnership Unit

- 5.47 The Community Facilities Network Plan 2020 reflects the Council's preference to have a greater number of facilities community operated, ideally through partnership agreements.
- 5.48 While there is no current LTP funding available to operate the Halswell Hub the Community Support Governance & Partnership team recognise that HCP, and their operation of the Halswell Hub, are providing an important role in empowering and strengthening the local community and are doing so from a sustainable management and financial governance foundation, a view shared and endorsed by the Community Board and board advisors.
- 5.49 Given this context the Community Support Governance & Partnership Unit have indicated their preparedness to assume stewardship / asset ownership of the property. This is, however,

contingent on the arrangement being at 'no cost' to them given the absence of allocated LTP funding.

- 5.50 The recommended option outlined in this report facilitates this conditional arrangement.

Alternative Use Criteria

- 5.51 The criteria required to identify an alternative, sustainable, strategic or public use which supports the retention of the property (as outlined in paragraph 1.1 above) has been satisfied.
- 5.52 That is to say, the proposed use has been rationalised, it satisfies a clearly identified need, it is supported by a sound and robust business case, it supports council strategies and has an identified asset owning sponsor.

Dealing Unilaterally

- 5.53 Where there is only one logical lessee for a lease (in this case a ground lease) or purchaser of a property (in this case a building) the Council may deal unilaterally with that lessee / purchaser. This includes facilities linked to not-for-profit organisations and community buildings.
- 5.54 There are a number of matters that need to be considered when contemplating a unilateral dealing (**Refer Attachment C**).
- 5.55 The granting of a ground lease and gift of the building to HCP is effectively a continuation of community services that have been successfully offered by HCP since 2017 and supports the purpose for which the land is used.
- 5.56 This proposal does not depart from the considerations as outlined in Attachment C and officers consider that it would be appropriate for the Board to approve the ground lease to HCP and to recommend that Council approve the gift of the building to HCP (conditional on Council having a first option to take the building back).

Community Views and Preferences

- 5.57 HCP have leased, and operated from, the Halswell Hub since 2017 offering a wide variety of services and activities to a wide range of local community groups and individuals. The Hub operates essentially at full capacity with up to 300 people a week using the facility. It also provides the base from which HCP offer a wide range of other community outreach projects.
- 5.58 While this proposal has not been widely consulted, the local community and groups and individuals seeking further educational and recreational opportunities recognise HCP's contribution to the empowerment and strengthening of the Halswell community which, as such, indicates their support for the general intent of the recommended option.
- 5.59 The decision affects the following wards/Community Board areas:
- 5.59.1 Waipuna/Halswell-Hornby-Riccarton Community Board

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

Strategic Alignment /Te Rautaki Tīaroaro

- 6.1 This decision aligns with the Council's vision:
- 6.1.1 The Council's goal for its role in supporting the city-wide network of community facilities is "*Enabling active, connected and resilient communities to own their own future*".
- 6.2 The decision is consistent with Council's Community Outcomes and its Community Facilities Network Plan 2020:

- 6.2.1 Community facilities contribute to community outcomes in many ways, but not limited to:
- Providing local venues, hosting community events, activities, classes, educational opportunities, networking and community connection aimed at reducing social isolation.
 - Supporting active citizenship and connected communities, by providing venues to support community engagement with the Council, community boards and community organisations in order to grow community participation in Civic life.
 - Building community resilience, social capital and community capacity to support a response to major stressors such as climate change, terror attacks and the effects of Covid-19.
 - Supporting a network of volunteers and opportunities for community partnerships regarding provision, activation and operation of facilities.
 - They enable the celebration of local identity and diversity by providing venues for events, arts, culture, heritage, sport and recreation.
- 6.3 This report supports the [Council's Long Term Plan \(2018 - 2028\)](#):
- 6.3.1 Activity: Facilities, Property & Planning
- Level of Service: 13.4.10 Property advice and services that support the delivery of other Council Services. - At least 90% projects delivered to agreed timeframes per annum.

Policy Consistency / Te Whai Kaupapa here

- 6.4 The decision is consistent with Council's Plans and Policies and specifically the Community Facilities Network Plan 2020.
- 6.5 The Community Board also has a priority to '*Enhance community connectedness and perceptions of safety in Halswell*' in its Board plan. This includes:
- Identify ways to encourage and activate local neighbourhood champions and activators.
 - Support Community events that encourage neighbours to get to know each other and look to resource neighbourhood safety initiatives, while supporting local volunteers.
 - Support the development of community led initiatives that encourage and enable social connectivity and increase feelings of safety and wellbeing.
- 6.6 From a Community Development perspective the Hub and the HCP are important cogs in the Board achieving its priority.

Impact on Mana Whenua / Ngā Whai Take Mana Whenua

- 6.7 This 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.
- 6.8 The granting of a ground lease to HCP is effectively a continuation of an existing lease arrangement while the gift of the building does not constitute the sale of a land asset (and is further conditioned by virtue of Council retaining a first right of refusal to reclaim ownership of the building).

Climate Change Impact Considerations / Ngā Whai Whakaaro mā te Āhuarangi

- 6.9 The continuation of the existing use of the land and buildings will not require additional resources.

Accessibility Considerations / Ngā Whai Whakaaro mā te Hunga Hauā

6.10 The property is currently compliant for its existing use.

7. Resource Implications / Ngā Hīraunga Rauemi

Capex/Opex / Ngā Utu Whakahaere

- 7.1 *Cost to Implement* – limited essentially to internal costs associated with preparing and executing the ground lease and transfer of building ownership documentation. HCP will be responsible for their own legal and other costs associated with these transactions.
- 7.2 *Maintenance/Ongoing costs* – Council costs limited to insuring the land.
- 7.3 *Funding Source* – costs to be covered by existing operational funds.
- 7.4 *As an aside, it is noted that a budget of \$30,000 (with inflation etc now \$34,000) was allocated to the old Halswell library building in the Community Facilities (Incl. Heritage) Rebuild Tranche 2 Programme which was approved by Council on 23 June 2015. This fund was specifically borrowed by the Council to repair and rebuild specified earthquake damaged buildings. It is recommended that this budget is not spent but retained within the programme as per agreement with the Social and Community Development Committee on 6 September 2017. Once all projects have been delivered, savings will be returned to the consolidated fund.*

Other / He mea anō

- 7.5 As indicated above the Council's Finance team, Community Support Governance & Partnership Unit's Finance Business Partner, has approved the recommended option based on their review of the financials provided by HPC.

8. Legal Implications / Ngā Hīraunga ā-Ture

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

- 8.1 The general powers of competence set out in section 12(2) "Status and Powers" of the Local Government Act.

Other Legal Implications / Ētahi atu Hīraunga-ā-Ture

- 8.2 There is a legal context, issue or implication relevant to this decision.
- 8.3 The legal consideration is the Local Government Act 2002 and the Council's Leasing Council Property and Disposal of Council Property policies, as referred to in paragraphs 5.53 to 5.56 above.
- 8.4 Also, should the recommended option be declined and a resolution approved subsequently to dispose of 381 Halswell Road then preliminary investigations indicating that there are no Section 40 PWA offer back obligations affecting the sale of the property will need to be formally reviewed and confirmed.
- 8.5 This report has not been reviewed and approved by the Legal Services Unit.

9. Risk Management Implications / Ngā Hīraunga Tūraru

- 9.1 In the event that HCP cease to operate for whatever reason the impact for Council would be mitigated by virtue of it retaining ownership of the land and a first option to resume ownership of the building asset.
- 9.2 It is possible that there may be some residual community feedback regarding Council's decision to deal unilaterally with HCP.

- 9.3 Conversely, there is potentially some significant reputational risk and community disengagement if Council terminate the use and occupation of the property by HCP whose community support and outreach work is well known within the Halswell community.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A	Councils Annual SMP and Planned Works (2021-2040) Costs	
B	HCP Background Information	
C	Factors to Consider When Dealing Unilaterally	
D	HCP Financial Information (<i>Under Separate Cover</i>) - 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 Whakatūtutanga 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	Barry Woodland - Property Consultant
Approved By	Angus Smith - Manager Property Consultancy Paul McKeefry - Community Facilities Specialist John Filsell - Head of Community Support, Governance and Partnerships Mary Richardson - General Manager Citizens & Community

Attachment A

Annual Scheduled Maintenance Plan (SMP) Costs (2021) and Planned Work (2021-2040) Costs

To assist the Halswell Community Project with their future cost planning a summary of the following maintenance costs has been shared with them:

1. Annual Scheduled Maintenance Plan (SMP) costs (2021), and;
2. Planned Work (2021-2040) cost estimates.

1. ANNUAL SCHEDULED MAINTENANCE PLAN (SMP) COSTS (2021)

Scheduled Maintenance Plan (SMP) Work Costs	Annual Spend	Frequency
Compliance Related Costs (which are required to be carried out by accredited compliance providers)		
IQP Check / Certification (Incl BWO)	\$600.00 (est)	Annual
Mech/Elect - fire specified system maintenance	\$1,274.64	Monthly
Mech/Elect – Auto door specified system maintenance	\$283.64 (tbc)	3 monthly
*Other CCC SMP Costs (to be carried out by HCP or HCP suppliers)		
Grounds – Lawn maintenance	\$1,622.64	Monthly
Grounds maintenance	\$2,256.24	2 monthly
Mech/Elect – HVAC	\$1,651.72	3 monthly
Cleaning - gutters	\$165.72	6 monthly
Cleaning – window cleaning	\$165.72	2 monthly
Grounds – Lawn maintenance	\$1,622.64	Monthly
Security Services	Excluded	
Total for Annual SMP Costs	\$9,642.96	Annual
Additional Costs (For Information)		
Insurance (\$385.42 monthly)	\$4,620.00	Annual
Electricity	\$1,637.00	
Depreciation (sinking fund for future refurb/upgrade work)	Excluded	

**Costs are based on Citycare's rates – refer to qualifying remarks below under item 2.*

2. PLANNED WORK COSTS (2021-2040)

The following tables summarise the Planned Work which has been identified for the twenty year period 2021-2040. It should be noted:

1. A range of work items have been identified to be carried-out in 2021 (the first year of the twenty year plan) to address work which is 'essential' (eg the HVAC system which has failed) and deferred 'desirable' work.
2. The estimated costs are based on Citycare's rates including material plus labour plus a management fee – consistent with Council's procurement rules. If a change of building ownership occurred (for example, to the Halswell Community Project), then the group could arrange for this work to be carried out by other contractors, (who may have a lower cost structure for example) as well as carrying-out some of the work themselves (ie painting).
3. Also the scheduling of work could be changed to suit available funds – bearing in mind that there is a risk of failure/added cost if already deferred work is deferred further.

FY2021

Item	Description	Condition 1-5	Date of suggested replacement	Cost at todays rates
Adult area	Walls paint	4	2021	\$ 3,339.36
Adult area	Ceiling paint	4	2021	\$ 3,675.00
Adult area	Lighting	5	2021	\$ 4,800.00
Open office	paint walls	4	2021	\$ 7,368.96
Open office	paint ceiling	4	2021	\$ 4,030.00
	EV for scaffolding		2021	\$ 2,000.00
Open office	HVAC - Currently using freestanding electric heaters.	Failed	2021	\$ 18,000.00
offices and amenities	paint walls	4	2021	\$ 7,879.20
offices and amenities	paint ceiling	4	2021	\$ 1,135.22
offices and amenities	Bathroom tiles grout is damaged and required re-	5	2021	\$ 500.00
offices and amenities	Bathroom tiles grout is damaged and required re-	5	2021	\$ 500.00
	Timber decking and railings	4	2021	\$ 1,500.00
	Exterior cladding - plaster	2	2021	\$ 6,354.60
	Fascias m2	5	2021	\$ 2,880.00
	EV for scaffolding	LS	2021	\$ 5,000.00
	Paint roof	4	2021	\$ 18,109.00
	Carpark repairs	4	2021	\$ 1,000.00
	General Pre paint maintenance	5	2021	\$ 2,000.00
				\$90,071.34

FY2022

Item	Description	Condition 1-5	Date of suggested replacement	Cost at todays rates
Open office	Lighting	5	2022	\$ 5,500.00
offices and amenities	Lighting	5	2022	\$ 2,900.00
				\$8,400

FY2023

Item	Description	Condition 1-5	Date of suggested replacement	Cost at todays rates
Adult area	Carpet	4	2023	\$ 14,500.00
Open office	Carpet	4	2023	\$ 10,800.00
				\$25,300

FY2024

Item	Description	Condition 1-5	Date of suggested replacement	Cost at todays rates
Adult area	HVAC	4	2024	\$ 10,000.00
				\$10,000

FY2025

Item	Description	Condition 1-5	Date of suggested replacement	Cost at todays rates
offices and amenities	Vinyl	2	2025	\$ 6,811.32
offices and amenities	Electric heaters	4	2025	\$ 990.00
offices and amenities	Toilet seats and cisterns	3	2025	\$ 600.00
offices and amenities	Skylights Ongoing maintenance	4	2025	\$ 800.00
	Exterior lighting	3	2025	\$ 3,000.00
				\$12,201.32

FY2026

\$0

FY2027

Item	Description	Condition 1-5	Date of suggested replacement	Cost at todays rates
Adult area	Blinds / Curtains	2	2027	\$ 4,800.00
Open office	Blinds / Curtains	2	2027	\$ 1,800.00
offices and amenities	Blinds / Curtains	4	2027	\$ 2,300.00
				\$8,900

FY2028

Item	Description	Condition 1-5	Date of suggested replacement	Cost at todays rates
	Carpark repairs	4	2028	\$ 2,000.00
				\$2000

FY2029

Item	Description	Condition 1-5	Date of suggested replacement	Cost at todays rates
offices and amenities	Joiner staff room and kitchen	3	2029	\$ 15,000.00
				\$15,000

FY2030

Item	Description	Condition 1-5	Date of suggested replacement	Cost at todays rates
Adult area	Ceiling Replace suspended.	4	2030	\$ 11,833.50
Adult area	Hinged Door inc Hardware	2	2030	\$ 5,000.00
Open office	Hinged Door inc Hardware	2	2030	\$ 6,000.00
offices and amenities	Hinged Door inc Hardware	2	2030	\$ 3,000.00
				\$25,833.50

FY2031

Item	Description	Condition 1-5	Date of suggested replacement	Cost at todays rates
Adult area	Walls paint	4	2031	\$ 3,339.36
Adult area	Ceiling paint	4	2031	\$ 3,675.00
Adult area	Lighting	5	2031	\$ 4,800.00
Open office	paint walls	4	2031	\$ 7,368.96
Open office	paint ceiling	4	2031	\$ 4,030.00
	EV for scaffolding		2031	\$ 2,000.00
offices and amenities	paint walls	4	2031	\$ 7,879.20
offices and amenities	paint ceiling	4	2031	\$ 1,135.22
	General Pre paint maintenance	5	2031	\$ 2,000.00
				\$36,227.74

FY2032

Item	Description	Condition 1-5	Date of suggested replacement	Cost at todays rates
Open office	Lighting	5	2032	\$ 5,500.00
offices and amenities	Lighting	5	2032	\$ 2,900.00
	Exterior lighting	3	2032	\$ 3,000.00
				\$11,400

FY2033

Item	Description	Condition 1-5	Date of suggested replacement	Cost at todays rates
Adult area	Carpet	4	2033	\$ 14,500.00
Open office	Carpet	4	2033	\$ 10,800.00
				\$25,300

FY2034

\$0

FY2035

Item	Description	Condition 1-5	Date of suggested replacement	Cost at todays rates
Adult area	Blinds / Curtains	2	2035	\$ 4,800.00
Open office	Blinds / Curtains	2	2035	\$ 1,800.00
offices and amenities	Blinds / Curtains	4	2035	\$ 2,300.00
offices and amenities	Electric heaters	4	2035	\$ 990.00
	Carpark repairs	4	2035	\$ 2,000.00
				\$11,890

FY2036

Item	Description	Condition 1-5	Date of suggested replacement	Cost at todays rates
	Paint roof	4	2036	\$ 18,109.00
				\$18,109

FY2037 and FY2038

\$0

FY2039

Item	Description	Condition 1-5	Date of suggested replacement	Cost at todays rates
Adult area	HVAC	4	2039	\$ 10,000.00
	Exterior lighting	3	2039	\$ 3,000.00
				\$13,000

FY2040

Item	Description	Condition 1-5	Date of suggested replacement	Cost at todays rates
Adult area	Windows	2	2040	\$ 20,000.00
Open office	Windows	2	2040	\$ 20,000.00
Open office	Joinery - Built in	4	2040	\$ 5,000.00
offices and amenities	windows	2	2040	\$ 10,000.00
				\$55,000

	Land	Building
RV	\$425,000	\$465,000
Book Value	\$415,000	\$427,000
Rates	\$1,327.74	

Attachment B

Halswell Community Project Incorporated (HCP) – Background Information

Certificate of Incorporation

5 Year Plan 2020 -2025

- Vision and Values
- Management / Organisation Structure
- Key Projects - including Halswell Community Hub (the Old Halswell Library)
- Community Outreach
- Strategic Priorities – 5 Year Plan (2020-2025)
- Financials (refer PX attachment)

HCP - Halswell Community Hub (Project report – Oct 2020)

- Background – Establishment of the Community Hub
- Available community facilities and opening hours
- Occupancy – Services and Activities
- Collaboration and Community Networking
- Future Plans for the Community Hub
- Financials (refer PX attachment)

HCP Managers Feedback re: Future Use Options for the Old Halswell Library



CERTIFICATE OF INCORPORATION

HALSWELL COMMUNITY PROJECT INCORPORATED
2575621

This
that

is to certify

HALSWELL COMMUNITY PROJECT INCORPORATED was incorporated under the
Incorporated Societies Act 1908 on the 20th day of February 2013.



Mandy McDonald

Registrar of Incorporated Societies
15th day of April 2013

For further details visit www.societies.govt.nz Certificate printed 15 Apr 2013 09:51:12 NZT

1 OF
1



Executive Summary

The Halswell Community Project (HCP) began as a small group of volunteers interested in promoting Halswell and Halswell clubs, groups, activities and businesses to Halswell residents and residents of surrounding areas.

HCP aims to work with people living in the Halswell area to provide a wide range of activities and services focused on empowering and strengthening the community.

The vision is to develop a strong sense of community in Halswell and help both established and new residents to get to know each other better and to make Halswell a lively and interesting place to live, work and play.

HCP has its own projects but also works with other groups and organisations to benefit the community. It participates in various events and is represented at inter-agency meetings within (Riccarton/Wigram and Spreydon/Heathcote wards).

We have identified three key areas of focus and identified outcomes that we can measure:

- relationships
- a great physical environment
- health and wellbeing

Our Core Values are:

- **Mutual trust and respect** in all our dealings.
- **Collaboration** between community groups
- **Empowerment**
- **Welcoming and inclusive** of all sectors and people we deal with
- Committed to **sustainability**
- Encouraging **participation**
- Embracing and encouraging **diversity**

Outcome measures will help us to:

- work together to agree what is important or special for Halswell, now and in the future
- say who and what could help us
- demonstrate what progress we are making
- agree to keep or change priorities

Halswell is growing rapidly and becoming increasingly culturally diverse. According to the Infometrics Hotspots (2015) report Halswell will continue to grow rapidly for the next 8-10 years.

Residents need ways to connect into their local communities when they move into the area and as their needs change over time, eg at retirement, starting a family etc. This can be particularly difficult where English is not a first language.

Demand is increasing for information and support, and for community spaces where individuals/groups can gather. Halswell needs more capacity to support youth, families, older people, and new immigrants.

Funders

HCP's key funders are CCC, Lotteries, RATA and COGS, with some income from developing social enterprise (Hub, Market and advertising) and smaller funders.

Our committee

Chair	Chrys Horn Adele Geradts	Committee members
Secretary	Karen Upton	Alison Maccoll
Treasurer	Ros Thornley	Ross McFarlane

Project Managers

Kate Cleverly
Keri Glassenbury

The committee brings a wide range of networks across all sectors of the community, excellent administrative, facilitative and management skills, energy and enthusiasm for individual projects, as well as the whole vision for Halswell as a community.



Our projects aim to:

Create a vibrant, resilient community with a sense of connection between residents.

Foster engagement, inclusion, participation, a sense of belonging and pride in our community, regardless of age, ethnicity or culture.

Bring about better outcomes for our community through improved connections and information sharing

Ongoing key projects include the Community Hub, a community market, community garden, website, Facebook pages, Neighbourly, monthly community newsletter, welcome bags and events/activities that bring people together. Since HCP started its work it has worked with a wide range of local organisations and supported the development of new groups and businesses in the area through a community-led development approach.

HCP supports local people/groups to work together to bring about positive change in their communities. For example, in the last 5 years HCP has

- engaged local youth to assess what their needs are in the community
- helped local youth to make submissions to the community board for a skate park
- supported local organisations, businesses and groups/clubs by promoting them and providing a range of community information services
- supported the setup of a new U3A group in Halswell
- Developed the old Halswell Library into a thriving Community Hub
- Connected people across the community through social media, public meetings and events
- Developed key events such as the Spring Skate Jam

In the 5 year period 2020 - 2025 our Strategic Priorities will be:

- Tackling Social Isolation
- Managing the Halswell Community Hub
- Managing the Halswell Community Market
- Clear Governance model/Structure for Halswell Community Project
- Environmental Sustainability
- Emergency Management and Community Resilience

Our focus will be on consolidating existing projects and transitioning the Hub and the Market from the development phase to sustainably managed enterprises.

Having established these key projects we will then investigate new initiatives aimed at reducing social isolation, building community resilience with emergency planning and ways of increasing environmental sustainability both within Halswell Community Project and across the wider community

We will:

- Support community-led activities aimed at celebrating and sharing diversity
- Identify and work with groups at risk of social isolation.
- Identify and fill gaps in community information
- Look for community connections not already catered for
- Continue to manage the market as a place for people to connect, participate and engage with the wider community
- Manage the Halswell Community Hub as an information hub and a place for use by the community
- Develop projects which encourage environmental sustainability within Halswell Community Project and across the community
- Develop a Community resilience plan in conjunction with local groups and civil defence



Year 1 - 2020 - 2021

- 1) Support community-led activities aimed at celebrating and sharing diversity
- 2) Identify groups at risk of social isolation.
- 3) Manage the Halswell Community Hub as a place for use of the community
- 4) Continue to manage the market as a place for people to connect, participate and engage with the wider community
- 5) Survey/research existing projects/examples of environmental sustainability
- 6) Work with relevant groups to investigate a community resilience plan
- 7) Identify and fill gaps in community information
- 8) Investigate feasibility of a community events trailer
- 9) Redevelop Halswell Community Project Website
- 10) Look for community connections not already catered for

Year 2 - 2021 - 2022

- 1) Support community-led activities aimed at celebrating and sharing diversity
- 2) Connect with groups at risk of social isolation.
- 3) Manage the Halswell Community Hub as a place for use of the community
- 4) Develop the market to incorporate activities and events which celebrate and highlight diversity in our community
- 5) Identify gaps/opportunities for environmental sustainability projects
- 6) Work with relevant groups to develop a community resilience plan
- 7) Continue supporting forums for the community to share information and ideas
- 8) Look for community connections not already catered for

Year 3 - 2022 - 2023

- 1) Survey other groups at risk of isolation and report back
- 2) Identify the needs of groups at risk of social isolation
- 3) Develop the community hub for the use of diverse community groups
- 4) Identify new projects/ideas to further develop the market
- 5) Develop key projects to encourage environmental sustainability
- 6) Work with relevant groups to establish a community resilience plan
- 7) Continue supporting forums for the community to share information and ideas
- 8) Look for community connections not already catered for

Year 4 - 2023 - 2024

1. Identify/develop projects to help tackle social isolation
2. Identify new projects/ initiatives to expand services/opportunities at the Hub
3. Develop new projects/ideas to further develop the market
4. Establish key projects to encourage environmental sustainability
5. Work with relevant groups to consolidate a community resilience plan
6. Continue supporting forums for the community to share information and ideas
7. Look for community connections not already catered for

Year 5 - 2024 - 2025

1. Identify/develop projects to help tackle social isolation
2. Develop new projects/ initiatives to expand services/opportunities at the Hub
3. Develop new projects/ideas to further develop the market
4. Consolidate key projects to encourage environmental sustainability
5. Work with relevant groups to manage a community resilience plan
6. Continue supporting forums for the community to share information and ideas
7. Look for community connections not already catered for



Halswell Community Hub
381 Halswell Road
Halswell
Christchurch
8025
Phone 0204 127 6083
Email halswellhub@gmail.com
www.halswellcommunity.net.nz

PROJECT REPORT - HALSWELL COMMUNITY HUB October 2020

Background

Since taking on the lease in July 2017, Halswell Community Project has been working to establish the old Library building as a valuable space for local groups and their activities. The initial proposal was a joint venture with Kiwi Church and CDN trust and although the vision for a youth hangout did not eventuate, Kiwi Church are still very much a part of the Hub.

The Community Board donated money towards the cost of upgrading the building and this included servicing the building, automatic doors, HVAC system, removal of signs, cleaning of the roof and gutters.

Halswell Community Project sourced furniture and equipment from various organisations. As well as donations of desks, couches, TVs etc from local residents we were given office chairs and desks from the University of Canterbury and office furniture from YHA.

This allowed us to set up an open plan office area as well as a large bookable space for community groups and organisations.

Kiwi Church provided some furniture and couches and CDN trust provided games tables and couches all of which make the space more welcoming and usable.

HCP has 2 paid contractors based at the Hub and local volunteers provide many hours of support - in particular with the groups we run (coffee morning, Mahjong and Cards) as well as moving and putting together furniture, cleaning, maintenance and jobs needed for the Hub to run efficiently. The Hub now operates as both a community facility and an information hub for the wider community

Usage

The Community Hub initially opened at the start with office hours of 9am - 12noon Monday - Thursday with several usable spaces - 1 Large Community Space, smaller coffee areas with chairs/couches and coffee tables, Open plan office space with up to 10 desks, a walled office and a smaller interview room.

The Hub office is now staffed by Halswell Community Project Monday - Thursday with the hours below however with the many groups using the facility the Hub is open 5 days a week between 9am and 9pm with a variety of activities at weekends too.

Hub Office Hours

Monday	9am - 5pm
Tuesday	9am - 3pm
Wednesday	9am - 5pm
Thursday	9am - 3pm
Friday	9am - 1pm

There are currently 5 organisations using the office space - HCP, HIPPY, Life Immigration, Recreate NZ and Spreydon Oscar. HCP operate a central office which acts as a reception area, Life Immigration, Recreate NZ and Spreydon Oscar use the open plan office space whilst HIPPY are using the walled office.

The large community space is used on a regular basis by 15 community groups as well as booked periodically (once a month or term) by office tenants as well as local groups like U3A and the local Women's Institute.

Day	Time	Description
Monday	10 - 12pm	Dance 2 Be U - Integrated dance group for young people with disabilities - (booking required)
	1 - 2pm	Music Therapy with May - (booking required)
	3.30pm	Art Classes with Lihui
	5.15pm	Stop Drop and Yoga
Tuesday	10 - 12pm	Drop in Coffee morning - all welcome
	12.30 - 2.30pm	Regular groups and meetings which occur monthly eg Halswell Connections; U3A meetings
	3.45pm	Kids Kickboxing
	6pm	Boxfit
	6.45	Muay Thai (basics)
Wednesday	9.30 - 12	Halswell Community Craft Group
	9.30am approx	Fruit and Vege Co-op
	12.30 - 2.30pm	Social Mahjong
	3.30pm	Art classes with Lihui (booking required)
	7pm	Word of Life Believers
Thursday	12.30 - 2.30pm	Regular groups and meetings which occur monthly eg U3A drama group
	3.45pm	Kids Kickboxing
	6pm	Boxfit
	6.45pm	Muay Thai (basics)
Friday	10am	HIPPY tutor Training
	7pm	Kings Youth Group
Sunday	10am	Kiwi Church - Sunday Service

The Interview Room is used by the office tenants for private meetings and a quiet space to work as well as being used by a counsellor each Thursday for sessions with local residents.

COVID affected the use of the building during terms 2 and 3 as groups were not able to meet under the restrictions, but has bounced back during term 4 to 86% capacity during the week. The sessions that are available (Thursday morning and Friday afternoons) are deliberately kept free to allow us some capacity to run activities or groups that meet new needs we see arising in the community. For example we are looking at running coffee and cards or a drop in Computer help session on a Thursday morning.

	am	pm	evening
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			

At least 300 people use the facilities each week through the regular groups and activities booked in. This does not include those involved in monthly or one off events or activities or those visiting tenants or the sharing shacks etc

Costs

Halswell Community Project runs the Hub as a sustainable not for profit enterprise. All costs received from facility use are returned into the running and maintenance costs of the Hub. Any surplus is used to run events or activities which further the role of Halswell Community Project and its activities in the local community (such as events and group activities)

Where a community group is unable to meet the usual charges, we work on a basis of a donation towards running costs.

For 2020 the charges for community use of the facility have been:

Hire of community space	\$15 per hour plus gst
Hire of interview room	\$25 per day
Rent of office space	varies depending on the group/organisation and the space/ number of desks needed

The main costs associated with running the hub are power, lighting, telephone and internet, repairs and maintenance and the cost of staffing the facility during the open hours.

COVID has affected our income from facilities hire as the Hub was closed for the lockdown period and once we were able to reopen it was only for office tenants. Our community groups didn't really start back fully until term 3 and has slowly recovered so that in Term 4 we are again at capacity.

One tenant is moving out of the office space at the end of their lease on 31 October and once repairs and cleaning have taken place the available space will be advertised in the local

community. In the meantime this does mean a drop in income from facilities hire, however we are confident that we will get new tenants in for the new year.

Collaboration and Community Networking

Halswell Community Project acknowledges that the Hub is one of several facilities in and around Halswell. These facilities include the Te Hapua: Halswell Centre and other community owned and run venues such as Halswell Community Hall, Halswell Scout Den, School and Church halls. Each of these venues has facilities and structures that make them suitable for different uses. For example the Community Hall has a sprung floor and a stage which makes it ideal for dance and exercise groups. Te Hapua has large spaces which can be used for groups and meetings as well as smaller meeting rooms but these are hard to access out of hours and are regularly booked up. Venues like School and Church halls tend to be reserved for their communities so space is limited for other groups

The Hub is ideal for smaller more intimate groups and personal meetings because carpeted floors and smaller spaces mean that our community area does not echo and is ideal for groups and activities which are contained (eg kids art classes)

Knowing the strengths and weaknesses of each venue means we can work together to provide people with a venue that truly suits their needs. For example, birthday parties and drama groups are best suited to the Hall, small networking meetings and art activities work at the Hub, exercise classes like yoga and large meetings work well at Te Hapua.

We regularly work with the other venues by passing enquiries on to the relevant space as well as holding combined events such as Celebrate Halswell - a Christmas family fun day which will be held at the Library or Halswells got Talent which was hosted at the Community Hall.

We have a particularly strong relationship with the staff at Te Hapua and share information and attend networking meetings with staff on a regular basis.

Future Plans for the Community Hub

- Secure long term future on the building
- Upgrade facilities to include walled office space, efficient heating, more power outlets, opening windows etc
- Increase number of services using the available spaces - eg counselling, budget advice etc
- Build on existing activities such as Mahjong and Coffee morning
- Build on existing programmes run during school holidays (Currently Junk Jam in July Holidays) so there is something available for children and families each school holidays
- Hire out spaces so that running costs are covered
- Encourage participation through the sharing of community information
- Build resilience through community connectedness - Having a physical community hub is pivotal in developing connections as it helps to bring people together.
- Work closely with other venues in the community (Community Hall, Scout Den, Te Hapua, schools, churches etc) to ensure all spaces are used well and develop a calendar of events so that events/groups/activities do not clash
- Support local groups and organisations who have no venue of their own or cannot access existing spaces due to cost or availability.
- Establish a Halswell hub of the Christchurch South Fruit and Vegetable Collective
- Make better use of outdoor spaces by clearing and creating outdoor seating/play areas

Options for Halswell Community Hub

Option 1 Sold on Open Market

	Land	Building	
RV	\$425,000.00	\$465,000.00	\$890,000.00
Book Value	\$415,000.00	\$427,000.00	\$842,000.00

Pros	none
Cons	HCP loses access to the building
	The Hub is a huge part of what HCP do and our presence in the community
	Without the hub the local community lose access to the knowledge and information provided by the Hub team
	loss of activities - which connect people
	loss of facility for the groups using the hub
	loss of facility for the wider community

Option 2 Sold to HCP

Pros	HCP gains ownership of the building which allows the organisation to continue with its vision for Halswell
Cons	HCP would need to raise funding to purchase the building - approx \$900,000 if at market value
	HCP would need to raise additional funds to upgrade / carry out major repairs and maintenance
	Risk owning a building

Option 3 Leased to HCP

Pros	HCP negotiates a lease with CCC which suits the organisation
	HCP continues to run without the risk of owning the building
Cons	HCP wouldnt have control of upgrades/ repairs and maintenance
	CCC could still sell building
	HCP would need permission from council to make alterations to building interior or use
	Required upgrades/alterations to building would be dictated by CCC budget not needs of HCP or users
	Lease may not allow HCP freedom to operate as it wishes

Option 4 Building Gifted to HCP CCC retain ownership of land

If HCP ever ceased to trade, building would be returned to CCC

Pros	HCP owns the building which allows control of upgrade, repairs and maintenance
	Secures HCP future - low risk of CCC selling building
	Easier access to funding as building owner
	If HCP ceased to trade, building ownership would return to CCC - low risk of HCP being left with a building they cant use/sell
Cons	HCP takes on full costs of repairs and maintenance
	Upgrades dependant on funding

Managers Recommendation

1 Option 4 CCC gift building to HCP but retain ownership of land

Based on the coast analysis HCP could run the Hub as a self sustaining community facility.

On current facilities hire HCP would be able to cover annual costs with a small profit to go back into repairs and maintenance

If HCP could hire out the recently available office space, this would allow a profit to be put aside for future upgrades and maintenance

HCP could apply to Lotteries community Facilities fund to cover immediate upgrade needs such as exterior maintenance, kitchen upgrade, lighting etc

Ownership of the building would make access to this funding easier

2 Option 3 HCP negotiates long term lease with CCC

If Option 4 is not accepted, a long term lease would be a second best option.

A long term lease that enabled HCP to act as owner of the building and make improvements and upgrades would allow HCP to access funding needed to carry out these repairs and upgrades

Attachment C

381 HALSWELL ROAD (OLD HALSWELL LIBRARY) – Ground Lease and Gift of Building

FACTORS TO CONSIDER WHEN DEALING UNILATERALLY

- 1.1 The Council must consider and meet the requirements of section 14 of the Local Government Act 2002 (LGA) in particular:
 - (1)(a) Conduct its business in an open, transparent, and democratically accountable manner,
 - (1)(f) Undertake any commercial transactions in accordance with sound business practices.
 - (1)(g) Ensure prudent stewardship and the efficient and effective use of its resources in the interests of its district or region, including planning effectively for the future management of its assets.
- 1.2 The relevant Council policies as recorded in the Council's Policy Register are:
 - 1.2.1 Property – Leasing Council Property – “where the Council recognises there is only one logical lessee for a public property, the Council will unilaterally deal with that lessee.” This includes facilities linked to contracts including but not limited to buildings on parks and reserves and not for profit organisations.
 - 1.2.2 Property - Disposal Of Council Property – to publicly tender properties for sale unless there is a clear reason for doing otherwise.
- 1.3 In addition it is useful and supportive to consider the Ministry of Business, Innovation and Employment 'Unsolicited Unique Proposals - How to deal with uninvited bids'; guidance for government entities dated May 2013 that recommends when evaluating an unsolicited proposal it needs to be ensured that there is a sound business case to support the decision to accept the unique unsolicited proposal.
- 1.4 The purpose of the MBIE Guidance on Unsolicited Proposals is to provide a methodology for considering unsolicited proposals in a way that:
 - is transparent and fair to everyone;
 - encourages the supplier community to put forward good ideas;
 - promotes objectivity; and
 - supports decisions based on sound fact and evidence.
- 1.5 Having given consideration to the above factors, it is the felt that this is not an unsolicited proposal but rather a continuation of services offered by the Halswell Community Project Incorporated (HCP) established for that purpose. It supports effective and efficient use of resources and the prudent management of the Council's assets.

Considerations – Accepting the Proposal and: (1) Granting of a Ground Lease (Land), and; (2) 'Sale' of the Building

- 1.6 There are a number of relevant legal considerations when making a decision about the proposal received and the future use of the property:
- 1.7 Decision Making sections 76 – 82 LGA

- Section 76 provides that “Every decision made by a local authority must be made in accordance with such of the provisions of sections 77, 78, 80, 81 and 82 as are applicable”. In summary those sections provide:
- Section 77 a local authority must, in the course of the decision-making process, seek to identify all reasonably practicable options for the achievement of the objective of a decision and in doing so assess the options in terms of their advantages and disadvantages.
- Section 78 the views and preferences of persons likely to be affected by, or to have an interest in, the matter must be considered.
- Section 79 provides that in considering how to achieve compliance with sections 77 and 78 they must consider the significance of the matter in accordance with its Significance and Engagement Policy.
- Section 80 sets out the matters that need to be clearly identified when making a decision that is inconsistent i.e. the inconsistency, reason for it and any intention of the local authority to amend the policy or plan to accommodate the decision.
- Section 81 provides contributions to decision making by Maori.
- Section 82 sets out the principles of consultation.

Section 78 does not require the Council to undertake a consultation process of itself but the Council must have some way of identifying the views and preferences of interested and affected persons.

- 1.8 There are further considerations under Section 97 LGA relating to situations where the Council is proposing to transfer the control of a “strategic asset” to or from the Council.
- 1.9 The Significance and Engagement Policy sets out the list of “strategic assets”. In particular, the Policy lists as “strategic assets”, community facilities as follows:

Community Facilities

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

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

- 1.10 In this context 381 Halswell Road (the old Halswell Library) is not categorised as a ‘strategic asset’ and thus Section 97 does not apply.
- 1.11 The Council’s “Leasing Council Property” and “Disposal of Council Property” policies were developed to ensure that the Council was “consistent with the principles of legislation and the behaviours expected to prudently manage public property”.

9. Regulatory Performance Committee Minutes - 9 April 2021

Reference / Te Tohutoro: 21/457875

Report of / Te Pou
Matua:

Liz Ryley, Committee & Hearings Advisor liz.ryley@ccc.govt.nz

General Manager /
Pouwhakarae:

Carolyn Gallagher, GM Planning & Regulatory Services
carolyn.gallagher@ccc.govt.nz

1. Purpose of Report / Te Pūtake Pūrongo

The Regulatory Performance Committee held a meeting on 9 April 2021 and is circulating the Minutes recorded to the Council for its information.

2. Recommendation to Council

That the Council receives the Minutes from the Regulatory Performance Committee meeting held 9 April 2021.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A1	Minutes Regulatory Performance Committee - 9 April 2021	134

Signatories / Ngā Kaiwaitohu

Author	Liz Ryley - Committee and Hearings Advisor
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Regulatory Performance Committee OPEN MINUTES

Date:	Friday 9 April 2021
Time:	9.00am
Venue:	Committee Room 1, Level 2, Civic Offices, 53 Hereford Street, Christchurch

Present	
Chairperson	Councillor Tim Scandrett
Deputy Chairperson	Councillor Aaron Keown
Members	Councillor Catherine Chu Councillor Melanie Coker Councillor Anne Galloway

8 April 2021

Principal Advisor
Carolyn Gallagher
Acting General Manager
Infrastructure, Planning &
Regulatory
Tel: 941 8879

Liz Ryley
Committee and Hearings Advisor
941 8153
liz.ryley@ccc.govt.nz
www.ccc.govt.nz

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Regulatory Performance Committee
09 April 2021



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

The agenda was dealt with in the following order.

1. Apologies / Ngā Whakapāha

No apologies were recorded as all members were present.

2. Declarations of Interest / Ngā Whakapuaki Aronga

Part B

There were no declarations of interest recorded.

3. Confirmation of Previous Minutes / Te Whakaāe o te hui o mua

Part C

Committee Resolved RPCM/2021/00005

That the minutes of the Regulatory Performance Committee meeting held on Friday, 5 February 2021 be confirmed.

Councillor Keown/Councillor Galloway

Carried

4. Public Forum / Te Huinga Whānui

Part B

There were no public forum presentations.

5. Deputations by Appointment / Ngā Huinga Whakaritenga

Part B

There were no deputations by appointment.

6. Presentation of Petitions / Ngā Pākikitanga

Part B

There was no presentation of petitions.

Regulatory Performance Committee
09 April 2021

7. Consenting and Compliance Highlights Report - January and February 2021

Committee Comment

1. Note that during the next review of the Dog Control Bylaw, there will be an opportunity to consult on incorporating leashed areas in the City.

Committee Resolved RPCM/2021/00006

Part C

That the Regulatory Performance Committee:

1. Receive the information in the Consenting and Compliance Highlights Report – January and February 2021.

Councillor Scandrett/Councillor Galloway

Carried

8. Resource Consents Six Monthly Report September to February 2021

Committee Comment

1. The Committee requested a Council briefing to be held relating to central city parking, including how to deal with temporary carparks, consenting of carparks and reduction in the number of carparks in the central city. The committee became aware of different Council Units involved in the matter and recommend the briefing include all relevant Council Units (e.g. Resource Consents and Regulatory Compliance), and take place prior to a Council decision about the Draft Central City Parking Policy.

Committee Resolved RPCM/2021/00007

Part C

That the Regulatory Performance Committee:

1. Receive the information in the Resource Consents Six Monthly Report September to February 2021 report.

Councillor Scandrett/Councillor Galloway

Carried

Meeting concluded at 10.11am.

CONFIRMED THIS 9TH DAY OF JULY 2021

**COUNCILLOR TIM SCANDRETT
CHAIRPERSON**

10. Te Hononga Council – Papatipu Rūnanga Committee Minutes - 9 September 2020

Reference / Te Tohutoro: 21/480569

Report of / Te Pou
Matua: Nathaniel Heslop, Committee & Hearings Advisor,
nathaniel.heslop@ccc.govt.nz

General Manager /
Pouwhakarae: Dawn Baxendale, Chief Executive, dawn.baxendale@ccc.govt.nz

1. Purpose of Report / Te Pūtake Pūrongo

The Te Hononga Council – Papatipu Rūnanga Committee held a meeting on 9 September 2020 and is circulating the Minutes recorded to the Council for its information.

2. Recommendation to Council

That the Council receives the Minutes from the Te Hononga Council – Papatipu Rūnanga Committee meeting held 9 September 2020.

Attachments / Ngā Tāpirihanga

Signatories / Ngā Kaiwaitohu

Author	Nathaniel Heslop - Committee and Hearings Advisor
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Te Hononga Council - Papatipu Rūnanga Committee OPEN MINUTES

Date: Wednesday 9 September 2020
Time: 5.39pm
Venue: Council Chambers, Level 2, Civic Offices,
53 Hereford Street, Christchurch

Present

Members

Mayor Lianne Dalziel (Chairperson)
Dr Te Maire Tau - Te Ngāi Tūāhuriri Rūnanga (Chairperson)
Deputy Mayor Andrew Turner
Councillor Jimmy Chen
Councillor Pauline Cotter
Councillor James Daniels
Councillor Mike Davidson
Councillor Sara Templeton
Arapata Reuben - Tūāhuriri Rūnanga
Robin Wybrow - Wairewa Rūnanga (via audio visual link)
Dr Matiu Payne - Te Rūnanga o Koukourārata
Liz Brown - Te Taumutu Rūnanga
Manaia Rehu - Te Hapū o Ngāti Wheke
Rik Tainui - Ōnuku Rūnanga

8 September 2020

Principal Advisor

Shayne Te Aika
Principal Advisor Ngai Tahu
Relationships

Aidan Kimberley
Committee and Hearings Advisor
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aidan.kimberley@ccc.govt.nz
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Te Hononga Council - Papatipu Rūnanga Committee
09 September 2020



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

The agenda was dealt with in the following order.

1. Apologies / Ngā Whakapāha

Part C
Committee Resolved THCP/2020/00001

That the apology from Henrietta Carroll be accepted.

Chairperson Tau/Chairperson Dalziel

Carried

2. Declarations of Interest / gā Whakapuaki Aronga

Part B
There were no declarations of interest recorded.

3. Public Forum / Te Huinga Tūmatanui

Part B
There were no public forum presentations.

4. Deputations by Appointment / Ngā Huinga Whakaritenga

Part B
There were no deputations by appointment.

5. Presentation of Petitions / Ngā Pākikitanga

Part B
There was no presentation of petitions.

Robin Wybrow joined the meeting via audio visual link at 5.45pm during discussion on item 6.

6. Council Response to key points raised on Rūnanga Priorities

Committee Resolved THCP/2020/00002

Part C

That the Te Hononga Council - Papatipu Rūnanga Committee:

1. Receive subsequent responses as authorised by the Chief Executive.

Chairperson Dalziel/Deputy Mayor

Carried

Te Hononga Council - Papatipu Rūnanga Committee
09 September 2020



7. Council Update on Three Waters Reform

Committee Resolved THCP/2020/00003

Part C

That the Te Hononga Council - Papatipu Rūnanga Committee:

1. Receive the information in the report

Chairperson Dalziel/Chairperson Tau

Carried

8. Plan For Canterbury - Mayoral Forum

Committee Comment

Mayor Sam Broughton, Canterbury Mayoral Forum Chair, presented this item.

Committee Resolved THCP/2020/00004

Part C

That the Te Hononga Council - Papatipu Rūnanga Committee:

1. Receive the information in the report

Chairperson Dalziel/Chairperson Tau

Carried

9. Other Business / Kaupapa anō

Part B

The Committee discussed the possibility of investigating a Māori ward as part of the Christchurch City Council's representation review. Data on the distribution of the Māori population in the Christchurch District will be needed to assist with this.

Meeting concluded at 7.04pm.

CONFIRMED THIS 3rd DAY OF MARCH 2021 BY BOTH CHAIRPERSONS

11. Te Hononga Council – Papatipu Rūnanga Committee Minutes - 3 March 2021

Reference / Te Tohutoro: 21/480631

Report of / Te Pou
Matua: Nathaniel Heslop, Committee and Hearings Advisor,
nathaniel.heslop@ccc.govt.nz

General Manager /
Pouwhakarae: Dawn Baxendale, Chief Executive, dawn.baxendale@ccc.govt.nz

1. Purpose of Report / Te Pūtake Pūrongo

The Te Hononga Council – Papatipu Rūnanga Committee held a meeting on 3 March 2021 and is circulating the Minutes recorded to the Council for its information.

2. Recommendation to Council

That the Council receives the Minutes from the Te Hononga Council – Papatipu Rūnanga Committee meeting held 3 March 2021.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A	Minutes Te Hononga Council – Papatipu Rūnanga Committee - 3 March 2021	142

Signatories / Ngā Kaiwaitohu

Author	Nathaniel Heslop - Committee and Hearings Advisor
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Te Hononga Council - Papatipu Rūnanga Committee OPEN MINUTES

Date: Wednesday 3 March 2021
Time: 5:30pm
Venue: Mayor's Lounge, Level 6, Civic Offices,
53 Hereford Street, Christchurch

Present
Members

Mayor Lianne Dalziel (Chairperson)
Dr Te Maire Tau - Te Ngāi Tūāhuriri Rūnanga (Chairperson)
Deputy Mayor Andrew Turner
Councillor Jimmy Chen
Councillor Pauline Cotter
Councillor James Daniels
Councillor Mike Davidson
Councillor Sara Templeton
Tania Wati - Tūāhuriri Rūnanga
Henrietta Carroll - Wairewa Rūnanga
Dr Matiu Payne - Te Rūnanga o Koukourārata
Liz Brown - Te Taumutu Rūnanga
Gail Gordon - Te Hapū o Ngāti Wheke
Rik Tainui - Ōnuku Rūnanga

26 February 2021

Principal Advisor

Shayne Te Aika
Principal Advisor Ngai Tahu Relationships

Nathaniel Heslop
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Te Hononga Council - Papatipu Rūnanga Committee
03 March 2021



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

The agenda was dealt with in the following order.

1. Apologies / Ngā Whakapāha

Part C
Committee Resolved THCP/2021/00001

That the apologies received from Councillor Templeton for lateness be accepted.

Chairperson Dalziel/Councillor Cotter

Carried

2. Declarations of Interest / gā Whakapuaki Aronga

Part B
There were no declarations of interest recorded.

3. Confirmation of Previous Minutes / Te Whakaāe o te hui o mua

Part C
Committee Resolved THCP/2021/00002

That the minutes of the Te Hononga Council - Papatipu Rūnanga Committee meeting held on Wednesday, 9 September 2020 be confirmed.

Chairperson Tau/Chairperson Dalziel

Carried

4. Public Forum / Te Huinga Tūmatanui

Part B
There were no public forum presentations.

5. Deputations by Appointment / Ngā Huinga Whakaritenga

Part B
There were no deputations by appointment.

6. Presentation of Petitions / Ngā Pākikitanga

Part B
There was no presentation of petitions.

Councillor Templeton joined the meeting at 5:45pm during discussion of Item 7.

Te Hononga Council - Papatipu Rūnanga Committee
03 March 2021



7. Papakāinga/Kāinga Nohoanga Plan Change

Committee Resolved THCP/2021/00003

Part C

That the Te Hononga Council - Papatipu Rūnanga Committee:

1. Receive the information in the Papakāinga/Kāinga Nohoanga Plan Change report.

Chairperson Tau/Chairperson Dalziel

Carried

8. Long Term Plan 2021-2031

Committee Resolved THCP/2021/00004

Part C

That the Te Hononga Council - Papatipu Rūnanga Committee:

1. Note the release of the Draft LTP 2021-2031 for consultation.
2. Receive input and feedback from the six Papatipu Rūnanga.

Chairperson Tau/Chairperson Dalziel

Carried

9. Other Business / Kaupapa anō

Part B

There was no other business considered at this meeting.

Meeting concluded at 6.36pm.

CONFIRMED THIS 7th DAY OF JUNE 2021

12. Mayor's Monthly Report - April 2021

Reference / Te Tohutoro: 21/474232

Report of / Te Pou

Matua:

Lianne Dalziel, Mayor, mayor@ccc.govt.nz

General Manager /

Pouwhakarae:

Dawn Baxendale, Chief Executive, dawn.baxendale@ccc.govt.nz

1. Purpose of Report / Te Pūtake Pūrongo

- 1.1 The purpose of this report is for the Mayor to report on external activities she undertakes in her city and community leadership role; and to report on outcomes and key decisions of the external bodies she attends on behalf of the Council.
- 1.2 The section on the potential future co-governance of the Ōtākaro Avon River Corridor follows from the 12 November 2020 Council resolutions (CNCL/2020/00139), specifically:
 - 1.2.1 That the Council:
 1. Agree that staff will commence a process to implement the decision taken under the Global Settlement Agreement of 23 September 2019, to establish a permanent community co-governance entity for the Residential Red Zone (RRZ).
 2. Agree that Ngāi Tūāhuriri will be invited to partner with the Council to investigate and develop options for the co-governance entity.
 3. Note that this will build upon the work undertaken with the University of Canterbury and the community in 2019, with a further governance symposium early 2021.
- 1.3 This report is compiled by the Mayor's office.

2. Mayors Recommendations / Ngā Tūtohu o Te Koromatua

That the Council:

1. Receive the information in this report.
2. Agree that the Mayor convenes a small Ōtākaro Avon River Corridor Co-governance Symposium working group (in line with CNCL2020/00139) including community representatives to work with Ngāi Tūāhuriri and the University of Canterbury, to develop a framework for the symposium together with a clear set of objectives.
3. Note that it is anticipated that Council will be in a position to consider a recommended approach for a Ōtākaro Avon River Corridor co-governance model by the end of the year.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	Mayor's Monthly Report April 2021	146

Mayor's monthly report

April 2021

Item 12

Attachment A

Introduction

April saw the commemoration of ANZAC Day in Cranmer Square with the traditional Dawn Service. I believe the high turnout reflected the desire to come together, something we were unable to do a year ago. I felt that ANZAC Day was particularly poignant for that reason.

The opening of the Australian travel bubble has seen many families and friends reunited after a year of separation. And it has seen the return of tourists. It's early days, but there is a positive impact. Again, I'm hearing about people who are seeing the central city for the first time in a few years and they are really noticing the difference.

Opening Kohinga St Albans Community Centre was a real highlight for me. I used to live in the area, so I know what a special community it is. As I said at the opening the fact that it is being run by the St Albans Residents Association shows that it is not a council facility, it is a community facility in the true sense of the word.

I was invited to make a keynote presentation to the NZ Society of Earthquake Engineers' Annual Conference, which was recognising the 10th Anniversary of the 2011 earthquake. This was another opportunity to reflect on lessons learned.

Infrastructure NZ also held their board meeting in Christchurch this month, which enabled them to have a closer look at Greater Christchurch with a range of central government and private sector interests alongside Christchurch City Council and Selwyn and Waimakariri District Councils. It was an excellent opportunity to reinforce the significance of the collaborative relationship we have built, and which has been going from strength to strength over the past two terms. Recognising the inter-dependencies between us in terms of urban development and transport is critical to the sustainable future of what is the second fastest growing sub-region in the country.

It was great to attend a function to celebrate the reopening of Eliza's Manor House. Council invested some of our heritage grant fund in elements of the work, and we were able to see the return on that investment.

Ōtākaro Avon River Corridor Future Governance

I have initiated discussions with Ngāi Tūāhuriri regarding the potential future co-governance of the Ōtākaro Avon River Corridor in line with the Council resolution in November 2020 when we agreed that Ngāi Tūāhuriri will be invited to partner with the Council to investigate and develop options for the co-governance entity.

This creates a once in a lifetime opportunity for us to develop a co-governance model that reflects true partnership.

On the recommendation of Dr. Te Maire Tau, Upoko, Ngāi Tūāhuriri, we have commissioned preliminary advice from Chris Finlayson, due to his experience arising from his extensive work in Te Tiriti settlements, which includes work he has undertaken both before and since his time as Minister.

It was noted in the same resolution on 12 November that we would hold a symposium under the auspices of the University of Canterbury, as a follow up to the one held in 2019.

I am recommending that we nominate a small working group including community representatives to work with Ngāi Tūāhuriri and the University of Canterbury, to develop a framework for the symposium together with a clear set of objectives.

I anticipate being able to report back on this by the end of June, with the symposium to be held before the end of September.

I would anticipate that we would be in a position to consider a recommended approach for a co-governance model by the end of the year.

Open Christchurch programme launch – 7 April

It was exciting to attend the programme launch for Open Christchurch, a new festival of architecture organised by Te Pūtahi Centre for Architecture and City Making. The festival is taking place over the weekend of 15 – 16 May and 46 of the city's exceptional works of architecture will be open for public access. I'm really looking forward to it and encourage people to make the most of the opportunity.

I'm looking forward to working in my office on Saturday 14th May, so I can welcome people to what is called the Mayor's Lounge, but which is a place where we hold workshops and briefings. It is also where we host overseas dignitaries and other visitors to the city. Based on the sixth floor it has a great view of the Arts Centre and across the city to the west. On a clear day the view of the Southern Alps is spectacular.

Unity in Diversity Dinner – 10 April

Originally planned for February, the Unity in Diversity dinner hosted by Farid Ahmed and the Bangladeshi Parent's Group was designed to celebrate diversity. Combining speakers from the community, international embassies and government, it set the scene for the changes we need to make in our lives.



Opening of Kohinga St Albans Community Centre - 10 April

This is a fantastic new facility for St Albans. On the day we acknowledged the support the community had received from Lions International with the provision of a temporary facility before this could be built. This new low-carbon building is built almost entirely of wood, using modern technology. All of the walls, the floors and the roof are made of prefabricated panels of Cross Laminated Timber (CLT), consisting of cross-wise glued wooden boards. The only concrete is in the entrance steps. The total volume of wood in the building is 293 cubic metres, with the net carbon stored equivalent to 179 tonnes of CO² emissions.

This amount of carbon storage would offset the emissions from driving a typical family car almost one million kilometres. If concrete had been used, the emissions equivalent would have been 4,400 tonnes of CO².



Passing of HRH Duke of Edinburgh



The flags above Te Hononga Civic Offices flew at half-mast this month as we joined the nation in mourning the death of the Duke of Edinburgh, His Royal Highness Prince Philip.



Schools Strike 4 Climate

When the Schools Strike 4 Climate protestors wanted answers to specific demands that I can't give as a single representative of the city, I offered to meet with them so we could discuss them. Cr Sara Templeton joined me at the meeting and we worked through the draft Ōtautahi Christchurch Climate Change Strategy, which, to be fair, they were not all aware of. They raised really positive suggestions about how we might connect more readily on important issues like this. I knew that the protestors didn't want to hear they need to make formal submissions; they just wanted to hear that we are going to make the changes they were demanding.



But I emphasised how important it is that young people use every avenue to ensure their voices are heard.

One of the issues they had raised related to our investment in the Christchurch International Airport and its announced future intentions for developing additional airport infrastructure in the South Island. As a result Cr Templeton took them to meet with the team at the airport so they could work through the issues with them.

Cr Templeton is planning to establish regular meeting opportunities with the group, so they can continue to be heard.



Regional Partnerships

Greater Christchurch Partnership Committee¹

The Greater Christchurch Partnership Committee met on 9 April. At this meeting, we received an update on the **Central City** where the Committee discussed the importance of the Central City to the success of Greater Christchurch. We also discussed informally:

- **Greater Christchurch Urban Growth Partnership (UGP)** – This is a process of formalising and maintaining an enduring relationship between the Crown, local iwi, and local government to deliver shared objectives through collaboration in high urban growth areas.
- **Greater Christchurch 2050** - We received a progress update ahead of the draft Strategic Framework and Plan being presented to the Committee mid-2021.
- **Mass Rapid Transit Indicative Business Case** - We received a short progress update noting that the Committee will be receiving the findings on the Interim Report in the coming months.

¹ Agenda: https://christchurch.infocouncil.biz/Open/2021/04/GCPC_20210409_AGN_5681_AT.PDF
Minutes: https://christchurch.infocouncil.biz/Open/2021/04/GCPC_20210409_MIN_5681_AT.PDF

Events and meetings calendar

2-5 April	• Easter Weekend
7 April	• Open Christchurch programme launch
	• Citizenship Ceremony
8 April	• Infrastructure NZ Board
9 April	• Association of Anglican Women Conference
10 April	• Opening of Kohinga St Albans Community Centre
	• Echoes of the Past Musical Soiree at Kate Sheppard House
	• Unity in Diversity Dinner
12 April	• Meeting with the Christchurch Refugee Resettlement Resource Centre
14 April	• Keynote address NZSEE Earthquake Engineering Conference
15 April	• Open Canterbury Civil Defence and Emergency Management Group Controllers Forum
16 April	• Eliza's Manor House reopening- 160 Years of History
17 April	• Buddha's Birthday Multicultural Festival for World Peace
	• Stop Asian Hate march
	• Zimbabwe Independence celebrations
18 April	• Magic of Thailand event at Riverside Market
25 April	• ANZAC Day Dawn Service and Church Service
29 April	• Bread and Circus Buskers Festival Wrap-up with Strut & Fret
30 April	• South Island Mayors' & CEs 3 Waters Reforms Forum
	• Parliamentary Press Gallery 150 th celebrations



Stop Asian Hate March



Zimbabwe Independence Celebrations with Chair of Zimbabweans in Canterbury Society Hylton Chaza and his wife.



Magic of Thailand event with His Excellency Ambassador Uampidaya

13. Hearings Panel Report to the Council on the City Mall and Oxford Terrace Access Changes

Reference / Te Tohutoro: 21/295603

Report of / Te Pou Councillor Anne Galloway, Hearings Panel Chairperson
Matua: anne.galloway@ccc.govt.nz

General Manager / Carolyn Gallagher, GM Infrastructure, Planning and Regulatory
Pouwhakarae: Services, carolyn.gallagher@ccc.govt.nz

1. Purpose of Report / Te Pūtake Pūrongo

- 1.1 The purpose of this report is to present to the Council the Hearings Panel recommendations following the consultation and hearings process on the City Mall and Oxford Terrace access changes.
- 1.2 The Hearings Panel has no decision-making powers but, in accordance with its delegation, has considered the written and oral submissions received on the proposal and is now making recommendations to the Council. The Council can then accept or reject those recommendations as it sees fit bearing in mind that the Local Government Act 2002 s.82(1)(e) requires that *“the views presented to the local authority should be received by the local authority with an open mind and should be given by the local authority, in making a decision, due consideration.”*
- 1.3 In addition, the Council should consider the information that was made available in the Council officer’s report that included the attachments as listed below at 1.4.1 to 1.4.6. The report and its attachments are available at the link:
https://christchurch.infocouncil.biz/Open/2021/03/BLHP_20210318_AGN_5942_AT.PDF
 - 1.3.1 City Mall shared zone leaflet (page 15 of link).
 - 1.3.2 Hearings Panel - 18 March 2021 - City Mall submissions online document (page 17 of link).
 - 1.3.3 Hearings Panel - City Mall Access Plan - 18 March 2021 (page 48 of link).
 - 1.3.4 Hearings Panel - 18 March 2021 - City Mall key issues and questions (page 49 of link).

2. Hearings Panel Recommendations / Ngā Tūtohu o Te Tira Taute

Note: The Hearings Panel recommendations incorporate changes to the officer’s recommendations to ensure the appropriate use of the loading zones. The changes made are noted in italics in the Hearings Panel recommendations below.

That the Council:

1. Declares that pursuant to Section 336 of the Local Government Act 1974, the 16 February 1981 Special Order of Council and subsequent amendments of conditions to that Special Order, that created the Pedestrian Mall (known as City Mall) on Cashel Street, from its intersection with Oxford Terrace to its intersection with High Street and on High Street, from its intersection with Cashel Street to its intersection with Hereford Street and Colombo Street, be revoked.
2. Approves, pursuant to Clause 6 of the Christchurch City Council Traffic and Parking Bylaw 2017, that all previous resolutions, permitting vehicle use of the existing Oxford Terrace shared zone, from its intersection with Hereford Street to its intersection with Lichfield Street,

be revoked. This does not apply to the one way restrictions and the speed limit, which will remain unchanged.

3. Approves, pursuant to Clause 20 (1) of the Christchurch City Council Traffic and Parking Bylaw 2017, that Cashel Street, from its intersection with Oxford Terrace to its intersection with High Street, to be a shared zone.
4. Approves, pursuant to Clause 20 (1) of the Christchurch City Council Traffic and Parking Bylaw 2017, that High Street, from its intersection with Cashel Street to its intersection with Hereford Street and Colombo Street, to be a shared zone.
5. Approves, pursuant to Clause 20 (2) of the Christchurch City Council Traffic and Parking Bylaw 2017, that the use of vehicles is restricted at any time on Cashel Street, from its intersection with Oxford Terrace to its intersection with High Street. This restriction does not apply to the following:
 - Cycles at any time.
 - Trams at any time.
 - Emergency vehicles at any time.
 - Street cleaning vehicles, rubbish collection vehicles and street maintenance vehicles operated by the Christchurch City Council or its nominated contractor, at any time.
 - Trade and other vehicles (included those operated by service authorities) of any class, at specified times if authorised to do so by the Council officer who holds the position of Head of Transport at that time.
 - Goods vehicles, for the purposes of deliveries *for a maximum period of 10 minutes* between the hours of 5:00am and 10:00am, on any day and between the hours of 4:00 pm and 5:00pm on any day.
6. Approves, pursuant to Clause 20 (2) of the Christchurch City Council Traffic and Parking Bylaw 2017, that the use of vehicles is restricted at any time on High Street, from its intersection with Cashel Street to its intersection with Hereford Street and Colombo Street. This restriction does not apply to the following:
 - Cycles at any time.
 - Trams at any time.
 - Emergency vehicles at any time.
 - Street cleaning vehicles, rubbish collection vehicles and street maintenance vehicles operated by the Christchurch City Council or its nominated contractor, at any time.
 - Trade and other vehicles (included those operated by service authorities) of any class, at specified times if authorised to do so by the Council officer who holds the position of Head of Transport at that time.
 - Goods vehicles, for the purposes of deliveries *for a maximum period of 10 minutes* between the hours of 5:00am and 10:00am, on any day and between the hours of 4:00 pm and 5:00pm on any day.
7. Approves, pursuant to Clause 16 (1) of the Christchurch City Council Traffic and Parking Bylaw 2017, that Cashel Street, from its intersection with Oxford Terrace to its intersection with High Street, be a one-way street, where vehicles must travel in an east bound direction only. This restriction does not apply to cyclists, or emergency vehicles requiring access in an emergency situation.

8. Approves, pursuant to Clause 16 (1) of the Christchurch City Council Traffic and Parking Bylaw 2017, that High Street, from its intersection with Cashel Street to its intersection with Hereford Street and Colombo Street, be a one way street, where vehicles must travel in a northwest bound direction only. This restriction does not apply to cyclists, or emergency vehicles requiring access in an emergency situation.
9. Approves, pursuant to Clause 27 (1) of the Christchurch City Council Traffic and Parking Bylaw 2017, and in accordance with Section 2.7 of the Speed limits Rule that the speed limit for Cashel Street, from its intersection with Oxford Terrace to its intersection with High Street, be set at 10km /h.
10. Approves, pursuant to Clause 27 (1) of the Christchurch City Council Traffic and Parking Bylaw 2017, and in accordance with Section 2.7 of the Speed limits Rule, that the speed limit for High Street, from its intersection with Cashel Street to its intersection with Hereford Street and Colombo Street, be set at 10km /h.
11. Approves, pursuant to Clause 20 (2) of the Christchurch City Council Traffic and Parking Bylaw 2017, that the use of vehicles is restricted at any time on Oxford Terrace, from its intersection with Hereford Street to its intersection with Lichfield Street. This restriction does not apply to the following:
 - Cycles at any time.
 - Trams at any time.
 - Emergency vehicles at any time.
 - Street cleaning vehicles, rubbish collection vehicles and street maintenance vehicles operated by the Christchurch City Council or its nominated contractor, at any time.
 - Trade and other vehicles (included those operated by service authorities) of any class, at specified times if authorised to do so by the Council officer who holds the position of Head of Transport at that time.
 - Goods vehicles, for the purposes of deliveries for a maximum period of 10 minutes between the hours of 5:00am and 10:00am, on any day and between the hours of 4:00 pm and 5:00pm on any day.
12. *Requests staff install signage to promote appropriate user behaviour to ensure pedestrian safety in the proposed shared zone.*
13. *Requests staff monitor the effects of the proposed afternoon delivery time and report back to the Urban Development and Transport Committee following 12 months' operation.*

3. Background / Context / Te Horopaki

- 3.1 A pedestrian mall for a section of High Street and a section of Cashel Street was declared by Council on 16 February 1981, by way of a Special Order of Council, pursuant to Section 336 of the Local Government Act 1974. This mall was named the City Mall.

At this time the only legal mechanism for a Road Controlling Authority to change a standard roadway to increase the Level of service for pedestrians, while still allowing motor vehicle access was to create a Pedestrian Mall, in accordance with Section 336 of the local Government Act 1974.

When the Local Government Act 2002 was enacted, most sections pertaining to roading matters within the 1974 Act were not repealed, including section 336.

- 3.2 In 1981, the company Whitcoulls, was already an established business fronting Cashel Street. As well as its significant bookselling retail store, it operated an associated printing and publishing business. The Whitcoulls' requirement for vehicle access resulted in the Council setting times of access for goods vehicles to the new City Mall at 5am-10am and 4pm-11pm on any day, for the purposes of servicing this and other businesses.
- 3.3 At its meeting of 25 March 2010, the Council considered and approved a Hearing's Panel recommendation to vary the 1981 City Mall Special Order. One of the main reasons for the variation was to facilitate the use of the Mall by Trams.
- The earthquake sequence occurred relatively soon after, which delayed the commencement of the tram operation within the mall.
- As part of the City Mall redevelopment, the significant changes made to management of the mall (by way of the amended Special Order) was to reverse the one way status for any motor vehicles- due to the tram travelling only eastbound on the Cashel Street section, and to restrict cycling within the mall (potential conflict with cycles and tram tracks).
- This change of one way status for the City Mall, was also applied to Oxford Terrace, between Hereford Street and Cashel Street (City Mall). This one way status was also due to the required tram travel direction. This resulted in the only legal access traffic route for motor vehicles into the Mall, to be via Oxford Terrace, from Hereford Street.
- 3.4 On 10 September 2010 and onwards into 2011, the earthquake sequence changed City Mall, with many buildings destroyed, and businesses relocating. An outcome was the temporary Container Mall, which was then, in part, temporarily relocated to the now Riverside Market site.
- 3.5 On 1 November 2012, the Land Transport Rule- Traffic Control Devices Amendment 2012 came into force, as New Zealand legislation. This was initiated by the New Zealand Transport Agency (now known as Waka Kotahi), with the intention of providing a traffic control device called a shared zone - to increase the level of service and safety for pedestrians on public roads.
- 3.6 On 11 December 2014, the Government issued two New Zealand Gazette notices as part of the post -earthquake recovery for the Christchurch Central Business District. These gazettes made amendments to the operative Christchurch City Council Traffic and Parking Bylaw, and Speed Limits Bylaw as follows:
- 3.6.1 Declared Oxford Terrace, between Hereford Street and Cashel Street (City Mall) as a shared zone, with access for goods Vehicles for the purposes of deliveries, restricted to before 10am and after 4pm.
- 3.6.2 Reconfirming the north to south one way status of Oxford Terrace, between Hereford Street and Cashel Street (City Mall).
- 3.6.3 All shared zones within the Christchurch Central City will have the speed limit set at 10 km /h.

The Road user rules applicable to a shared zone are as follows:

- A driver of a vehicle entering or proceeding along or through a shared zone must give way to a pedestrian who is in the shared zone.
- A pedestrian in a shared zone must not unduly impede the passage of any vehicle in the shared zone.

While the creation of a shared zone does not necessarily mean that stopping or parking is prohibited for the general motorist, the December 2014 Gazette notice specifically prohibited parking and stopping within these relevant sections of the Oxford Terrace shared zone.

- 3.7 On 26 April 2018, Council approved the recommendations of the Infrastructure Transport and Environment Committee meeting of 11 April 2018 (Item 16). This approved that the restriction on the entry of goods Vehicles to Oxford Terrace from its intersection with Hereford Street, match the existing restriction times for the City Mall.

The rationale was that the creation of Oxford Terrace, between Hereford Street and Cashel Street (City Mall) as one way southbound, meant that the only legal motor vehicle entry to the City Mall (between Oxford Terrace and Colombo Street) was via the Hereford Street / Oxford Terrace intersection. Therefore, the times of restrictions between the shared zone (Oxford Terrace) and City Mall (Cashel Street) had to be aligned.

- 3.8 On 16 October 2019, Council staff received an email from The New Zealand Police. This email highlighted the serious safety concern if a motor vehicle is driven into an area where people are congregating. The email was as follows:

"I have consulted with the Area Commander for the city and his view is that the risk here is the mix of pedestrians, alcohol, and motor vehicles. The ability to put in place a barrier/bollards to prevent or at least delay a car driving on that piece of road at relevant times would suffice. Preventing the 5 May 2007 Edgeware Road type scenario which resulted in two deaths, numerous serious injuries and the offender jailed for 17 years is where this needs to be pitched. "

- 3.9 Other tragedies with similar circumstances, have occurred. On 20 January 2017 at Burke Street Mall, Melbourne, where a car was driven into people, with six people killed and 27 people injured. On 14 July 2016, a truck was driven into people at Nice, France, with 86 people killed and 458 people injured.
- 3.10 In addition to this safety concern, vehicles have been parked in the shared zone, contrary to the restrictions in place, and have blocked tram movements. Also, motorists have been observed for a number of years, driving vehicles into the area at restricted times, driving the wrong direction, and parking their vehicles for an extended period of time.

With the planning for the installation of retractable bollards, it became immediately apparent that due to the current permitted times of access to both Oxford Terrace and the City Mall, the bollards would be required to be lowered to allow access from 4pm to 11pm. This evening time has been identified by the Police, the tram operator, and Council staff as the time of most risk regarding safety and obstruction due to the interaction of general motor vehicles, pedestrians and other legitimate road users.

- 3.11 In response to the concerns outlined above, the installation of retractable bollards has been included as a line item in the Council's 2020/2021 budget. The installation will be completed as part of the Hereford Street upgrade project.

4. Consultation Process and Submissions / Te Tukanga Kōrerorero / Ngā Tāpaetanga

Public Consultation / Te Tukanga Kōrerorero

- 4.1 Staff discussed the proposed shared zone in City Mall with property owners on The Terrace and the Central City Business Association (CCBA) when they met to talk about the planned bollards on 8 September 2020. This was followed by a meeting on 1 October 2020 with representatives of the Christchurch Central City Business Association (CCBA) executive.
- 4.2 The project team proceeded with planning to convert City Mall to a shared zone with a 10 km/h speed limit, and to limit access times for goods vehicles to between 5am and 10am daily. Council considered a report on these proposals on 10 December 2020 and approved consultation. This opened on 18 January and closed on 18 February 2021.
- 4.3 More than 180 leaflets (**as noted at 1.3.1 above**) were delivered to businesses in the central city blocks potentially affected by the proposed changes. Others were posted to 44 property owners and sent to local libraries. Information was also emailed to 195 stakeholders, including businesses, advocacy groups, and residents' groups in and around the city centre.
- 4.4 Stakeholders were asked if they had any comments on:
 - Changing City Mall from a pedestrian mall to a shared zone.
 - Limiting the access of goods vehicles to between 5am and 10am daily on Oxford Terrace, from Hereford Street to Lichfield Street, and City Mall.
- 4.5 One hundred and seventy nine submitters provided feedback on one or both of these proposals (**as noted at 1.3.2 above**).

Views on changing City Mall from a pedestrian mall to a shared zone

- 4.6 Analysis of responses revealed that most submitters supported the proposal:
Support/generally support - 105
Oppose/generally oppose - 59
Views not indicated/mixed - 15
- 4.7 Those who were most supportive of the shared zone said:
 - The City Mall should be accessible to cyclists.
 - The proposed change provides consistency between City Mall and Oxford Terrace.
 - A shared zone in the mall legalises what is already happening.
- 4.8 Cyclists already travel through City Mall. Some submitters commented that both cyclists and scooter riders need to travel slowly and their speed regulated or enforced. The proposed 10 km/h speed limit would apply to cycles and electric scooters as well as motor vehicles. As one submitter pointed out, the issue is the speed of travel, not the type of vehicle.
- 4.9 More than half the 59 submitters who did not support the shared zone were opposed to cyclists in the mall because of the risk to pedestrians, particularly those who had a disability. The pedestrian mall would be safer for pedestrians and should be retained, according to 19 submitters, including the Waimaero/Fendalton-Waimairi-Harewood Community Board (Community Board).
- 4.10 The CCBA said it supported most of the changes outlined in the Council's Statement of Proposal and agreed that pedestrian safety was critical, particularly along Oxford Terrace at night. However, it believed that allowing the introduction of cyclists to City Mall would radically reduce the level of pedestrian safety and questioned how Council would control cyclist behaviour.

- 4.11 Operator of the tram, Christchurch and Hanmer Springs Attractions, was concerned about people not having the patience required to navigate the proposed shared zone. This would be a significant health and safety issue for tram drivers and pedestrians, it submitted.
- 4.12 Waka Kotahi (New Zealand Transport Agency) said the Council's proposal aligned with the requirements of the Land Transport Rule: Setting of Speed Limits (2017) and intent of the Speed Management Guide. The Speed Management Guide states that the speed limit for a Shared Space with high place function and a concentration of active road users should be set at 10km/h.
- 4.13 Waka Kotahi noted that City Mall should be designed to ensure vehicles travel at around 10km/h (i.e. walking speed). Waka Kotahi also noted that a speed limit sign is not able to be legally combined with a shared zone sign. Separate signs would add to street clutter and it was unlikely enforcement action would be taken against a 10km/h speed limit itself.
- 4.14 City Mall has been designed to reduce vehicle speeds by inclusion of a narrow vehicular corridor, type of surfacing etc, however, this corridor is potentially straighter than desired due to the tramway tracks. Staff believe that the environment lends towards supporting a 10km/h speed limit. Staff will ensure that all signage will be installed to comply with legal specifications. Refer to the legal implications section 7.4 below.
- 4.15 The Community Board supported the 10 km/h speed limit through City Mall but recommended that visual pollution, such as signage, should be restricted where possible. Sandwich boards along the accessible route on City Mall were of particular concern to Blind Low Vision New Zealand (formerly Blind Foundation).
- 4.16 Two submissions requesting an increase to the proposed speed in City Mall from 10 km/h to 15 km/h are not supported by the project team as this would be inconsistent with shared zones, or any other streets in the central city.
- 4.17 Submitters, both in support and opposed to the shared zone, generally supported the installation of bollards which would restrict motor vehicles in City Mall outside specified times. Several said bollards were needed at other access points to stop vehicles entering the mall.

Views on limiting the access of goods vehicles to between 5am and 10am daily

- 4.18 More than half the submitters supported restricting the daily access time for goods vehicles to between 5am and 10am to improve safety. Those who did not agree included businesses along City Mall.
- 4.19 A City Mall access plan (**as noted at 1.3.3 above**) outlines adjacent loading zones available for deliveries by good vehicles.
- 4.20 Result of analysis:
 - Support/generally support - 94
 - Oppose/generally oppose - 40
 - Views not indicated/ mixed - 45
- 4.21 Some submitters who supported the access restrictions said that goods and service vehicles currently ignored access times clearly shown at the beginning of the one-way entrance to Oxford Terrace off Hereford Street. The bollards will prevent unauthorised vehicles entering Oxford Terrace outside the specified hours.
- 4.22 Other submitters suggested either extending or shortening morning access hours by goods vehicles. After considering feedback the project team considered that 5am-10am provided a reasonable time span for goods to be delivered in the morning before foot traffic increases.

- 4.23 The CCBA and individual businesses submitted that goods vehicles needed to enter Oxford Terrace in the afternoon as many businesses could only receive their deliveries then. Hospitality and catering deliveries would be particularly badly affected, according to some submitters.
- 4.24 As a result the project team is recommending that goods vehicles can access Oxford Terrace from 4-5pm, daily, with these hours being monitored to ensure there are no significant issues for businesses. The proposed 4-5pm time extension is supported by Police.
- 4.25 The project team's responses to key issues and questions raised by submitters are available **(as noted at 1.3.4 above)**.

5. The Hearing / Te Hui

- 5.1 The Hearings Panel consisted of Councillor Anne Galloway and Councillor James Daniels. While Councillor Sam MacDonald was appointed to the Panel, he was unable to attend the Hearing and an apology was recorded on his behalf. The Hearings Panel convened on Thursday 18 March 2021 to consider and deliberate on all submissions received on the proposal.
- 5.2 Councillor Anne Galloway was appointed to chair the hearing. Prior to the hearing, staff provided responses to additional questions raised by Panel members. The questions and responses were made available to the Hearings Panel **(Attachment A)**. The questions were:
 1. Why was afternoon access not allowed from 4pm-6pm, rather than the proposed 4pm-5pm when key businesses like Ballantynes and Unichem indicate they have parcels arriving etc in that time?
 2. What is the rationale for needing to set a speed limit, based off the NZTA comments?
 3. Are there any ways we can reduce the anxiety that vulnerable pedestrians feel when they are sharing space with cyclists? I understand the definition of a 'shared zone' and the explanation of why we cannot have 'separated lanes' for cyclists and scooters; however keen to know of options, if any.
 4. Has there been any thought given to how we can use this opportunity to create an environment along the Mall that makes it difficult for 'street hustlers' to congregate, (e.g. large potted plants etc.).
- 5.3 Prior to the hearing oral submissions Council officers presented a brief overview of the proposal and of the themes and individual issues raised in submissions. They clarified queries from the Panel, summarised as:
 - The Shared Zone is for all road users, so includes E-scooters and skateboards. The Council can restrict use by certain vehicles.
 - The access time has been suggested as 4-5pm daily, but not to 6pm. Council officers did meet and discuss this matter with Police and the consensus was that after 5pm was the peak time of commuters, and the majority of people finish work at 5pm.
 - Some submitters proposed various access times and this can be reviewed and monitored.
 - Access from Colombo Street for commercial vehicles would be an issue of non-compliance and not an issue that could be dealt with by the Council's Enforcement team who can only deal with enforcement on bus lanes.
- 5.4 The Hearings Panel received verbal submissions from:
 - 5.4.1 Antony Gough on behalf of The Terrace Limited

- 5.4.2 Annabel Turley on behalf of Unichem Cashel
- 5.4.3 James Gong on behalf of MINISO South Island Ltd – photographs of Cashel Street and Oxford Terrace were additional documents provided by Mr Gong (Attachment B)
- 5.4.4 Paul Lonsdale on behalf of Christchurch Central City Business Association
- 5.4.5 Paul Bonini on behalf of Westpac Central City.
- 5.5 Prior to the hearing one submitter withdrew his request to be heard, and another submitter did not attend the hearing.

6. Consideration and Deliberation of Submissions / Ngā Whaiwhakaaro o Ngā Kōrero me Ngā Taukume

- 6.1 The Hearings Panel considered and deliberated on all submissions received on the proposal as well as information received from Council Officers during the hearing. Some of the key issues from submitters concerns raised that were addressed by the Hearings Panel are noted below.
- 6.2 The length of time required by a person delivering goods should be specified up to a maximum of 10 minutes, to ensure vehicles do not remain too long in a loading zone.
- 6.3 Discussion was held about the use of the Temporary Traffic Management Plan to allow exceptions for business continuity planning and emergency access. It is necessary to ensure the public has a good understanding of this process. Noted that the Police would have access in any emergency situation.
- 6.4 Installation of cameras would provide monitoring.
- 6.5 Note that ongoing discussion will occur with the businesses and an addition to the recommendations to provide for staff to report back to the Council in 12 months' time about the effects of the changes and delivery times.
- 6.6 Consideration was given to the loading zones and a check can be carried out about their usefulness and distance to businesses. Noted that one of the loading zones on the Plan is hidden by the Colombo Street sign, outside Ballantynes.
- 6.7 Safety of pedestrians in the shared zone would override the suggestion of longer hours for deliveries.
- 6.8 Bullet point 6 in recommendations 5, 6 and 11 that refers to the Council officer who holds the position of Head of Transport was noted and staff advised that this authorisation is delegated by the Council to the Head of Transport and to the staff member, so if a change in the Council's structure occurred, that would show. That process is consistent with existing processes, and while there is a 5-day turnaround in general, if an emergency situation arose the Council would be responsive, e.g. a water leak.
- 6.9 Signage was discussed and noted. There is a balance of signage required along with maintaining the aesthetic values of the area.
- 6.10 In its submission the CCBA requested that it be deputised to have the ability to enforce parking restrictions along City Mall and Oxford Terrace. Staff advised that all enforcement is undertaken by CCC employed warranted officers.
- 6.11 In relation to the suggestion about a 15km/h speed limit, staff advised that the speed limit rule is consistent across New Zealand and specifies the speed limit in 10s, e.g. 10, 20, 30 (not in 5s).
- 6.12 Staff advised that there are areas of parking that are indented within the Mall outside some businesses but these areas are not designated as parking spaces. Staff do not envisage any

issues as there is no proposal for vehicles in the Oxford Mall area after 10am and in general the trams do not operate before 10am.

- 6.13 The matter of cyclists' use of the Malls was discussed at length and the safety of pedestrians, and particularly of the vulnerable members of the public, in these areas. The Panel agreed that signage can be added to state that drivers must give way to pedestrians.
- 6.14 The classification of E-scooters was discussed - this relates to wheel size whether they are classified as a vehicle.
- 6.15 Emphasis is needed in the communications about the shared zone that drivers of all vehicles must give way to pedestrians, and that the 10km/h speed limit applies to all road users.
- 6.16 The bollards design standard was discussed, that is designed for 95% vehicles not to get through.
- 6.17 The Hearings Panel noted the constructive issues raised by submitters.
- 6.18 The Hearings Panel agreed to recommend to the Council to approve the proposal to change the legal status of City Mall from a Pedestrian Mall to a shared zone, and to further limit the use by motor vehicles for this proposed shared zone, along with changes to the existing shared zone of Oxford Terrace, as recommended above.

Signatories / Ngā Kaiwaitohu

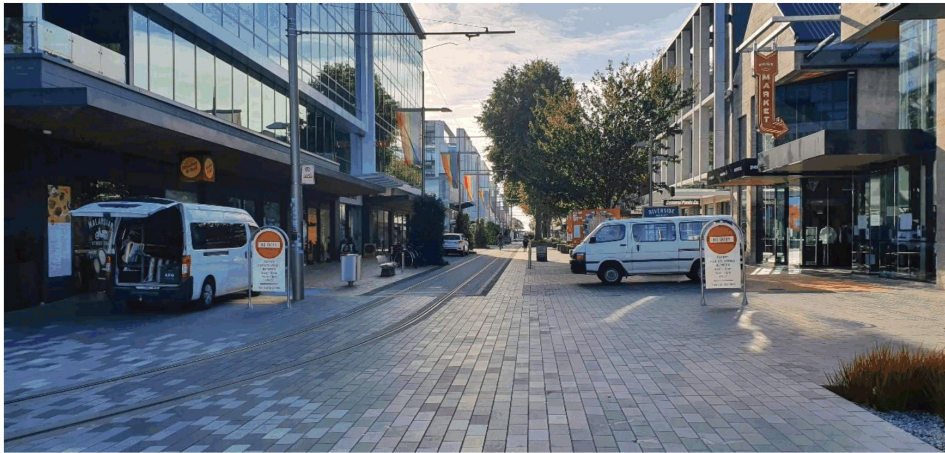
Author Liz Ryley – Committee & Hearings Advisor

Approved By Councillor Anne Galloway - Chair of Hearings Panel

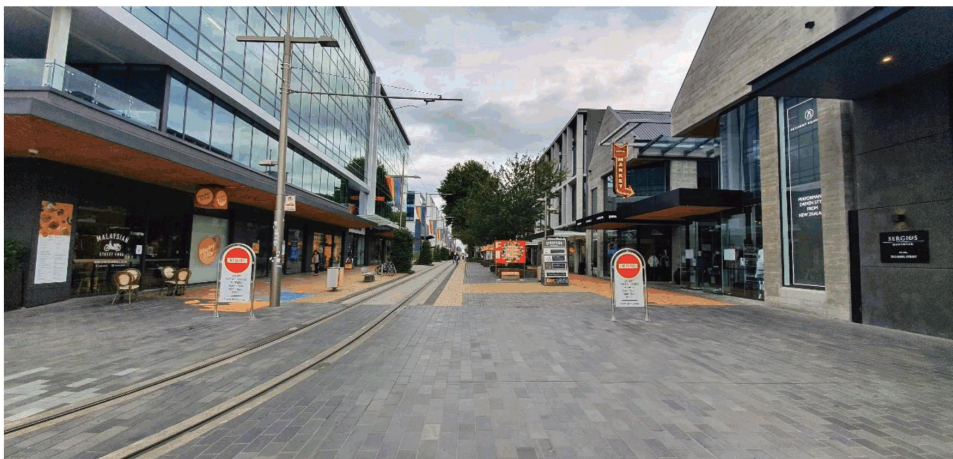
Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	Hearings Panel - City Mall Access Changes - Panel Questions raised and staff responses	161
B ↓	Submitter to be heard James Gong - photographs Cashel Street and Oxford Terrace	162

No:	Questions and Comments	Asked by:	Staff Responses:
1.	Why was afternoon access not allowed from 4pm-6pm, rather than the proposed 4pm-5pm when key businesses like Ballantynes and Unichem indicate they have parcels arriving etc in that time?	Councillor Sam MacDonald	<p>The original proposal was to limit Goods servicing to mornings only. Staff considered the five hours in the morning to be sufficient time for this activity, and being a time of minimal conflict with congregating pedestrians. The purpose of the public consultation is, not only to seek community views on the proposal, but also to gather information on the community's requirements for servicing. The consultation provided staff with further information, including verbal discussions with business proprietors.</p> <p>While a number of requested time variations were received, staff consider the common theme to be a need for servicing between 4pm to 5 pm. Resulting from this, staff met with principal Police staff. The Police view is that 4pm- 5pm would be acceptable, rather than 4pm-6pm for the two following reasons:</p> <ul style="list-style-type: none"> a) Larger congregations of café /bar patrons tends not to occur before 5pm. b) The 5pm-6pm time period is a time where bar activity increases, combined with more pedestrians leaving work. The one business that this will not suit is a catering business, which would prefer to be able to access the current Mall area at any time. We have advised of the multiple alternative loading areas, adjacent to the current Mall.
2.	What is the rationale for needing to set a speed limit, based off the NZTA comments?	Councillor Sam MacDonald	The opening statement of Waka Kotahi /NZTA is that the 10 km/h speed limit complies with the speed limits Rule. They went on to discuss the need for the speed limit and questioned whether the urban design of the current mall should keep operating speeds of vehicles to the appropriate level. Council staff agree with this principle. The issue however, is that a straight corridor exists within the current Mall, for the tram operation. Therefore, it is not possible to create the ideal environment that creates a slow zone without a clear /straight path ahead. In line with this, the staff recommendation is to create consistent traffic rules /restrictions for all road users entering this predominantly pedestrian orientated area.
3.	Are there are any ways we can reduce the anxiety that vulnerable pedestrians feel when they are sharing space with cyclists? I understand the definition of a 'shared zone' and the explanation of why we cannot have 'separated lanes' for cyclists and scooters; however keen to know of options, if any.	Councillor Anne Galloway	<ul style="list-style-type: none"> 1) For 10 years, since the earthquakes, cyclists have been using the City Mall. In 2010, a variation to the Special Order of Council, for the mall, prohibited use by cyclists. But the ensuing chaos immediately after this change, due to the earthquakes, meant that signage was never installed in the mall. The result is that cyclists have been mixing with pedestrians all this time. 2) The intention of the current proposal is no change in numbers of cyclists using the mall, compared to the last 10 years. 3) Staff are unaware of any incidents in the Shared Zone of Oxford Terrace, between cyclists and pedestrians since the creation of that Shared zone, or collisions /incidents between cyclists and pedestrians in the current City Mall. 4) Staff have carried out an analysis of cyclist vs pedestrian collisions in Christchurch City over the last 10 years. There have been no recorded collisions in the Waka Kotahi (NZTA) –Crash analysis system in that time, that occurred in any CBD pedestrian mall or Shared zone.
4.	Has there been any thought given to how we can use this opportunity to create an environment along the Mall that makes it difficult for 'street hustlers' to congregate, (e.g. large potted plants etc).	Councillor Anne Galloway	This is a matter outside the scope of the proposal being considered and a matter to discuss with the Urban Regeneration team.



Cashel Street



Cashel Street



Cashel Street



Oxford Terrace



Oxford Terrace

14. Hearings Panel Report to the Council on the proposed new mountain bike track in Montgomery Spur Reserve

Reference / Te Tohutoro: 21/345608

Report of / Te Pou
Matua: Councillor Pauline Cotter, Chair of the Hearings Panel,
pauline.cotter@ccc.govt.nz

General Manager /
Pouwhakarae: Mary Richardson, General Manager Citizens and Community,
mary.richardson@ccc.govt.nz

1. Purpose of Report / Te Pūtake Pūrongo

- 1.1 The purpose of this report is to present to the Council the Hearings Panel recommendations following the consultation and hearings process on the proposed new mountain bike track in Montgomery Spur Reserve.
- 1.2 The Hearings Panel has no decision-making powers but, in accordance with its delegation, has considered the written and oral submissions received on the proposal and is now making recommendations to the Council. The Council can then accept or reject those recommendations as it sees fit bearing in mind that the Local Government Act 2002 s.82(1)(e) requires that “the views presented to the local authority should be received by the local authority with an open mind and should be given by the local authority, in making a decision, due consideration.”
- 1.3 The Council, as the final decision-maker, should put itself in as good a position as the Hearings Panel having heard all the parties. It can do so by considering this report which includes a summary of the written and verbal submissions that were presented at the hearings, any additional information received and the Hearings Panel’s considerations and deliberations. A link to the written submissions is also available should you want to review them.

https://christchurch.infocouncil.biz/Open/2021/03/RAHPC_20210322_AGN_5991_AT.PDF

2. Hearings Panel Recommendations / Ngā Tūtohu o Te Tira Taute

That the Council:

1. In accordance with section 41(6) of the Reserves Act 1977, and subject to the Minister of Conservation’s approval, approves the changes to the Montgomery Spur Reserve Management Plan 2010 as shown as tracked changes in **Attachment A** and incorporated in the document in **Attachment B**.
2. Notes: The majority of submitters were in favour of the proposal. However, submitters expressed safety concerns around the following and the Hearings Panel requests that the Parks and Transport Units are made aware of these issues:
 - a. Limited access to the Reserve.
 - b. Centaurus Road, Rapaki Road, and the 5 way intersections.
 - c. The proposed track junction with the existing Rapaki Track.
 - d. Downhill speeds.
 - e. Construction materials and widths of tracks.
 - f. Pedestrian/cyclist risks with speed and junctions.

- g. Accessibility for the track; use by people with disabilities (track width and gradient).

3. Background / Context / Te Horopaki

- 3.1 The Council proposed the establishment of a new mountain bike track in Montgomery Spur Reserve for the following reasons:
 - 3.1.1 To provide a needed connection and new biking route between existing mountain bike tracks inside and outside Montgomery Spur Reserve.
 - 3.1.2 To address long-standing issues of safety arising from interactions between the different recreational users of Rapaki Track by providing an alternative route for the mountain biking traffic on that track.
 - 3.1.3 Members from a number of local mountain bike clubs that use the tracks in the area are able to volunteer their services to help construct a new mountain bike track under supervision of Regional Parks Team staff.
 - 3.1.4 There is a need, and funding available, to construct both the proposed mountain bike track and the Kowhai Walking Track, the latter which is already covered in the Montgomery Spur Reserve Management Plan. Council Officers consider it opportune and cost effective to construct both tracks at the same time.
- 3.2 Montgomery Spur Reserve is a scenic reserve comprising 127 hectares of land acquired by the Council in 2005. The Montgomery Spur Reserve Management Plan was adopted as the operative plan by the Council in 2010.
- 3.3 The Montgomery Spur Reserve Management Plan specifically refers to the development of one new mountain bike track, this having already been realised with the development of the Taramea Mountain Bike Track. This track has proved to be very popular with the mountain biking public.
- 3.4 If the Council, and then the Chief Executive exercising the power of the Minister of Conservation delegated to her, decide to approve the amended management plan, containing reference to the proposed new mountain bike track, development of this new track is then in effect approved to proceed, subject to resource consent being obtained for the benching works required for the lower section of the track.
- 3.5 Prior to giving public notice of the proposed management plan changes staff gave a joint briefing to the Waikura/Linwood-Central-Heathcote Community Board and the Waihoru/Spreydon-Cashmere Community Board to inform them of the proposal. The two community boards supported the proposal, with the proviso that staff take into consideration the issue of vehicle parking on Rapaki Road. This has been covered through liaison with Transport Unit traffic engineer staff, including attendance by one at the two public drop-in sessions during the consultation period.
- 3.6 Staff engagement with mana whenua via the Council's Ngāi Tahu Partnership Team and Mahaanui Kurataiao Limited resulted in support for what is being proposed. The matter of Māori names was also discussed, with staff advising naming can be subsequently considered in the following manner:
 - 3.6.1 Combined park name – policy 3.2.5 in the management plan provides for an appropriate Māori name to be received from Ngāi Tahu for application alongside the current park name and for this to be formalised in accordance with the Naming of Reserves and Facilities Policy.
 - 3.6.2 Track name – to be determined by the Manager Regional Parks in consultation with the Council's Ngāi Tahu Partnership Team.

4. Consultation Process and Submissions / Te Tukanga Kōrerorero / Ngā Tāpaetanga

Public Consultation / Te Tukanga Kōrerorero

- 4.1 Public consultation ran for two and a half calendar months from 19 December 2020 to 5 March 2021. The standard two-month Reserves Act consultation requirement was increased to allow for the Christmas/New Year statutory holiday period.
- 4.2 Section 4 of the Officer Report to the Hearings Panel contains the full details of the consultation process.

Summary of Submissions / Ngā Tāpaetanga

- 4.3 Three hundred and three valid written submissions were received (a number of duplicate submissions were received and a late submission was received which was not included in the analysis). These are provided in the Hearings Panel Agenda along with Council Officer Response to key comments.
- 4.4 There was overwhelming general support for the proposal, although 53 of these submitters included suggestions for further improvement or flagged related concerns. Two provided comments only and three submitters indicated they do not support the proposal.
- 4.5 The main themes were:
 - 4.5.1 Key support comments: These are predominantly about supporting the opportunity for mountain bikers to choose an alternative route to Rapaki Track, reducing the growing conflict of use on that track.
 - 4.5.2 Suggestions: Twenty-one submitters suggested there should be separate uphill/downhill tracks, seven said alternative access points to Montgomery Spur Reserve should be developed, and one requested a wider track to accommodate disability users including trikes.
 - 4.5.3 Concerns: Twenty-one submitters pointed out that the convention is for downhill riders to give way to uphill riders, not the other way as had been included in the consultation material (an error). A good number of submitters raised concerns about downhill bikers speeding on Rapaki Track. Five submitters referred to the impact of increased mountain bike activity on roads below Montgomery Spur Reserve and Rapaki Track, particularly with regards to parking and speeds.
 - 4.5.4 Opposition: Of the three submissions indicating opposition to the proposal, two are concerned about the cost. The third is concerned that the new track connection to the Taramea Mountain Bike Track will increase intermediate and advanced biker use, contrary to, in their view, that track's purpose as a track for beginners, damage more of Montgomery Spur Reserve and not be wide enough.

5. The Hearing / Te Hui

- 5.1 The Hearings Panel consisted of Councillor Pauline Cotter (Chairperson), Councillor Jake McLellan and Community Board Member Callum Ward. The Hearings Panel convened on Monday 22 March 2021 to consider and deliberate on all submissions received on the proposal.
- 5.2 Prior to hearing oral submissions Council officers presented a brief overview of the proposed amendments and scope of the consultation.

- 5.3 The Hearings Panel heard from the following submitters: Matthew Coultas (on behalf of Graded Earth Ltd tracks and construction), Kate Hodgins, Joe Arts, Mary O'Connor, Hugh Nicholson and Roland Matthews.

6. Consideration and Deliberation of Submissions / Ngā Whaiwhakaaro o Ngā Kōrero me Ngā Taukume

- 6.1 The Hearings Panel considered and deliberated on all submissions received on the proposal as well as information received from Council Officers during the hearing (refer to **Attachment C** for issued raised and Officer comment).
- 6.2 Some of the issues raised are out of scope for a decision at this stage. Some are more appropriate for the Resource Consents stage (assuming the proposal is approved), some are in relation to traffic and parks management. The Hearings Panel invited two submitters who had specific concerns around safety and use of Rapaki Road to present their concerns to the Spreydon-Cashmere Community Board. (Secretarial note: the details of the two submitters have been passed on to the Community Board for an invitation to be extended to present to the Board).
- 6.3 The key issues that were addressed with the Hearings Panel fall mainly into two categories: safety and design.

Design

- 6.3.1 Specific design proposals, for example gradient and traps to slow downhill movement
- 6.3.2 Access for disability users; ensuring the width of the track is suitable for electric trikes and quadbikes and room to pass (or be passed)
- 6.3.3 Be mindful of the materials used to cover the tracks, some are more appropriate than others to ride and walk on
- 6.3.4 Some requested a more technical uphill ride, while others would like to see a family friendly level of technicality
- 6.3.5 Encourage use of cycleways in general in the area as a way to get onto the track and reduce motor traffic in the area.

Safety

- 6.3.6 The need to keep walkers and downhill bikers separated
- 6.3.7 One way track to keep uphill and downhill bikers separated
- 6.3.8 Development of additional access points to remove congestion off Rakapi Road
- 6.3.9 Lack of footpath on Rapaki Road should be addressed. A number of school groups walk at this location and the lack of footpath makes it dangerous
- 6.3.10 Concerns about Rapaki Road in general with congestion and the dangerous intersection with Centaurus Road.
- 6.4 One submitter requested that the track be declined and the area be retained for walking rather than biking. The submitter contends that pedestrians have been overlooked and bikers given priority and that it is not safe for walkers for the two activities to occur in the same space.
- 6.5 Following consideration and deliberation of submissions, the Hearings Panel unanimously agreed to recommend to Council to adopt the changes to the Montgomery Spur Reserve Management Plan.

7. Reference Documents

Document	Location
Hearings Panel Agenda 22 March 2021 (including all submissions)	https://christchurch.infocouncil.biz/Open/2021/03/RAHPC_20210322_AGN_5991_AT.PDF
Hearings Panel Minutes 22 March 2021	https://christchurch.infocouncil.biz/Open/2021/03/RAHPC_20210322_MIN_5991_AT.PDF
Have Your Say Webpage	https://ccc.govt.nz/the-council/consultations-and-submissions/haveyoursay/show/361

Signatories / Ngā Kaiwaitohu

Author Megan Pearce - Hearings Advisor

Approved By Councillor Pauline Cotter - Chair of Hearings Panel

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	Amended Montgomery Spur Reserve Management Plan 2010 (Track changes shown)	170
B ↓	Amended Montgomery Spur Reserve Management Plan 2010 (Clean version)	209
C ↓	Montgomery Spur Road Issues and Officer Comments	248

**Montgomery Spur Reserve
Management Plan 2010**
(incorporating amendments 2020)



Cover page photo: Looking from Rapaki track at Montgomery Spur Reserve and Mt Vernon

Foreword

Montgomery Spur Reserve is part of the Port Hills reserve network that the public can enjoy for the purposes of recreation while preserving the ecosystem and landscape value of the Spur. On a clear day, one can view the Southern Alps, Pegasus Bay, the Kaikoura's and the Canterbury Plains from Montgomery Spur Reserves slopes.

The management plan is a requirement under the Reserves Act 1977. A management plan sets out policies and objectives that will show the public how a Local Authority intends to manage a reserve.

Montgomery Spur Reserve is classified as a Scenic Reserve under the Reserves Act 1977, Section 19.

Public notice has been given in accordance with section 41 (6) of the Reserves Act 1977 stating that the draft management plan was available for inspection and inviting submissions. The submission period for the draft plan ran from 31st July 2009 until 9th October 2009. A total of 103 submissions were received during this period.

As a result of the submission period a Hearings Panel met on the 9th November 2009 at the Council Chamber. The panel heard a total of 12 submitters and viewed all written submissions. Following the hearing and viewing of submissions, the Hearings Panel made recommendations to Council for the content of what would be the adopted management plan. The Council then adopted the plan at its meeting on the 27th May 2010, this now being the operative management plan for Montgomery Spur Reserve.

The Hearings Panel comprised:

Chair –Barry Corbett Councillor Christchurch City, Spreydon Heathcote

Chrissie Williams Councillor Christchurch City, Burwood Pegasus

Oscar Alpers Community Board Member, Spreydon Heathcote

Acknowledgments

The Montgomery Spur Reserve Hearings Panel and the Asset and Network Planning Unit of the Christchurch City Council would like to thank the following groups for their assistance and input during the development of this management plan.

All those who submitted during the issues gathering phase and draft consultation of this management plan

All those who attended the drop - in sessions at St Martins Scout Hall

The Spreydon / Heathcote Community Board for meeting with Council Officers and supporting the development of the plan

Ngāi Tahu, Te Hapū o Ngāti Wheke (Rāpaki) Rūnanga, Te Ngāi Tūāhuriri Rūnanga and Mahaanui Kurataiao Ltd for providing information to Council Officers for the plan.

Mount Vernon Park Trust for co-operation and collaboration with Council Officers

Summit Road Society for meeting with Council Officers to provide information

St Martins Scouts for allowing use of their facility for drop - in sessions

Port Hills Ranger Staff for being supportive in providing information

The Friends of Montgomery Spur for supporting the area

The Beckenham Service Centre and Library for assistance with meeting details and making information available to the public

The Insite team at the Central City Library for assistance in providing resource materials

Local residents for their communication and open door policy on working with Council Officers.

AMI Stadium for allowing use of their stands to take photos of Montgomery Spur Reserve

Council Officers that have offered assistance and technical information within this plan

TABLE OF CONTENTS

1	OVERVIEW	8
1.1	Introducing Montgomery	8
1.2	Introducing Montgomery Spur Reserve	8
1.3	Retention of an outstanding natural landscape	9
1.4	Purpose of the management plan	10
1.5	Ngāi Tahu: Tangata Whenua	10
1.6	Rāpaki Track	10
1.7	Historical trail for early settlers in Christchurch and Ngāi Tahu	10
1.8	Mt Vernon Park.....	11
2	VISION	12
3	OBJECTIVES & POLICIES	12
3.1	Land management objective:	12
3.2	Cultural heritage & history objective:	13
3.3	Scenic & landscape objective:.....	14
3.4	Recreation objective:	15
3.5	Access & links objective:.....	16
3.6	Volunteers objective:	16
3.7	Farming activities objective:	17
3.8	Utility services objective:.....	18
3.9	Commercial activities objective:	18
3.10	Management plan review objective:	18
4	ISSUES	19
5	RESOURCE INFORMATION	22
5.1	Land tenure	22
5.2	Legal status and classification.....	22
5.3	Physical description.....	23
5.4	Soil.....	25
5.5	Climate.....	25
6	DOCUMENTS RELEVANT TO THE RESERVE.....	26

7	APPENDICES.....	27
	7.1 Council resolution on plan approval	28
	7.2 Soil map	29
	7.3 City Botanist report by Trevor Partridge	30
	7.4 Tangata Whenua report by Andrea Lobb	34
	7.5 References.....	35
	7.6 Indicative landscape development proposals and plan	36
	7.7 Indicative landscape development plan.....	38

1 OVERVIEW

1.1 Introducing Montgomery

In 1927 Montgomery Spur was purchased by John Montgomery, the son of the Honourable William Montgomery. John Montgomery, and then his son Jock, utilised the land for both grazing and seed exportation. John Montgomery unexpectedly passed away in 1946 after succumbing to illness in a very short time. Jock then farmed the land until new owners stepped in during the 1980's. Grazing and stock work was common from this point up to the time of Council's acquisition of the land area.

The name Montgomery Spur was subsequently taken from John Montgomery. Prior to the proposal to develop the land (late 1990's), the name Montgomery Spur had not been widely used. Instead, many people linked the land with the names Glenelg Spur, Murray-Aynsley or Rāpaki.

1.2 Introducing Montgomery Spur Reserve

Montgomery Spur Reserve is a classified Christchurch City Council scenic reserve on the Port Hills. It has a land area of 126.6 hectares and is zoned Open Space Natural in the Christchurch District Plan. ~~The City Plan has the following passage to describe the rural hills zoning:~~

~~"The topography of the Port Hills and its outstanding natural features, open landscape and rural characteristics, provide one of the most important visual amenities for the whole of the city, especially in terms of views of them from the city and views from them across the Canterbury Plains."~~

~~This description fits Montgomery Spur Reserve very well. It is a place that one can experience views of the Canterbury plains and has a rural presence when viewing the Port Hills from the city or north and west Canterbury.~~

Montgomery Spur Reserve is located at 70 Rāpaki Road, Hillsborough Christchurch, and rises to a maximum height of 285 metres above mean sea level. Montgomery Spur is situated directly east of the Rāpaki Track and offers unobstructed views across the plains and coast. The spur is one of the most notable landscape parcels in Christchurch's backdrop. The area has Mount Vernon Park (Managed by the Mt Vernon Farm Park Trust on behalf of the Port Hills Park Trust Board) to the west and Avoca Valley to the east.

Montgomery Spur Reserve has a relatively easy gradient for walking. In recent years the neighbouring Rāpaki Track has become increasingly popular for its recreational value. It is expected that many who use Rāpaki Track utilise Montgomery Spur Reserve as part of their recreation experience.

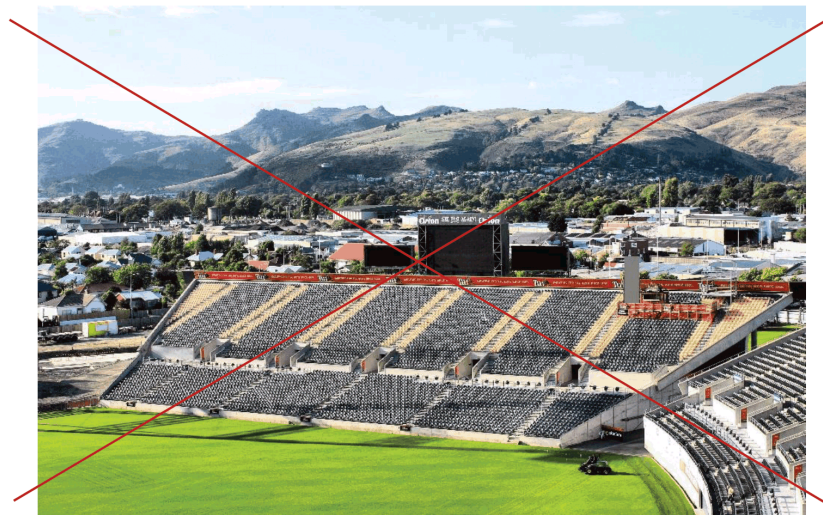
The Montgomery Spur Reserve Management Plan is the first occasion such a document has applied to land title Part Lot 1 DP 2855, containing 126.6392 hectares, 25A/1227 Christchurch City Council, Scenic Reserve.

1.3 Retention of an outstanding natural landscape

Montgomery Spur was the focus of much discussion during the application to change the zoning from rural hills to living hills from 1998 – 2003. During this time groups formed and organisations and residents submitted to both the Christchurch City Council and the Environment Court to show their opposition to development on the Spur.

The application sought to develop the Spur into a residential neighbourhood by changing the zoning from Rural Hills to Living Hills. At the time groups had formed to protect the Port Hills from further development. Out of this came a group known as the Friends of Montgomery Spur. Along with this group, the National Council for Women, the Montgomery Spur Heritage Trust, the Summit Road Society and others worked through Resource Consent processes to have the application for the Living Hills zoning to be turned down.

The terms, nationally significant, regional icon and natural outstanding landscape were utilised to describe both the Port Hills and Montgomery Spur through this period. With the decision of both the Christchurch City Council and then the Environment Court to retain the Rural Hills zoning, Montgomery Spur Reserve was then retained as an outstanding natural landscape.



~~Photo taken from Paul Kelly stand at AMI Stadium in 2009, this highlights the backdrop that will be seen during the Rugby World Cup 2011 (name of stand and stadium at the time of publishing this management plan).~~

1.4 Purpose of the management plan

The purpose of the management plan is to recognise the values of the reserve, establish a vision for its future, and set management objectives and policies to achieve desired outcomes. The plan has been developed in consultation with the public and follows the process outlined in the Reserves Act 1977.

The Reserves Act 1977 - section 41; 3. outlines the following:

The management plan shall provide for and ensure the use, enjoyment, maintenance, protection and preservation, as the case may require, and to the extent that the administering body's resources permit, the development, as appropriate, of the reserve for the purposes for which it is classified, and shall incorporate and ensure compliance with the principles set out in section 19 as the case may be, of this Act for a reserve of that classification.

1.5 Ngāi Tahu: Tangata Whenua

The area of Montgomery Spur Reserve ("the park") is located within the takiwā of two Christchurch Papatipu Rūnanga - Te Hapū o Ngāti Wheke (Rāpaki) Rūnanga and Te Ngāi Tūāhuriri Rūnanga. In preparation of this Management Plan the relationships held by tangata whenua with the area have been identified and recommendations included to address the values held for the park and the surrounding area, and there will be an ongoing relationship between the Council and the Rūnanga in the implementation of this Management Plan. One of the significant recommendations of the report is for the use of a dual name for Montgomery Spur Reserve. As part of the development of the final plan, Ngāi Tahu will put forward a name to be used alongside Montgomery Spur Reserve. Other recommendations are addressed throughout this Management Plan and will be given effect to in the implementation of this Management Plan.

1.6 Rāpaki Track

The Rāpaki Track is a benched track on legal road running alongside the western boundary of the reserve. It separates the reserve from Mt Vernon Park. The track starts at the end of Rāpaki Road and continues on to the Summit Road, partly through Mt Vernon Park administered land. It is one of the most used recreational areas of the Port Hills, being popular for mountain biking, walking and running. The gradient is ideal for people with low skill and fitness levels.

1.7 Historical trail for early settlers in Christchurch and Ngāi Tahu

A path running down Montgomery Spur provided a link from Lyttelton Harbour through to the Canterbury Plains for Māori and for early European settlers. It was used by Ngāi Tahu when journeying between the Rāpaki settlement and the Kaiapoi settlement. In the 1840s the Deans brothers used it to take stock to their

farm at Pūtaringamotu (Riccarton), and it was subsequently used by the early settlers of Christchurch as a route between Lyttelton and the city.

(de Thier 1976 page 170, Ogilvie 1996 pages 42 – 44, Black Maps),
(<http://www.ccc.govt.nz/Parks/TheEnvironment/blackmap.pdf>).

1.8 Mt Vernon Park

Mt Vernon Park is privately owned by the Port Hills Park Trust Board who have set up the Mt Vernon Farm Park Trust to manage the area. The land lies to the west of Montgomery Spur Reserve. The Trust has a management plan much like this document with a list of objectives and policies by which they manage Mt Vernon Park. Thanks to the efforts of the Trust, the public can now access many areas of the Port Hills while utilising Mt Vernon Park.

The Christchurch City Council urges the public to be aware and to respect the rules that the Trust has in place when accessing Mt Vernon from Rāpaki Track and Montgomery Spur Reserve. A copy of the Mt Vernon Park Management Plan can be found at the Christchurch Central City Library.



Looking at the Mt Vernon Park car park from Rāpaki Track.

2 VISION

To maintain an open tussock landscape on Montgomery Spur Reserve through rural management that offers a recreational link to neighbouring areas of park land and scenic benefit to the public from either the Spur itself or as a backdrop to the city.

3 OBJECTIVES & POLICIES

3.1 Land management objective:

The open space character, silver tussock, rock outcrop vegetation, matagouri and sheep grazing of the Spur are to be retained

- POLICIES:**
- 3.1.1** The open space and rural character of the reserve are to be conserved to optimise the benefits of public enjoyment and recreation in an outdoor setting.
 - 3.1.2** Areas of significant vegetation (including matagouri and threatened rock outcrop plants) on the eastern slope of the reserve shall be protected from grazing damage.
 - 3.1.3** The Council retains the right to manage broom and gorse as a nurse species for establishing vegetation and protecting threatened species, while meeting the 10 metre boundary control obligations under the Regional Pest Management Strategy.
 - 3.1.4** Weed control and other chemical applications on Montgomery Spur Reserve shall be undertaken so as not to compromise organic certificates of neighbouring property owners.
 - 3.1.5** Several plant species of significance have been identified on the rock outcrops. These species and any others that are identified on the reserve shall be managed appropriately and spraying or top dressing not permitted in the areas that these are found. All known locations of such vegetation shall be recorded. Discussions need to be undertaken with the City Botanist and Planting Ranger before commencing with any work in the rock outcrop areas.

- 3.1.6 In situations where, in Council's opinion, any removal of vegetation or a surface is in a condition that poses a risk of erosion, the Council will exercise its right to manage the problem in an appropriate manner.
- 3.1.7 Management of vegetation shall be carried out by appropriate grazing methods that conserve the silver tussock grassland and other habitats of the reserve.
- 3.1.8 The indigenous rock outcrop vegetation is to be managed in a sustainable manner and grazing of these areas is to be restricted if deemed necessary for their protection.
- 3.1.9 Trees and other plants will be selected according to their suitability to the environmental conditions, use of the site, and shall be managed with the primary aims of providing shelter, amenity, or ecological value.
- 3.1.10 In situations where, in the Council's opinion, any tree is in a condition that poses an immediate safety risk, the Council will exercise its right to have the tree removed as soon as possible.
- 3.1.11 Identified ecological values within the reserve are to be protected.
- 3.1.12 The habitats of the reserve shall be cared for in line with the Council's Biodiversity Strategy.
- 3.1.13 Timber and dead wood could be retained on site where it offers the opportunity for habitat and benefit to the health of the land.

3.2 Cultural heritage & history objective:

Cultural heritage is protected and history acknowledged appropriately

- POLICIES:**
- 3.2.1 If anything of an archaeological nature is encountered (e.g. shells, charcoal-stained soil, fire-cracked stones, artefacts or human remains) during any programmes of work such as excavation, fencing, or roading etc, the NZ Historic Places Trust and Te Hapū o Ngāti Wheke (Rāpaki) Rūnanga are to be contacted immediately and work to be temporarily stopped.
 - 3.2.2 Identified history of the reserve shall be recognised and incorporated into an interpretation plan for the reserve.

- 3.2.3 Mahinga kai collection is enabled through appropriate planting in suitable areas on the reserve.
- 3.2.4 Pole markers on walking tracks shall be in the style of Pou Pou, their design, location and installation shall be undertaken in partnership with local Rūnanga.
- 3.2.5 A name shall be sought from Ngai Tahu to determine an appropriate Maori name for use alongside Montgomery Spur Reserve and shall be formalised through the Christchurch City Council naming process.

3.3 Scenic & landscape objective:

Views from the reserve and its landscape are protected and not forsaken

- POLICIES:**
- 3.3.1 Signage is to conform with Council signage guidelines, bylaws, standards, and policies. The size and location of signs in the Reserve are to be designed in such a way as to minimise visual detracting from the natural environment.
 - 3.3.2 The scenic values of the reserve are to be retained and consideration given to those scenic values through any installation of tracks or other recreational and management facilities.
 - 3.3.3 Opportunities for admiring the city from the slopes of the reserve are provided to optimise the recreational benefit to the public.
 - 3.3.4 The iconic three tree lines on the reserve shall be planted with replacement trees of Hall's totara (*Podocarpus hallii*). This planting shall be in a suitable location that mimics the present three tree line formation.
 - 3.3.5 The existing three tree line shall be retained until the trees become diseased or pose a safety concern.

3.4 Recreation objective:

Develop areas for recreation that are suitable for the reserve and surrounding environment

- POLICIES:**
- 3.4.1** Seating shall be kept at a minimum on the reserve.
 - 3.4.2** Where possible marker poles will identify a route that optimises the public's recreational benefit of the reserve.
 - 3.4.3** A mountain bike track, named as the Taramea Mountain Bike Track, that offers the opportunity for a step down in level from traditional Port Hills tracks should be provided that is classed as an intermediate grade track.
 - 3.4.4** Further to policy 3.4.3, another mountain bike track, this to run between the mountain bike track referred to in policy 3.4.3 and the Rapaki Track just above the Rapaki Road end, shall be provided as shown on the indicative landscape development plan in appendix 7.7 of this management plan.
 - 3.4.5** A walking track, named as the Kowhai Walking Track, to run between connection points with the Rapaki Track at the highest and lowest extents of Montgomery Spur Reserve, shall be provided as shown on the indicative landscape development plan in appendix 7.7 of this management plan.
 - 3.4.46** Organised low impact events will be permitted in the reserve in accordance with Council policy and practice, and if it promotes outdoor recreational opportunities within the reserve.
 - 3.4.57** Recreational structures and facilities are minimised to retain the open space character of the reserve.
 - 3.4.68** A specified horse route shall be investigated to allow for riding over the Spur on condition that they do not interfere with grazing activities, pedestrian or mountain bike users and that they do not access the rock outcrops or the gully systems unless a specific route is installed.
 - 3.4.79** Recreational motorised activities are prohibited from utilising Montgomery Spur Reserve.

3.4.810 Dogs on lead will be permitted to utilise the track network of Montgomery Spur Reserve outside of the lambing season. Dogs will not be allowed to utilise the track system during lambing season.

3.4.911 The naming of any recreational track shall take into consideration the historic ties of both Ngāi Tahu and the Deans of Canterbury stock route.

3.5 Access & links objective:

Investigate options to gain quality access and links onto the reserve

- POLICIES:**
- 3.5.1** Management will retain the right to vehicle access onto the reserve where it meets management and maintenance goals.
 - 3.5.2** Access points are considerate of other users to ensure conflicts are limited.
 - 3.5.3** Cycling and pedestrian links from Avoca Valley, Alderson Ave, Erewhon Tce, Glenelg Spur and Rāpaki Road and Track will be investigated to optimise the benefits to the public and residents.
 - 3.5.4** Access points will be established between neighbouring reserve land or public trust land in partnership with administering bodies.
 - 3.5.5** Council Officers will work with neighbouring land owners to identify options for public access from various points into Montgomery Spur Reserve.

3.6 Volunteers objective:

Investigate volunteer aid for maintenance of the reserve

- POLICIES:**
- 3.6.1** Christchurch City Council Rangers, where appropriate, will seek volunteers' involvement with maintenance of Montgomery Spur Reserve.

3.7 Farming activities objective:

Farming will be utilised as a tool for land management

- POLICIES:**
- 3.7.1** Council will retain the right to use grazing as a management tool for reducing fire risk and managing vegetation in the reserve.
 - 3.7.2** A lease shall be formulated between council and a grazier that adheres to the policies and objectives of this management plan.
 - 3.7.3** Cattle shall not be permitted to graze Montgomery Spur Reserve. The reserve shall be utilised for sheep grazing and lambing only. No other animals will be utilised for grazing Montgomery Spur Reserve.
 - 3.7.4** Grazing will remain at a level where it will not place pressure through over or under grazing on the silver tussock. Assessment shall be undertaken by appropriate Council officers.
 - 3.7.5** Dogs shall be prohibited from areas of Montgomery Spur Reserve during lambing season or where it is necessary for the health and well-being of the stock. At all times, dogs should be on a lead at Montgomery Spur Reserve.
 - 3.7.6** The public shall retain the right to access the working farm areas of Montgomery Spur Reserve where or when it does not conflict with the well-being of stock or adversely affect grazing operations. If restrictions are required, they will be indicated via appropriate signage and any necessary public notice.
 - 3.7.7** Fence lines and stiles shall not be placed on ridge lines, rather where possible they shall sit below ridge lines to ensure they have minimal impact on the scenic value of the Spur.



Sheep grazing on Montgomery Spur Reserve with Port Hills road in the background

3.8 Utility services objective:

Allow access for essential utility services that are to the benefit of the environment, landscape and its visitors

- POLICIES:**
- 3.8.1** Utility services necessary for the servicing of facilities within the reserve shall be permitted.
 - 3.8.2** The visual and physical impact of services shall be minimised and services will be placed underground where possible.
 - 3.8.3** Structures that detract from the open space character of the reserve that are not currently in place shall not be permitted unless it is providing an essential public benefit or it is to the benefit of the reserve.
 - 3.8.4** Montgomery Spur Reserve will be considered as a litter free park, as such bins will not be provided, and reserve visitors are expected to take all rubbish with them.

3.9 Commercial activities objective:

Commercial activities shall adhere to this management plan

- POLICIES:**
- 3.9.1** Commercial activities shall be discouraged when they do not meet the vision or objectives of this document.

3.10 Management plan review objective:

To ensure that the management plan remains a useful tool for managers of Montgomery Spur Reserve

- POLICIES:**
- 3.10.1** Keep the management plan under continuous review in accordance with Section 41 (4) of the Reserves Act 1977.
 - 3.10.2** That the Montgomery Spur Reserve Management Plan when reviewed is aligned with similar plans for the Port Hills.

•—————•

4 ISSUES

Recreational use of the land:

Two key issues have been raised in regards to recreation on Montgomery Spur Reserve, these being walking and mountain bike access. For mountain biking in particular it has been established that there is no easy grade track that offers an introduction from the plains to the hills. All other Port Hills mountain bike tracks have a grading of intermediate, difficult or extreme. Montgomery Spur Reserve offers riders with intermediate grade mountain bike tracks with great views. Such tracks are not be at the technical level of other established Port Hill tracks.

~~The development or placement of a track on Montgomery Spur Reserve for either cycling or walking may not solve any perceived issue in regards to congestion or safety along Rapaki Track. The Montgomery Spur Reserve tracks may offer a point of difference and attract some users away from Rapaki Track, however they will be loop tracks and both cyclists and pedestrians will at some point have to either cross Rapaki Track or utilise it.~~

Following policy 3.3.3 in the management plan, the Taramea Mountain Bike Track was developed in Montgomery Spur Reserve in 2013. This has now become the most popular mountain bike track on the Port Hills. Along with about 250,000 visitor experiences each year on the Rapaki Track adjoining Montgomery Spur Reserve, there has been growing community demand for greater separation between walkers/runners and mountain bikers in this very popular recreational area.

In 2018, in an effort to help alleviate the congestion, the Port Hills Park Trust Board gave permission for the Christchurch Single Track Club to build a mountain bike track in Mount Vernon Park, which the Trust owns, on the western side of the Rapaki Track. This new track is also very popular, connecting to the Taramea Mountain Bike Track via the Rapaki Track to make a continuous fun ride. It has resolved some of the conflict and safety issues in the top section of the Rapaki Track.

The Canterbury and Christchurch Single Track Mountain Bike Clubs have requested the Port Hills Regional Parks Team to work again in partnership with them to design and build a section of mountain bike track in Montgomery Spur Reserve. This will enable riders to enter or leave the park and ride to the Summit Road and back without using the busy Rapaki Track. Along the way, riders can loop around the Taramea Mountain Bike Track.

The goal is to encourage riders to stay off the Rapaki Track, particularly when riding downhill. This will reduce the risk of conflicts and provide for increased enjoyment for all users. The new track will complete the overall plan for cyclists to be able to ride entirely away from the Rapaki Track if they wish to.

There is also one earlier approved, although not yet constructed, new track for Montgomery Spur Reserve. This is the Kowhai Walking Track, which will enable walkers and runners to enjoy the park separately from mountain bikers.

The development of the further mountain bike track has been approved with the adoption of the amended management plan in 2020. The new tracks are mapped on the indicative landscape development plan in appendix 7.7 of this management plan.

Starting from the bottom and moving up, the new mountain bike track starts from the Rapaki Track just up from the top of Rapaki Road. The first 400 metres of track requires benching. As this section of track is within a rock fall 1 and 2 zone it will require a resource consent to be applied for.

The rest of the track is to be formed by cutting grass with a mower. Over time, the grass will wear down to mineral earth. Track design and construction will follow best practice methodology specified by the International Mountain Bike Association (IMBA). Best practice design and construction, such as track alignment, ensures minimal environmental degradation and helps prevent long term maintenance issues. An ongoing maintenance programme will also be in place.

Over 90% of the Kowhai Walking Track will be formed by cutting grass and delineating the route with marker poles. The first 150 metres up from the Rapaki Track at the Rapaki Road end will require benching work. As with the new mountain bike track, this section is also within a rock fall 1 and 2 zone and work will require resource consent too. This will be included in the application for resource consent for the 400 metre section of the nearby new mountain bike track.

Access and links onto the Spur:

Staff and the public have identified the issue of accessing Montgomery Spur Reserve. At present the park is landlocked on two sides (Avoca Valley and from Alderson Avenue). The only access at present is off the already very busy Rāpaki Road and Track. Residents from Avoca Valley and Alderson Avenue have stated a desire to have access from the eastern side of the reserve and away from Rāpaki Road. Rāpaki Road residents have stated that they would like an alternative access as Rāpaki Road becomes congested due to use of the Port Hills. Council officers would need to look at alternative opportunities to access Montgomery Spur Reserve in order for any future links to be secured.

Farming activities:

Increased use of the area could put stress on stock at certain times of the year. Montgomery Spur Reserve is an important location for lambing. A balance needs to be created where the public retains the right to use the park while the health and well-being of the ewes and lambs at lambing time is not forsaken.

Grazing will be an important factor in retaining the silver tussock landscape for the future. People have stated that they would like to see farming and the silver tussock thrive and that the rural character of the land remains. In order for this to occur, Montgomery Spur Reserve needs to be an appropriate and attractive location for lambing and grazing.

Botanical:

Woody weed pests broom (*Cytisus scoparius*) and gorse (*Ulex europaeus*) have established a foothold on the lower western slope of the reserve. They have been identified as suitable as 'nursery crops' to allow native vegetation to develop in their shelter and eventually replace them. The threat of erosion is another key factor in the desire to retain the broom and gorse while other vegetation establishes in their place.



Three tree line on Montgomery Spur Reserve

The public have stated that the 3 lines of trees on Montgomery Spur Reserve are important to the backdrop of Christchurch. However, others have stated that they do not wish to see pines or macrocarpa on the slopes of Montgomery Spur Reserve. One of the biggest issues in retaining trees in regard to the future of Montgomery Spur Reserve are the dry conditions due to soil type and the harsh climatic conditions to which the spur is subjected. Any tree planting will need intensive management and care. Species will also need to be able to cope with the environment on the slopes and it is important that at the present time the trees are offering shelter to stock on these slopes. Gully plantings will be more suitable to the area to ensure there is shelter for stock in the future.

Scenic and landscape issues:

The landscape has been identified as of national importance. Any track or other recreational development has to be wary of this value and not detract from it. The public was clear in their support for very low-level development on Montgomery Spur Reserve, and that it should only be necessary infrastructure that is placed on the slopes of the park. A marker pole route (using Pou Pou as markers) for walking and considerate placement of surfacing for other recreational activities will allow for this to occur.

Tangata Whenua:

Council staff have worked with local Rūnanga to ensure that this Management Plan identifies and addresses Ngāi Tahu values and aspirations for this area. Continuing this relationship will ensure opportunity remains for involvement in the management of Montgomery Spur Reserve.

5 RESOURCE INFORMATION

5.1 Land tenure

Christchurch City Council holds the Certificate of Title and will manage the land with the potential for private grazier to hold stock on the reserve.

5.2 Legal status and classification

Montgomery Spur Reserve is made up of the following title:

- Part Lot 1 DP 2855, containing 126.6392 hectares, fee simple title CB25A/1227 held by the Christchurch City Council, Scenic Reserve

The reserve is classified as a scenic reserve under section 19(1)(a) of the Reserves Act 1977. The purpose of a scenic reserve is described in the Reserves Act 1977 as follows:

19 Scenic reserves (1) It is hereby declared that the appropriate provisions of this Act shall have effect, in relation to reserves classified as scenic reserves—

19 Scenic reserves (1) (a) For the purpose of protecting and preserving in perpetuity for their intrinsic worth and for the benefit, enjoyment, and use of the public, suitable areas possessing such qualities of scenic interest, beauty, or natural features or landscape that their protection and preservation are desirable in the public interest.

The Act goes on to describe a scenic reserve as an area that is managed for the public's access and enjoyment:

19 (2) (b) The public shall have freedom of entry and access to the reserve, subject to the specific powers conferred on administering bodies by sections 55 and 56 of this Act.

19 (2) (c) To the extent compatible with the principal or primary purposes of the retention and preservation of the natural or scenic values, open portions of the reserve may be developed for amenities and facilities where these are necessary to enable the public to obtain benefit and enjoyment from the reserve.

5.3 Physical description

Stock yards

The stock yards are used for drafting during lambing season and for treatment of stock. The yards are easy to locate due to being directly east of the much used Rāpaki track.

Upper western slope

The upper western slope overlooks the Rāpaki track on the eastern side of Mt Vernon. This area is a logical link with Mt Vernon Park and Rogers track. The slope has stunning views looking towards the Canterbury Plains and the Southern Alps. In late afternoon the sun shines brilliantly over this area of Montgomery Spur Reserve as it sets in the west. The slope has fewer rock outcrops than one can find on the eastern side, however it offers true farm landscape.

Eastern slope

The eastern slope is dominated by the rock outcrops that form a spine along the ridge of the slope. On the northern areas of the slope dramatic drop-offs fall away into Avoca Valley. The slope has views overlooking the New Brighton Pier, Pegasus Bay, the Southern Alps, central city and Ferryhead.

Lower western slope

The lower western slope is dominated by broom and steep terrain. The slope is a favoured by stock due to the presence of water from the trough and the cover provided by the broom.

Rock outcrops

The rock outcrops on Montgomery Spur Reserve offer a stunning variation to the pasture land that dominates the area. The rocks are great locations for people to admire the views of the New Brighton Pier, Avoca Valley and the mountain ranges surrounding Pegasus Bay. The rocks are strewn along the eastern slopes looking like relics and ruins from previous civilisations.

Extensive rock outcrops occur above Avoca Valley. Although covering a large area, they are not particularly steep. This allows stock easy grazing access to most, and the crevices have not been able to hold much in the way of native species as have less accessible rock outcrops at higher altitudes on the Port Hills. Smaller outcrops occur just above Rāpaki Track. They also have only fragmentary native vegetation.

The main native plants on the rock outcrops are native shrubs. The very exposed upper rocks above Avoca Valley have low-growing appressed plants of prostrate kowhai (*Sophora prostrata*), porcupine shrub (*Melicytus alpinus*) and *Coprosma propinqua*, with pohuehue (*Muehlenbeckia complexa*) growing within them. Associated herbs include silver tussock and pasture grasses, the low growing native *Leptinella squallida* is quite common. A small population of the highly threatened Banks Peninsula forget-me-not (*Myosotis australis* var. *lytteltonensis*) has recently been discovered on these outcrops away from the reach of grazing animals.



Rock outcrops and vegetation above Avoca Valley on Montgomery Spur Reserve.

The more sheltered cliffs have more upright shrubs, of which matagouri (*Discaria toumatou*) is the most notable. This plant is not at all common on the Port Hills and this may represent one of the larger populations of this shrub in the area.

Silver tussock grassland

The clumps of silver tussock are virtually the last native plant left amongst pasture grasses and herbs over most of Montgomery Spur Reserve. The ease of walking through the grassland will be of great value to people recreating there. The silver tussock grassed areas allow you to get a feel for how rugged the Port Hills are for stock and for those early settlers that had to cross over from Lyttelton when starting a new life in Christchurch. The city has few areas for true escape, while, although Montgomery Spur does not entirely allow you to escape in the true sense, it certainly does allow for imagination and separation from city life.

The silver tussock grassland is being maintained in its present state by grazing, there has been considerable disagreement in regard to the appropriate management of such grasslands. However, apart from the need to control woody weeds, there appears little benefit to be gained from major adjustments to the current management regime which involves grazing by sheep. Lowering grazing intensity will likely result in the silver tussock being replaced by rank grass and weed growth, while intensive grazing, especially with cattle, is likely to further reduce tussock density. The difficult aspect of management is the need to control stock numbers in response to climatic extremes, especially drought.

Gullies

Montgomery Spur has three gullies running through the land. The eastern, central and western gullies. All three gullies overlook the central city with trees lining the western side of each. Low rank vegetation occurs in each, with significant drop-offs from the central and western gullies.

Table top

This is noted as the highest point on the reserve, 285 metres above sea level. At the top of this point one can expect great views of Canterbury, Christchurch, Pegasus Bay, the Port Hills and the Southern Alps.

5.4 Soil

In appendix 7.2 is a soil map. The map outlines soil type and its boundaries on Montgomery Spur Reserve.

The following are soils of Montgomery Spur Reserve:

Well drained basalt and loess soils:

- Cashmere hills soil
- Cashmere shallow silt loam, rolling phase
- Evans steep land soil

Moderately drained basalt and loess soils:

- Clifton hills soil
- Scarborough hills soil
- Kiwi hills soil

Imperfectly drained loess soil:

- Takahe deep silt loam
- Takahe hills soil

While there are a number of soils that contribute to the make-up of Montgomery Spur Reserve, they are not vastly different and do not signal the need for major changes in management type.

5.5 Climate

Montgomery Spur Reserve is north-facing with high levels of radiant energy on its exposed slopes. The high levels of exposure to sun can be attributed to the area receiving virtually continuous light by facing north and its lack of shadow coverage from neighbouring landforms.

Montgomery Spur Reserve Management Plan (incorporating amendments 2020)



Montgomery Spur Reserve and Mount Vernon in the snow during October 2008.

Montgomery Spur Reserve can be best described as having a Mediterranean climate. It is subject to hot, dry conditions during the summer, and much like the Mediterranean, it has predictably high levels of winter rainfall. During the depths of the Christchurch winter the spur has few frosts and only short term snow coverage.

Montgomery Spur Reserve is subject to the norwester, and the various easterly winds. The norwester is effective at drying the park out during the summer months. The easterly winds bring in rain from the Pacific and can be very unwelcoming for those on the eastern slopes. Southerly winds are more prevalent in winter and deposit most of the rainfall.

6 DOCUMENTS RELEVANT TO THE RESERVE

- Reserves Act 1977
- Local Government Act 2002
- Biodiversity Strategy 2008-2035
- Canterbury Biodiversity Strategy
- Long Term Plan
- Christchurch District Plan
- Port Hills Recreation Strategy
- Bylaws
- Canterbury Regional Pest Management Plan.
- Public Open Space Strategy 2010-2040

7 APPENDICES

The following can be found in the appendices:

- 7.1 Council resolution on plan approval
- 7.2 Soil map
- 7.3 City Botanist report
- 7.4 Tangata Whenua report
- 7.5 References
- 7.6 Indicative [landscape](#) development proposals
- 7.7 Indicative [landscape](#) development plan

7.1 Council resolution on plan approval

MINUTES OF A MEETING OF THE CHRISTCHURCH CITY COUNCIL HELD AT 9.30AM ON THURSDAY 27 MAY 2010

PRESENT: The Mayor, Bob Parker (Chairperson).

Councillors Helen Broughton, Sally Buck, Ngaire Button, Barry Corbett, David Cox, Yani Johanson, Claudia Reid, Bob Shearing, Gail Sheriff, Mike Wall, Sue Wells, Chrissie Williams and Norm Withers.

1. APOLOGIES

Nil.

Item 7 related to the approval of the management plan, the resolution is as follows:

7. REPORT OF THE HEARINGS PANEL ON THE MONTGOMERY SPUR RESERVE MANAGEMENT PLAN

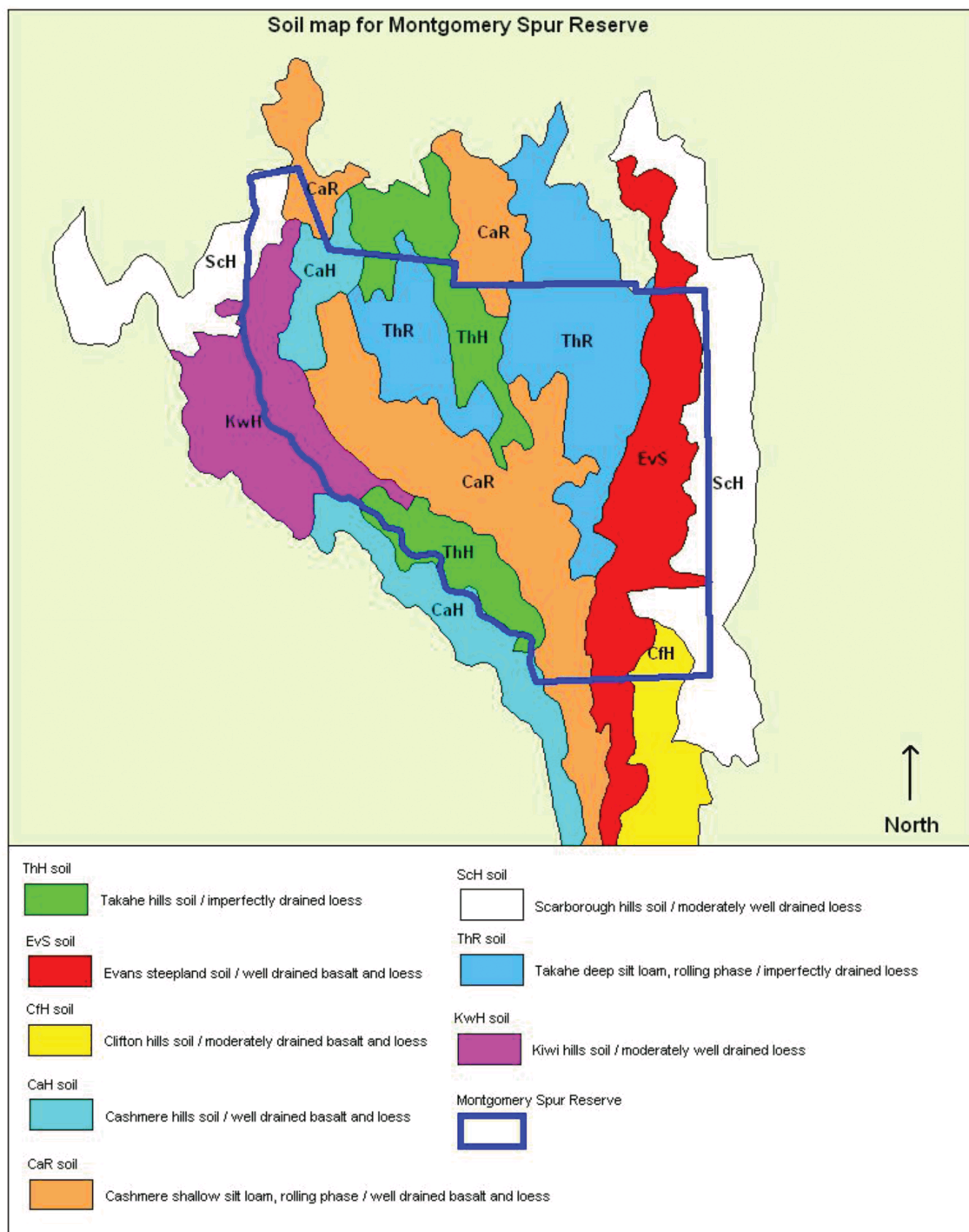
It was **resolved** on the motion of Councillor Corbett, seconded by Councillor Williams, that:

- (a) Subject to (b) the Council approves the Montgomery Spur Reserve Management Plan, with the changes shown as tracked changes in the draft plan and incorporated in the final version of the plan, as the operative plan.
- (b) That staff report back to the Council on the Maori name for the reserve referred to in paragraph 1.5 of the management plan.

A copy of the minutes can be viewed in full at the below web address:

<http://www1.ccc.govt.nz/council/proceedings/2010/june/cnclcover24th/council27may2010minutes.pdf>

7.2 Soil map



7.3 City Botanist report by Trevor Partridge

In June 2007 I visited parts of Montgomery Spur Reserve on two occasions to determine the values and areas of indigenous vegetation. On the second occasion I was accompanied by Grant MacLeod to look at options for tracks to ensure that the botanical values are not compromised by their location.

Montgomery Spur Reserve comprises a rounded ridge between the Rāpaki Track to the west, and the upper slopes of Avoca Valley to the east. It comprises pasture and rock outcrops at low to mid altitude on the Port Hills, so does not include the higher altitude elements that many of the large grassland reserves of the hills possess. It is currently used for grazing by sheep under a lease agreement.

This report provides a brief description of the values of the reserve and comments on their location and the possible impacts of greater use by the public. It is proposed to create walking and cycling tracks and associated facilities within the reserve. Access in to the reserve is not straight forward and involves travelling either up or down Rāpaki Track to the easiest point of entry. Thus facilities in the reserve are likely to be of the wilderness type.

Vegetation

The pre-human vegetation of Montgomery Spur and indeed most of the lower Port Hills would have been mixed podocarp/hardwood forest dominated by tall trees such as totara (*Podocarpus totara*) and perhaps matai (*Prumnopitys taxifolia*). Dominant broadleaf trees would have included ribbonwood (*Plagianthus regius*), mahoe (*Melicytus ramiflorus*) and broadleaf (*Griselinia littoralis*) with tree fuchsia (*Fuchsia excorticata*) in gullies. The larger rock outcrops would have supported shrubland and silver tussock (*Poa cita*) where these were large enough to open the forest canopy.

The first Europeans were greeted by completely different vegetation. Polynesian fires pushed the forest into the gullies and allowed the fire-tolerant low shrubs and especially silver tussock to dominate the landscape of the eastern Port Hills. Early paintings and photographs show the forest remnants confined to gullies and short tussock grassland the dominant vegetation. Farming activities have ensured the continuation of that pattern, the introduction of new plant species such as gorse (*Ulex europaeus*) and pine (*Pinus radiata*) as well as pasture grasses created the landscape and vegetation seen today.

Two main types of vegetation occur in the reserve today. Silver tussock grassland occurs on the deeper soils of the main part of the ridge itself and the rock outcrops support a mixture of silver tussock and native and exotic shrubs. Native forest has all but gone and its presence is only marked by the occasional tree amongst the more sheltered rock outcrops above Avoca Valley. Pines have however been planted as shelter belts on the rounded spurs.

Silver tussock grassland

The clumps of silver tussock are virtually the last native plant left amongst pasture grasses and herbs over most of the reserve. The tussock density varies from very sparse to about 20% cover, which is at the lower end of the gradual process of tussock to sward cover ratio. Only where severely overgrazed or where ploughed are tussock densities lower. Within the reserve the general pattern is of lower density at the lowest altitudes. The dominant pasture grass is browntop (*Agrostis capillaris*) with some crested dogstail (*Cynosurus cristatus*). Drier areas have Australian danthonia grasses (*Rytidosperma* spp.). There is a variety of associated herbs, thistles, a common problem on the Port Hills, are not common. Other native species are uncommon and comprise the small yellow oxalis (*Oxalis exilis*) and small plants of the scrambling sub shrub pohuehue (*Muehlenbeckia complexa*).



Silver Tussock on Montgomery Spur Reserve with Christchurch in the background.

This grassland is being invaded by broom (*Cytisus scoparius*) and some gorse (*Ulex europaeus*) at the lower altitudes. In places this has formed a canopy and the overtopped vegetation is being displaced. Broom has the ability to occupy virtually the entire reserve so needs to be a major management consideration.

The silver tussock grassland is being maintained in its present state by grazing. There has been considerable disagreement in regard to the appropriate management of such grasslands. However, apart from the need to control woody weeds, there appears little benefit to be gained from major adjustments to the current management regime which involves grazing by sheep. Lowering grazing intensity will likely result in the silver tussock being replaced by rank grass and weed growth, while intensive grazing, especially with cattle, is likely to further reduce tussock density. The difficult aspect of management is the need to control stock numbers in response to climatic extremes, especially drought.

Rock Outcrops

Extensive rock outcrops occur above Avoca Valley, although covering a large area, they are not particularly steep. This allows stock easy grazing access to most, and the crevices have not been able to hold much in the way of native species as have less accessible rock outcrops at higher altitudes on the Port Hills. Smaller outcrops occur just above Rāpaki Track. They also have only fragmentary native vegetation.

The main native plants on the rock outcrops are native shrubs. The very exposed upper rocks above Avoca Valley have low-growing appressed plants of prostrate kowhai (*Sophora prostrata*), porcupine shrub (*Melicytus alpinus*) and *Coprosma propinqua*, with pohuehue growing within them. Associated herbs include silver tussock and pasture grasses, the low growing native *Leptinella squallida* is quite common.

The more sheltered cliffs have more upright shrubs, of which matagouri (*Discaria toumatou*) is the most common. This plant is not at all common on the Port Hills and this may represent one of the larger populations of this shrub. Associated shrubs include *Coprosma crassifolia* and *C. propinqua* and native broom (*Carmichaelia arborea*). Patches of bracken fern (*Pteridium esculentum*) occur amongst the shrubs. There are a very small number of conspicuous native trees, perhaps remnants of forest vegetation. Most appear to be mahoe. A few native herbs were recorded, especially where sheltered from stock, including the ferns *Polystichum richardii* and *Cheilanthes distans*. Some unusual finds were single plants of leafless clematis (*Clematis afoliata*) and knobby clubrush (*Ficinia nodosa*) suggesting that a more thorough examination may reveal other examples of such occurrence

Botanical Values

In the absence of an associated native flora, and at such low density, the silver tussock grasslands have very limited value. The rock outcrops do however have native vegetation of interest, especially as it contrasts with the more prominent higher altitude rocks of the Port Hills. These values have been recognised by their inclusion in two Ecological Heritage Sites (EHS) in the Christchurch City Plan. The smaller rock outcrops above Rāpaki Track are within the Mt Vernon Valley EHS 24.01, while the Avoca Valley cliffs form the lower altitude extension of Avoca Valley EHS 25.01. Indeed the EHS includes the cliffs as they extend into private property below Montgomery Spur Reserve there. At the upper part of the reserve, these two EHS's join.

Impacts of Recreation

Within the silver tussock grassland, it is very easy to create tracks that mostly avoid the silver tussock. If the inter-tussock included native species, there may be a problem, as there are none, losses will be minimal.

The rock outcrops require some care and sensitivity. However, as most of the native vegetation is shrub, it is relatively easy to identify such areas and avoid them in placing tracks through the outcrops. The most likely place that will need such attention are the Avoca Valley cliffs and there is an obvious sloping shelf

Montgomery Spur Reserve Management Plan [\(incorporating amendments 2020\)](#)

at the upper end of the reserve that gives good access to lower altitudes and avoids major areas of shrubs at the same time.

The greatest threat to the vegetation of the reserve is not recreation but the spread of woody weeds, especially broom and gorse. These are spreading both through the silver tussock grassland and along the rock outcrops. Unless this spread is managed, the remaining botanical values of both habitats are under considerable threat. However, there is the suggestion that the sites in which the threatened species are found may instead be protected from grazing or exposure by the presence of shrubs of gorse and broom. Therefore it is important that these sites are marked and no clearing of any vegetation including weeds be undertaken until the roles of those species are determined in regard to the patches of threatened plants. As sites of threatened species, these areas will be monitored to determine the threats to these special plants.

7.4 Tangata Whenua report by Andrea Lobb

Andrea Lobb is the General Manager of Mahaanui Kurataiao Ltd a mandated Ngāi Tahu Rūnanga advisory agency that works to ensure Council documentation and programmes have appropriately engaged with Ngāi Tahu and adequately identified and addressed tangata whenua values in management planning and implementation.

In the preparation of the Montgomery Spur Reserve Management Plan Mahaanui Kurataiao Ltd confirms that a constructive and effective engagement process has been undertaken. Dialogue with local Rūnanga has occurred, a report on tangata whenua values (Pauling 2008, Ngāi Tahu Cultural Values associated with the Montgomery Spur Reserve area) was commissioned in the preparation of this Management Plan.

The report identifies significant traditional associations of Ngāi Tahu with the broad area of Montgomery Spur, and in particular the Rāpaki track. Rāpaki track was one of four major ara tawhito (trails) linking the Ngāi Tahu settlement of Rāpaki and the resources of Te Whakaraupō (Lyttelton Harbour) with the kāika and pā (settlements) and mahinga kai (food and resources) of Ōtautahi and the major settlement of Kaiapoi Pā. It provided the most direct link between Rāpaki and Ōpawaho Pā, and from here to the mahinga kai resources of Te Ihutai (Avon-Heathcote Estuary).

Key recommendations from this report and from dialogue with Rūnanga are included in this Management Plan through the objectives and [landscape](#) development proposals, i.e., dual naming, mahinga kai habitat restoration and species plantings, interpretations, Pou Pou style trail posts. Council is also facilitating dialogue between Ngāi Tahu and neighbouring parties where recommendations are relevant to areas adjoining Montgomery Spur Reserve. Engagement with Ngāi Tahu will continue through the implementation of the Management Plan, through Mahaanui Kurataiao Ltd and the Rūnanga.

Montgomery Spur Reserve Management Plan [\(incorporating amendments 2020\)](#)

7.5 References

Pauling, Craig (2008) *Montgomery Spur Reserve Management Plan Tangata Whenua Research*.

Ogilvie, Gordon (1996) *Pioneers of the plains; The Deans of Canterbury*. Shoal Bay Press, Christchurch, New Zealand.

de Thier, Walter (1976) *Sumner to Ferrymead; A Christchurch history*. Pegasus Press, Christchurch, New Zealand.

Reference to the Black Maps:
<http://www.ccc.govt.nz/Parks/TheEnvironment/blackmap.pdf>

7.6 Indicative landscape development proposals and plan

The indicative landscape development proposals highlight the projects that would assist in achieving the objectives and policies of the management plan. The indicative landscape development proposals will be used to identify significant expenditure items for which Council may choose to make provision in future Long Term Council Community Plans.

Long-Term Council Community Plan (LTCCP) disclaimer

No project recommended on the indicative development proposal will be implemented unless the expenditure is provided for through the Long Term Council Community Plan.

Below is the list of projects that have been raised during the draft consultation phase of the management plan's development.

Project	Description	Funding required
Marker pole route	Walking route that is signalled by marker posts at intervals Pou Pou design & carving	Individually carved marker posts approx. \$1000
Signage	Traditional park signage that is informative Tangata Whenua information is authentic & appropriate	Interpretation sign \$2,500 Reserve name signs \$800 per unit Internal track signage \$300 per unit
Access stiles over fences	Install stiles on the park so that people and stock interaction is well managed	\$500 - \$700 per unit installed
Mountain bike track	<u>Investigate option for an intermediate-level mountain bike track and development</u>	<u>Mountain bike track formation, Teddington chip compacted track \$15 - \$20 per m2</u>
<u>Mountain bike track</u>	<u>Develop a new connecting mountain bike track</u>	<u>Mountain bike track formation \$20,000</u>
Investigation for dual use name	Investigate a suitable Maori name to use alongside Montgomery Spur Reserve	Cost to be investigated

Montgomery Spur Reserve Management Plan [\(incorporating amendments 2020\)](#)

Fencing around future plantings	Investigate fencing options and cost for future plantings where fencing will be required	7 wire typical post and wire stock fence approx. \$15 per lineal metre
Rest stop	Development of rest stop at a location with a significant view along the marker pole track	\$1000 for seat and rest area.
Investigate access options on the perimeter of Montgomery Spur Reserve	To ensure that access from either the North or Eastern side of the reserve are considered in future planning work	Cost to be investigated and put forward for LTCCP funding in 2012 should land be available
Planting of Halls totara	Planting of Halls totara in line with policy 3.3.4 and 3.3.5	P B 5's (grade to be planted) = \$14.00 each price includes planting and after care
Recreation route on Eastern side	Investigate route for recreational access on the Eastern side of Montgomery Spur Reserve in an appropriate manner.	Cost to be investigated and discussions to be held prior to draft 2012 LTCCP
Landscaping and planting program	Landscaping and planting of areas outlined on the indicative landscape development plan Tangata Whenua values supported in line with policy 3.2.3	Gully planting over a five year period: \$502,200 for 6 ha Tussock planting \$5,800/ha @ 3m spacing's Kanuka planting \$36,500/ha @ 1.5m spacing's (including 3 yrs maintenance) Flax planting \$42,300/ha @ 1.5m spacing's (including 2 years maintenance and caged flax)
Mt Vernon car park usage to access Montgomery Spur Reserve	Investigate access option from Rogers Track and car park at Mt Vernon and work with the Mt Vernon Farm Park Trust on suitable outcomes	Cost to be investigated and discussions to be held prior to draft 2012 LTCCP

The developments above are not part of the statutory process of a management plan. In order to highlight the need for funding, it is necessary to develop a list of proposals as above.

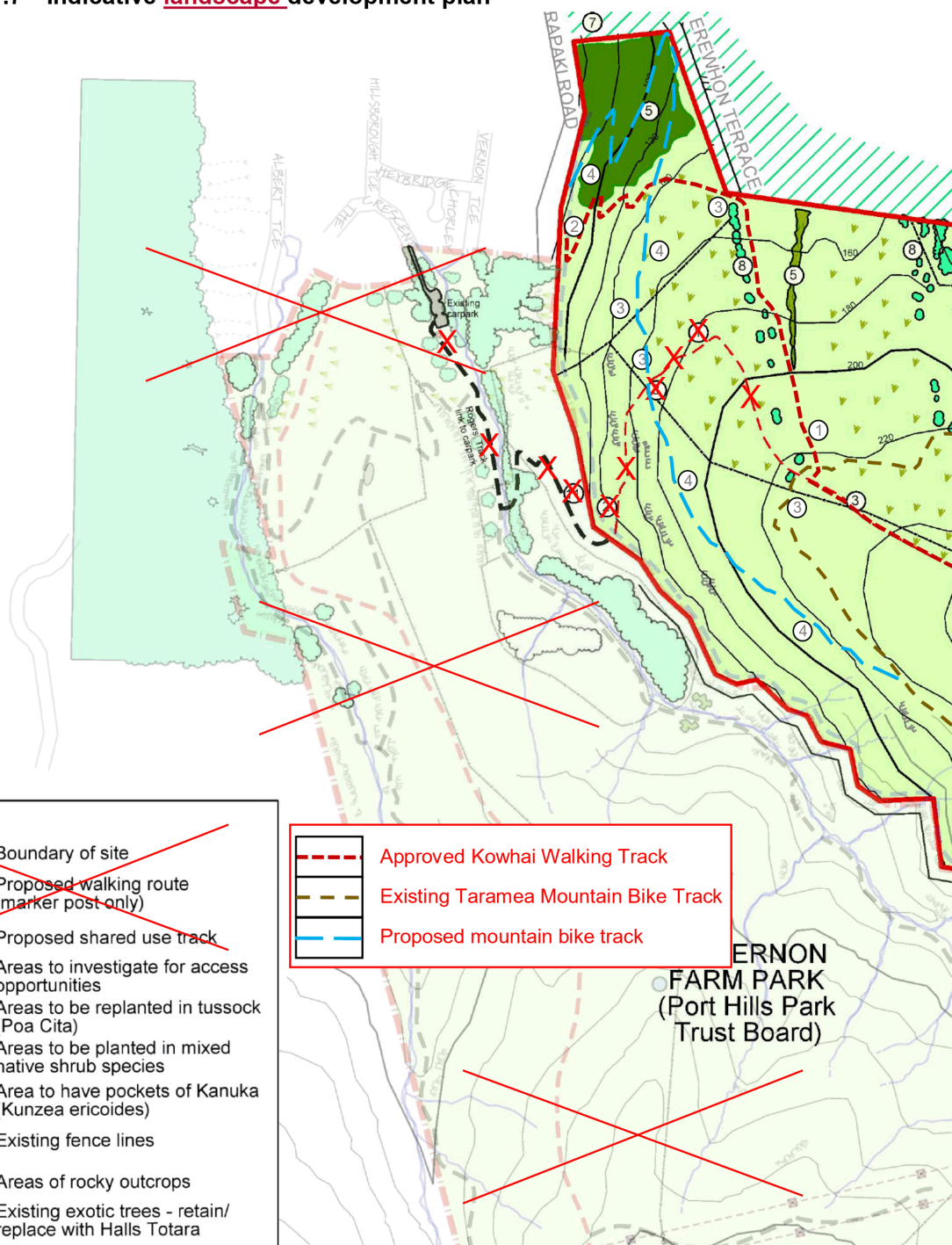
Please see following pages for the Indicative [landscape](#) development plan.

7.7 Indicative landscape development plan



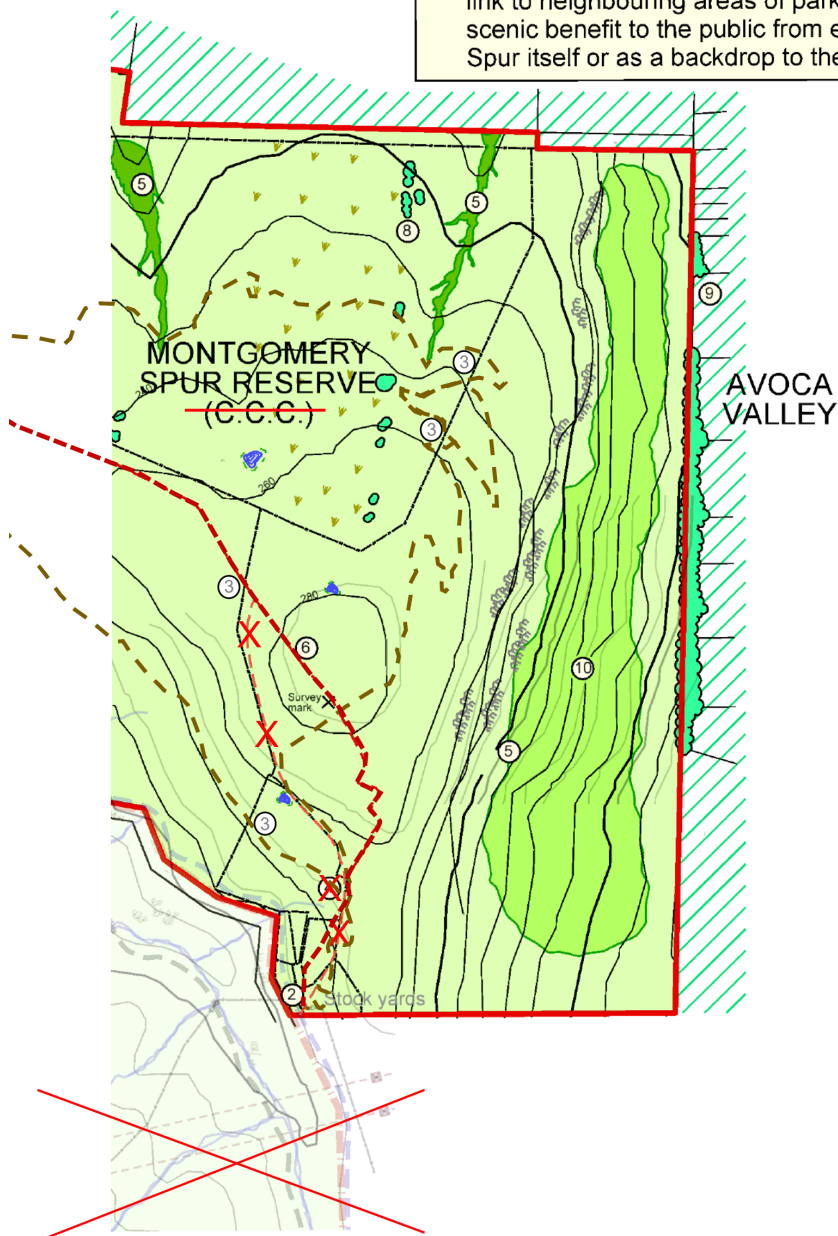
LEGEND	
	Boundary of site
	Proposed walking route (marker post only)
	Proposed shared use track
	Areas to investigate for access opportunities
	Areas to be replanted in tussock (Poa Cita)
	Areas to be planted in mixed native shrub species
	Area to have pockets of Kanuka (Kunzea ericoides)
	Existing fence lines
	Areas of rocky outcrops
	Existing exotic trees - retain/replace with Halls Totara
	Existing water bodies

	Approved Kowhai Walking Track
	Existing Taramea Mountain Bike Track
	Proposed mountain bike track



VISION

To maintain an open tussock landscape on Montgomery Spur Reserve through rural management that offers a recreational link to neighbouring areas of park land and scenic benefit to the public from either the Spur itself or as a backdrop to the city.



- ① Walking route that is signalled by Pou Pou (marker posts) at intervals.
- ② Park signage indicating name and Ngai Tahu name of the reserve, and interpretation of the site.
- ③ Install stiles on the park so that people and stock interaction is well managed.
- ~~④ Investigate option for an intermediate level mountain bike track and development to start at stock yards.~~
- ⑤ Fencing around future plantings.
- ⑥ Develop a rest stop at a location with significant views along the marker pole track.
- ⑦ Investigate access options on the perimeter of Montgomery Spur Reserve.
- ⑧ Retain existing exotic 3 tree lines and replace as needed with Halls Totara.
- ⑨ Investigate route for recreational access on the Eastern side of Montgomery Spur Reserve.
- ⑩ Landscaping and planting of areas outlined on the development plan. Tangata Whenua values supported through gully planting and use of appropriate species.
- ~~⑪ Investigate access option from Rogers Track and carpark at Mt Vernon and work with the Mt Vernon Farm Park Trust on suitable outcomes.~~
- ④ Proposed new linking mountain bike track.

Historical Tracks (trails including Deans Stock Route and the Rāpaki ara tawhito Trail) transversed Montgomery Spur, these trails dated back beyond 1852.

**Montgomery Spur Reserve
Management Plan 2010
(incorporating amendments 2021)**

Cover page photo: +

Foreword

Montgomery Spur Reserve is part of the Port Hills reserve network that the public can enjoy for the purposes of recreation while preserving the ecosystem and landscape value of the Spur. On a clear day, one can view the Southern Alps, Pegasus Bay, the Kaikoura's and the Canterbury Plains from Montgomery Spur Reserves slopes.

The management plan is a requirement under the Reserves Act 1977. A management plan sets out policies and objectives that will show the public how a Local Authority intends to manage a reserve.

Montgomery Spur Reserve is classified as a Scenic Reserve under the Reserves Act 1977, Section 19.

Public notice has been given in accordance with section 41 (6) of the Reserves Act 1977 stating that the draft management plan was available for inspection and inviting submissions. The submission period for the draft plan ran from 31st July 2009 until 9th October 2009. A total of 103 submissions were received during this period.

As a result of the submission period a Hearings Panel met on the 9th November 2009 at the Council Chamber. The panel heard a total of 12 submitters and viewed all written submissions. Following the hearing and viewing of submissions, the Hearings Panel made recommendations to Council for the content of what would be the adopted management plan. The Council then adopted the plan at its meeting on the 27th May 2010, this now being the operative management plan for Montgomery Spur Reserve.

The Hearings Panel comprised:

Chair –Barry Corbett Councillor Christchurch City, Spreydon Heathcote

Chrissie Williams Councillor Christchurch City, Burwood Pegasus

Oscar Alpers Community Board Member, Spreydon Heathcote

Acknowledgments

The Montgomery Spur Reserve Hearings Panel and the Asset and Network Planning Unit of the Christchurch City Council would like to thank the following groups for their assistance and input during the development of this management plan.

All those who submitted during the issues gathering phase and draft consultation of this management plan

All those who attended the drop - in sessions at St Martins Scout Hall

The Spreydon / Heathcote Community Board for meeting with Council Officers and supporting the development of the plan

Ngāi Tahu, Te Hapū o Ngāti Wheke (Rāpaki) Rūnanga, Te Ngāi Tūāhuriri Rūnanga and Mahaanui Kurataiao Ltd for providing information to Council Officers for the plan.

Mount Vernon Park Trust for co-operation and collaboration with Council Officers

Summit Road Society for meeting with Council Officers to provide information

St Martins Scouts for allowing use of their facility for drop - in sessions

Port Hills Ranger Staff for being supportive in providing information

The Friends of Montgomery Spur for supporting the area

The Beckenham Service Centre and Library for assistance with meeting details and making information available to the public

The Insite team at the Central City Library for assistance in providing resource materials

Local residents for their communication and open door policy on working with Council Officers.

AMI Stadium for allowing use of their stands to take photos of Montgomery Spur Reserve

Council Officers that have offered assistance and technical information within this plan

TABLE OF CONTENTS

1	OVERVIEW	8
1.1	Introducing Montgomery	8
1.2	Introducing Montgomery Spur Reserve	8
1.3	Retention of an outstanding natural landscape	9
1.4	Purpose of the management plan	9
1.5	Ngāi Tahu: Tangata Whenua	10
1.6	Rāpaki Track	10
1.7	Historical trail for early settlers in Christchurch and Ngāi Tahu	10
1.8	Mt Vernon Park.....	10
2	VISION	12
3	OBJECTIVES & POLICIES	12
3.1	Land management objective:	12
3.2	Cultural heritage & history objective:	13
3.3	Scenic & landscape objective:.....	14
3.4	Recreation objective:	15
3.5	Access & links objective:.....	16
3.6	Volunteers objective:	16
3.7	Farming activities objective:	17
3.8	Utility services objective:.....	18
3.9	Commercial activities objective:	18
3.10	Management plan review objective:	18
4	ISSUES	19
5	RESOURCE INFORMATION	22
5.1	Land tenure	22
5.2	Legal status and classification.....	22
5.3	Physical description.....	23
5.4	Soil.....	25
5.5	Climate.....	25
6	DOCUMENTS RELEVANT TO THE RESERVE.....	26

7	APPENDICES.....	27
7.1	Council resolution on plan approval	28
7.2	Soil map	29
7.3	City Botanist report by Trevor Partridge	30
7.4	Tangata Whenua report by Andrea Lobb	34
7.5	References.....	35
7.6	Indicative landscape development proposals and plan	36
7.7	Indicative landscape development plan.....	38

1 OVERVIEW

1.1 Introducing Montgomery

In 1927 Montgomery Spur was purchased by John Montgomery, the son of the Honourable William Montgomery. John Montgomery, and then his son Jock, utilised the land for both grazing and seed exportation. John Montgomery unexpectedly passed away in 1946 after succumbing to illness in a very short time. Jock then farmed the land until new owners stepped in during the 1980's. Grazing and stock work was common from this point up to the time of Council's acquisition of the land area.

The name Montgomery Spur was subsequently taken from John Montgomery. Prior to the proposal to develop the land (late 1990's), the name Montgomery Spur had not been widely used. Instead, many people linked the land with the names Glenelg Spur, Murray-Aynsley or Rāpaki.

1.2 Introducing Montgomery Spur Reserve

Montgomery Spur Reserve is a classified Christchurch City Council scenic reserve on the Port Hills. It has a land area of 126.6 hectares and is zoned Open Space Natural in the Christchurch District Plan.

Montgomery Spur Reserve is located at 70 Rāpaki Road, Hillsborough Christchurch, and rises to a maximum height of 285 metres above mean sea level. Montgomery Spur is situated directly east of the Rāpaki Track and offers unobstructed views across the plains and coast. The spur is one of the most notable landscape parcels in Christchurch's backdrop. The area has Mount Vernon Park (Managed by the Mt Vernon Farm Park Trust on behalf of the Port Hills Park Trust Board) to the west and Avoca Valley to the east.

Montgomery Spur Reserve has a relatively easy gradient for walking. In recent years the neighbouring Rāpaki Track has become increasingly popular for its recreational value. It is expected that many who use Rāpaki Track utilise Montgomery Spur Reserve as part of their recreation experience.

The Montgomery Spur Reserve Management Plan is the first occasion such a document has applied to land title Part Lot 1 DP 2855, containing 126.6392 hectares, 25A/1227 Christchurch City Council, Scenic Reserve.

1.3 Retention of an outstanding natural landscape

Montgomery Spur was the focus of much discussion during the application to change the zoning from rural hills to living hills from 1998 – 2003. During this time groups formed and organisations and residents submitted to both the Christchurch City Council and the Environment Court to show their opposition to development on the Spur.

The application sought to develop the Spur into a residential neighbourhood by changing the zoning from Rural Hills to Living Hills. At the time groups had formed to protect the Port Hills from further development. Out of this came a group known as the Friends of Montgomery Spur. Along with this group, the National Council for Women, the Montgomery Spur Heritage Trust, the Summit Road Society and others worked through Resource Consent processes to have the application for the Living Hills zoning to be turned down.

The terms, nationally significant, regional icon and natural outstanding landscape were utilised to describe both the Port Hills and Montgomery Spur through this period. With the decision of both the Christchurch City Council and then the Environment Court to retain the Rural Hills zoning, Montgomery Spur Reserve was then retained as an outstanding natural landscape.

1.4 Purpose of the management plan

The purpose of the management plan is to recognise the values of the reserve, establish a vision for its future, and set management objectives and policies to achieve desired outcomes. The plan has been developed in consultation with the public and follows the process outlined in the Reserves Act 1977.

The Reserves Act 1977 - section 41; 3. outlines the following:

The management plan shall provide for and ensure the use, enjoyment, maintenance, protection and preservation, as the case may require, and to the extent that the administering body's resources permit, the development, as appropriate, of the reserve for the purposes for which it is classified, and shall incorporate and ensure compliance with the principles set out in section 19 as the case may be, of this Act for a reserve of that classification.

1.5 Ngāi Tahu: Tangata Whenua

The area of Montgomery Spur Reserve (“the park”) is located within the takiwā of two Christchurch Papatipu Rūnanga - Te Hapū o Ngāti Wheke (Rāpaki) Rūnanga and Te Ngāi Tūāhuriri Rūnanga. In preparation of this Management Plan the relationships held by tangata whenua with the area have been identified and recommendations included to address the values held for the park and the surrounding area, and there will be an ongoing relationship between the Council and the Rūnanga in the implementation of this Management Plan. One of the significant recommendations of the report is for the use of a dual name for Montgomery Spur Reserve. As part of the development of the final plan, Ngāi Tahu will put forward a name to be used alongside Montgomery Spur Reserve. Other recommendations are addressed throughout this Management Plan and will be given effect to in the implementation of this Management Plan.

1.6 Rāpaki Track

The Rāpaki Track is a benched track on legal road running alongside the western boundary of the reserve. It separates the reserve from Mt Vernon Park. The track starts at the end of Rāpaki Road and continues on to the Summit Road, partly through Mt Vernon Park administered land. It is one of the most used recreational areas of the Port Hills, being popular for mountain biking, walking and running. The gradient is ideal for people with low skill and fitness levels.

1.7 Historical trail for early settlers in Christchurch and Ngāi Tahu

A path running down Montgomery Spur provided a link from Lyttelton Harbour through to the Canterbury Plains for Māori and for early European settlers. It was used by Ngāi Tahu when journeying between the Rāpaki settlement and the Kaiapoi settlement. In the 1840s the Deans brothers used it to take stock to their farm at Pūtaringamotu (Riccarton), and it was subsequently used by the early settlers of Christchurch as a route between Lyttelton and the city.

(de Thier 1976 page 170, Ogilvie 1996 pages 42 – 44, Black Maps),
(<http://www.ccc.govt.nz/Parks/TheEnvironment/blackmap.pdf>).

1.8 Mt Vernon Park

Mt Vernon Park is privately owned by the Port Hills Park Trust Board who have set up the Mt Vernon Farm Park Trust to manage the area. The land lies to the west of Montgomery Spur Reserve. The Trust has a management plan much like this document with a list of objectives and policies by which they manage Mt Vernon Park. Thanks to the efforts of the Trust, the public can now access many areas of the Port Hills while utilising Mt Vernon Park.

Montgomery Spur Reserve Management Plan (incorporating amendments 2021)

The Christchurch City Council urges the public to be aware and to respect the rules that the Trust has in place when accessing Mt Vernon from Rāpaki Track and Montgomery Spur Reserve. A copy of the Mt Vernon Park Management Plan can be found at the Christchurch Central City Library.



Looking at the Mt Vernon Park car park from Rāpaki Track.

2 VISION

To maintain an open tussock landscape on Montgomery Spur Reserve through rural management that offers a recreational link to neighbouring areas of park land and scenic benefit to the public from either the Spur itself or as a backdrop to the city.

3 OBJECTIVES & POLICIES

3.1 Land management objective:

The open space character, silver tussock, rock outcrop vegetation, matagouri and sheep grazing of the Spur are to be retained

- POLICIES:**
- 3.1.1** The open space and rural character of the reserve are to be conserved to optimise the benefits of public enjoyment and recreation in an outdoor setting.
 - 3.1.2** Areas of significant vegetation (including matagouri and threatened rock outcrop plants) on the eastern slope of the reserve shall be protected from grazing damage.
 - 3.1.3** The Council retains the right to manage broom and gorse as a nurse species for establishing vegetation and protecting threatened species, while meeting the 10 metre boundary control obligations under the Regional Pest Management Strategy.
 - 3.1.4** Weed control and other chemical applications on Montgomery Spur Reserve shall be undertaken so as not to compromise organic certificates of neighbouring property owners.
 - 3.1.5** Several plant species of significance have been identified on the rock outcrops. These species and any others that are identified on the reserve shall be managed appropriately and spraying or top dressing not permitted in the areas that these are found. All known locations of such vegetation shall be recorded. Discussions need to be undertaken with the City Botanist and Planting Ranger before commencing with any work in the rock outcrop areas.

Montgomery Spur Reserve Management Plan (incorporating amendments 2021)

- 3.1.6 In situations where, in Council's opinion, any removal of vegetation or a surface is in a condition that poses a risk of erosion, the Council will exercise its right to manage the problem in an appropriate manner.
- 3.1.7 Management of vegetation shall be carried out by appropriate grazing methods that conserve the silver tussock grassland and other habitats of the reserve.
- 3.1.8 The indigenous rock outcrop vegetation is to be managed in a sustainable manner and grazing of these areas is to be restricted if deemed necessary for their protection.
- 3.1.9 Trees and other plants will be selected according to their suitability to the environmental conditions, use of the site, and shall be managed with the primary aims of providing shelter, amenity, or ecological value.
- 3.1.10 In situations where, in the Council's opinion, any tree is in a condition that poses an immediate safety risk, the Council will exercise its right to have the tree removed as soon as possible.
- 3.1.11 Identified ecological values within the reserve are to be protected.
- 3.1.12 The habitats of the reserve shall be cared for in line with the Council's Biodiversity Strategy.
- 3.1.13 Timber and dead wood could be retained on site where it offers the opportunity for habitat and benefit to the health of the land.

3.2 Cultural heritage & history objective:

Cultural heritage is protected and history acknowledged appropriately

- POLICIES:**
- 3.2.1 If anything of an archaeological nature is encountered (e.g. shells, charcoal-stained soil, fire-cracked stones, artefacts or human remains) during any programmes of work such as excavation, fencing, or roading etc, the NZ Historic Places Trust and Te Hapū o Ngāti Wheke (Rāpaki) Rūnanga are to be contacted immediately and work to be temporarily stopped.
 - 3.2.2 Identified history of the reserve shall be recognised and incorporated into an interpretation plan for the reserve.

Montgomery Spur Reserve Management Plan (incorporating amendments 2021)

- 3.2.3 Mahinga kai collection is enabled through appropriate planting in suitable areas on the reserve.
- 3.2.4 Pole markers on walking tracks shall be in the style of Pou Pou, their design, location and installation shall be undertaken in partnership with local Rūnanga.
- 3.2.5 A name shall be sought from Ngai Tahu to determine an appropriate Maori name for use alongside Montgomery Spur Reserve and shall be formalised through the Christchurch City Council naming process.

3.3 Scenic & landscape objective:

Views from the reserve and its landscape are protected and not forsaken

- POLICIES:**
- 3.3.1 Signage is to conform with Council signage guidelines, bylaws, standards, and policies. The size and location of signs in the Reserve are to be designed in such a way as to minimise visual detracting from the natural environment.
 - 3.3.2 The scenic values of the reserve are to be retained and consideration given to those scenic values through any installation of tracks or other recreational and management facilities.
 - 3.3.3 Opportunities for admiring the city from the slopes of the reserve are provided to optimise the recreational benefit to the public.
 - 3.3.4 The iconic three tree lines on the reserve shall be planted with replacement trees of Hall's totara (*Podocarpus hallii*). This planting shall be in a suitable location that mimics the present three tree line formation.
 - 3.3.5 The existing three tree line shall be retained until the trees become diseased or pose a safety concern.

3.4 Recreation objective:

Develop areas for recreation that are suitable for the reserve and surrounding environment

- POLICIES:**
- 3.4.1** Seating shall be kept at a minimum on the reserve.
 - 3.4.2** Where possible marker poles will identify a route that optimises the public's recreational benefit of the reserve.
 - 3.4.3** A mountain bike track, named as the Taramea Mountain Bike Track, that offers the opportunity for a step down in level from traditional Port Hills tracks should be provided that is classed as an intermediate grade track.
 - 3.4.4** Further to policy 3.4.3, another mountain bike track, this to run between the mountain bike track referred to in policy 3.4.3 and the Rapaki Track just above the Rapaki Road end, shall be provided as shown on the indicative landscape development plan in appendix 7.7 of this management plan.
 - 3.4.5** A walking track, named as the Kowhai Walking Track, to run between connection points with the Rapaki Track at the highest and lowest extents of Montgomery Spur Reserve, shall be provided as shown on the indicative landscape development plan in appendix 7.7 of this management plan.
 - 3.4.6** Organised low impact events will be permitted in the reserve in accordance with Council policy and practice, and if it promotes outdoor recreational opportunities within the reserve.
 - 3.4.7** Recreational structures and facilities are minimised to retain the open space character of the reserve.
 - 3.4.8** A specified horse route shall be investigated to allow for riding over the Spur on condition that they do not interfere with grazing activities, pedestrian or mountain bike users and that they do not access the rock outcrops or the gully systems unless a specific route is installed.
 - 3.4.9** Recreational motorised activities are prohibited from utilising Montgomery Spur Reserve.

3.4.10 Dogs on lead will be permitted to utilise the track network of Montgomery Spur Reserve outside of the lambing season. Dogs will not be allowed to utilise the track system during lambing season.

3.4.11 The naming of any recreational track shall take into consideration the historic ties of both Ngāi Tahu and the Deans of Canterbury stock route.

3.5 Access & links objective:

Investigate options to gain quality access and links onto the reserve

- POLICIES:**
- 3.5.1** Management will retain the right to vehicle access onto the reserve where it meets management and maintenance goals.
 - 3.5.2** Access points are considerate of other users to ensure conflicts are limited.
 - 3.5.3** Cycling and pedestrian links from Avoca Valley, Alderson Ave, Erewhon Tce, Glenelg Spur and Rāpaki Road and Track will be investigated to optimise the benefits to the public and residents.
 - 3.5.4** Access points will be established between neighbouring reserve land or public trust land in partnership with administering bodies.
 - 3.5.5** Council Officers will work with neighbouring land owners to identify options for public access from various points into Montgomery Spur Reserve.

3.6 Volunteers objective:

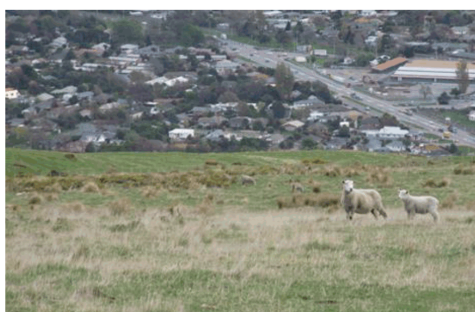
Investigate volunteer aid for maintenance of the reserve

- POLICIES:**
- 3.6.1** Christchurch City Council Rangers, where appropriate, will seek volunteers' involvement with maintenance of Montgomery Spur Reserve.

3.7 Farming activities objective:

Farming will be utilised as a tool for land management

- POLICIES:**
- 3.7.1** Council will retain the right to use grazing as a management tool for reducing fire risk and managing vegetation in the reserve.
 - 3.7.2** A lease shall be formulated between council and a grazier that adheres to the policies and objectives of this management plan.
 - 3.7.3** Cattle shall not be permitted to graze Montgomery Spur Reserve. The reserve shall be utilised for sheep grazing and lambing only. No other animals will be utilised for grazing Montgomery Spur Reserve.
 - 3.7.4** Grazing will remain at a level where it will not place pressure through over or under grazing on the silver tussock. Assessment shall be undertaken by appropriate Council officers.
 - 3.7.5** Dogs shall be prohibited from areas of Montgomery Spur Reserve during lambing season or where it is necessary for the health and well-being of the stock. At all times, dogs should be on a lead at Montgomery Spur Reserve.
 - 3.7.6** The public shall retain the right to access the working farm areas of Montgomery Spur Reserve where or when it does not conflict with the well-being of stock or adversely affect grazing operations. If restrictions are required, they will be indicated via appropriate signage and any necessary public notice.
 - 3.7.7** Fence lines and stiles shall not be placed on ridge lines, rather where possible they shall sit below ridge lines to ensure they have minimal impact on the scenic value of the Spur.



Sheep grazing on Montgomery Spur Reserve with Port Hills road in the background

3.8 Utility services objective:

Allow access for essential utility services that are to the benefit of the environment, landscape and its visitors

- POLICIES:**
- 3.8.1** Utility services necessary for the servicing of facilities within the reserve shall be permitted.
 - 3.8.2** The visual and physical impact of services shall be minimised and services will be placed underground where possible.
 - 3.8.3** Structures that detract from the open space character of the reserve that are not currently in place shall not be permitted unless it is providing an essential public benefit or it is to the benefit of the reserve.
 - 3.8.4** Montgomery Spur Reserve will be considered as a litter free park, as such bins will not be provided, and reserve visitors are expected to take all rubbish with them.

3.9 Commercial activities objective:

Commercial activities shall adhere to this management plan

- POLICIES:**
- 3.9.1** Commercial activities shall be discouraged when they do not meet the vision or objectives of this document.

3.10 Management plan review objective:

To ensure that the management plan remains a useful tool for managers of Montgomery Spur Reserve

- POLICIES:**
- 3.10.1** Keep the management plan under continuous review in accordance with Section 41 (4) of the Reserves Act 1977.
 - 3.10.2** That the Montgomery Spur Reserve Management Plan when reviewed is aligned with similar plans for the Port Hills.

4 ISSUES

Recreational use of the land:

Two key issues have been raised in regards to recreation on Montgomery Spur Reserve, these being walking and mountain bike access. For mountain biking in particular it has been established that there is no easy grade track that offers an introduction from the plains to the hills. All other Port Hills mountain bike tracks have a grading of intermediate, difficult or extreme. Montgomery Spur Reserve offers riders with intermediate grade mountain bike tracks with great views. Such tracks are not be at the technical level of other established Port Hill tracks.

Following policy 3.3.3 in the management plan, the Taramea Mountain Bike Track was developed in Montgomery Spur Reserve in 2013. This has now become the most popular mountain bike track on the Port Hills. Along with about 250,000 visitor experiences each year on the Rapaki Track adjoining Montgomery Spur Reserve, there has been growing community demand for greater separation between walkers/runners and mountain bikers in this very popular recreational area.

In 2018, in an effort to help alleviate the congestion, the Port Hills Park Trust Board gave permission for the Christchurch Single Track Club to build a mountain bike track in Mount Vernon Park, which the Trust owns, on the western side of the Rapaki Track. This new track is also very popular, connecting to the Taramea Mountain Bike Track via the Rapaki Track to make a continuous fun ride. It has resolved some of the conflict and safety issues in the top section of the Rapaki Track.

The Canterbury and Christchurch Single Track Mountain Bike Clubs have requested the Port Hills Regional Parks Team to work again in partnership with them to design and build a section of mountain bike track in Montgomery Spur Reserve. This will enable riders to enter or leave the park and ride to the Summit Road and back without using the busy Rapaki Track. Along the way, riders can loop around the Taramea Mountain Bike Track.

The goal is to encourage riders to stay off the Rapaki Track, particularly when riding downhill. This will reduce the risk of conflicts and provide for increased enjoyment for all users. The new track will complete the overall plan for cyclists to be able to ride entirely away from the Rapaki Track if they wish to.

There is also one earlier approved, although not yet constructed, new track for Montgomery Spur Reserve. This is the Kowhai Walking Track, which will enable walkers and runners to enjoy the park separately from mountain bikers. The development of the further mountain bike track has been approved with the adoption of the amended management plan in 2020. The new tracks are mapped on the indicative landscape development plan in appendix 7.7 of this management plan.

Montgomery Spur Reserve Management Plan (incorporating amendments 2021)

Starting from the bottom and moving up, the new mountain bike track starts from the Rapaki Track just up from the top of Rapaki Road. The first 400 metres of track requires benching. As this section of track is within a rock fall 1 and 2 zone it will require a resource consent to be applied for.

The rest of the track is to be formed by cutting grass with a mower. Over time, the grass will wear down to mineral earth. Track design and construction will follow best practice methodology specified by the International Mountain Bike Association (IMBA). Best practice design and construction, such as track alignment, ensures minimal environmental degradation and helps prevent long term maintenance issues. An ongoing maintenance programme will also be in place.

Over 90% of the Kowhai Walking Track will be formed by cutting grass and delineating the route with marker poles. The first 150 metres up from the Rapaki Track at the Rapaki Road end will require benching work. As with the new mountain bike track, this section is also within a rock fall 1 and 2 zone and work will require resource consent too. This will be included in the application for resource consent for the 400 metre section of the nearby new mountain bike track.

Access and links onto the Spur:

Staff and the public have identified the issue of accessing Montgomery Spur Reserve. At present the park is landlocked on two sides (Avoca Valley and from Alderson Avenue). The only access at present is off the already very busy Rāpaki Road and Track. Residents from Avoca Valley and Alderson Avenue have stated a desire to have access from the eastern side of the reserve and away from Rāpaki Road. Rāpaki Road residents have stated that they would like an alternative access as Rāpaki Road becomes congested due to use of the Port Hills. Council officers would need to look at alternative opportunities to access Montgomery Spur Reserve in order for any future links to be secured.

Farming activities:

Increased use of the area could put stress on stock at certain times of the year. Montgomery Spur Reserve is an important location for lambing. A balance needs to be created where the public retains the right to use the park while the health and well-being of the ewes and lambs at lambing time is not forsaken.

Grazing will be an important factor in retaining the silver tussock landscape for the future. People have stated that they would like to see farming and the silver tussock thrive and that the rural character of the land remains. In order for this to occur, Montgomery Spur Reserve needs to be an appropriate and attractive location for lambing and grazing.

Botanical:

Woody weed pests broom (*Cytisus scoparius*) and gorse (*Ulex europaeus*) have established a foothold on the lower western slope of the reserve. They have been identified as suitable as 'nursery crops' to allow native vegetation to develop in their shelter and eventually replace them. The threat of erosion is another key factor in the desire to retain the broom and gorse while other vegetation establishes in their place.

The public have stated that the 3 lines of trees on Montgomery Spur Reserve are important to the backdrop of Christchurch. However, others have stated that they do not wish to see pines or macrocarpa on the slopes of Montgomery Spur Reserve. One of the biggest issues in retaining trees in regard to the future of Montgomery Spur Reserve are the dry conditions due to soil type and the harsh climatic conditions to which the spur is subjected. Any tree planting will need intensive management and care. Species will also need to be able to cope with the environment on the slopes and it is important that at the present time the trees are offering shelter to stock on these slopes. Gully plantings will be more suitable to the area to ensure there is shelter for stock in the future.

Scenic and landscape issues:

The landscape has been identified as of national importance. Any track or other recreational development has to be wary of this value and not detract from it. The public was clear in their support for very low-level development on Montgomery Spur Reserve, and that it should only be necessary infrastructure that is placed on the slopes of the park. A marker pole route (using Pou Pou as markers) for walking and considerate placement of surfacing for other recreational activities will allow for this to occur.

Tangata Whenua:

Council staff have worked with local Rūnanga to ensure that this Management Plan identifies and addresses Ngāi Tahu values and aspirations for this area. Continuing this relationship will ensure opportunity remains for involvement in the management of Montgomery Spur Reserve.

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5 RESOURCE INFORMATION

5.1 Land tenure

Christchurch City Council holds the Certificate of Title and will manage the land with the potential for private grazier to hold stock on the reserve.

5.2 Legal status and classification

Montgomery Spur Reserve is made up of the following title:

- Part Lot 1 DP 2855, containing 126.6392 hectares, fee simple title CB25A/1227 held by the Christchurch City Council, Scenic Reserve

The reserve is classified as a scenic reserve under section 19(1)(a) of the Reserves Act 1977. The purpose of a scenic reserve is described in the Reserves Act 1977 as follows:

19 Scenic reserves (1) It is hereby declared that the appropriate provisions of this Act shall have effect, in relation to reserves classified as scenic reserves—

19 Scenic reserves (1) (a) For the purpose of protecting and preserving in perpetuity for their intrinsic worth and for the benefit, enjoyment, and use of the public, suitable areas possessing such qualities of scenic interest, beauty, or natural features or landscape that their protection and preservation are desirable in the public interest.

The Act goes on to describe a scenic reserve as an area that is managed for the public's access and enjoyment:

19 (2) (b) The public shall have freedom of entry and access to the reserve, subject to the specific powers conferred on administering bodies by sections 55 and 56 of this Act.

19 (2) (c) To the extent compatible with the principal or primary purposes of the retention and preservation of the natural or scenic values, open portions of the reserve may be developed for amenities and facilities where these are necessary to enable the public to obtain benefit and enjoyment from the reserve.

5.3 Physical description

Stock yards

The stock yards are used for drafting during lambing season and for treatment of stock. The yards are easy to locate due to being directly east of the much used Rāpaki track.

Upper western slope

The upper western slope overlooks the Rāpaki track on the eastern side of Mt Vernon. This area is a logical link with Mt Vernon Park and Rogers track. The slope has stunning views looking towards the Canterbury Plains and the Southern Alps. In late afternoon the sun shines brilliantly over this area of Montgomery Spur Reserve as it sets in the west. The slope has fewer rock outcrops than one can find on the eastern side, however it offers true farm landscape.

Eastern slope

The eastern slope is dominated by the rock outcrops that form a spine along the ridge of the slope. On the northern areas of the slope dramatic drop-offs fall away into Avoca Valley. The slope has views overlooking the New Brighton Pier, Pegasus Bay, the Southern Alps, central city and Ferrymead.

Lower western slope

The lower western slope is dominated by broom and steep terrain. The slope is a favoured by stock due to the presence of water from the trough and the cover provided by the broom.

Rock outcrops

The rock outcrops on Montgomery Spur Reserve offer a stunning variation to the pasture land that dominates the area. The rocks are great locations for people to admire the views of the New Brighton Pier, Avoca Valley and the mountain ranges surrounding Pegasus Bay. The rocks are strewn along the eastern slopes looking like relics and ruins from previous civilisations.

Extensive rock outcrops occur above Avoca Valley. Although covering a large area, they are not particularly steep. This allows stock easy grazing access to most, and the crevices have not been able to hold much in the way of native species as have less accessible rock outcrops at higher altitudes on the Port Hills. Smaller outcrops occur just above Rāpaki Track. They also have only fragmentary native vegetation.

The main native plants on the rock outcrops are native shrubs. The very exposed upper rocks above Avoca Valley have low-growing appressed plants of prostrate kowhai (*Sophora prostrata*), porcupine shrub (*Melicytus alpinus*) and *Coprosma propinqua*, with pohuehue (*Muehlenbeckia complexa*) growing within them. Associated herbs include silver tussock and pasture grasses, the low growing native *Leptinella squallida* is quite common. A small population of the highly threatened Banks Peninsula forget-me-not (*Myosotis australis* var. *lytteltonensis*) has recently been discovered on these outcrops away from the reach of grazing animals.



Rock outcrops and vegetation above Avoca Valley on Montgomery Spur Reserve.

The more sheltered cliffs have more upright shrubs, of which matagouri (*Discaria toumatou*) is the most notable. This plant is not at all common on the Port Hills and this may represent one of the larger populations of this shrub in the area.

Silver tussock grassland

The clumps of silver tussock are virtually the last native plant left amongst pasture grasses and herbs over most of Montgomery Spur Reserve. The ease of walking through the grassland will be of great value to people recreating there. The silver tussock grassed areas allow you to get a feel for how rugged the Port Hills are for stock and for those early settlers that had to cross over from Lyttelton when starting a new life in Christchurch. The city has few areas for true escape, while, although Montgomery Spur does not entirely allow you to escape in the true sense, it certainly does allow for imagination and separation from city life.

The silver tussock grassland is being maintained in its present state by grazing, there has been considerable disagreement in regard to the appropriate management of such grasslands. However, apart from the need to control woody weeds, there appears little benefit to be gained from major adjustments to the current management regime which involves grazing by sheep. Lowering grazing intensity will likely result in the silver tussock being replaced by rank grass and weed growth, while intensive grazing, especially with cattle, is likely to further reduce tussock density. The difficult aspect of management is the need to control stock numbers in response to climatic extremes, especially drought.

Gullies

Montgomery Spur has three gullies running through the land. The eastern, central and western gullies. All three gullies overlook the central city with trees lining the western side of each. Low rank vegetation occurs in each, with significant drop-offs from the central and western gullies.

Table top

This is noted as the highest point on the reserve, 285 metres above sea level. At the top of this point one can expect great views of Canterbury, Christchurch, Pegasus Bay, the Port Hills and the Southern Alps.

5.4 Soil

In appendix 7.2 is a soil map. The map outlines soil type and its boundaries on Montgomery Spur Reserve.

The following are soils of Montgomery Spur Reserve:

Well drained basalt and loess soils:

- Cashmere hills soil
- Cashmere shallow silt loam, rolling phase
- Evans steep land soil

Moderately drained basalt and loess soils:

- Clifton hills soil
- Scarborough hills soil
- Kiwi hills soil

Imperfectly drained loess soil:

- Takahe deep silt loam
- Takahe hills soil

While there are a number of soils that contribute to the make-up of Montgomery Spur Reserve, they are not vastly different and do not signal the need for major changes in management type.

5.5 Climate

Montgomery Spur Reserve is north-facing with high levels of radiant energy on its exposed slopes. The high levels of exposure to sun can be attributed to the area receiving virtually continuous light by facing north and its lack of shadow coverage from neighbouring landforms.

Montgomery Spur Reserve Management Plan (incorporating amendments 2021)



Montgomery Spur Reserve and Mount Vernon in the snow during October 2008.

Montgomery Spur Reserve can be best described as having a Mediterranean climate. It is subject to hot, dry conditions during the summer, and much like the Mediterranean, it has predictably high levels of winter rainfall. During the depths of the Christchurch winter the spur has few frosts and only short term snow coverage.

Montgomery Spur Reserve is subject to the norwester, and the various easterly winds. The norwester is effective at drying the park out during the summer months. The easterly winds bring in rain from the Pacific and can be very unwelcoming for those on the eastern slopes. Southerly winds are more prevalent in winter and deposit most of the rainfall.

6 DOCUMENTS RELEVANT TO THE RESERVE

- Reserves Act 1977
- Local Government Act 2002
- Biodiversity Strategy 2008-2035
- Canterbury Biodiversity Strategy
- Long Term Plan
- Christchurch District Plan
- Port Hills Recreation Strategy
- Bylaws
- Canterbury Regional Pest Management Plan.
- Public Open Space Strategy 2010-2040

7 APPENDICES

The following can be found in the appendices:

- 7.1 Council resolution on plan approval
- 7.2 Soil map
- 7.3 City Botanist report
- 7.4 Tangata Whenua report
- 7.5 References
- 7.6 Indicative landscape development proposals
- 7.7 Indicative landscape development plan

7.1 Council resolution on plan approval

MINUTES OF A MEETING OF THE CHRISTCHURCH CITY COUNCIL HELD AT 9.30AM ON THURSDAY 27 MAY 2010

PRESENT: The Mayor, Bob Parker (Chairperson).

Councillors Helen Broughton, Sally Buck, Ngaire Button, Barry Corbett, David Cox, Yani Johanson, Claudia Reid, Bob Shearing, Gail Sheriff, Mike Wall, Sue Wells, Chrissie Williams and Norm Withers.

1. APOLOGIES

Nil.

Item 7 related to the approval of the management plan, the resolution is as follows:

7. REPORT OF THE HEARINGS PANEL ON THE MONTGOMERY SPUR RESERVE MANAGEMENT PLAN

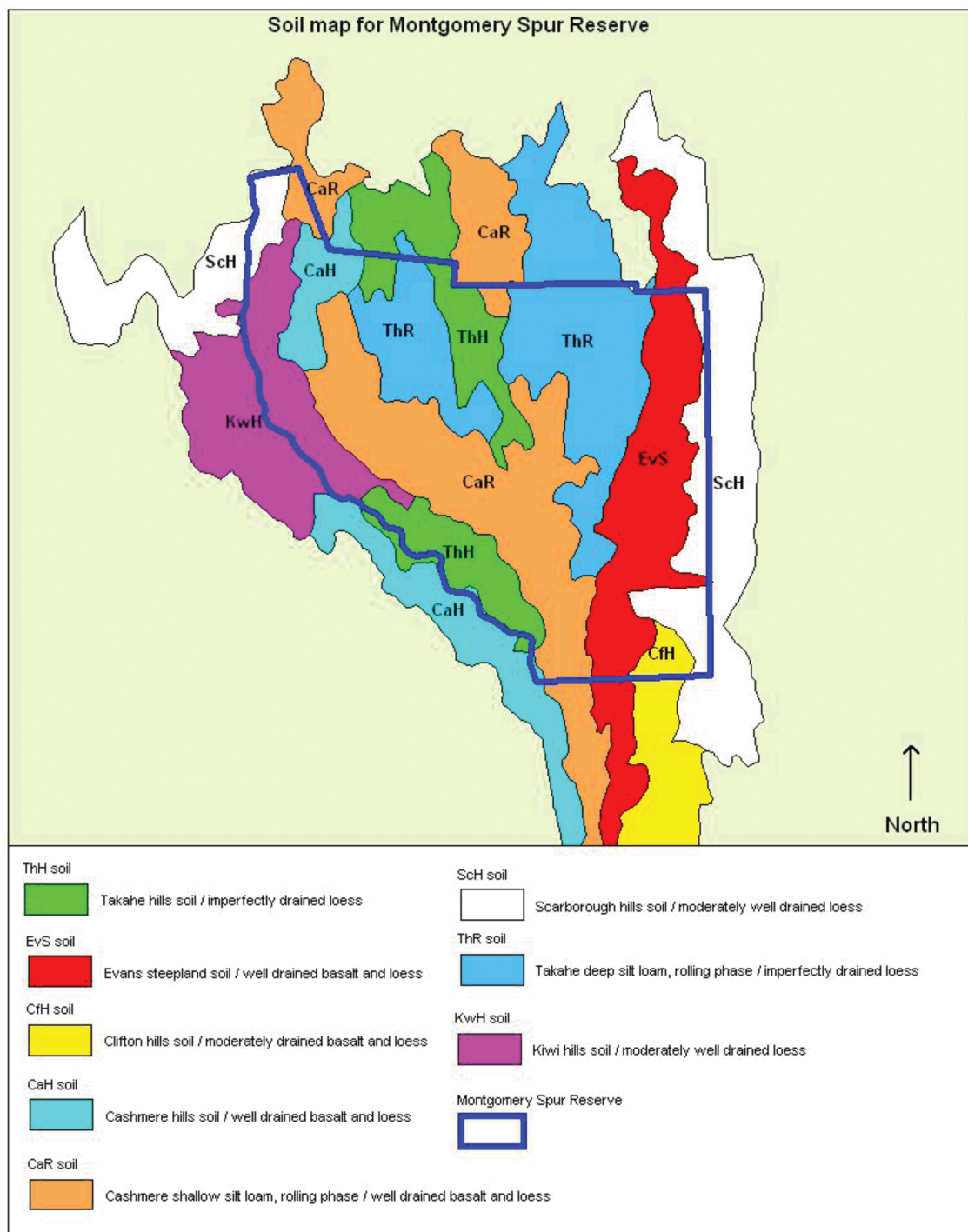
It was **resolved** on the motion of Councillor Corbett, seconded by Councillor Williams, that:

- (a) Subject to (b) the Council approves the Montgomery Spur Reserve Management Plan, with the changes shown as tracked changes in the draft plan and incorporated in the final version of the plan, as the operative plan.
- (b) That staff report back to the Council on the Maori name for the reserve referred to in paragraph 1.5 of the management plan.

A copy of the minutes can be viewed in full at the below web address:

<http://www1.ccc.govt.nz/council/proceedings/2010/june/cnclcover24th/council27may2010minutes.pdf>

7.2 Soil map



7.3 City Botanist report by Trevor Partridge

In June 2007 I visited parts of Montgomery Spur Reserve on two occasions to determine the values and areas of indigenous vegetation. On the second occasion I was accompanied by Grant MacLeod to look at options for tracks to ensure that the botanical values are not compromised by their location.

Montgomery Spur Reserve comprises a rounded ridge between the Rāpaki Track to the west, and the upper slopes of Avoca Valley to the east. It comprises pasture and rock outcrops at low to mid altitude on the Port Hills, so does not include the higher altitude elements that many of the large grassland reserves of the hills possess. It is currently used for grazing by sheep under a lease agreement.

This report provides a brief description of the values of the reserve and comments on their location and the possible impacts of greater use by the public. It is proposed to create walking and cycling tracks and associated facilities within the reserve. Access in to the reserve is not straight forward and involves travelling either up or down Rāpaki Track to the easiest point of entry. Thus facilities in the reserve are likely to be of the wilderness type.

Vegetation

The pre-human vegetation of Montgomery Spur and indeed most of the lower Port Hills would have been mixed podocarp/hardwood forest dominated by tall trees such as totara (*Podocarpus totara*) and perhaps matai (*Prumnopitys taxifolia*). Dominant broadleaf trees would have included ribbonwood (*Plagianthus regius*), mahoe (*Melicytus ramiflorus*) and broadleaf (*Griselinia littoralis*) with tree fuchsia (*Fuchsia excorticata*) in gullies. The larger rock outcrops would have supported shrubland and silver tussock (*Poa cita*) where these were large enough to open the forest canopy.

The first Europeans were greeted by completely different vegetation. Polynesian fires pushed the forest into the gullies and allowed the fire-tolerant low shrubs and especially silver tussock to dominate the landscape of the eastern Port Hills. Early paintings and photographs show the forest remnants confined to gullies and short tussock grassland the dominant vegetation. Farming activities have ensured the continuation of that pattern, the introduction of new plant species such as gorse (*Ulex europaeus*) and pine (*Pinus radiata*) as well as pasture grasses created the landscape and vegetation seen today.

Two main types of vegetation occur in the reserve today. Silver tussock grassland occurs on the deeper soils of the main part of the ridge itself and the rock outcrops support a mixture of silver tussock and native and exotic shrubs. Native forest has all but gone and its presence is only marked by the occasional tree amongst the more sheltered rock outcrops above Avoca Valley. Pines have however been planted as shelter belts on the rounded spurs.

Silver tussock grassland

The clumps of silver tussock are virtually the last native plant left amongst pasture grasses and herbs over most of the reserve. The tussock density varies from very sparse to about 20% cover, which is at the lower end of the gradual process of tussock to sward cover ratio. Only where severely overgrazed or where ploughed are tussock densities lower. Within the reserve the general pattern is of lower density at the lowest altitudes. The dominant pasture grass is browntop (*Agrostis capillaris*) with some crested dogstail (*Cynosurus cristatus*). Drier areas have Australian danthonia grasses (*Rytidosperma* spp.). There is a variety of associated herbs, thistles, a common problem on the Port Hills, are not common. Other native species are uncommon and comprise the small yellow oxalis (*Oxalis exilis*) and small plants of the scrambling sub shrub pohuehue (*Muehlenbeckia complexa*).



Silver Tussock on Montgomery Spur Reserve with Christchurch in the background.

This grassland is being invaded by broom (*Cytisus scoparius*) and some gorse (*Ulex europaeus*) at the lower altitudes. In places this has formed a canopy and the overtopped vegetation is being displaced. Broom has the ability to occupy virtually the entire reserve so needs to be a major management consideration.

The silver tussock grassland is being maintained in its present state by grazing. There has been considerable disagreement in regard to the appropriate management of such grasslands. However, apart from the need to control woody weeds, there appears little benefit to be gained from major adjustments to the current management regime which involves grazing by sheep. Lowering grazing intensity will likely result in the silver tussock being replaced by rank grass and weed growth, while intensive grazing, especially with cattle, is likely to further reduce tussock density. The difficult aspect of management is the need to control stock numbers in response to climatic extremes, especially drought.

Rock Outcrops

Extensive rock outcrops occur above Avoca Valley, although covering a large area, they are not particularly steep. This allows stock easy grazing access to most, and the crevices have not been able to hold much in the way of native species as have less accessible rock outcrops at higher altitudes on the Port Hills. Smaller outcrops occur just above Rāpaki Track. They also have only fragmentary native vegetation.

The main native plants on the rock outcrops are native shrubs. The very exposed upper rocks above Avoca Valley have low-growing appressed plants of prostrate kowhai (*Sophora prostrata*), porcupine shrub (*Melicytus alpinus*) and *Coprosma propinqua*, with pohuehue growing within them. Associated herbs include silver tussock and pasture grasses, the low growing native *Leptinella squallida* is quite common.

The more sheltered cliffs have more upright shrubs, of which matagouri (*Discaria toumatou*) is the most common. This plant is not at all common on the Port Hills and this may represent one of the larger populations of this shrub. Associated shrubs include *Coprosma crassifolia* and *C. propinqua* and native broom (*Carmichaelia arborea*). Patches of bracken fern (*Pteridium esculentum*) occur amongst the shrubs. There are a very small number of conspicuous native trees, perhaps remnants of forest vegetation. Most appear to be mahoe. A few native herbs were recorded, especially where sheltered from stock, including the ferns *Polystichum richardii* and *Cheilanthes distans*. Some unusual finds were single plants of leafless clematis (*Clematis afoliata*) and knobby clubrush (*Ficinia nodosa*) suggesting that a more thorough examination may reveal other examples of such occurrence

Botanical Values

In the absence of an associated native flora, and at such low density, the silver tussock grasslands have very limited value. The rock outcrops do however have native vegetation of interest, especially as it contrasts with the more prominent higher altitude rocks of the Port Hills. These values have been recognised by their inclusion in two Ecological Heritage Sites (EHS) in the Christchurch City Plan. The smaller rock outcrops above Rāpaki Track are within the Mt Vernon Valley EHS 24.01, while the Avoca Valley cliffs form the lower altitude extension of Avoca Valley EHS 25.01. Indeed the EHS includes the cliffs as they extend into private property below Montgomery Spur Reserve there. At the upper part of the reserve, these two EHS's join.

Impacts of Recreation

Within the silver tussock grassland, it is very easy to create tracks that mostly avoid the silver tussock. If the inter-tussock included native species, there may be a problem, as there are none, losses will be minimal.

The rock outcrops require some care and sensitivity. However, as most of the native vegetation is shrub, it is relatively easy to identify such areas and avoid them in placing tracks through the outcrops. The most likely place that will need such attention are the Avoca Valley cliffs and there is an obvious sloping shelf

Montgomery Spur Reserve Management Plan (incorporating amendments 2021)

at the upper end of the reserve that gives good access to lower altitudes and avoids major areas of shrubs at the same time.

The greatest threat to the vegetation of the reserve is not recreation but the spread of woody weeds, especially broom and gorse. These are spreading both through the silver tussock grassland and along the rock outcrops. Unless this spread is managed, the remaining botanical values of both habitats are under considerable threat. However, there is the suggestion that the sites in which the threatened species are found may instead be protected from grazing or exposure by the presence of shrubs of gorse and broom. Therefore it is important that these sites are marked and no clearing of any vegetation including weeds be undertaken until the roles of those species are determined in regard to the patches of threatened plants. As sites of threatened species, these areas will be monitored to determine the threats to these special plants.

7.4 Tangata Whenua report by Andrea Lobb

Andrea Lobb is the General Manager of Mahaanui Kurataiao Ltd a mandated Ngāi Tahu Rūnanga advisory agency that works to ensure Council documentation and programmes have appropriately engaged with Ngāi Tahu and adequately identified and addressed tangata whenua values in management planning and implementation.

In the preparation of the Montgomery Spur Reserve Management Plan Mahaanui Kurataiao Ltd confirms that a constructive and effective engagement process has been undertaken. Dialogue with local Rūnanga has occurred, a report on tangata whenua values (Pauling 2008, Ngāi Tahu Cultural Values associated with the Montgomery Spur Reserve area) was commissioned in the preparation of this Management Plan.

The report identifies significant traditional associations of Ngāi Tahu with the broad area of Montgomery Spur, and in particular the Rāpaki track. Rāpaki track was one of four major ara tawhito (trails) linking the Ngāi Tahu settlement of Rāpaki and the resources of Te Whakaraupō (Lyttelton Harbour) with the kāika and pā (settlements) and mahinga kai (food and resources) of Ōtautahi and the major settlement of Kaiapoi Pā. It provided the most direct link between Rāpaki and Ōpawaho Pā, and from here to the mahinga kai resources of Te Ihutai (Avon-Heathcote Estuary).

Key recommendations from this report and from dialogue with Rūnanga are included in this Management Plan through the objectives and landscape development proposals, i.e., dual naming, mahinga kai habitat restoration and species plantings, interpretations, Pou Pou style trail posts. Council is also facilitating dialogue between Ngāi Tahu and neighbouring parties where recommendations are relevant to areas adjoining Montgomery Spur Reserve. Engagement with Ngāi Tahu will continue through the implementation of the Management Plan, through Mahaanui Kurataiao Ltd and the Rūnanga.

Montgomery Spur Reserve Management Plan (incorporating amendments 2021)

7.5 References

Pauling, Craig (2008) *Montgomery Spur Reserve Management Plan Tangata Whenua Research*.

Ogilvie, Gordon (1996) *Pioneers of the plains; The Deans of Canterbury*. Shoal Bay Press, Christchurch, New Zealand.

de Thier, Walter (1976) *Sumner to Ferrymead; A Christchurch history*. Pegasus Press, Christchurch, New Zealand.

Reference to the Black Maps:
<http://www.ccc.govt.nz/Parks/TheEnvironment/blackmap.pdf>

7.6 Indicative landscape development proposals and plan

The indicative landscape development proposals highlight the projects that would assist in achieving the objectives and policies of the management plan. The indicative landscape development proposals will be used to identify significant expenditure items for which Council may choose to make provision in future Long Term Council Community Plans.

Long-Term Council Community Plan (LTCCP) disclaimer

No project recommended on the indicative development proposal will be implemented unless the expenditure is provided for through the Long Term Council Community Plan.

Below is the list of projects that have been raised during the draft consultation phase of the management plan's development.

Project	Description	Funding required
Marker pole route	Walking route that is signalled by marker posts at intervals Pou Pou design & carving	Individually carved marker posts approx. \$1000
Signage	Traditional park signage that is informative Tangata Whenua information is authentic & appropriate	Interpretation sign \$2,500 Reserve name signs \$800 per unit Internal track signage \$300 per unit
Access stiles over fences	Install stiles on the park so that people and stock interaction is well managed	\$500 - \$700 per unit installed
Mountain bike track	Develop a new connecting mountain bike track	Mountain bike track formation \$20,000
Investigation for dual use name	Investigate a suitable Maori name to use alongside Montgomery Spur Reserve	Cost to be investigated
Fencing around future plantings	Investigate fencing options and cost for future plantings where fencing will be required	7 wire typical post and wire stock fence approx. \$15 per lineal metre

Montgomery Spur Reserve Management Plan (incorporating amendments 2021)

Rest stop	Development of rest stop at a location with a significant view along the marker pole track	\$1000 for seat and rest area.
Investigate access options on the perimeter of Montgomery Spur Reserve	To ensure that access from either the North or Eastern side of the reserve are considered in future planning work	Cost to be investigated and put forward for LTCCP funding in 2012 should land be available
Planting of Halls totara	Planting of Halls totara in line with policy 3.3.4 and 3.3.5	P B 5's (grade to be planted) = \$14.00 each price includes planting and after care
Recreation route on Eastern side	Investigate route for recreational access on the Eastern side of Montgomery Spur Reserve in an appropriate manner.	Cost to be investigated and discussions to be held prior to draft 2012 LTCCP
Landscaping and planting program	Landscaping and planting of areas outlined on the indicative landscape development plan Tangata Whenua values supported in line with policy 3.2.3	Gully planting over a five year period: \$502,200 for 6 ha Tussock planting \$5,800/ha @ 3m spacing's Kanuka planting \$36,500/ha @ 1.5m spacing's (including 3 yrs maintenance) Flax planting \$42,300/ha @ 1.5m spacing's (including 2 years maintenance and caged flax)
Mt Vernon car park usage to access Montgomery Spur Reserve	Investigate access option from Rogers Track and car park at Mt Vernon and work with the Mt Vernon Farm Park Trust on suitable outcomes	Cost to be investigated and discussions to be held prior to draft 2012 LTCCP

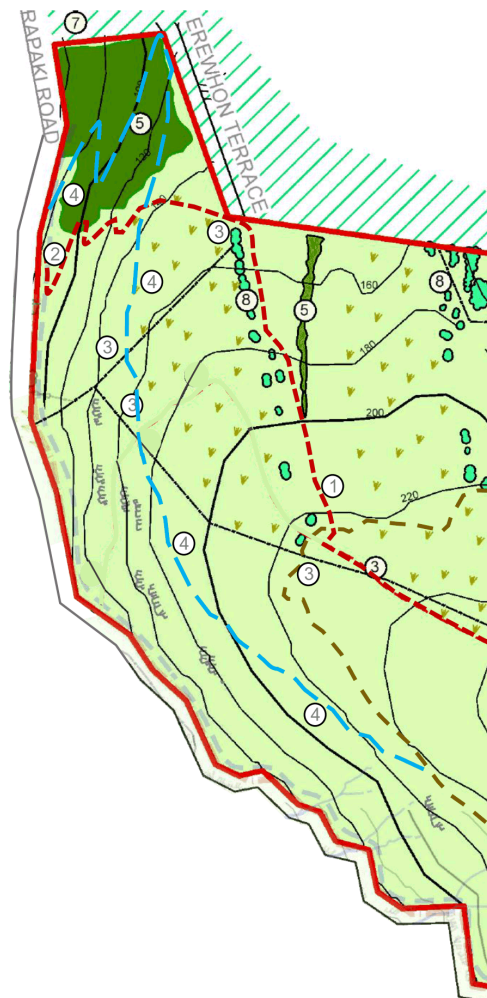
The developments above are not part of the statutory process of a management plan. In order to highlight the need for funding, it is necessary to develop a list of proposals as above.

Please see following pages for the Indicative landscape development plan.

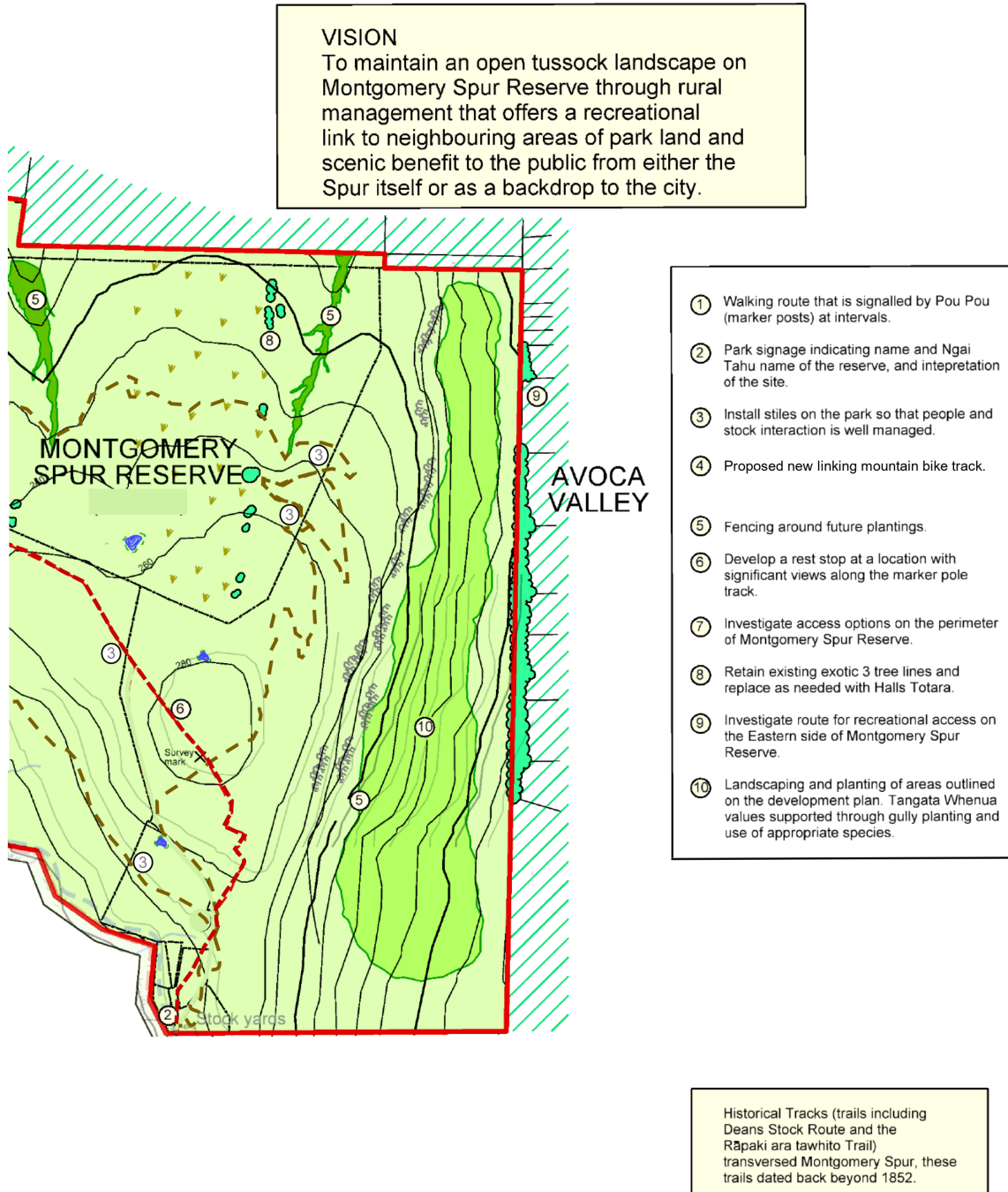
7.7 Indicative landscape development plan



LEGEND	
	Approved Kowhai Walking Track
	Existing Taramea Mountain Bike Track
	Proposed mountain bike track
	Areas to investigate for access opportunities
	Areas to be replanted in tussock (Poa Cita)
	Areas to be planted in mixed native shrub species
	Area to have pockets of Kanuka (Kunzea ericoides)
	Existing fence lines
	Areas of rocky outcrops
	Existing exotic trees - retain/replace with Halls Totara
	Existing water bodies



Montgomery Spur Reserve Management Plan (incorporating amendments 2021)



Montgomery Spur road use issues

General Council officer notes and other information

ISSUE	POTENTIAL SOLUTIONS	EXPLANATION	CONSTRAINTS
Traffic safety on Rapaki Road, which has a high level of use at certain times and on certain days (when recreation occurring on Rapaki Track) and with a particular physical environment (narrow, relatively steep, deep gutter, no footpath in upper section)	'Give way to uphill traffic' signage	There is no legal requirement for downhill traffic to give way to uphill traffic, however can investigate the possibility of installation of advisory signage.	For the formed and publicly accessible Rapaki Road, this will be a Traffic Operations Team consideration for potential implementation, subject to priorities and funding.
	Reduction of speed limits	A 40 km/h speed limit on Rapaki Road could be investigated, including monitoring, for consideration.	Council's speed management and speed limit review programmes currently focus on identified high-risk roads within the network. Speed limits are typically not reviewed on a road by road basis. However, suburban residential speed limit areas can be considered where there is strong and collective community support (including from the relevant Community Board). However, including this area around Rapaki Road in a future speed limit review is unlikely to be included on the next financial year programme.
		Investigate a 30 km/h speed limit on Rapaki Road?	This will depend upon the actual speeds and pedestrian numbers. The speed limit is also only the maximum speed limit in ideal conditions, and not a target speed for all times. For example, on a quiet weekday early afternoon, when the street is mostly empty of parked vehicles, pedestrians and cyclists, and on a long straight section with good forward visibility, 40km/hr may well be the appropriate maximum speed.
	Change in parking arrangements	Restrictions on vehicle parking to residents only.	Current Council policy is to not allocate specific parking spaces to be reserved for specific residents. Instead, parking can be managed via time restrictions, and, if residents of a street are willing to participate in a resident's exemption scheme, then it may be possible to implement 'residents exemption areas' and issue exemption permits to on-street time restrictions.

ISSUE	POTENTIAL SOLUTIONS	EXPLANATION	CONSTRAINTS
		Closing the road and not permitting access to the general public; only permitting access to residents.	Rapaki Road is a public road and the Council does not have any current intentions to restrict the general public's access to it.
		Creating more off-street parking (in the vicinity of Rapaki Road).	Council policy is to not provide any additional off-street parking in suburban areas. Provision of any off-street parking in suburban areas is the responsibility of property owners and/or their tenants.
		Publicising other existing parking locations.	For example, on Centaurus Road and the car park on Aynsley Terrace.
<u>User safety on Rapaki Track</u>	Promote alternative parking for walkers at the Mt Vernon Valley Track Car Park at the top of Hillsborough Terrace.	Therefore, walkers having the opportunity to access Montgomery Spur and the Summit Road via Mt Vernon Park tracks and not via the Rapaki Road end.	People may just want to walk from Rapaki Road to the Rapaki Track (and vice versa).
	Encourage all users to have consideration for fellow users.	Mountain biking follow the "code" and others be aware and considerate. Promoted through, for example, club and Council web pages, articles, signs/information boards (see below), peer pressure"?	Relies on person responsibility.
	Alternatives for mountain bikers.	One being the proposed new mountain bike track on Montgomery Spur!	
	Enhanced information signs/boards	Regional Parks staff acknowledge that the numbers visiting Montgomery Spur and Rapaki Track could justify installation of an entrance notice to include more information than the standard parks sign. The notice could include a map of the park(s) and tracks, including Rapaki Track. The map could also show where the dog poo collection stands are on the Rapaki Track, and the alternative parking for walkers at the Mt Vernon Valley Track Car Park. It could also include information about the protocols for uphill/downhill giving-way on two-way mountain bike tracks and where shared with walkers and other users.	People need to look at them, including mountain bikers.

Council officer response to the request from the Montgomery Spur Reserve Hearings Panel regarding independent safety audits being carried out as part of the resource consenting process for the proposed new mountain bike track (MTB), and also post construction	<ul style="list-style-type: none">• A resource consent will address issues around the effect of the track's construction on the surrounding environment. Due to part of the track being built in rockfall 1 and 2 zones, a consent is compulsory under the Christchurch District Plan.• Consideration of safety issues for users of the track will not be part of the resource consent application but will be part of the scope when designing the track.• Track gradient, sight lines, track width and speed generated by riders will all be considered when designing the track, to ensure that conflict is minimised.• The track line will initially be surveyed by the Council's Regional Parks Ranger Team in conjunction with representatives from the ChCh Single Track MTB club.• An external professional trail designer/builder will then be employed to review the design and offer independent advice.• Once the design and construction specification are established and signed off by the Council's Parks Unit, a construction programme will be established. This could be similar to the construction of nearby Taramea MTB Track, with a blend of contracted work and rangers working with volunteers under a volunteer agreement with the Port Hills Ranger Team. This is a common arrangement with many of the track projects.• There are many MTB tracks on the Port Hills where riders share one track to go up or down. Two good examples are the Bowenvale Traverse and the Mt Vernon Track. These tracks are very high use.
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15. Hearings Panel Report to the Council on the Colombo Street Cycle Route Connection

Reference / Te Tohutoro: 21/361979

Report of / Te Pou
Matua: Councillor Mike Davidson, Hearings Panel Chairperson,
mike.davidson@ccc.govt.nz

General Manager /
Pouwhakarae: Carolyn Gallagher, Acting General Manager Infrastructure, Planning
and Regulatory Services, carolyn.gallagher@ccc.govt.nz

1. Purpose of Report / Te Pūtake Pūrongo

- 1.1 The purpose of this report is to present to the Council the Hearings Panel recommendations following the consultation and hearings process on the Colombo Street Cycle Route Connection.
- 1.2 The Hearings Panel has no decision-making powers but, in accordance with its delegation, has considered the written and oral submissions received on the proposal and is now making recommendations to the Waikura/Linwood-Central-Heathcote Community Board and the Council. The Community Board and the Council can then accept or reject those recommendations as it sees fit bearing in mind that the Local Government Act 2002 s.82(1)(e) requires that “the views presented to the local authority should be received by the local authority with an open mind and should be given by the local authority, in making a decision, due consideration.”
- 1.3 The Community Board and the Council, as the final decision-maker, should put itself in as good a position as the Hearings Panel having heard all the parties. It can do so by considering this report which includes a summary of the written and verbal submissions that were presented at the hearings, any additional information received and the Hearings Panel’s considerations and deliberations. A link to the Council Officer report and the written submissions is available in the agenda as follows:
https://christchurch.infocouncil.biz/Open/2020/11/BLHP_20201123_AGN_5260_AT.PDF
- 1.4 The Hearings Panel met on 23 November 2020 and formalised its recommendations. Subsequently the Hearings Panel reconvened on Monday 8 March 2021 as a result of some technical errors to the traffic recommendations which were previously agreed to by the Hearings Panel, and for Council Officers to be given sufficient time to investigate the impact of the Hearings Panel proposed changes to the wider network. Section 9 of this report provides further detail of the reconvened meeting and the Hearings Panel updated recommendations are provided.

2. Hearings Panel Recommendations / Ngā Tūtohu o Te Tira Taute

That the Council:

1. Approves the Scheme Design SK001-SK003 dated 24 February 2021, Issue 3 (Attachment A) on the Colombo Street Cycle Connection to progress to detailed design and construction, with the following amendments:
 - a. That staff be requested to investigate whether the length of green signal time on Colombo Street at the Colombo Street/Bealey Avenue intersection can be increased to

allow more time for cyclists to cross Bealey Avenue safely in both directions, and delegates approval of the detailed design to the Hearings Panel.

- b. That staff be requested to investigate the impact of installing cyclist protection, in the form of cyclist lanterns and red arrow protection from turning vehicles, on the Bealey Ave through traffic and wider network, for the northbound cyclist phase at the Colombo Street / Bealey Avenue intersection to prioritise safe movement through the intersection for cyclists, and delegates approval of the detailed design to the Hearings Panel.
 - c. Requests staff to investigate physical separation between cyclists and vehicles at the northbound approach to the Colombo Street/Bealey Avenue intersection.
 - d. Requests staff to investigate improving the merge south of Kilmore Street to make it safer and more comfortable for southbound cyclists, and delegates approval of the detailed design to the Hearings Panel.
 - e. Requests staff to investigate increasing the number of short term parking spaces available on Peterborough Street and Kilmore Street to address the concerns raised by businesses on Colombo Street.
2. Notes that the Colombo Street Cycle Connection project is an interim solution with an intended lifespan of up to ten years, and that the Council includes consideration of additional budget in the latter years of the draft Long Term Plan 2021-2031 to consult, design and build a permanent cycleway from Bealey Avenue to Kilmore Street along Colombo Street.
 3. Requests any future capital works project on Salisbury Street between Colombo Street and Durham Street, includes consideration for the provision of a cycling link from Colombo Street to the proposed Youth Hub located on Salisbury Street.
 4. Requests staff to undertake a review of speed limits within the central city four avenues with the intention of having an area wide approach to speed safety.
 5. Requests staff to investigate ways to minimise ongoing operational costs for street art and landscaping improvements associated with the Colombo Street Cycle Connection.
 6. Requests staff to work with Blind Low Vision NZ during the detailed design and construction of the Colombo Street Cycle Connection project.
 7. Requests staff to provide feedback to the Urban Development & Transport Committee on the outcomes of the reduction of short term parking, noting recommendations 1e and 1f above.
 8. Approves the following associated detailed traffic resolutions for the Colombo Street Cycle Route Connection subject to the amendments in recommendations 1a to 1e above.

Current Colombo Street Corridor - Bealey Avenue to Salisbury Street - Traffic Controls

- a. Approves that any previously approved resolutions on Colombo Street from its intersection with Bealey Avenue to its intersection with 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 b-e below, are revoked.

Colombo Street Corridor - Bealey Avenue to Salisbury Street - Traffic Controls

- b. Approves that a special vehicle lane, in accordance with clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, for the use of south bound cycles, be established on the east side of Colombo Street, commencing at its intersection with Bealey Avenue and extending in a southerly direction to a point 20 metres north of its intersection with Salisbury Street, as detailed on Plans SK001-SK003, Issue 3, dated 24 February 2021, and attached to this report as Attachment A. This special vehicle lane is

to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Christchurch City Council Traffic and Parking Bylaw 2017.

- c. Approves that a special vehicle lane, in accordance with Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, for the use of north bound only cycles, be established on the west side of Colombo Street, commencing at its intersection with Salisbury Street and extending in a northerly direction to its intersection with Bealey Avenue, as detailed on Plans SK001-SK003, Issue 3, dated 24 February 2020, and attached to this report as Attachment A. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Christchurch City Council Traffic and Parking Bylaw 2017.
- d. Approves the road markings, kerb alignments, and road surface treatments on Colombo Street from its intersection with Bealey Avenue to its intersection with Salisbury Street, as detailed on Plans SK001-SK003, Issue 3, dated 24 February 2021, and attached to this report as Attachment A.
- e. Approves that the speed limit on Colombo Street, commencing at its intersection with Bealey Avenue and extending in a southerly direction to its intersection with Salisbury Street be set at 30km/h, in accordance with Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017.

Current Colombo Street / Salisbury Street Intersection - Traffic Controls

- f. Approves that any previously approved resolutions on Colombo Street at its intersection with Salisbury Street, 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 resolutions described in recommendations g-h below, are revoked.

Colombo Street / Salisbury Street Intersection - Traffic Controls

- g. Approves that the intersection of Colombo Street and Salisbury Street be controlled with traffic signals in accordance with the Land Transport Rule - Traffic Control Devices: 2004 as detailed on Plans SK001 - SK003, Issue 3, dated 24 February 2021, as attached to this report as Attachment A.
- h. Approves the road markings, kerb alignments, and road surface treatments at the intersection of Colombo Street and Salisbury Street, as detailed on Plans SK001 - SK003, Issue 3, dated 24 February 2021, as attached to this report as Attachment A.

Current Colombo Street Corridor - Salisbury Street to Kilmore Street - Traffic Controls

- i. Approves that any previously approved resolutions on Colombo Street from its intersection with Salisbury Street to its intersection with Kilmore 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 j-o below, are revoked.

Colombo Street Corridor - Salisbury Street to Kilmore Street - Traffic Controls

- j. Approves the road markings, kerb alignments, and road surface treatments on Colombo Street from its intersection with Salisbury Street to its intersection with Kilmore Street, as detailed on Plans SK001 - SK003, Issue 3, dated 24 February 2021, as attached to this report as Attachment A.
- k. Approves that a special vehicle lane, in accordance with Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, for the use of south bound only cycles, be

established on the east side of Colombo Street, commencing at its intersection with Salisbury Street and extending in a southerly direction to its intersection with Kilmore Street, as detailed on Plans SK001-SK003, Issue 2, dated 19 November 2020, and attached to this report as Attachment A. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Christchurch City Council Traffic and Parking Bylaw 2017.

- l. Approves that a special vehicle lane, in accordance with Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, for the use of north bound only cycles, be established on the west side of Colombo Street, commencing at its intersection with Salisbury Street and extending in a southerly direction to its intersection with Kilmore Street, as detailed on Plans SK001-SK003, Issue 2, dated 19 November 2020, and attached to this report as Attachment A. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Christchurch City Council Traffic and Parking Bylaw 2017.
- m. Approves that the speed limit on Colombo Street, commencing at its intersection with Salisbury Street and extending in a southerly direction to its intersection with Kilmore Street be set at 30km/h, in accordance with Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017.
- n. Approves that a Stop control be placed against Peterborough Street at its intersection with the east side of Colombo Street, as detailed on Plans SK001 – SK003, Issue 3, dated 24 February 2021, as attached to this report as Attachment A.
- o. Approves that a Stop control be placed against Peterborough Street at its intersection with the west side of Colombo Street, as detailed on Plans SK001 – SK003, Issue 3, dated 24 February 2021, as attached to this report as Attachment A.

Current Colombo Street / Kilmore Street Intersection - Traffic Controls

- p. Approves that any previously approved resolutions at the intersection of Colombo Street and Kilmore Street, 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 q-r below, are revoked.

Colombo Street / Kilmore Street Intersection - Traffic Controls

- q. Approves that the intersection of Colombo Street and Kilmore Street be controlled with traffic signals in accordance with the Land Transport Act - Traffic Control Devices Rule: 2004 as detailed on Plans SK001 – SK003, Issue 3, dated 24 February 2021, as attached to this report as Attachment A.
- r. Approves the road markings, kerb alignments, and road surface treatments on Colombo Street at its intersection with Kilmore Street, as detailed on Plans SK001-SK003, Issue 3, dated 24 February 2021, as attached to this report as Attachment A.

Current Colombo Street Corridor - Kilmore Street to Avon River Bridge - Traffic Controls

- s. Approves that any previously approved resolutions on Colombo Street from its intersection with Kilmore Street to the Avon River Bridge, 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 t-v below, are revoked.

Colombo Street Corridor - Kilmore Street to Avon River Bridge - Traffic Controls

- t. Approves the road markings, kerb alignments, and road surface treatments on Colombo Street from its intersection with Kilmore Street to the Avon River Bridge, as detailed on Plans SK001-SK003, Issue 3, dated 24 February 2021, as attached to this report as Attachment A.
- u. Approves that a special vehicle lane in accordance with Clause 18 of the Christchurch City Council Traffic and Parking Bylaw 2017, for the use of south bound cycles only, be established on the east side of Colombo Street, commencing at its intersection with Kilmore Street and extending in a southerly direction to a point 23 metres south of its intersection with Kilmore Street, as detailed on Plans SK001-SK003, Issue 2, dated 19 November 2020, and attached to this report as Attachment A. This special vehicle lane is to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles in the Christchurch City Council Traffic and Parking Bylaw 2017.
- v. Approves that a bi-directional shared pedestrian/cycle path, in accordance with Clause 21 of the Christchurch City Council Traffic and Parking Bylaw 2017, be established on the east side of Colombo Street commencing at a point seven metres south of its intersection with Kilmore Street and extending in a southerly direction for a distance of 29 metres, as detailed on Plans SK001-SK003, Issue 2, dated 19 November 2020, and attached to this report as Attachment A.

Current Peterborough Street – Colombo Street to Manchester Street- Traffic Controls

- w. Approves that any previously approved resolutions on Peterborough Street, commencing at its intersection with Colombo Street and extending in an easterly direction to its intersection with Manchester 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 x-y below, are revoked.

Peterborough Street – Colombo Street to Manchester Street - Traffic Controls

- x. Approves the road markings, kerb alignments, and road surface treatments on Peterborough Street at its east approach to Durham Street North, its east and west approaches to Colombo Street, and its west approach to Manchester Street, as detailed on Plans SK001 – SK003, Issue 3, dated 24 February 2021, as attached to this report as Attachment A.
- y. Approves that the speed limit on Peterborough Street, commencing at its intersection with Durham Street North, and extending in an easterly direction to its intersection with Manchester Street, be set at 30km/h, in accordance with Clause 27 of the Christchurch City Council Traffic and Parking Bylaw 2017.

Current Colombo Street Corridor - Salisbury Street to Peterborough Street - Stopping and Parking

- z. Approves that any previously approved resolutions on both sides of Colombo Street, commencing at its intersection with Salisbury Street and extending in a southerly 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 and stopping resolutions described in recommendations aa-ff below, are revoked.

Colombo Street Corridor - Salisbury Street to Peterborough Street - Stopping and Parking

- aa. Approves that the stopping of vehicles be prohibited at any time on the east side of Colombo Street commencing at its intersection with Salisbury Street, and extending in a southerly direction for a distance of 58 metres.

- bb. Approve 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) on the east side of Colombo Street commencing at a point 58 metres south of its intersection with Salisbury Street, and extending in a southerly direction for a distance of 34 metres. This restriction is to apply Monday to Friday, 9am – 5pm.
- cc. Approves that the stopping of vehicles be prohibited at any time on the east side of Colombo Street commencing at a point 92 metres south of its intersection with Salisbury Street, and extending in a southerly direction to its intersection with Peterborough Street.
- dd. Approves that the stopping of vehicles be prohibited at any time on the west side of Colombo Street commencing at its intersection with Peterborough Street, and extending in a northerly direction for a distance of 18 metres.
- ee. 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) on the west side of Colombo Street commencing at a point 18 metres north of its intersection with Peterborough Street, and extending in a northerly direction for a distance of 37 metres. This restriction is to apply Monday to Friday, 9am – 5pm.
- ff. Approves that the stopping of vehicles be prohibited at any time on the west side of Colombo Street commencing at a point 55 metres north of its intersection with Peterborough Street, and extending in a northerly direction to its intersection with Salisbury Street.

Current Colombo Street Corridor - Peterborough Street to Kilmore Street - Stopping and Parking

- gg. Approves that any previously approved resolutions on both sides of Colombo Street, commencing at its intersection with Peterborough Street and extending in a southerly direction to its intersection with Kilmore Street, pertaining to parking restrictions and stopping restrictions, made pursuant to any Bylaw, to the extent that they are in conflict with the parking and stopping resolutions described in recommendations hh-qq below, are revoked.

Colombo St Corridor - Peterborough St to Kilmore St - Stopping and Parking

- hh. Approves that the stopping of vehicles be prohibited at any time on the east side of Colombo Street commencing at its intersection with Peterborough Street, and extending in a southerly direction for a distance of 17 metres.
- ii. 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) on the east side of Colombo Street commencing at a distance 17 metres south of its intersection with Peterborough Street, and extending in a southerly direction for a distance of six metres. This restriction is to apply Monday to Friday, 9am – 5pm.
- jj. Approves that the stopping of vehicles be prohibited at any time on the east side of Colombo Street commencing at a distance 23 metres south of its intersection with Peterborough Street, and extending in a southerly direction for a distance of 25 metres.
- kk. 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) on the east side of Colombo Street commencing at a distance 48 metres south of its intersection with Peterborough Street, and extending in a southerly direction for a distance of 17 metres. This restriction is to apply Monday to Friday, 9am – 5pm.

- ll. Approves that the stopping of vehicles be prohibited at any time on the east side of Colombo Street commencing at a point 65 metres south of its intersection with Peterborough Street, and extending in a southerly direction to its intersection with Kilmore Street.
- mm. Approves that the stopping of vehicles be prohibited at any time on the west side of Colombo Street commencing at its intersection with Kilmore Street, and extending in a northerly direction for a distance of 37 metres.
- nn. 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) on the west side of Colombo Street commencing at a point 37 metres north of its intersection with Kilmore Street, and extending in a northerly direction for a distance of 31 metres. This restriction is to apply Monday to Friday, 9am – 5pm.
- oo. Approves that the stopping of vehicles be prohibited at any time on the west side of Colombo Street commencing at a point 68 metres north of its intersection with Kilmore Street, and extending in a northerly direction for a distance of 19 metres.
- pp. 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) on the west side of Colombo Street commencing at a distance 87 metres north of its intersection with Kilmore Street, and extending in a northerly direction for a distance of 11 metres. This restriction is to apply Monday to Friday, 9am – 5pm.
- qq. Approves that the stopping of vehicles be prohibited at any time on the west side of Colombo Street commencing at a point 98 metres north of its intersection with Kilmore Street, and extending in a northerly direction to its intersection with Peterborough Street.

Current Colombo Street Corridor - Kilmore Street to Avon River Bridge - Stopping and Parking

- rr. Approves that any previously approved resolutions on both sides of Colombo Street from its intersection with Kilmore Street to the Avon River Bridge, pertaining to parking restrictions and stopping restrictions, made pursuant to any Bylaw, to the extent that they are in conflict with the parking and stopping resolutions described in recommendations ss-yy below, are revoked.

Colombo Street Corridor - Kilmore Street to Avon River Bridge - Stopping and Parking

- ss. Approves that the stopping of vehicles be prohibited at any time on the east side of Colombo Street commencing at its intersection with Kilmore Street, and extending in a southerly direction for a distance of 38 metres.
- tt. Approves that the parking of vehicles be reserved for vehicles with an approved disabled person's parking permit, prominently displayed in the vehicle, in accordance

with section 6.4.1 of the Land Transport Rule - Traffic Control Devices: 2004. This restriction will apply at any time on the east side of Colombo Street commencing at a point 38 metres south of its intersection with Kilmore Street, and extending in a southerly direction for a distance of six metres. Parking is further restricted to a maximum period of 120 minutes.

- uu. Approves that the stopping of vehicles be prohibited at any time on the east side of Colombo Street commencing at a point 44 metres south of its intersection with Kilmore Street, and extending in a southerly direction for a distance of six metres.
- vv. Approves that the parking of vehicles be restricted to a maximum period of 120 minutes on the east side of Colombo Street commencing at a point 50 metres south of its intersection with Kilmore Street, and extending in a southerly direction for a distance of 24 metres. This restriction is to apply between 9:00 am to 5:00 pm, Monday to Thursday, and between 9:00 am to 8:30 pm, Friday, and between 9:00 am to 6:00 pm, Saturday and Sunday.
- ww. Approves that the parking of vehicles be reserved for vehicles with an approved disabled person's parking permit, prominently displayed in the vehicle, in accordance with section 6.4.1 of the Land Transport Rule - Traffic Control Devices: 2004. This restriction will apply at any time on the west side of Colombo Street commencing at a point 69 metres south of its intersection with Kilmore Street, and extending in a northerly direction for a distance of 15 metres. Parking is further restricted to a maximum period of 120 minutes.
- xx. Approves that the parking of vehicles be restricted to a maximum period of five minutes on the west side of Colombo Street commencing at a point 54 metres south of its intersection with Kilmore Street, and extending in a northerly direction for a distance of five metres. The restriction is to apply at any time.
- yy. Approves that the stopping of vehicles be prohibited at any time on the west side of Colombo Street commencing at a point 49 metres south of its intersection with Kilmore Street, and extending in a northerly direction to its intersection with Kilmore Street.

Current Peterborough Street Corridor – Durham Street North to Colombo Street - Stopping and Parking

- zz. Approves that any previously approved resolutions on the north side of Peterborough Street from its intersection with Durham Street North to a point 40 metres east of 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 and stopping resolutions, described in the recommendations bbb-ddd below, are revoked.
- aaa. Approves that any previously approved resolutions on the south side of Peterborough Street from its intersection with Durham Street North to a point 34 metres east of 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 and stopping resolutions, described in the recommendations eee-ggg below, are revoked.

Peterborough Street Corridor – Durham Street North to Colombo Street - Stopping and Parking

- bbb. Approves that the stopping of vehicles be prohibited at any time on the north side of Peterborough Street commencing at its intersection with Durham Street North, and extending in an easterly direction for a distance of eight metres.

- ccc. Approves that the parking of vehicles be restricted to a maximum period of five minutes on the north side of Peterborough Street commencing at a point eight metres east of its intersection with Durham Street North, and extending in an easterly direction for a distance of 14 metres. This restriction is to apply at any time.
- ddd. Approves that the stopping of vehicles be prohibited at any time on the north side of Peterborough Street commencing at a point 22 metres east of its intersection with Durham Street North, and extending in an easterly direction for a distance of 18 metres.
- eee. Approves that the stopping of vehicles be prohibited at any time on the south side of Peterborough Street commencing at its intersection with Durham Street North, and extending in an easterly direction for a distance of 26 metres.
- fff. Approves that the parking of vehicles be restricted to motorcycles only on the south side of Peterborough Street, commencing at a point 26 metres east of its intersection with Durham Street North, and extending in an easterly direction for a distance of four metres.
- ggg. Approves that the stopping of vehicles be prohibited at any time on the south side of Peterborough Street commencing at a point 30 metres east of its intersection with Durham Street North, and extending in an easterly direction for a distance of four metres.

3. Recommendations Considered by the Waikura/Linwood-Central-Heathcote Community Board

- 3.1 For information purposes the following recommendations were resolved by the Waikura/Linwood-Central-Heathcote Community Board at its meeting on 14 April 2021.

The Hearings Panel recommends that the Waikura/Linwood-Central-Heathcote Community Board:

1. Approves the Scheme Design SK001-SK003 dated 24 February 2021, Issue 3 (Attachment A) on the Colombo Street Cycle Connection to progress to detailed design and construction, with the following amendments:
 - a. Requests staff to ensure that there is no reduction in short term parking on Colombo Street in the area immediately south of Bealey Avenue.
2. Approves the following associated detailed stopping and parking resolutions for the Colombo Street Cycle Route Connection subject to the amendments in recommendation 1a above.

Current Colombo Street Corridor - Bealey Avenue to Salisbury Street - Traffic Controls, Stopping and Parking

- a. Approves that any previously approved resolutions on Colombo Street from its intersection with Bealey Avenue to its intersection with Salisbury Street, pertaining to traffic controls (excluding the speed limit), parking restrictions and stopping restrictions, made pursuant to any Bylaw, to the extent that they are in conflict with the traffic controls, parking and stopping resolutions described in recommendations b-y below, are revoked.

Colombo Street Corridor - Bealey Avenue to Salisbury Street - Stopping and Parking

- b. Approves that the stopping of vehicles be prohibited at any time on the east side of Colombo Street commencing at its intersection with Bealey Avenue, and extending in a southerly direction for a distance of 12 metres.

- c. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the east side of Colombo Street commencing at a point 12 metres south of its intersection with Bealey Avenue, and extending in a southerly direction for a distance of 10 metres.
- d. Approves that the stopping of vehicles be prohibited at any time on the east side of Colombo Street commencing at a distance 22 metres south of its intersection with Bealey Avenue, and extending in a southerly direction for a distance of 26 metres.
- e. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the east side of Colombo Street commencing at a distance 57 metres south of its intersection with Bealey Avenue, and extending in a southerly direction for a distance of 36 metres.
- f. Approves that the stopping of vehicles be prohibited at any time on the east side of Colombo Street commencing at a distance 99 metres south of its intersection with Bealey Avenue, and extending in a southerly direction for a distance of three metres.
- g. Approves that the stopping of vehicles be prohibited at any time on the east side of Colombo Street commencing at a point 156 metres south of its intersection with Bealey Avenue, and extending in a southerly direction for a distance of 25 metres.
- h. Approves that a bus stop be installed on the east side of Colombo Street commencing at a point 181 metres south of its intersection with Bealey Ave, and extending in a southerly direction for a distance of 15 m.
- i. Approves that the stopping of vehicles be prohibited at any time on the east side of Colombo Street commencing at a point 196 metres south of its intersection with Bealey Avenue, and extending in a southerly direction for a distance of five metres.
- j. Approves that the stopping of vehicles be prohibited at any time on the east side of Colombo Street commencing at a point 218 metres south of its intersection with Bealey Avenue, and extending in a southerly direction for a distance of three metres.
- k. Approves that the parking of vehicles be restricted to a maximum period of 120 minutes on the east side of Colombo Street commencing at a point 229 metres south of its intersection with Bealey Avenue, and extending in a southerly direction for a distance of 22 metres.
- l. Approves that the stopping of vehicles be prohibited at any time on the east side of Colombo Street commencing at a point 264 metres south of its intersection with Bealey Avenue, and extending in a southerly direction for a distance of 26 metres.
- m. Approves that a bus stop be installed on the east side of Colombo Street commencing at a point 290 metres south of its intersection with Bealey Avenue, and extending in a southerly direction for a distance of 15 metres.
- n. Approves that the stopping of vehicles be prohibited at any time on the east side of Colombo Street commencing at a distance 305 metres south of its intersection with Bealey Avenue, and extending in a southerly direction to its intersection with Salisbury Street.
- o. Approves that the stopping of vehicles be prohibited at any time on the west side of Colombo Street commencing at its intersection with Bealey Avenue, and extending in a southerly direction for a distance of 49 metres.
- p. Approves that the parking of vehicles be restricted to a maximum period of 60 minutes on the west side of Colombo Street commencing at a point 49 metres south of its

intersection with Bealey Avenue, and extending in a southerly direction for a distance of 48 metres.

- q. Approves that the stopping of vehicles be prohibited at any time on the west side of Colombo Street commencing at a point 97 metres south of its intersection with Bealey Avenue, and extending in a southerly direction for a distance of 18 metres.
- r. Approves that a bus stop be installed on the west side of Colombo Street commencing at a point 115 metres south of its intersection with Bealey Avenue, and extending in a southerly direction for a distance of 15 metres.
- s. Approves that the stopping of vehicles be prohibited at any time on the west side of Colombo Street commencing at a point 130 metres south of its intersection with Bealey Avenue, and extending in a southerly direction for a distance of 12 metres.
- t. Approves that the stopping of vehicles be prohibited at any time on the west side of Colombo Street commencing at a distance 164 metres south of its intersection with Bealey Avenue, and extending in a southerly direction for a distance of three metres.
- u. Approves that the stopping of vehicles be prohibited at any time on the west side of Colombo Street commencing at a point 220 metres south of its intersection with Bealey Avenue, and extending in a southerly direction for a distance of three metres.
- v. Approves that the parking of vehicles be restricted to a maximum period of five minutes on the west side of Colombo Street commencing at a point 254 metres south of its intersection with Bealey Avenue, and extending in a southerly direction for a distance of 7.5 metres. This restriction is to apply at any time.
- w. Approves that the stopping of vehicles be prohibited at any time on the west side of Colombo Street commencing at a point 268 metres south of its intersection with Bealey Avenue, and extending in a southerly direction for a distance of five metres.
- x. Approves that a bus stop be installed on the west side of Colombo Street commencing at a point 323 metres south of its intersection with Bealey Avenue, and extending in a southerly direction for a distance of 15 metres.
- y. Approves that the stopping of vehicles be prohibited at any time on the west side of Colombo Street commencing at a point 338 metres south of its intersection with Bealey Avenue, and extending in a southerly direction to its intersection with Salisbury Street.

4. Background / Context / Te Horopaki

- 4.1 This project seeks to connect the Papanui Parallel MCR (Major Cycle Route) at Bealey Avenue to the Ōtākaro works just south of Kilmore Street by providing cycle facilities along Colombo Street. In addition, the Council will complete a small section of cycle facilities along Colombo Street from Kilmore Street to the Avon River Bridge, which was originally part of the Ōtākaro AAC (An Accessible City) project, but was delayed by the Town Hall construction work underway at that time.
- 4.2 There are currently no cycle facilities along Colombo Street, between Bealey Ave and Kilmore Street. The initial project scope was for an interim facility; however, there is potential for it to remain in place long-term (i.e. up to ten years), until funding for the full AAC project is available in the future.
- 4.3 It is noted that the scheme design options developed, and the preferred option presented for consultation, do not meet the intent of the Streets and Spaces Design Guide and the original plan for this AAC project, which seeks to renew the road reserve from boundary to boundary, due to a lack of available budget.
- 4.4 An initial report (March 2019) was prepared based on scheme options that considered a minimum ten-year life and envisaged one-way separated cycle facilities. These options had a significant impact on on-street parking and provided no enhancement for the streetscape as envisaged in the Streets and Spaces Design Guide.
- 4.5 The initial March 2019 report was considered by the Transport Steering Group and the AAC Joint Technical Review Panel and as a result an addendum report (August 2019) was prepared that considered options to provide more street amenity (i.e. street trees), and an option with less impact on on-street parking in the business area. These review groups concluded that the initial scheme options were not delivering the amenity improvement outcomes desired from the AAC programme. The addition of the separated cycle lanes in the original options assessment significantly affected the available on-street parking, with losses of 60-74% of the existing parking in some options. This was considered to be a key concern for business owners in the length of Colombo Street between Salisbury Street and Kilmore Street.
- 4.6 A further report (January 2020) was prepared to address the loss of on-street parking between Bealey Avenue and Salisbury Street, minimise construction costs, and include urban design and landscaping enhancements, whilst providing safe cyclist facilities. This option was taken forward as the preferred scheme option for consultation.
- 4.7 The key design elements of the proposed scheme presented for consultation included:

Bealey Ave to Salisbury Street

- Painted buffered cycle lanes with removal of some on-street parking around bus stops and intersections for cyclist safety. Note the buffer is also painted.
- A 4.2m wide shared mixing zone for straight-through cyclists with left-turning traffic at Salisbury Street.
- On-street parking retention of 29 spaces from the existing 36 spaces on the eastern side of Colombo Street, and 28 spaces from the existing 38 spaces on the western side of Colombo Street. Overall, the parking retention is 77% from the existing.
- Introduction of a 30km/h speed limit supported by traffic calming measures including gateway thresholds, narrow lanes, some side friction from trees, and patterned features on the road. These measures aim to mitigate the lack of physical separation for cyclists.
- Improving amenity and road legibility by introducing street trees, build outs and threshold paint to visually, and physically, narrow the corridor. Also a proposed cluster of coloured

arrows for each of the build-out locations, and proposed patterned paint treatment to footpath areas.

- Planting of 12 new street trees, in planter boxes, located at approximately 50m spacing.
- Rationalisation of bus stops, removing the two stops closest to Salisbury Street, and replacing them with a relocated stop on Salisbury Street and a new stop on Colombo Street south of Salisbury Street.

Salisbury Street to Kilmore Street

- Painted buffered cycle lanes.
- Cycle lane treatment at intersections with kerb build-outs added to the approaches to Peterborough Street to slow left-turning traffic, improve pedestrian access and further narrow the street.
- Introduction of a 30km/h speed limit supported by traffic calming measures, including gateway thresholds, narrow lanes, some side friction from trees, and patterned features on the road. These measures aim to mitigate the lack of physical separation for cyclists.
- Extension of the 30km/h speed limit on Peterborough Street, and threshold treatments at Durham Street North and Manchester Street.
- On-street parking retention of 21 spaces from an existing 35 spaces.
- Enhanced vibrancy of retail hub by introducing design street art around the Peterborough Street intersection.
- Placement of street trees in existing and proposed kerb build-outs to support traffic calming and in consideration of vehicle entrances and exits, and known underground services.

Kilmore Street to Avon River Bridge

- Introduction of five on-street parking spaces, in addition to one mobility space on the eastern side of the road, and two mobility spaces on the western side. These changes result in the loss of one car parking space from the existing layout.
- Creation of a shared path area on the eastern side of Colombo Street to the south of Kilmore Street, to connect to the Avon River Precinct shared path on Cambridge Terrace, with an access ramp for southbound cyclists to enter the shared path from the roadway.

5. Consultation Process and Submissions / Te Tukanga Kōrerorero / Ngā Tāpaetanga

5.1 Pre-engagement on the Colombo Street cycle route connection project was carried out on 22 September 2020 by the project team. This involved door knocking the most affected businesses along the cycle connection route. Community consultation was then undertaken from Monday 28 September until Tuesday 27 October 2020. This included drop in sessions and face to face meetings with key stakeholders. The full details of the consultation process is contained in the staff report to the Hearings Panel.

5.2 The community were asked to respond to these questions:

- Do you support the plan for the cycle route connection?
- Do you have any comments or concerns in relation to specific parts of the plan?

Summary of Submissions / Ngā Tāpaetanga

5.3 At the close of the consultation period 269 submissions were received. The staff report to the Hearings Panel contains a detailed analysis of the submissions. The paragraphs below provide a brief overview of the percentages and frequent themes raised.

Do you support the plan for the cycle route connection?

5.4 At the close of the consultation there were 141 submissions in support of the cycle route connection plan. There were 81 who generally supported the connection but have concerns and 47 who did not support the cycle route connection project.

Themes from those who supported the Colombo Street cycle route connection plan

5.5 There were 141 (52%) submitters who supported the plan for the cycle route connection. The most frequent reasons for supporting the project related to:

- Will make it safer
- Support for the mission connection
- Cycling is good for health, wellbeing and the environment

5.6 Project team comments in relation to these are as follows (where relevant).

5.7 **Safety** – We received feedback from the community that this new cycle connection would make the road safer than it currently is for cyclists along Colombo Street.

Project team comments: The project team agrees that the provision of a cycle connection will give cyclists a defined space to travel between the Papanui Parallel and the Central City, where there is currently none, and make it safer for cyclists.

5.8 **Missing connection** – We received feedback from the community in support of creating a connection for cyclists into the central city.

Project team comments: The project team agrees that the provision of a cycle connection will give cyclists a defined space to travel between the Papanui Parallel and the Central City, where there is currently none.

5.9 **Health, well-being and the environment** – We received feedback from the community about the importance of encouraging cycling for the health of residents and to look after the environment.

Project team comments: The project team agrees that the provision of a cycle connection will provide further opportunity for all transport mode users, including active mode users, to have a defined space to travel into and out of the central city along this key route.

Themes from those who generally support the Colombo Street cycle route connection plan, but have some concerns

- 5.10 There were 81 (30%) submitters who generally supported the plan, but did have some concerns. The most frequent concerns related to:

- Would prefer a separated cycleway

- 5.11 Project team comments in relation to these are as follows (where relevant).

- 5.12 **Separated cycleway instead** – We received feedback from 34 submitters that they would prefer a separated cycleway. However it should also be noted that there were 10 submitters who specifically noted that they were supportive of the painted buffer cycle lane.

Project team comments: The project team sought to balance the aim of providing cycle facilities between the Papanui Parallel MCR and the central city with the desire to retain as much as possible on-street parking for businesses, particularly in the retail area between Salisbury Street and Kilmore Street.

- 5.13 **Traffic light phasing improvements** – We received feedback from the community requesting an improvement to traffic light phasing specifically at Bealey Avenue.

Project team comments: The project team agrees with this feedback and will work with the signals team to improve the traffic light phasing at Bealey Ave to allow cyclists sufficient time to cross this intersection.

- 5.14 **Cycle lane too narrow** – We received feedback from the community relating to concerns that the cycle lane being proposed is too narrow.

Project team comments: The project team acknowledges that the proposed cycle lane widths are not ideal, and has proposed a solution of 1.6m wide cycle lanes with 0.4m buffer to fit within the available road space. The alternative is to remove the buffer and provide 1.8m wide cycle lanes, which provides less visual separation between the vehicle lane and the cycle lane.

The cycle lanes have been widened to 1.8-1.9m in width adjacent to parallel parking. This means that the painted buffer between the cycle and traffic lanes can no longer be used. Consideration will be given to types of road markings that better delineate the edges of the lanes, i.e. high performance markings and wider lines.

- 5.15 **More bike parking** – We received feedback from the community requesting more bike parking along the route.

Project team comments: There is currently 16 bike parking stands located along the route in the scheme plan. The project team proposes to include an additional four bike parking stands, located at the Peterborough Street intersection.

- 5.16 **Plastic posts or reflectors** – we received feedback from the community requesting the inclusion of plastic posts or reflectors, to make it safer for cyclists.

Project team comments: The project team is reluctant to add vertical elements to the street environment, such as flexi posts, unless there is a known safety issue, as this adds a new hazard to the environment. The project team can investigate potential locations for these measures during detailed design, if required.

- 5.17 **Consistent speed zone** – we received feedback from the community about the ad hoc nature of the speed zones across the city.

Project team comments: The project team has received advice from the Council Transport Operations team that the Council follows national guidance from Waka Kotahi – NZ Transport Agency for speed limit consistency. Their advice is that 30km/h is appropriate for a cycle route where there are high volumes of cyclists. 40km/h is appropriate on Colombo Street to the north of Bealey Ave, as at that point the cycle route transitions to a separated facility rather than a shared facility.

Themes from those who do not support the Colombo Street cycle route connection plan

- 5.18 There were 47 submitters who did not support the cycle connection plan on Colombo Street. The most frequent comments related to:

- Concern over loss of on-street parking
- Building cycle lanes is a waste of money
- Cycle lanes are not well used

- 5.19 Project team comments in relation to these are as follows (where relevant).

- 5.20 **Loss of on-street parking** – we received feedback from the community who had concerns about the loss of on street parking due to the high demand for parking in the area.

Project team comments: The project team has sought to balance the introduction of a cycle connection with minimising the loss of on-street car parking. Parking spaces have only been removed where it is unsafe to retain them such as at intersections and at bus stops, or where street trees are proposed to be implemented to improve the amenity of Colombo Street.

- 5.21 **Cycle lanes a waste of money** – We received feedback from the community who had concerns that funding would be better spent on something else.

Project team comments: The project team has sought to provide cycle facilities, which enable a connection between the Papanui Parallel MCR and the Central City, within the available budget and scope outlined in the Council's Long Term Plan.

- 5.22 **Cycle lanes not well used** – We received feedback from the community about cycle lanes not being well used across the city.

Project team comments: The project team has sought to provide cycle facilities, which enable a connection between the Papanui Parallel MCR and the Central City, to meet the Council's Community Outcome of a Liveable City with a well-connected and accessible city promoting active and public transport modes.

Feedback on key parts of the cycle connection plan

- 5.23 All community feedback collected during the consultation period, on specific aspects of the proposed plan are included below, and include project team comments (where relevant):

- 5.24 **Speed reduction** – there were 29 specific comments in support of the speed limit reduction and 12 comments not in support of the speed limit reduction.

5.24.1 The most common reason for supporting the speed limit reductions from submitters were related to the reduced speed limit making the road safer.

5.24.2 The most common reason for not supporting the speed limit reductions by submitters related to:

- The speed does not need lowering
- It will increase travel times and create congestion
- People will ignore it and still speed

Project team comments:

- The project team considers that lowering the speed limit along Colombo Street from just south of Bealey Ave to the Avon River Bridge south of Kilmore to 30km/h will make the environment safer for active transport mode users, including making it safer for cyclists using this route. The proposed 30km/h speed limit would add less than 30 seconds to the journey along Colombo Street. There have been requests from central city residents associations for lower speed limits in the central city, as outlined by one submitter.
- In addition, the brief to the project team sought an increase in the amenity of the road environment, and to this end, the project team has included roadway art as part of the scheme plan. To include this in the implementation of the scheme plan, the actual speed limit along Colombo Street must comply with the Land Transport Rule. The 30km/h speed limit will support the installation of roadway art, which is shown on the scheme plan for this project as coloured diamonds with sharrows.
- The Land Transport Rule: Traffic Control Devices Amendment 2020 was enacted in July 2020, which allows for the lawful installation on a roadway of markings that are not traffic control devices in particular circumstances also referred to as “roadway art”. A condition of the installation of roadway art is that it is installed in a lower risk environment. In this rule, lower risk environment is defined as:
 - (a) *Where the road controlling authority manages speeds, through the use of any combination of traffic control devices, roadside developments, roadway art and other changes in the road environment, with the aim to achieve an outcome where the operating speed of vehicles (except in emergency situations) is not more than 30km/h (whether or not the speed limit for the area is 30km/h); and*
 - (b) *In relation to which it is reasonable for the road controlling authority to believe that outcome has been or will be achieved.*

5.25 **Bus stops** – there were 16 general comments relating to rationalising the bus stops in the cycle connection plan. Of these there were 8 submitters who specifically indicated they did not support the bus stop locations.

5.25.1 The reasons for not supporting the bus stop locations related to:

- Moving the bus stops does not work with the design, especially with the future two way to one way expected for Kilmore Street in the future.
- Like the bus stops as they are now.
- No requirement for a bus stop on the corner of Salisbury and Manchester, as buses traveling down Salisbury Street always turn from the right lane into Manchester Street.
- Moving the bus stop from 121 Salisbury to 139 Salisbury will move a bus stop too close to Manchester Street.
- The bus stop near the lights by Whiskey Galore will get stuck in congestion traffic in peak hours and slow the service down.

Project team comments: The project team has worked with Environment Canterbury during the scheme design option development to rationalise the bus stops, and proposed to remove the two stops closest to Salisbury Street, and replacing them with a relocated stop on Salisbury Street and a new stop on Colombo Street south of Salisbury Street. However, based on the submissions received, the project team recommends that the bus stop locations remain close to their existing locations. The benefits of moving the bus stops are outweighed by the dis-benefits as raised in submissions. The configuration of the bus stops will be updated to meet the latest guidance for bus movements in and out of bus stops, with both stops proposed to be shifted a small distance to avoid creating pinch points for cyclists.

- 5.26 **Planter boxes and street art** - there were 27 comments made about planter boxes and street art on the road.

5.26.1 The main reasons that submitters supported the planter boxes and street art related to the improvement in the amenity value of the area and having the flexibility to try something new and move things around.

5.26.2 The main reason for submitters not supporting the planter boxes and street art was due to the belief it was a waste of funding. There were also strong concerns raised by Blind Low Vision New Zealand in relation to the patterned colours on footpaths being confusing for the vision impaired and those with cognitive impairments, due to depth perception. They would prefer to keep them on the road only.

Project team comments: The project team has sought to improve the amenity of Colombo Street by including planter boxes and roadway and footpath art. Planter boxes provide a low cost, adaptable solution rather than permanent street trees to allow these to be moved if there are issues with visibility or obstruction once implemented. The project team is working with the Blind Low Vision NZ team to incorporate their concerns for their clients into the project, as part of the detailed design, whilst not losing the aim to improve amenity of this environment.

- 5.27 **Tree and planter box relocations** - there were a number of specific requests for changes in the location of plant boxes and trees, these are noted below and include project team comments. The trees will be planted in planter boxes with their lower branches – those around drivers' eye height – trimmed to allow visibility. The trees are generally located where visibility can currently be blocked by parked vehicles. The trees will mostly be planted individually, allowing drivers of higher vehicles more opportunity to see around the trees.

- Remove tree between 863 and 867 Colombo Street to retain P5
- Add a tree in the footpath at 807/805 Colombo Street
- Remove planter at 913 Colombo Street
- Remove tree in Maryville Village entrance 864 Colombo Street
- Remove tree near 859 Colombo Street (Salvation Army)
- Remove tree outside 868 Colombo Street
- Remove tree outside 913 Colombo Street

- 5.28 **Mobility parks** - there were 5 comments specifically made about supporting the inclusion of mobility parks. These were supported because these parks were being provided for people who really needed them. There were no submitters who did not support the inclusion of the mobility parks.

- 5.29 **Parking** – there were 4 submitters who specifically supported the on-street parking removals, there were 9 submitters who supported more parking being removed and 21 submitters who specifically were not in support of the parking losses.

5.29.1 The main reason that submitters supported the existing on-street parking removals or who supported more parking removals was to make more space and make it safer for cyclists and to encourage residents to cycle more and drive less.

5.29.2 For those who did not support the removal of the on-street parking, this was due to concern that loss of parking would have negative effects for local businesses and residents in the area.

Project team comments: The project team has sought to balance the introduction of cycle facilities with the retention of on-street car parking for businesses, particularly in the section of Colombo Street between Salisbury Street and Kilmore Street, and to meet the Council's Community Outcome of a Liveable City with a well-connected and accessible city promoting active and public transport modes.

- 5.30 **Reviewing the "trial"** – there were 5 submitters who had comments about how the trial would be evaluated.

Project team comments:

- There were several submitters that referred to the implementation of the interim cycle facilities as a trial. To provide evidence that a more permanent solution would be supported and could be justified in terms of priority and funding, the project team is preparing a monitoring and evaluation plan to implement upon approval of the scheme plan. This plan includes metrics to measure the success, or otherwise, of the facilities implemented, including but not limited to before and after vehicle traffic counts, cycle counts, and traffic speed counts. A qualitative survey with users will also be developed for user feedback on the measures once implemented, and this can be repeated on a regular basis. The brief to the project team noted that this interim facility could be in place for up to ten years.
- It should be noted that the comments above have been analysed based on submitters specifically commenting on these aspects of the plan. There are also 61 submitters who indicated that they supported the plan and provided no comments. Therefore indicating they support all aspects of the cycle connection plan that we sought feedback on.

- 5.31 **All other key suggested changes to the cycle connection plan** - there were a number of other suggestions for improving the cycle connection plan (outside of those already captured in the earlier sections of this report), the most common requests are listed below and include project team comments.

- 5.32 **Remove all day parking in the area**

Project team comments: The project team has sought to balance the implementation of cycle facilities with the availability of on-street parking, particularly for businesses. The availability of all day parking for commuters could be changed to time-restricted parking, which would assist with parking availability turnover for businesses. This is/will be recommended to be incorporated in a wider review of central city parking.

- 5.33 **Resolve narrowing/cycle merging at the bridge by the Town Hall**

Project team comments: This is beyond the scope of this project, but the project team can refer this issue to the Transport Operations team for further investigation on options available at this location.

5.34 **Alternative kerb build out options**

Project team comments: The kerb build out options presented seek to slow traffic and increase safety for active transport modes, within the constraint of not precluding different road layouts and cycle facility types in the future.

5.35 **Include more traffic calming tools**

Project team comments: The project team has sought to include traffic calming measures that balances the implementation of cycle facilities with the retention of on-street car parking. If further car parking were removed, then additional traffic calming measures could be investigated. Other means of traffic calming would include vertical elements, which may cause vibration issues for residents along this bus route as buses cause more vibration than vehicles.

5.36 **Remove all the parking on one side and have the cycle lane on that side of the road only**

Project team comments: The project team has sought to balance the implementation of cycle facilities with the availability of on-street parking, particularly for businesses.

5.37 **Request an in-lane bus stop**

Project team comments: This option is not favoured by Environment Canterbury, as an in-lane stop would delay traffic, particularly at the timing stops, where it is not appropriate for a bus to wait in the lane.

5.38 **Project team responses to specific submissions** – there were specific submissions that required a more formal response, as they raised a number of issues. These are addressed in the staff report to the Hearings Panel and some of the issues raised were also discussed by the Hearings Panel as detailed in Section 8 of this report. The specific submissions included:

- Blind Low Vision New Zealand
- Spokes Canterbury
- Submission #35507
- Pita Kāik/Peterborough Village

Changes made to the plan, following feedback from the community

- 5.39 After considering community feedback, the following amendments are recommended for the Colombo Street cycle route connection plan.
- Widen the cycle lanes to 1.8-1.9 m in width adjacent to parallel parking. This means that the painted buffer between the cycle and traffic lanes can no longer be used. Consideration will be given to types of road markings that better delineate the edges of the lanes, i.e. high-performance markings and wider lines.
 - Update the plans to reflect the installation of the no stopping lines marked on Colombo Street outside Maryville Courts recently.
 - Review the length of the “green” time for cyclists travelling across Bealey Avenue to ensure there is sufficient time for slower riders to get across the intersection. A “head-start” for northbound riders over left-turning traffic was identified during the design stage and will be included in the project.
 - Remove the drainage channels at the edge of the cycle lane across Peterborough Street from the design.

- Provide four additional cycle stands around the Peterborough Street intersection, bringing the total along the route to 20.
- Convert one of the unrestricted parking spaces outside No. 867 Colombo Street to a P5 (at any time) space, replacing the small existing P5 space being removed to fit the tree.
- Extend the length of the feature paving further south to No. 907 Colombo Street
- Develop coloured surfacing colours and layout detailed design.

6. Resource Implications / Ngā Hīraunga Rauemi

Capex/Opex / Ngā Utu Whakahaere

- 6.1 Cost to Implement – the scheme estimate to implement the cycle connection along Colombo Street is \$950,500.
- 6.2 Maintenance/Ongoing costs – There is an implication on ongoing maintenance costs for the planter boxes watering and weeding, which has been quoted at \$487 per planter per year. There is also likely to be a requirement to repaint the roadway art within the 10 year timeframe anticipated for this facility, which is likely to cost approximately \$91,550 for each repainting event.
- 6.3 Funding Source – This project is funded under the Council’s transport programme, and will attract a NZTA funding subsidy under the low cost, low risk programme.

7. Risks / Ngā Tūraru

- 7.1 The key risks associated with this project are:
 - 7.1.1 Loss of on-street parking to accommodate cycle lanes and landscape enhancements (e.g. street trees) may make it difficult to get community support for the project.
 - 7.1.2 Business owners unlikely to support the project due to the impacts on parking in the area.
 - 7.1.3 Design non-conformances with Streets and Spaces Design Guide, which include:
 - Separated cycle lanes on both sides of the road
 - 3-metre wide footpaths on both sides of the road
 - 2.8-metre wide car parking spaces on one side of the road only (refer below for Streets and Spaces Design Guide for Colombo Street north of Kilmore Street).
 - 7.1.4 Not providing the level of service for the ‘interested but concerned’ cyclist the Major Cycleways need to target.
 - 7.1.5 The Kilmore Street post-construction safety audit raised issue for pedestrian safety at the Kilmore Street / Colombo Street intersection, which have been addressed within this project.
 - Provision of three full width mobility parks is desired.
 - 7.1.6 Resealing work is due to be completed in FY21 along this section of Colombo Street between Bealey Avenue and Kilmore Street, and co-ordination of works is required. The current approach is for chip seal to be used for resealing based on the number of vehicles that use Colombo Street. It is noted that chip seal will not provide as good a surface as asphalt, which would be preferable for the implementation of roadway art. A pavement condition assessment undertaken in September 2020 indicates that the pavement is in poor condition, but an asphalt surface could be expected to last for a

reasonable length of time. There is no available budget to undertake a full renewal of Colombo Street at this time.

- 7.1.7 Inconsistent cycle facility type compared to AAC aspirations, and the adjacent Papanui Parallel Major Cycle Route.

8. The Hearing / Te Hui

- 8.1 The Hearings Panel consisted of Councillor Mike Davidson (Chair), Councillor Jimmy Chen and Councillor Catherine Chu. The Hearings Panel convened on Monday 23 November 2020 to consider and deliberate on all submissions and information received on the proposal.
- 8.2 Prior to hearing oral submissions Council Officers presented a brief overview of the proposed amendments and presented the Hearings Panel with further information in relation to the Colombo Street cycle connection and answered questions of the Hearings Panel.
- 8.3 The Hearings Panel then heard and asked questions for clarification from 18 submitters who wished to present. The oral submissions were largely consistent with the points raised in the written submissions. The key issues that were raised through the oral submissions included:
- 8.3.1 A number of submitters felt there should be separated cycleways, rather than shared pathways and cycleways merging with traffic. Cyclists felt unsafe merging with traffic and shared pathways can cause issues with pedestrians.
- 8.3.2 Submitters raised that the removal of carparks will negatively affect businesses in the area with customers/patients unable to find suitable parking nearby (especially doctor and dentist practices where patients may not be able to walk far). There is a concern with further developments in the area and little on street car parking, especially if no car parking is provided at businesses or residential developments.
- 8.3.3 Further consultation should be done with Blind Low Vision NZ for visually impaired people as road markings and plantings currently proposed for shared pathways will create difficulties.
- 8.3.4 The intersection at Bealey Avenue and Colombo Street needs to be addressed so that cyclists are able to cross safely. Currently there is not enough time to cross the intersection for cyclists, and cyclists heading north along Colombo Street need protection from left turning traffic.
- 8.3.5 Issues were raised regarding the different speed limits within the four avenues which appear to be haphazard and can lead to confusion.

9. Consideration and Deliberation of Submissions / Ngā Whaiwhakaaro o Ngā Kōrero me Ngā Taukume

- 9.1 The Hearings Panel considered and deliberated on all submissions received on the proposal as well as information received from Council Officers during the hearing. Some of the key issues that were addressed by the Hearings Panel are as follows:
- 9.1.1 The Hearings Panel had concerns regarding the safety of cyclists crossing the Bealey Avenue/Colombo Street intersection and asked Council Officers would could be done to alleviate this. Council Officers advised that the phasing of the green signal time can be investigated to allow more time for cyclists to cross the intersection. Also cycle signal lanterns and red arrow protection from turning vehicles could also be investigated to protect cyclists travelling north along Colombo Street. The Hearings Panel also asked Council Officers regarding physical separation between cyclists and vehicles at the

northbound approach to the intersection and further investigation by Council Officers would be required for this.

- 9.1.2 The Hearings Panel had concerns with cyclists along Colombo Street merging with traffic south of Kilmore Street and Council Officers advised this can be further investigated by looking at managing the speed of vehicles and vehicle separation.
- 9.1.3 The Hearings Panel discussed the issue of removal of carparks, the effect on businesses in the area, and the need to make the cycleway safe by removing certain carparks. Council Officers advised an increase to the number of short term parking spaces available on Peterborough and Kilmore Streets can be investigated to help alleviate concerns raised. The Hearings Panel also wanted staff to investigate that there be no further reduction in short term parking on Colombo Street immediately south of Bealey Avenue.
- 9.1.4 The budget for this project was discussed by the Hearings Panel and Council Officers and what could be achieved. It was noted that the project is an interim solution with an intended lifespan of up to ten years and the Hearings Panel wanted further consideration given to additional budget in the latter years of the draft Long Term Plan 2021-2031 to consult, design and build a permanent cycleway from Bealey Avenue to Kilmore Street along Colombo Street.
- 9.1.5 The Hearings Panel discussed the new Youth Hub in Salisbury Street and how this can link into the cycleway.
- 9.1.6 The various speed limits within the central city four avenues was discussed by the Hearings Panel and it was felt a review of those speed limits needs to be undertaken with the intention of having an area wide approach to speed safety.
- 9.1.7 The Hearings Panel had concerns regarding the ongoing operational costs for street art and landscaping along the cycleway and want Council Officers to investigate ways on how to minimise this. There was discussion that community groups may want to become involved with helping to maintain this.
- 9.1.8 The Hearings Panel discussed the issues brought to their attention for the visually impaired by Blind Low Vision NZ regarding the shared pathway and discussed this with Council Officers. It was requested that Council Officers work with Blind Low Vision NZ during the detailed design and construction of this project.
- 9.2 Following consideration and deliberation of submissions, the Hearings Panel unanimously agreed to recommend to the Council and the Community Board to approve the Colombo Street Cycle Connection Scheme Design SK001-SK003 dated 24 February 2021, Issue 3 (Attachment A) and detailed traffic resolutions with amendments as contained in sections 2 and 3 of this report.
- 9.3 The Hearings Panel reconvened on Monday 8 March 2021 as a result of some technical errors to the traffic recommendations which were previously agreed by the Hearings Panel at its meeting on 23 November 2020, and for Council Officer to be given sufficient time to investigate the impact of the Hearings Panel proposed changes to the wider network. The Hearings Panel was due to present its report to the Waikura / Linwood-Central-Heathcote Community Board on 17 February 2021, and to Council on 11 March 2021; however, the report was withdrawn from the agenda due to errors in the traffic resolutions, as well as the recommendations that require further investigation by staff before proceeding.
- 9.4 The Hearings Panel proposed six amendments to the scheme design as part of its report, which staff have not had time to investigate the impact of these changes to the wider transport network. This report recommends that the recommendations be updated to allow

this investigation to be undertaken with the delegation of final detailed design approval to the Urban Development and Transport Committee.

- 9.5 The Hearings Panel accepted the corrected errors and updated recommendations to present to the Waikura / Linwood-Central-Heathcote Community Board and the Council at the next available meetings.
- 9.6 At the close of the hearing the Chairperson, Councillor Davidson, on behalf of the Hearings Panel, thanked all Council Officers and submitters.

10. Reference Documents

Document	Location
Hearings Panel Agenda 23 November 2020 (including all submissions)	https://christchurch.infocouncil.biz/Open/2020/11/BLHP_20201123_AGN_5260_AT.PDF
Hearings Panel Attachments under separate cover 23 November 2020	https://christchurch.infocouncil.biz/Open/2020/11/BLHP_20201123_ATT_5260_EXCLUDED.PDF
Hearings Panel Minutes 23 November 2020	https://christchurch.infocouncil.biz/Open/2020/11/BLHP_20201123_MIN_5260_AT.PDF
Hearings Panel Minutes Attachments 23 November 2020	https://christchurch.infocouncil.biz/Open/2020/11/BLHP_20201123_MAT_5260.PDF
Hearings Panel Agenda 8 March 2021	https://christchurch.infocouncil.biz/Open/2021/03/BLHP_20210308_AGN_5968_AT_EXTRA.PDF
Hearings Panel Minutes 8 March 2021	https://christchurch.infocouncil.biz/Open/2021/03/BLHP_20210308_MIN_5968_AT_EXTRA.PDF
Have Your Say Webpage	https://ccc.govt.nz/the-council/consultations-and-submissions/haveyoursay/show/327

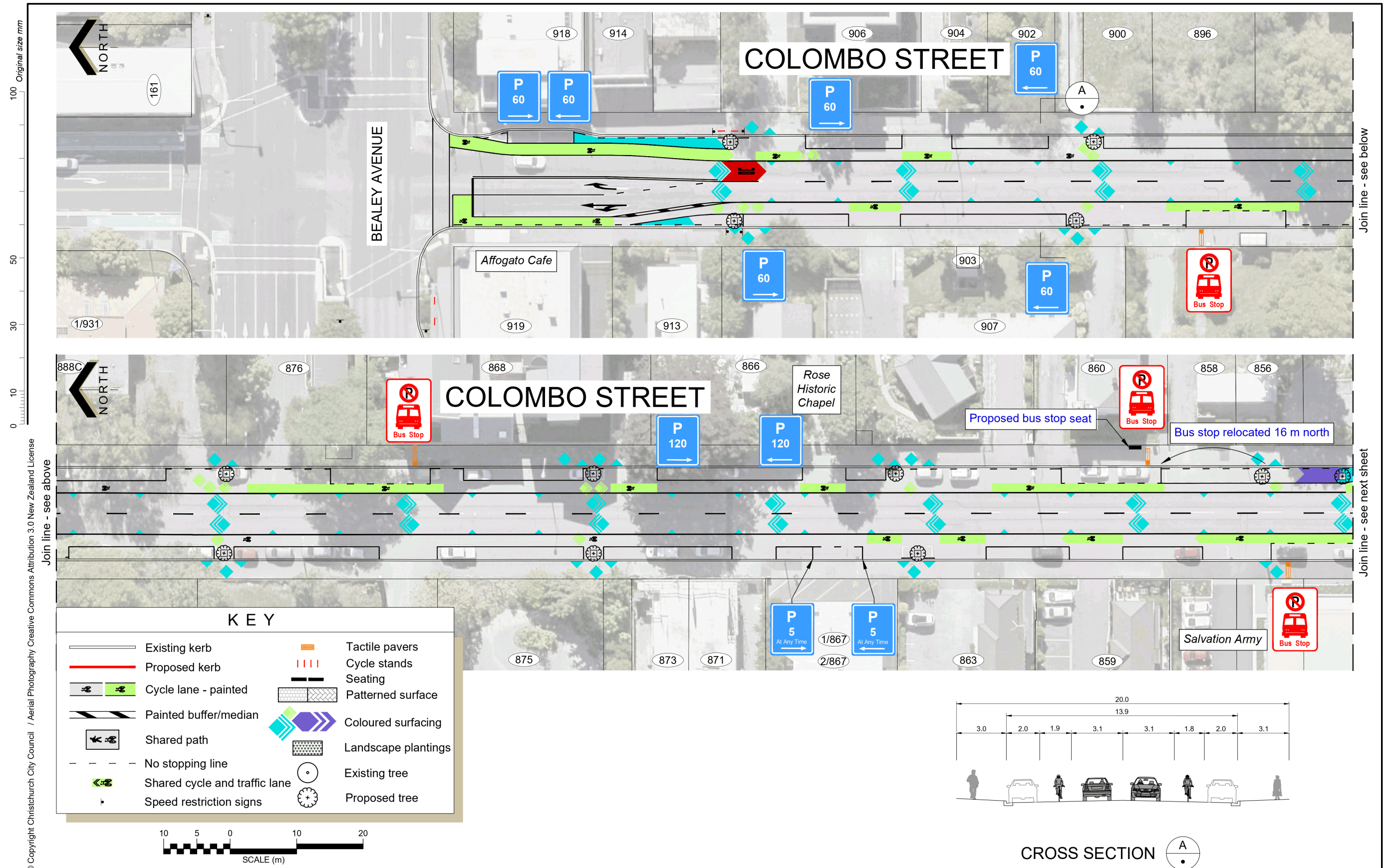
Signatories / Ngā Kaiwaitohu

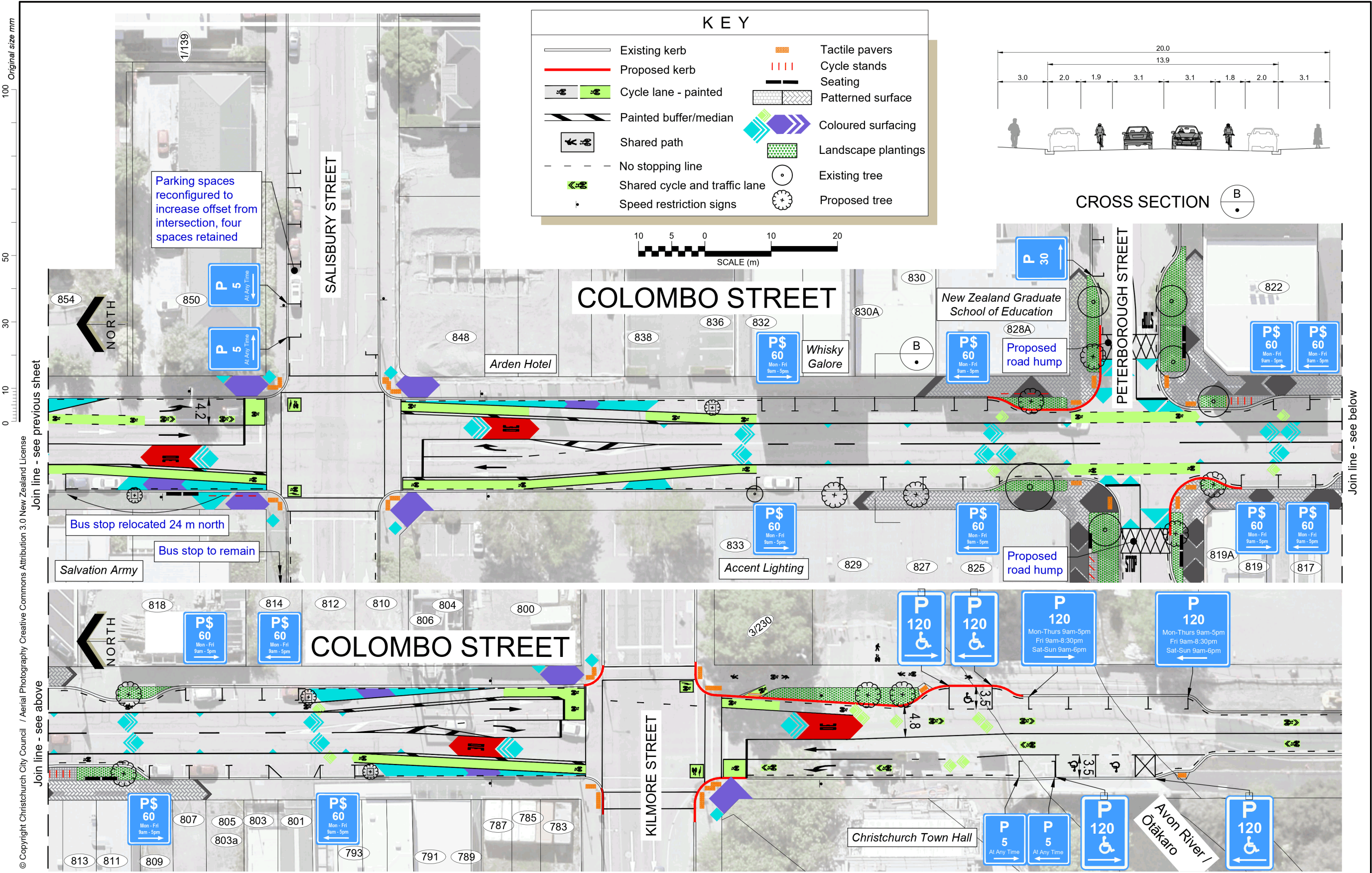
Author Jacqui Wilkinson - Hearings Advisor

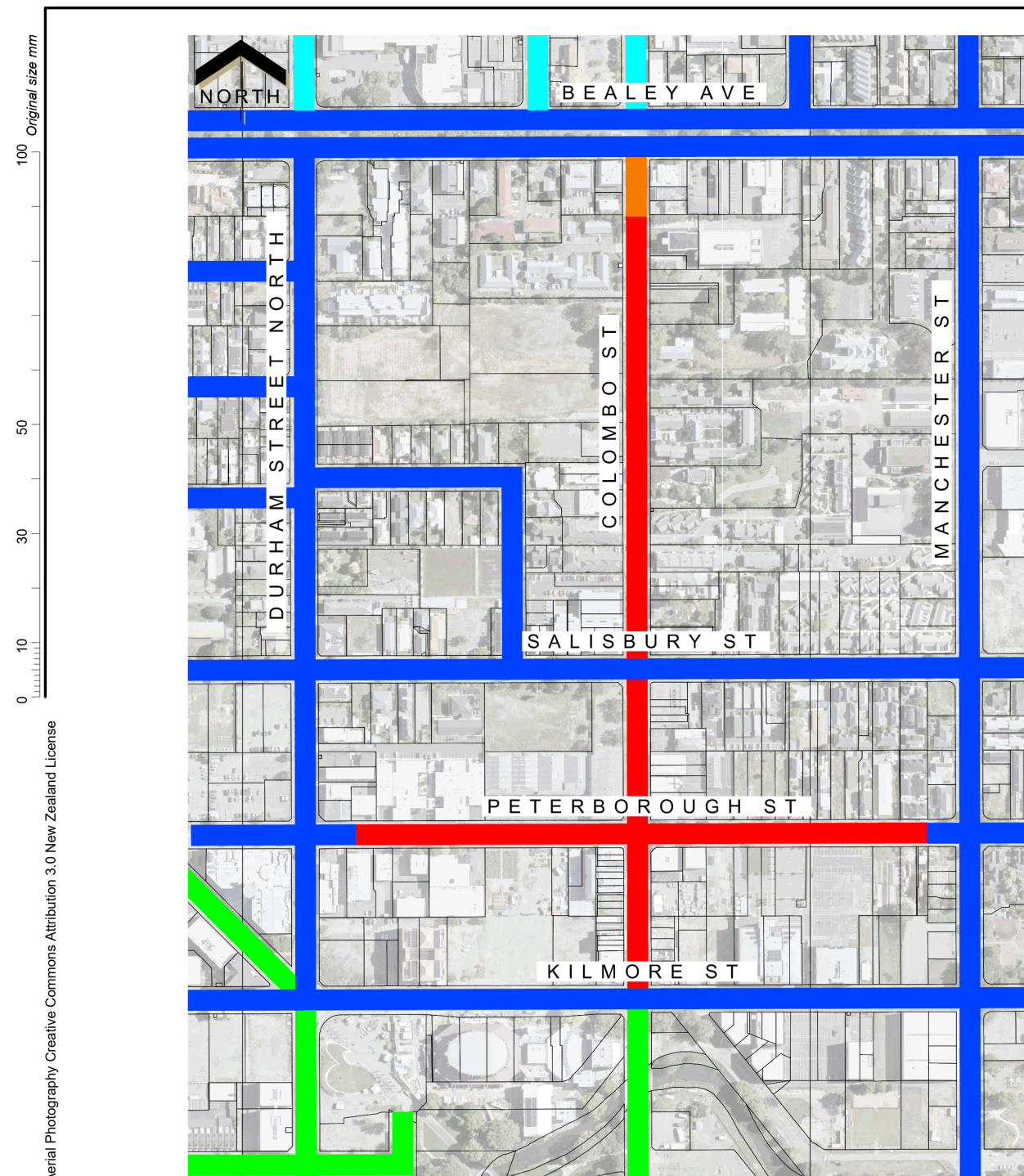
Approved By Councillor Davidson - Chair of Hearings Panel

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	Plans - Colombo Cycle Connection SK001-SK003	276

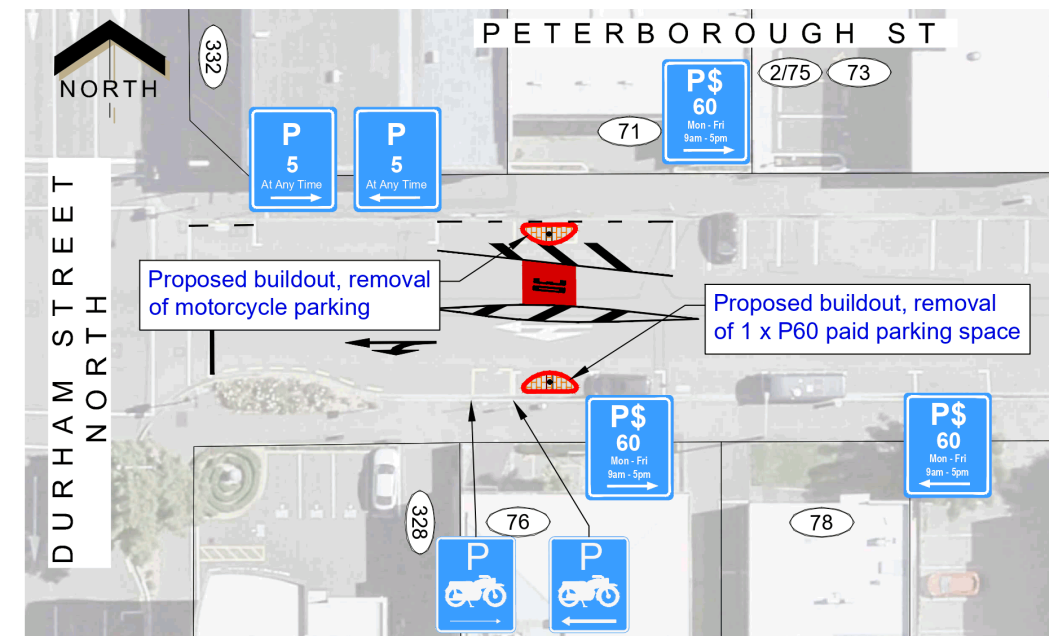




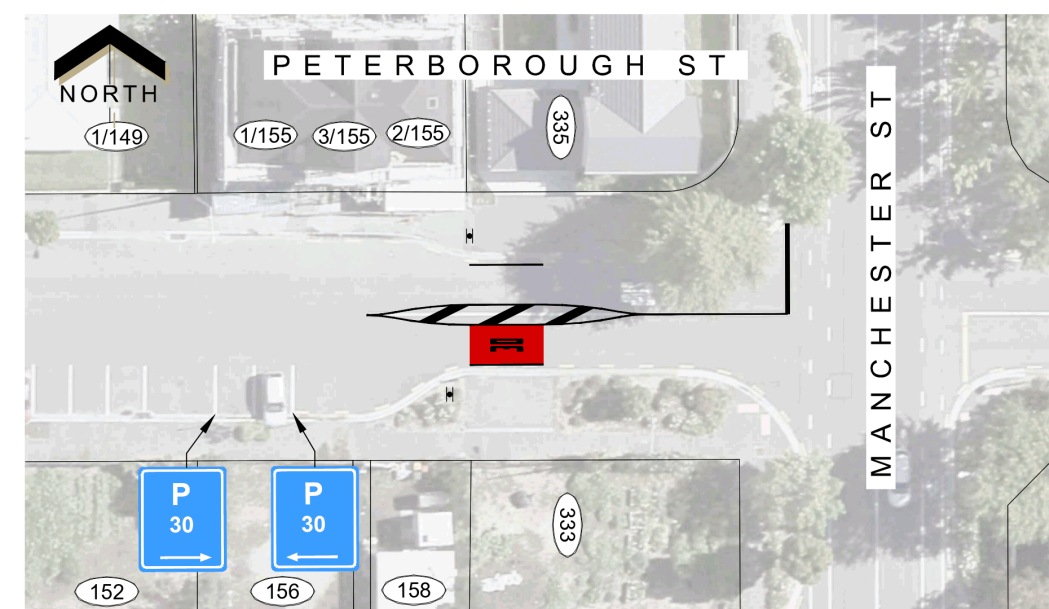


Proposed 30 km/h speed limit zone extents

KEY			
█	Existing 30 km/h speed limit	█	Proposed 30 km/h speed limit
█	Existing 40 km/h speed limit	█	Proposed 40 km/h speed limit
█	Existing 50 km/h speed limit		



Proposed 30 km/h zone threshold -
Peterborough Street at Durham Street North



Proposed 30 km/h zone threshold -
Peterborough Street at Manchester Street

16. Plan Change 7 - Managing Significant Indigenous Vegetation

Reference / Te Tohutoro: 21/322756

Report of / Te Pou Craig Davison, Senior Policy Planner

Matua: Craig.Davison@ccc.govt.nz

General Manager / Carolyn Gallagher, Acting General Manager Infrastructure, Planning
Pouwhakarae: and Regulatory Services, carolyn.gallagher@ccc.govt.nz

1. Purpose of the Report / Te Pūtake Pūrongo

1.1 The purpose of this report is to:

- a. Provide a recommendation on the preferred option for amendments to existing provisions of the District Plan to better protect and maintain indigenous vegetation while still providing for its clearance where it is small scale and low impact to provide for the continuation of farming activities; and
- b. Recommend public notification of Plan Change 7 to the Christchurch District Plan.

1.2 The decisions in this report are of medium significance in relation to the Christchurch City Council's Significance and Engagement Policy. The level of significance was determined, having regard to the number of potentially affected parties, including rural property owners and occupiers located in the coastal environment (where a proposed new rule framework applies), and district wide as Plan Change 7 includes amendments to provisions that apply to significant indigenous vegetation generally. The degree of change in the level of regulation relative to the status quo and the nature of adverse effects anticipated under the status quo regime versus the preferred option have also been factored into this evaluation.

2. Officer Recommendations / Ngā Tūtohu

That the Council:

1. Approve the public notification of Proposed Plan Change 7 (Managing Significant Indigenous Vegetation) and its associated evaluation report (prepared in accordance with Section 32 of the Resource Management Act 1991 (**RMA**)) as included in Attachments 1 and 2 to this report pursuant to Clause 5 of Schedule 1 of the RMA; and
2. Authorise staff to make any necessary minor corrections or amendments to Proposed Plan Change 7 or its Section 32 report and appendices until the date of notification to improve the clarity, accuracy or consistency of the documents.

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

Drivers for Proposed Plan Change 7

- 3.1 Council staff consider that the current District Plan provisions that protect and maintain significant indigenous vegetation (outside existing identified Sites of Ecological Significance) are not the most effective and efficient way to achieve the objectives of the District Plan, Canterbury Regional Policy Statement, the New Zealand Coastal Policy Statement, or the purpose of the Resource Management Act 1991 (RMA) (the sustainable management of natural and physical resources). In their extant form, there are risks that:

- Indigenous vegetation that may be ecologically significant within areas of “improved pasture¹” is not properly protected under the rule² and definition that are intended to provide for the small scale and low impact clearance of indigenous vegetation within areas of pasture;
- Indigenous vegetation is not properly protected under the rule³ and appendix⁴ that are intended to protect and maintain indigenous vegetation that may have significant values outside sites of identified ecological significance; and
- When resource consent is required to undertake clearance of indigenous vegetation, the policy framework lacks certainty relating to how adverse effects should be managed, and the circumstances when an assessment of ecological significance should be provided as part of an application for resource consent.

- 3.2 In April 2018, the Royal Forest and Bird Protection Society of New Zealand Incorporated (Forest and Bird) applied for a declaration from the Environment Court that the rules in the District Plan that permit the clearance of indigenous vegetation for the purpose of maintaining *improved pasture* are not clear and do not implement the Canterbury Regional Policy Statement or the New Zealand Coastal Policy Statement. This was in the context of clearance of significant indigenous vegetation that had occurred at Kaitōrete Spit. Through the course of the proceedings, the Council agreed that there would be merit in pursuing a plan change that would seek to amend Chapter 2 (Definitions) and sub-chapter 9.1 (Policies and Rules managing significant indigenous vegetation) of the District Plan to better achieve national and regional direction on protecting indigenous biodiversity. The Council committed to notifying that plan change to the parties subject to the declaration proceedings in the first quarter of 2021. On that basis, Forest and Bird withdrew its declaration proceedings before the Environment Court.
- 3.3 In addition, Council staff undertook a wider review of sub-chapter 9.1 to identify whether there were other provisions that could benefit from amendments to better protect and maintain indigenous vegetation. Accordingly, staff consider that six policies in sub-chapter 9.1 and Appendix 9.1.6.6⁵ should be included within the scope of the plan change. The policies relate to the circumstances when an assessment is required as part of an application for resource consent to clear indigenous vegetation to determine whether an area is significance and how adverse effects should be managed. It should be noted that Plan Change 7 does not propose to identify and include any additional Sites of Ecological Significance in the District Plan for protection. Its primary focus is on better protecting and maintaining indigenous vegetation that is likely to be ecologically significant in the absence of fully completed district wide mapping.
- 3.4 It should be noted that the Ministry for the Environment have indicated that the proposed National Policy Statement for Indigenous Biodiversity is to be gazetted in July 2021. In its draft form, it includes direction on some of the same topics as proposed Plan Change 7. More specifically, it contains a nationally consistent definition of Improved Pasture, and direction to local authorities on how existing farming activities are to be provided for in District Plans. Irrespective of this, the officer recommendations are to proceed with notification of proposed Plan Change 7 ahead of the anticipated gazettal of NPSIB due to the prior commitment to do

¹ Improved pasture is an area of pasture sown with exotic grasses that is maintained for the purpose of livestock grazing. The term is defined in Chapter 2 (Abbreviations and Definitions) of the District Plan.

² Rule 9.1.4.1.1 (P1)(a)(iii)

³ Rule 9.1.4.1.1 (P4)

⁴ Appendix 9.1.6.6

⁵ Refer to Paragraph 5.6 for an explanation of the purpose of this appendix.

so, and risk of further clearance under the current District Plan provisions, particularly if the National Policy Statement for Indigenous Biodiversity is delayed further.

Summary of Proposed Plan Change 7 Amendments (Preferred Option)

3.5 In summary, to address the issues highlighted above, Plan Change 7 proposes to:

- a. Amend the definition of Improved Pasture in Chapter 2 (Definitions and Abbreviations) to remove ambiguity by deleting the requirement that exotic pasture grass and herb species are to be the “visually predominant” vegetation cover and replacing it with a requirement of exotic pasture grasses having been “deliberately sown or maintained” for the purpose of livestock grazing in order for an area of pasture to be considered improved;
- b. Amend Policy 9.1.2.2.4 (Mechanisms for the management and protection of other indigenous vegetation and habitats) to specify that assessments of significance of the indigenous vegetation listed on Appendix 9.1.6.6 are a key mechanism used by the Council to protect and maintain indigenous vegetation;
- c. Amend Policy 9.1.2.2.6 (Protection and management of significant indigenous vegetation and habitats of indigenous fauna listed in Schedule A of Appendix 9.1.6.1) to clarify that the direction for effects to be avoided, remedied, mitigated or offset to achieve no net loss of indigenous biodiversity only applies outside the coastal environment;
- d. Re-number Policy 9.1.2.2.8 (Protection of indigenous vegetation and habitats of indigenous fauna in the coastal environment) to Policy 9.1.2.2.7 and clarifying that the direction to avoid effects on threatened/ at risk species and significant effects on other species only applies within the coastal environment;
- e. Re-number Policy 9.1.2.2.7 (Protection and management of other indigenous vegetation and habitats) to Policy 9.1.2.2.8 and amending its content to make it clearer that assessments of significance should be undertaken in accordance with the criteria contained in the Canterbury Regional Policy Statement. If an area is determined to be significant, the policy then directs how any effects should be managed consistent with national and regional direction for the coastal environment and non-coastal environments;
- f. Amend Policy 9.1.2.2.11 (Farm biodiversity plans) to clarify that in addition to Sites of Ecological Significance specified in Appendix 9.1.6.1, indigenous vegetation at or above the thresholds specified in Appendix 9.1.6.6 should also be identified within farm biodiversity plans;
- g. Amend Policy 9.1.2.2.14 (Offsetting) to include cross reference to Policy 9.1.2.2.7 as described under (e) above to ensure effects are appropriately managed in the coastal environment;
- h. Introduce a new rule (P5 under 9.1.4.1.1) permitting the clearance of indigenous vegetation listed in Appendix 9.1.6.6 within areas of improved pasture in the coastal environment below the specified thresholds;
- i. Consequentially amend Rule 9.1.4.1.1 (P1) so that its geographic application is limited to outside coastal environment as new permitted activity Rule 9.1.4.1.1 P5 applies within the coastal environment;

- j. Introduce a new restricted discretionary activity Rule 9.1.4.1.3 (RD7) where clearance of indigenous vegetation exceeds the limits in Appendix 9.1.6.6 and where a Farm Biodiversity Plan has been prepared to manage areas of indigenous biodiversity in an integrated way;
- k. Consequentially amend Rule 9.1.4.1.5 NC1 for activities not otherwise provided for by rules P5 or RD7;
- l. Amend Appendix 9.1.6.6 to:
 - i. Replace all “N/A” values that relate to contiguous area occupied, percentage of canopy cover, and height with “0” so that Appendix 9.1.6.6 is not interpreted in such a way that the listed vegetation with any “N/A” values can be cleared by default as a permitted activity;
 - ii. Introduce a bespoke definition for “contiguous” that applies to kanuka and indigenous coastal vegetation to enable users of the Plan to understand how to apply limits relating to contiguous area occupied in Appendix 9.1.6.6;
 - iii. Extend the geographic extent of the indigenous coastal vegetation described in Table 1(c) to the entire coastal environment of Banks Peninsula as it is currently restricted to Kaitorete Spit and those species exist elsewhere in the coastal environment;
 - iv. Introduce a limit of 0.1 ha (1,000m²) on the contiguous area occupied by indigenous coastal vegetation described in Table 1(c) to provide an indicative point at which that vegetation is likely to become significant and an allowance below this limit for clearance as a permitted activity. The permitted allowance for clearance is proposed to be limited to a five year period, and not apply to Kaitōrete Spit (where “0” will remain), given its significant ecological values.
 - v. Introduce an additional salt marsh species into Table 1 (d)(ii) (Three-square (*Schenoplectus pungens*)). This is a dominant salt-marsh species present within salt-marsh ecosystems in Canterbury that is not currently listed in Appendix 9.1.6.6, rendering it vulnerable to clearance.

4. Alternative Options Considered / Ētahi atu Kōwhiringa

- 4.1 There are a range of options both for the Proposed Plan Change 7 provisions and for the process used to change the District Plan available to the Council.
- 4.2 The alternative options for the provisions are evaluated in the attached section 32 report. This includes an assessment of the benefits and costs of different options, including environmental, social, economic and cultural impacts. As required by the Resource Management Act, any proposed plan change must include an examination of whether the proposed provisions are the most appropriate way to achieve the RMA’s purpose, the objectives and policies of higher order documents e.g. Regional Policy Statement, and the objectives of the District Plan.
- 4.3 Overall, the status quo (current district plan provisions) would not address the issues described in Section 3 above, meaning there could still be circumstances where there is clearance of indigenous vegetation, resulting in the loss of potentially significant ecological values.
- 4.4 Council could decide to defer notification of proposed Plan Change 7 until the proposed National Policy Statement for Indigenous Biodiversity (NPSIB) is gazetted. While staff do consider there would be some efficiencies with this option given the potential overlap in plan

change content and provisions of the NPSIB, there is an on-going a risk of clearance of potentially significant indigenous vegetation occurring as a permitted activity in the event of a deferral. Further, there is also a risk of reinitiated Environment Court proceedings if a plan change is not progressed to address this issue prior to the gazettal of the NPSIB.

Alternative options for the Plan Change process

4.1 The options for the Plan Change process are the following, which are evaluated below:

- Standard RMA Plan Change process.
- Streamlined RMA Plan Change process.

4.1 The option of preparation of a Regeneration Plan under the Greater Christchurch Regeneration Act 2016 is not evaluated below, because the Act will be repealed on 30 June 2021.

4.2 Standard RMA Plan Change Process

4.2.1 The Schedule 1 RMA process is the process generally used by Councils to make changes to the District Plan. Council prepares a plan change, notifies it for public submissions and further submissions, and holds a hearing. Following the Council making a decision on submissions, submitters have the right of appeal to the Environment Court.

4.2.2 Advantages

- a. Well understood as a process used to amend the Christchurch District Plan
- b. Greatest opportunity for submitters to participate in the process, through making submissions and having a right to be heard.
- c. Council maintains responsibility for the decision on the plan change.

4.2.3 Disadvantages

- a. Can be a lengthy process (up to 2 years) due to the number of steps in the process, and with the potential for the plan change to be appealed.
- b. Potential for high costs, particularly if there are appeals.

4.3 Streamlined RMA Plan Change Process

4.3.1 This process allows councils to make a request to the Minister for the Environment to use a streamlined planning process. Councils can make that request only if they are satisfied that the use of the streamlined process meets one of a number of criteria under section 80C(2) of the RMA. These are:

- (a) the proposed planning instrument will implement a national direction:
- (b) as a matter of public policy, the preparation of a planning instrument is urgent:
- (c) the proposed planning instrument is required to meet a significant community need:
- (d) a plan or policy statement raises an issue that has resulted in unintended consequences:
- (e) the proposed planning instrument will combine several policy statements or plans to develop a combined document prepared under [section 80](#):

(f) the expeditious preparation of a planning instrument is required in any circumstance comparable to, or relevant to, those set out in paragraphs (a) to (e).

4.3.2 While the changes might be considered to meet some of these criteria for use of a streamlined process, (e.g. (a) or (d)), the proposed changes to policies and rules will have immediate legal effect on notification curtailing the benefits offered by a streamlined planning process.

4.3.3 *Advantages*

- a. Likely to reduce the length of the process and associated costs, through removal of appeal rights
- b. Opportunity for submitters to participate in the process, through making submissions and having a right to be heard.

4.3.4 *Disadvantages*

- a. It is not clear that the proposed plan change would be considered by the Minister to fit within the criteria for use of this process.
- b. Stakeholders may feel that their rights to participate in the process have been reduced as there is no right of appeal.
- c. The Minister is ultimately the decision-maker, removing decision-making from Council.

Having regard to the preceding analysis, staff recommend that a standard RMA process is used, enabling stakeholders and communities to participate in the process as they normally would and to have an opportunity to be heard. It would also retain responsibility for the decision with Council. Under the streamlined RMA process, there could be other costs associated with these processes including delays in obtaining Ministerial approval at different steps in the process. Further, staff also recommend that notification of Proposed Plan Change 7 occur prior to the gazettal of the NPSIB to minimise the risk of further clearance and potential for court proceedings to be reinitiated.

5. Detail / Te Whakamahuki

- 5.1 The maintenance of significant indigenous vegetation is a matter of national importance under the Resource Management Act 1991, which is reflected in higher order planning instruments including the New Zealand Coastal Policy Statement and Canterbury Regional Policy Statement and the District Plan Objectives.
- 5.2 The current rules permit the clearance of indigenous vegetation within areas of improved pasture where exotic pasture species are the visually predominant vegetation cover. This framework has resulted in circumstances in the past where indigenous vegetation with significant ecological values has been cleared as a permitted activity. To address this, proposed Plan Change 7 has four key components:
 - Amendments to the definition of improved pasture;
 - Amendments to Appendix 9.1.6.6;
 - New rule framework for the coastal environment; and
 - Policy Amendments.

Definition of Improved Pasture

- 5.3 The existing definition of “improved pasture” contains ambiguities when a plan user is making a determination as to whether an area of pasture is improved or not. The uncertainty arises when determining whether exotic pasture grasses and herb species are the “visually predominant” vegetation cover within an area of pasture in circumstances where there is a mix of exotic pasture grasses and indigenous vegetation.
- 5.4 To better protect ecological values, proposed Plan Change 7 seeks to amend the definition of improved pasture that applies district wide by deleting the requirement that exotic pasture grass and herb species are to be the visually dominant vegetation cover and replacing it with a requirement of exotic pasture grasses having been “deliberately sown or maintained” for the purpose of livestock grazing. This will provide more certainty for determining whether an area of pasture is improved or not, and reduce the need for difficult “visual predominance” assessments being carried out in determining whether an activity is permitted.
- 5.5 The impacts of these proposed changes are difficult to quantify. However, the changes to the definition, theoretically, create two possible scenarios as set out below:
- **Scenario 1:** Areas that are currently considered “improved pasture” no longer are due to the proposed amendments. Such a scenario would represent a shift from a permitted activity under the status quo to a non-complying activity as a worst case. However, this assumes that areas where exotic species are visually predominant have not been deliberately sown or maintained. This seems unlikely. Therefore, while this scenario could potentially have a large impact, the likelihood of this occurring is considered low.
 - **Scenario 2:** Areas that are not currently considered “improved pasture” can be under the proposed amendments. Such a scenario would apply where exotic species are not currently the visually dominant vegetation cover, but have been deliberately sown or maintained. This may occur in situations where there has not been regular maintenance or indigenous vegetation has continued to dominate despite exotic grasses being sown. The effect to consider in this case is an environmental one as this would represent a shift from a permitted activity that currently requires compliance with the limits contained in Appendix 9.1.6.6, to a permitted activity that does not. While it is difficult to quantify, it is assumed that where exotic pasture grasses have been deliberately sown or maintained, the presence of indigenous vegetation, and therefore the scale of effects given rise to, is low.

Amendments to Appendix 9.1.6.6

- 5.6 Appendix 9.1.6.6 lists and describes indigenous vegetation that is known to be located on Banks Peninsula and includes limits relating to size and scale to represent the point at or above which that vegetation is likely to be ecologically significant, and to provide an allowance for clearance of vegetation below the limits as a permitted activity that is less likely to have significant ecological values. The limits relate to contiguous area occupied, percentage of canopy cover, and height. Plan Change 7 proposes five amendments to Appendix 9.1.6.6 as described below:
1. Where the listed vegetation does not include any limits, “N/A” is currently specified. However, this can be interpreted to mean that the listed vegetation can be cleared as a

permitted activity unrestricted without compliance with any limits. To address this potential outcome, Plan Change 7 seeks to replace all existing “N/A” values with “0” so that all limits specified on Appendix 9.1.6.6 are numerical;

2. Plan Change 7 seeks to introduce a definition of “contiguous” for kanuka and indigenous coastal vegetation to clarify how the contiguous area occupied limit applies in the permitted activity rule framework. The inclusion of these definitions will ensure that individual plants associated with larger contiguous plant communities that are likely to be significant are not cleared as a permitted activity;
3. Appendix 9.1.6.6 includes a description of “indigenous coastal vegetation”, which is currently limited in geographic extent to Kaitōrete Spit, but these species are likely to be found elsewhere in the coastal environment. This geographic restriction renders these species vulnerable to loss. Therefore, Plan Change 7 seeks to extend the geographic description of this vegetation type to the entire coastal environment of Banks Peninsula to better protect those values;
4. Plan Change 7 seeks to further amend the indigenous coastal vegetation section of the appendix to introduce a 0.1 hectare limit (1,000m²) (currently “N/A”, which would otherwise be changed to “0” in accordance with (1) above) to provide an indicative point at or above which its ecological values are likely to be significant. The proposed limit also acts as a maximum below which an allowance is made for clearance as a permitted activity in a five year period. A “0” limit is proposed to remain for Kaitōrete Spit to protect the significant ecological values of its vegetation. These amendments work in tandem with the changes to the rule framework described below.
5. Appendix 9.1.6.6 includes a section that describes indigenous wetland vegetation (Table 1(d)). Omitted from Table 1(d) is a key salt-marsh species present within Canterbury wetland ecosystems (Three-square), rendering it vulnerable to loss. PC7 seeks to include this specie to ensure it is better protected and maintained.

New Rule Framework for the Coastal Environment

- 5.7 The current rule framework permits the clearance of indigenous vegetation within areas of improved pasture, where exotic pasture grasses and herb species are the “visually predominant” vegetation cover. Implicit within this requirement is an outcome that means the presence of indigenous vegetation within an area of pasture is low and its permitted clearance will be small scale and low impact (essentially acting as a qualitative limit). However, the use of a qualitative limit such as “visual predominance” has proven difficult to administer consistently within the existing rule framework with the scale of clearance that has occurred as a permitted activity.
- 5.8 Plan Change 7 seeks to introduce a new rule framework that applies in the coastal environment and only provides for the clearance of indigenous vegetation within areas of improved pasture as a permitted activity where the clearance is below the limits specified in Appendix 9.1.6.6. This represents a shift from a qualitative limit to a quantitative one. Where clearance of indigenous vegetation would exceed those limits, resource consent would be required. The intent of the propose new rule framework is to ensure that ecological values that are potentially significant are not cleared as a permitted activity, and where indigenous vegetation is likely to have significant ecological values, effects can be appropriately managed through the resource consent process. It should be noted that the proposed shift in the regulatory regime and tying of the limits in Appendix 9.1.6.6 to the proposed permitted activity rule framework has the potential to have financial implications for landowners in circumstances where resource consent is required to undertake clearance and is potentially

not granted. This may result in land that is currently productive being rendered un-productive as a worst case scenario.

- 5.9 Outside the coastal environment, the modified definition of improved pasture with the “deliberately sown or maintained” requirement will apply alongside the existing permitted activity rule framework. The potential implications of this have been outlined in Paragraph 5.5.

Policy Amendments

- 5.10 Plan change 7 seeks to amend six existing policies in sub-chapter 9.1 to clarify the circumstances when assessments of significance are required in accordance with the Canterbury Regional Policy Statement as part of applications for resource consent for indigenous vegetation clearance, and how adverse effects associated with clearance should be managed in coastal and non-coastal areas.

Summary of Amendments

- 5.11 Collectively, the four key components are considered to contribute to Plan Change 7 achieving its purpose to better protect and maintain indigenous vegetation while still providing for its clearance, where it is small scale and low impact, to provide for the continuation of farming activities.

Consultation

- 5.12 The decision affects the Christchurch District as a whole as the proposed amendments to the definition of “improved pasture”, policies and Appendix 9.1.6.6 apply district wide. However, only the Banks Peninsula ward and Community Board areas are affected by the proposed rule framework for the Coastal Environment. The Banks Peninsula Community Board were briefed on the plan change in mid-2020 and December 2020 by way of a memo.
- 5.13 The council initiated a pre-notification engagement period which ran from 11 January 2021 to 23 February 2021. During this time, the Banks Peninsula Community Board indicated that they did not want to provide feedback on Plan Change 7 at this stage of the process.
- 5.14 During this period, the Council hosted two public drop-in sessions in Akaroa and Diamond Harbour on 26 and 28 January respectively. The drop-in sessions were attended by approximately 18 and 3 individuals respectively. 18 parties also provided the council with written feedback in response to proposed Plan Change 7. The drop in sessions were intentionally limited in location to Banks Peninsula given the proposed rule framework for the Coastal Environment, which has the largest degree of shift in the regulatory regime and therefore the biggest impact relative to the status quo. Further, public notification of Plan Change 7 will also provide an opportunity for anyone wishing to make a submission the ability do so.
- 5.15 The feedback provided varied from full support to complete opposition to the plan change with key themes emerging such as the need for Plan Change 7 to identify all Sites of Ecological Significance in the Coastal Environment and a need for it to include additional protection to private property rights, the need for compensation for the impact of rules on the use of land, and the fact that the recent District Plan Review dealt with this topic.
- 5.16 In response to the feedback, amendments to the proposed provisions were made to better manage cumulative effects of clearance under the proposed new rule framework by limiting the allowance for clearance of 0.1 hectare to once in any five year period.

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

Strategic Alignment / Te Rautaki Tīaroaro

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

6.1.1 Activity: Strategic Planning and Policy

- Level of Service: 9.5.1.1 Guidance on where and how the city grows through the District Plan. - Maintain operative District Plan Plan.

Policy Consistency / Te Whai Kaupapa here

6.2 The decision is consistent with the strategic and chapter objectives of the Christchurch District Plan and is consistent with other plans and strategies e.g. the Canterbury Regional Policy Statement, New Zealand Coastal Policy Statement and the Mahaanui Iwi Management Plan, as outlined in the attached Section 32 evaluation.

Impact on Mana Whenua / Ngā Whai Take Mana Whenua

- 6.3 The decision relates to a topic of high importance to local papatipu rūnanga and Te Rūnanga o Ngai Tahu. Therefore this decision does specifically impact Mana Whenua, their culture and traditions. Staff has engaged closely with Mahaanui Kurataiao Ltd (MKT) in the development of the Plan change and they have conveyed that they support the direction of the proposed Plan Change 7 provisions.
- 6.4 The changes proposed to the rules will better protect and maintain areas of indigenous vegetation that is likely to be of ecological significance.

Climate Change Impact Considerations / Ngā Whai Whakaaro mā te Āhuarangi

6.5 This decision does not have a significant impact on climate change.

Accessibility Considerations / Ngā Whai Whakaaro mā te Hunga Hauā

6.6 This decision does not have a significant impact on accessibility.

7. Resource Implications / Ngā Hīraunga Rauemi

Capex/Opex / Ngā Utu Whakahaere

- 7.1 Proposed Plan Change 7 will require staff time to notify the Plan Change, consider submissions and further submissions, write a report for the hearings panel, prepare and present evidence at a hearing, and respond to any appeals including attending mediation if required. There may be additional consultant or specialist legal costs if further expert evidence needs to be prepared for the hearing.
- 7.2 The costs of staff time on Proposed Plan Change 7 have been assumed in the budgets of the Planning and Strategic Transport unit as part of the Annual Plan and Long Term Plan.

8. Legal Implications / Ngā Hīraunga ā-Ture

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

- 8.1 The Resource Management Act 1991 s73(1A) enables the Council to prepare a change to its District Plan at any time, subject to a consultation process set out in Schedule 1 of the Act.
- 8.2 The Resource Management Act requirements relevant to deciding whether to notify a plan change are described in the s32 report that is attached to this report.

Other Legal Implications / Ētahi atu Hīraunga-ā-Ture

- 8.3 There are no other legal issues associated with the proposed change and this report (including its attachments) have been reviewed and approved by the Legal Services Unit.

9. Risk Management Implications / Ngā Hīraunga Tūraru

- 9.1 Council is statutorily required to have an operative District Plan at all times. Issues have been identified with the District Plan which will be addressed through this Plan Change. There is a risk of further clearance of significant indigenous vegetation if limits are not introduced within areas of clearance. Therefore, the risk of not acting is considered greater than the risk of acting.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	Plan Change 7 (Managing Significant Indigenous Vegetation) - FINAL	291
B ↓	Plan Change 7 - Section 32 Report	327

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

Document Name	Location / File Link
Not applicable	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	Craig Davison - Senior Policy Planner Mark Stevenson - Team Leader City Planning
Approved By	David Griffiths - Head of Planning & Strategic Transport Carolyn Gallagher - Acting General Manager Infrastructure Planning & Regulatory Services

	<p>Resource Management Act 1991</p> <p>Christchurch District Plan</p> <p>Proposed Plan Change</p>	<p>7</p>
<p style="text-align: center;">MANAGING SIGNIFICANT INDIGENOUS VEGETATION</p> <p>Explanation</p> <p>The purpose of Plan Change 7 is to better protect and maintain indigenous vegetation while still providing for its clearance, where it is small scale and low impact, to provide for the continuation of farming activities. It seeks to achieve this through four key components:</p> <ul style="list-style-type: none"> • Amending the Definition of Improved Pasture (District Wide): Amendments to the definition of <i>improved pasture</i> are proposed, to improve its interpretation and subsequent application within the indigenous biodiversity and ecosystems rule framework; • Introducing a New Rule Framework for the Coastal Environment: The introduction of a new permitted, restricted discretionary activity and non-complying rule framework that applies to the clearance of indigenous vegetation within areas of improved pasture in the coastal environment is proposed. The new rule framework seeks to better manage the type and scale of indigenous vegetation that can be cleared within these areas before the requirement for resource consent is triggered; • Amending Existing Policies (District Wide): It is proposed to amend six existing policies to provide greater clarity of how the objectives are to be achieved in response to feedback from implementation of the existing policies and rules. The policies relate to the circumstances when an assessment of significance is required as part of an application for resource consent and how adverse effects should be managed in the coastal and other environments; and • Amending Appendix 9.1.6.6 (District Wide): Five key amendments to Appendix 9.1.6.6 are proposed to ensure that indigenous vegetation present on Banks Peninsula and within the coastal environment is better protected and maintained. The changes relate to: <ol style="list-style-type: none"> 1. Replacing all “N/A” values with “0” to avoid “N/A” being interpreted in such a way that clearance of the listed vegetation can occur as a permitted activity unrestricted; 2. The definition of “contiguous” as it relates to the contiguous area occupied for kanuka and indigenous coastal vegetation described in the appendix; 3. The geographic extent of the location of indigenous coastal vegetation and application of its associated limits; 4. The introduction of a limit relating to contiguous area occupied for indigenous coastal vegetation to provide an allowance for clearance in a five year period, while still protecting significant ecological values; and 5. The inclusion of an additional salt marsh species in the indigenous vegetation described in Table 1(d)(ii). 		

Amendments to the Definition of “Improved Pasture” (District Wide):

Plan Change 7 proposes to amend the definition of “improved pasture” to remove ambiguity relating to the existing “visual predominance” qualifier within the definition and to improve its application within its associated rule framework. It proposes to replace the “visual predominance” qualifier with one relating to exotic pasture grasses and herb species that have been deliberately sown or maintained for the purpose of livestock grazing, in order for an area to be considered improved pasture.

New Rule Framework for the Coastal Environment:

Plan Change 7 proposes to:

- Introduce new permitted activity, restricted discretionary and non-complying rules that apply to the clearance of indigenous vegetation within areas of improved pasture in the coastal environment; and
- Amend the geographic extent of the existing permitted activity rule that applies to the clearance of indigenous vegetation within areas of improved pasture so that it continues to apply outside the coastal environment but subject to the amended definition of “improved pasture” described above.

The proposed new rule framework relies on Appendix 9.1.6.6 of the District Plan for determining whether resource consent is required for clearance of indigenous vegetation in the coastal environment. Appendix 9.1.6.6 lists vegetation types and plant communities present on Banks Peninsula and the Port Hills and includes limits that serve two purposes:

1. To provide an indicative point at which that vegetation is likely to be of ecological significance in the absence of ecological field studies; and
2. Provide an allowance for clearance of that vegetation below the limits specified as a permitted activity. Where clearance of that vegetation is proposed to occur above those limits, resource consent is required.

Under the operative District Plan, there are a number of permitted activities where clearance can occur, without having to comply with the listed thresholds for maximum quantities of clearance, including within areas of improved pasture. The proposed new rule framework triggers the requirement for resource consent where clearance of the listed species within an area of improved pasture **in the coastal environment** exceeds the listed thresholds.

Amendments to Existing Policies (District Wide):

Plan Change 7 proposes to amend the existing policy framework to provide greater clarity of how the objectives are to be achieved in relation to:

- When a resource consent application should include an assessment of significance in accordance with the Canterbury Regional Policy Statement for vegetation not currently identified as significant; and
- The management of potential adverse effects associated with clearance in the coastal and other environments in accordance with the requirements of the Canterbury Regional Policy Statement and New Zealand Coastal Policy Statement.

Amendments to Appendix 9.1.6.6:

Plan Change 7 proposes five key amendments to Table 1 of Appendix 9.1.6.6:

- Replacing all “N/A” values that relate to contiguous area occupied, percentage of canopy cover, and height with “0” so that Appendix 9.1.6.6 is not interpreted in such a way that the listed vegetation with any “N/A” values can be cleared by default as a permitted activity;
- Introducing a definition of “contiguous” for the indigenous vegetation described in Table 1(a)(i), (ii) (kanuka), and (c) (indigenous coastal vegetation) to ensure that individual plants associated with larger contiguous plant communities that are likely to be significant are not cleared as a permitted activity;
- Extending the geographic extent of where the listed indigenous coastal vegetation described in Table 1(c) is likely to be present, and where the specified limits apply, to the entire Coastal Environment of Banks Peninsula. This change will ensure that the extent of those species in the coastal environment are better protected;
- Introducing a limit for the indigenous coastal vegetation described in Table 1(c) that represents a point at or above which that vegetation is likely to be of ecological significance, and provides an allowance for clearance. This limit enables an assessment of effects associated with clearance above this limit to be undertaken to ensure that significant ecological values will be protected and maintained; and
- Introducing an additional salt marsh species into Table 1 (d)(ii) (Three-square (*Schenoplectus pungens*)). This is a dominant salt-marsh species present within salt-marsh ecosystems in Canterbury that is not currently listed in Appendix 9.1.6.6, rendering it vulnerable to clearance.

Date Publicly Notified: DD Month YYYY

Date Operative: DD Month YYYY

Council Decision Notified: DD Month YYYY

File No: 21/7466

Plan Details: Chapters 2 and 9 (sub-chapter 9.1)

TRIM No: FOLDER20/240

Plan Change 7 proposes **amendments** to the following provisions:

1. Amend Chapter 2 Abbreviations and Definitions

- a. Amend the definition of *improved pasture* to improve its interpretation and application within a permitted activity rule framework.

2. Amend Chapter 9 (Natural and Cultural Heritage), sub-chapter 9.1 (Indigenous Biodiversity and Ecosystems)

a. Policies:

- i. 9.1.2.2.4 - *Mechanisms for the management and protection of other indigenous vegetation and habitats;*
- ii. 9.1.2.2.6 - *Protection and management of significant indigenous vegetation and habitats of indigenous fauna listed in Schedule A of Appendix 9.1.6.1;*
- iii. 9.1.2.2.7 - *Protection and management of other indigenous vegetation and habitats;*

- iv. 9.1.2.2.8 - Protection of indigenous vegetation and habitats of indigenous fauna in the coastal environment; and
- v. 9.1.2.2.11 – Farm biodiversity plans
- vi. 9.1.2.2.14 - Offsetting
- b. **Rules:**
 - i. 9.1.4.1.1 (Permitted Activities (P1)(a)(iii), P4 and proposed new Rule P5));
 - ii. 9.1.4.1.3 (Restricted Discretionary Activities new RD7); and
 - iii. 9.1.4.1.5 (Non-Complying Activities NC1).
- c. **Appendix 9.1.6.6:**
 - i. Table 1: Occupying a contiguous area of (hectares), canopy cover (%) of, and height (metre) of any individual plants – Replace all “N/A” values with “0”;
 - ii. Table 1(a)(i),(ii) and (c): Indigenous trees and forest and indigenous coastal vegetation – Introduce a definition of “contiguous” so far as it applies to “contiguous area occupied”.
 - iii. Table 1(c): Indigenous coastal vegetation – Extend geographic extent to entire Coastal Environment in Banks Peninsula;
 - iv. Table 1(c): Indigenous coastal vegetation – Introduce a limit for contiguous area occupied of 0.1 hectare (except for Kaitōrete Spit). Note: clearance under proposed Rule 9.1.4.1.1 (P5) is limited to 0.1 hectare in any five year period;
 - v. Table 1(d)(ii): Indigenous coastal vegetation – introduction of Three-square (*Schenoplectus pungens*).

The amendments to the provisions listed above are set out in proceedings sections.

DISTRICT PLAN AMENDMENTS

Note: For the purposes of this plan change, any text proposed to be added by the plan change as notified is shown as **bold underlined** and text to be deleted as ~~**bold underlined**~~.

Text in **green** font identifies existing terms defined in Chapter 2 – Definitions. Where the newly added text contains a defined term, the term is shown as **bold underlined text in green**.

Text in **blue** font indicates links to other provisions in the District Plan and/or external documents. These will have popups and links, respectively, in the on-line Christchurch District Plan. Where newly added text contains links to other provisions in the District Plan and/or external documents, that text is shown as **bold underlined text in blue**.

Amend the District Plan as follows:

Chapter 2 Abbreviations and Definitions

Definition List

Improved Pasture

in relation to **Sub-chapter 9.1 Indigenous Biodiversity and Ecosystems** of Chapter 9 Natural and Cultural Heritage, means an area of pasture:

- a. where exotic pasture grass and herb species ~~are the visually predominant vegetation cover~~ **have been deliberately sown or maintained for the purpose of livestock grazing**; and
- b. that:
 - i. is used for livestock grazing and has been routinely so used since 1 June 1996; or
 - ii. at any time on or after 1 June 1996 was modified or enhanced for the purpose of livestock grazing by cultivation, irrigation, oversowing, top-dressing and/or direct drilling.

Chapter 9 Natural and Cultural Heritage

9.1 Indigenous Biodiversity and Ecosystems

9.1.2 Objectives and Policies

9.1.2.2 Policies

9.1.2.2.1 Policy – Identification and assessment of sites

- a. Recognise that the Sites of Ecological Significance listed in Schedule A of **Appendix 9.1.6.1** do not represent a comprehensive list of sites that are of significance for **indigenous biodiversity** within the **Christchurch District**; and undertake further work with landowners, Ngāi Tahu, Department of Conservation, Canterbury Regional Council, conservation groups and other stakeholders to identify and

assess additional areas of **indigenous vegetation** or **habitats of indigenous fauna** that may be of significance.

- b. Prioritise the assessment of the sites listed in Schedule B of [Appendix 9.1.6.1](#) for potential listing in Schedule A of [Appendix 9.1.6.1](#). Other sites of **indigenous vegetation** and habitats of **indigenous fauna** will be assessed over time to identify their potential for significance, taking into account the following factors:
 - i. ecological values, determined by the results of literature searches and / or expert advice;
 - ii. the level of existing legal protection;
 - iii. threats to ecological values;
 - iv. whether the site has been identified as a Recommended Area for Protection in the surveys undertaken by Hugh Wilson (1992) for the Department of Conservation Protected Natural Areas Programme;
 - v. the national priorities for protection in Policy 9.3.2 of the [Canterbury Regional Policy Statement](#); and
 - vi. requests for assessments by landowners.

9.1.2.2.2 Policy – Determination of significance

- a. Significance of **indigenous biodiversity** will be determined by:
 - i. the identification and assessment of areas of **indigenous vegetation** and habitats of **indigenous fauna** in accordance with the process in [Policy 9.1.2.2.1](#); and
 - ii. the assessment of these areas against the significance criteria in the [Canterbury Regional Policy Statement](#) Policy 9.3.1 and Appendix 3.
- b. Following the identification and assessment of significance undertaken in (a) above, the **Council** will determine the extent of those areas identified as significant and warranting protection.

9.1.2.2.3 Policy – Mechanisms for the protection of indigenous biodiversity

- a. Recognise that the maintenance and protection of **indigenous biodiversity**, including the Sites of Ecological Significance listed in Schedule A of [Appendix 9.1.6.1](#), is dependent on landowner support and will be achieved through a number of mechanisms, including:
 - i. the listing of sites of **significant indigenous vegetation** and significant habitats of **indigenous fauna** in Schedule A of [Appendix 9.1.6.1](#);
 - ii. the use of rules regulating the clearance of **indigenous vegetation** and the disturbance of indigenous habitats;
 - iii. legal protection by way of covenants; and

- iv. landowner commitment to conservation and stewardship of the natural environment, including through the use of Farm Biodiversity Plans;

and that the most appropriate mechanism may vary depending on the indigenous biodiversity and use of the particular [site](#), including by way of an understanding of how land use practices on the site assist with management, maintenance and protection of [indigenous biodiversity](#) values.

9.1.2.2.4 Policy – Mechanisms for the management and protection of other indigenous vegetation and habitats that may be significant

- a. Recognise that the [indigenous vegetation](#) and habitat types on [Banks Peninsula](#) and the Port Hills listed in [Appendix 9.1.6.6](#) may be of ecological significance in the [Christchurch District](#) by providing for their management and protection through:
 - i. the [Council](#) working with and advising landowners where they consider that a property may contain the [indigenous vegetation](#) and habitat types listed in [Appendix 9.1.6.6](#);
 - ii. the [Council](#) filing its written advice on the property file held for the relevant property; and
 - iii. the use of assessments of significance in accordance with the [Canterbury Regional Policy Statement](#) Policy 9.3.1 and [Appendix 3 and District Plan](#) rules to manage any potential adverse effects of the clearance or disturbance of the identified [indigenous vegetation](#) and habitat types listed in [Appendix 9.1.6.6](#) and at the size and scale identified in [Appendix 9.1.6.6](#).

9.1.2.2.5 Policy – Plan change

- a. The [Council](#) will initiate a plan change within six years of this Plan becoming operative to:
 - i. include any other sites of [indigenous vegetation](#) and habitats of [indigenous fauna](#) assessed as being significant and warranting protection, by amending and updating Schedule A of [Appendix 9.1.6.1](#);
 - ii. remove those sites listed in Schedule B of [Appendix 9.1.6.1](#) that have been assessed for significance; and
 - iii. remove [Appendix 9.1.6.6](#) and associated rules.

9.1.2.2.6 Policy – Protection and management of significant indigenous vegetation and habitats of indigenous fauna listed in Schedule A of Appendix 9.1.6.1 outside the coastal environment

- a. Recognise and protect the **indigenous vegetation** and habitats of **indigenous fauna** within each site listed in the Sites of Ecological Significance in Schedule A of **Appendix 9.1.6.1** except for those that are within the coastal environment so as to ensure **no net loss** of **indigenous biodiversity** by:
- avoiding the adverse effects of vegetation clearance and the disturbance of habitats as far as practicable; then
 - remedying any adverse effects that cannot be avoided; then
 - mitigating any adverse effects that cannot be remedied; and
 - where there are any significant residual adverse effects on the **significant indigenous vegetation** and significant habitats of **indigenous fauna** within the site, offsetting them in accordance with **Policy 9.1.2.2.14**.

9.1.2.2.87 Policy – ~~Protection of indigenous vegetation and habitats of indigenous fauna in the coastal environment~~ Protection and management of significant indigenous vegetation and habitats of indigenous fauna listed in Schedule A of Appendix 9.1.6.1 and indigenous vegetation and habitat types listed in Appendix 9.1.6.6 located within the coastal environment

- a. Where Sites of Ecological Significance listed in Schedule A of **Appendix 9.1.6.1** or **indigenous vegetation** and habitat types listed in **Appendix 9.1.6.6** are located within the coastal environment, the protection of their **indigenous biodiversity** will be achieved by:
- avoiding adverse effects on:
 - indigenous taxa that are listed as threatened or at risk in the New Zealand Threat Classification System lists;
 - taxa that are listed by the International Union for Conservation of Nature and Natural Resources as threatened;
 - indigenous ecosystems and vegetation types that are threatened in the coastal environment, or are naturally rare;
 - habitats of indigenous species where the species are at the limit of their natural range, or are naturally rare;
 - areas containing nationally significant examples of indigenous community types; and
 - areas set aside for full or partial protection of **indigenous biodiversity** under other legislation; and
 - avoiding significant adverse effects and avoiding, remedying or mitigating other adverse effects on:

- A. areas of predominantly **indigenous vegetation** in the coastal environment;
- B. habitats in the coastal environment that are important during the vulnerable life stages of indigenous species;
- C. indigenous ecosystems and habitats that are only found in the coastal environment and are particularly vulnerable to modification, including estuaries, lagoons, coastal **wetlands**, dunelands, intertidal zones, rocky reef systems, eelgrass and saltmarsh;
- D. habitats of indigenous species in the coastal environment that are important for recreational, commercial, traditional or cultural purposes;
- E. habitats, including areas and routes, important to migratory species; and
- F. ecological corridors, and areas important for linking or maintaining biological values identified under this policy.

9.1.2.2.87 Policy – Protection and management of other indigenous vegetation and habitats that may be significant

- a. On **Banks Peninsula** and the Port Hills, outside Sites of Ecological Significance listed in Schedule A of **Appendix 9.1.6.1**, manage the clearance of **indigenous vegetation** and habitat types listed in **Appendix 9.1.6.6**, by ensuring **that**:
 - i. resource consent applications to clear **indigenous vegetation** or disturb habitat include an assessment of the **significance of the indigenous biodiversity** of the listed **indigenous vegetation** and habitat types on the **site in accordance with the Canterbury Regional Policy Statement Policy 9.3.1 and Appendix 3**, in order to inform the assessment of the potential effects of the activity;
 - ii. **that** where the assessment undertaken in i. above concludes that an area of **indigenous vegetation** or habitat of **indigenous fauna** is significant:
 - A. **Outside the coastal environment**, the effects of any clearance shall be considered in relation to the matters set out in Policy **9.1.2.2.6 a.i. – iv** **to ensure there is no net loss of indigenous biodiversity**;
 - B. **Within the coastal environment, the effects of any clearance shall be considered in relation to the matters set out in Policy 9.1.2.2.7.**
- to ensure there is no net loss of indigenous biodiversity; and**
- b. Avoid the clearance of mature and regenerating podocarp/hardwood and beech forest in the District.

9.1.2.2.9 Policy – Land management

- a. Provide for small-scale, low impact **indigenous vegetation** clearance where it will enable the continued use of land and the maintenance of existing infrastructure.
- b. Recognise that the locational, operational and technical requirements of new, or upgrades to, **utilities** or **network infrastructure** operated by **network utility operators** may necessitate the removal of **indigenous vegetation** and habitats of **indigenous fauna**, including within Sites of Ecological Significance listed in Schedule A of [Appendix 9.1.6.1](#).

9.1.2.2.10 Policy – Maintenance and enhancement or indigenous biodiversity

- a. Enable activities that maintain and enhance **indigenous biodiversity** including:
 - i. planting with appropriate indigenous species; and
 - ii. the removal or management of pest plant and animal species and for biosecurity works

9.1.2.2.11 Policy - Farm biodiversity plans

- a. Establish a collaborative approach with rural landowners/land managers through the development of Farm Biodiversity Plans that:
 - i. recognises and encourages the integrated management, maintenance and protection of **indigenous biodiversity**, including Sites of Ecological Significance listed in Schedule A of [Appendix 9.1.6.1](#), **and the vegetation types listed in Appendix 9.1.6.6**, while also providing for the maintenance of **rural productive activities**;
 - ii. recognises that there may need to be some clearance of **indigenous vegetation** as part of maintaining **rural productive activities**; and
 - iii. achieves maintenance, and over time, the enhancement of **indigenous biodiversity**.
- b. Farm Biodiversity Plans submitted as part of resource consent applications shall:
 - i. identify areas of **indigenous biodiversity** to be maintained, protected and, where appropriate, enhanced;
 - ii. adopt methods to minimise the clearance of previously un-cleared areas and Sites of Ecological Significance listed in Schedule A of [Appendix 9.1.6.1](#), **and the vegetation types listed in Appendix 9.1.6.6**;
 - iii. identify the measures that will be used to maintain, protect and, where appropriate, enhance **indigenous biodiversity**;
 - iv. identify appropriate targets to measure progress in the maintenance, protection and, where appropriate, enhancement of **indigenous biodiversity**; and

- v. be flexible to adapt to changing needs of land use and **indigenous biodiversity** management.
- c. Promote the development of Farm Biodiversity Plans to landowners:
 - i. at the time of identification and assessment of potentially ecologically significant values;
 - ii. as good practice for maintaining and protecting **indigenous biodiversity**;
 - iii. at a whole of property or catchment level, where appropriate; and
 - iv. where resource consent is required for **farming** involving clearance activities.

9.1.2.2.12 Policy – Cultural heritage and customary rights

- a. Ngāi Tahu mana whenua cultural heritage values associated with **indigenous biodiversity** will be maintained and enhanced through:
 - i. providing for the **customary harvesting** of taonga species by Ngāi Tahu, while ensuring such harvest will maintain the **indigenous biodiversity** of the site;
 - ii. non-regulatory incentives and assistance; and
 - iii. providing for the planting of **indigenous vegetation** for the purpose of **customary harvesting**.

9.1.2.2.13 Policy – Cultural heritage and customary rights

- a. Work with nga rūnanga, landowners / land managers and the community to take an active role in maintaining and enhancing **indigenous biodiversity** by:
 - i. supporting and promoting the use of covenants, **reserves**, management plans and community initiatives;
 - ii. providing a landowner support package with incentives, advice and guidance for managing Sites of Ecological Significance listed in Schedule A of [Appendix 9.1.6.1](#) and any property that may contain **indigenous vegetation** and habitat types listed in [Appendix 9.1.6.6](#);
 - iii. providing a range of other incentives to assist landowners / land managers in the protection, retention, regeneration and restoration of **indigenous biodiversity** and ecosystem functions;
 - iv. promoting the use of indigenous species in planting and **landscaping**;
 - v. encouraging the planting of **indigenous vegetation** for the purpose of **customary harvesting** and enhancing habitats of **indigenous biodiversity**;

- vi. recognising and encouraging landowners / land managers committed to protection and management of **indigenous biodiversity**; and
- vii. continuing to work with the Banks Peninsula Ecological Steering Group or its successor.

9.1.2.2.14 Policy – Offsetting

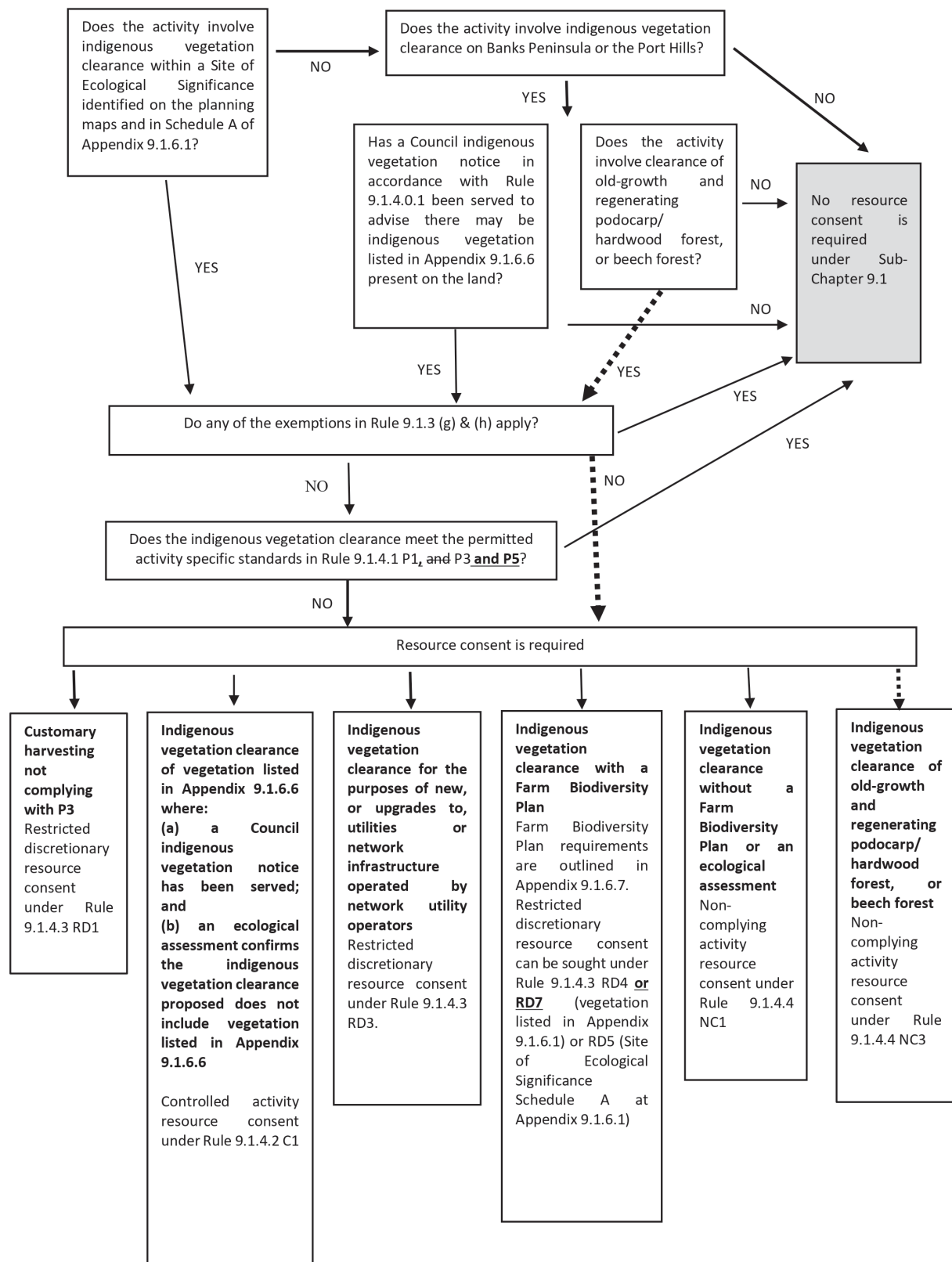
- a. Allow for a **biodiversity offset** to be offered by a resource consent applicant where an activity will result in residual adverse effects on a Site of Ecological Significance listed in Schedule A of [Appendix 9.1.6.1](#), or on **indigenous biodiversity** outside such Sites of Ecological Significance.
- b. Within a Site of Ecological Significance listed in Schedule A of [Appendix 9.1.6.1](#) **biodiversity offset** will only be considered appropriate where adverse effects on the **significant indigenous vegetation** and significant habitats of **indigenous fauna** within the site have been avoided remedied or mitigated in accordance with the **hierarchy hierarchies** established in [Policy Policies 9.1.2.2.6 and 9.1.2.2.7](#); and
 - i. the **biodiversity offset** is consistent with the framework detailed in [Appendix 9.1.6.5](#); and
 - ii. the **biodiversity offset** can achieve **no net loss** of **indigenous biodiversity**:
 - A. preferably in the affected area of significant indigenous vegetation or significant habitat of indigenous fauna; or
 - B. where that is not practicable, in the ecological district in which the affected area of significant indigenous vegetation or significant habitat of indigenous fauna is located.

9.1.2.2.15 Policy – Monitoring

- a. The **Council** will undertake regular monitoring of the indigenous biodiversity in the ecological districts identified in [Appendix 9.1.6.4](#) (within the **Christchurch District**) in order to measure whether **no net loss** of **indigenous biodiversity** is being achieved.

9.1.3 How to interpret and apply the rules

- i. The following diagram shows when a resource consent is required for **indigenous vegetation clearance** under Rule [9.1.4](#).



13

9.1.4 Rules

9.1.4.1 Activity status tables

9.1.4.1.1 Permitted activities

	Activity	Activity specific standards
P1	<p>Indigenous vegetation clearance:</p> <p>a. within a Site of Ecological Significance listed in Schedule A of Appendix 9.1.6.1; or</p> <p>b. of vegetation listed in Appendix 9.1.6.6.</p>	<p>a. Any indigenous vegetation clearance shall be limited to clearance for one or more of the following:</p> <p>i. the operation, maintenance and repair, within 2 metres either side, of fences, access tracks, buildings, fire ponds, gates, stock yards, troughs and water tanks;</p> <p>ii. clearance necessary for the removal of pest plants and pest animals in accordance with any regional pest management plan or the Biosecurity Act 1993;</p> <p>iii. for the purpose of maintaining improved pasture <u>outside the coastal environment</u>;</p> <p>iv. conservation activities;</p> <p>v. to implement a conservation covenant established under the Conservation Act 1987 or any other Act specified in the First Schedule of the Conservation Act 1987;</p> <p>vi. clearance of any understory of indigenous vegetation as a result of harvesting an existing forestry area or maintenance of forestry access or firebreaks.</p>
P2	<p>Planting and seed gathering:</p> <p>a. within a Site of Ecological Significance listed in Schedule A of Appendix 9.1.6.1; or</p> <p>b. within indigenous vegetation listed in Appendix 9.1.6.6.</p>	<p>a. Planting shall utilise indigenous species that are naturally occurring and sourced from within the relevant ecological district within which the planting is to take place.</p> <p>Advice note:</p> <ol style="list-style-type: none"> Ecological districts are identified in Appendix 9.1.6.4. Vegetation to be planted in the vicinity of any electricity infrastructure should be selected and/or managed to ensure that it will not result in that vegetation breaching the Electricity (Hazards from Trees) Regulations 2003.

	Activity	Activity specific standards
P3	<p>Customary harvesting of:</p> <ul style="list-style-type: none"> a. any species grown specifically for that purpose; or b. any other taonga species with the written permission of the relevant rununga: <p>that is:</p> <ul style="list-style-type: none"> i. within a Site of Ecological Significance listed in Schedule A of Appendix 9.1.6.1; or ii. indigenous vegetation listed in Appendix 9.1.6.6. <p>Advice note:</p> <ul style="list-style-type: none"> 1. This rule does not override the requirements to obtain permission of the landowner or administrator for any customary harvesting of taonga species. 	<ul style="list-style-type: none"> 1. Any felling of trees shall be limited to Māori land in a Pāpakianga/Kāinga Nohoanga Zone and only where the felling of the tree is ancillary to a permitted activity or has been provided for by resource consent granted under any rule of that zone.
P4	<p>Any indigenous vegetation clearance:</p> <ul style="list-style-type: none"> a. outside a Site of Ecological Significance listed in Schedule A of Appendix 9.1.6.1; and b. that: <ul style="list-style-type: none"> i. is not vegetation listed in Appendix 9.1.6.6 and is not provided for by P5. 	Nil
P5	<p><u>Any indigenous vegetation clearance within an area of improved pasture within the coastal environment that is of vegetation listed in Appendix 9.1.6.6 below the specified thresholds.</u></p>	Nil

9.1.4.1.3 Restricted discretionary activities

Activity		The Council's discretion shall be limited to the following matters:
RD1	Any customary harvesting listed in Rule 9.1.4.1.1 P3 that does not meet any one or more of the activity specific standards in Rule 9.1.4.1.1 P3. Any resource consent application shall not be limited or publicly notified.	a. Planting and customary harvesting – Rule 9.1.5.1
RD2	Any planting and seed gathering activity listed in Rule 9.1.4.1.1 P2 that does not meet any one or more of the activity specific standards in Rule 9.1.4.1.1 P2. Any resource consent application shall not be limited or publicly notified.	a. Planting and customary harvesting – Rule 9.1.5.1
RD3	a. Indigenous vegetation clearance , not provided for by Rule 9.1.4.1.1 P1, for the purposes of new, or upgrades (except minor upgrades under Rule 11.4.1 P9 - P15) to, utilities or network infrastructure operated by network utility operators , including associated access tracks: <ul style="list-style-type: none"> i. within a Site of Ecological Significance listed in Schedule A of Appendix 9.1.6.1; or ii. of vegetation listed in Appendix 9.1.6.6; or iii. consisting of the vegetation described in Rule 9.1.4.1.5 NC3. Advice note: 1. This rule does not apply to customary harvesting .	a. Indigenous biodiversity and ecosystems – Rule 9.1.5.2
RD4	a. Indigenous vegetation clearance of vegetation listed in Appendix 9.1.6.6, that: <ul style="list-style-type: none"> i. is not provided for by Rule 9.1.4.1.1 P1 or P3; and ii. is undertaken in accordance with a Farm Biodiversity Plan which has been prepared in accordance with the requirements of Appendix 9.1.6.7. b. Any application arising from this rule shall not be publicly notified and shall be limited notified only to the Department of Conservation (absent its written approval) Advice note: 1. The rule does not apply to customary harvesting .	a. Farm Biodiversity Plans – Rule 9.1.5.3
RD5	a. Indigenous vegetation clearance within a Site of Ecological Significance listed in Schedule A of Appendix 9.1.6.1 that: <ul style="list-style-type: none"> i. is not provided for by Rule 9.1.4.1.1 P1 or P3; and ii. is undertaken in accordance with a Farm Biodiversity Plan which has been prepared in accordance with the 	a. Indigenous biodiversity and ecosystems – Rule 9.1.5.2 b. Farm Biodiversity Plans – Rule 9.1.5.3

Activity		The Council's discretion shall be limited to the following matters:
	<p>requirements of Appendix 9.1.6.7</p> <p>b. Any application arising from this rule shall not be publicly notified and shall be limited notified only to the Department of Conservation (absent its written approval)</p> <p>Advice note:</p> <p>1. The rule does not apply to customary harvesting.</p>	
RD6	<p>a. Indigenous vegetation clearance within a Site of Ecological Significance listed in Schedule A of Appendix 9.1.6.1 that:</p> <p>i. is not provided for by Rule 9.1.4.1.1 P1 or P3; and</p> <p>ii. is located within a Landing Overlay as shown on the Ōtākaro Avon River Corridor Development Plan in Appendix 13.14.6.1.</p> <p>Advice note:</p> <p>1. Reference should also be made to the rules in Chapter 13.14 pertaining to indigenous vegetation clearance.</p>	<p>a. Indigenous biodiversity and ecosystems – Rule 9.1.5.2.</p>
RD7	<p>a. Indigenous vegetation clearance of vegetation listed in Appendix 9.1.6.6, that:</p> <p>i. is not provided for by Rule 9.1.4.1.1 P5; and</p> <p>b. is undertaken in accordance with a Farm Biodiversity Plan which has been prepared in accordance with the requirements of Appendix 9.1.6.7.</p>	<p>a. Indigenous biodiversity and ecosystems – Rule 9.1.5.2.</p> <p>b. Farm Biodiversity Plans – Rule 9.1.5.3;</p> <p>c. Effects of activities on the coastal environment – Rule 9.6.3.1.</p>

9.1.4.1.5 Non-complying activities

Activity	
NC1	<p>Indigenous vegetation clearance, that is not provided for by Rule 9.1.4.1.1 P1 or P3 or Rule 9.1.4.1.3 RD3 – RD6 RD7:</p> <ol style="list-style-type: none"> within a Site of Ecological Significance listed in Schedule A of Appendix 9.1.6.1; or of vegetation listed in Appendix 9.1.6.6. <p>Advice note:</p> <ol style="list-style-type: none"> This rule does not apply to customary harvesting.
NC2	<p>Plantation forestry in a Site of Ecological Significance listed in Schedule A of Appendix 9.1.6.1.</p>
NC3	<p>On Banks Peninsula and the Port Hills, indigenous vegetation clearance involving the clearance of:</p> <ol style="list-style-type: none"> Any old-growth podocarp/hardwood forest which contains kahikatea (<i>Dacrycarpus dacrydioides</i>), totara (<i>Podocarpus totara</i>, <i>Podocarpus laetus</i>) matai (<i>Prumnopitys taxifolia</i>), miro (<i>Prumnopitys ferruginea</i>), or kaikawaka (<i>Libocedrus bidwillii</i>) trees, or beech forest which contains <i>Fuscospora</i> spp trees; or any mature individual trees of these species; or A contiguous area of 0.5ha or more of regenerating podocarp/hardwood forest or beech forest or mixed hardwood forest dominated by native trees such as mahoe (<i>Melicytus ramiflorus</i>), fivefinger (<i>Pseudopanax arboreus</i>), lemonwood (<i>Pittosporum eugenioides</i>), tree fuchsia (<i>Fuchsia excorticata</i>), narrow-leaved lacebark (<i>Hoheria angustifolia</i>), ribbonwood (<i>Plagianthus regius</i>), kaikomako (<i>Pennantia corymbosa</i>), kowhai (<i>Sophora microphylla</i>), pigeonwood (<i>Hedycarya arborea</i>), or ngaio (<i>Myoporum laetum</i>). <p>Advice note:</p> <ol style="list-style-type: none"> This rule does not apply to customary harvesting or to indigenous vegetation clearance provided for by Rule 9.1.4.1.3 RD3.

Appendix 9.1.6.6 Indigenous vegetation on Banks Peninsula and the Port Hills, outside of the sites of ecological significance listed in Schedule A of Appendix 9.1.6.1

Table 1. Indigenous vegetation on Banks Peninsula and the Port Hills (Note: Banks Peninsula means the area shown at [Appendix 2.1](#) of Chapter 2 Definitions)

Note: For the purpose of Table 1(a)(i) and (ii), contiguous means all plants are interconnected and form an intact (touching) cover. Where any individual plants are located beyond the intact edge being one metre or more away from any other plant and are not touching, they are not considered interconnected or contiguous.

Note: For the purpose of Table 1(c), the vegetation described is considered to be contiguous where native plants occur irregularly but in proximity of each other within mixed exotic herbs and grasses. For the purpose of interpretation, the contiguous area of 0.1 ha is deemed to be an area comprising both native and exotic species.

Ecosystem Category	Vegetation and habitat (species)	Occupying a contiguous area of: (hectares)	Canopy cover (%) of:	Height (metre) of any individual plants	Link to factsheet with example of vegetation type
a. Indigenous trees and forest	i. Mature and regenerating kanuka (<i>Kunzea robusta</i>) forest in the Port Hills Ecological District	0.25 ha or greater in area	N/A 0	Any individual kanuka plants are 4 metres or greater in height	https://www.nzpcn.org.nz/flora/species/kunzea-robusta/?download=pdf
	ii. Mature and regenerating kanuka (<i>Kunzea robusta</i>) forest in the Herbert, Akaroa or Ellesmere Ecological Districts	0.5 ha or greater in area ^{error!}	N/A 0	Any individual kanuka	https://www.nzpcn.org.nz/flora/species/kunzea-robusta/?download=pdf

Ecosystem Category	Vegetation and habitat (species)	Occupying a contiguous area of: (hectares)	Canopy cover (%) of:	Height (metre) of any individual plants	Link to factsheet with example of vegetation type
		Bookmark not defined.		plants are 6 metres or greater in height	
	<p>iii. Lower altitude mixed scrub – in which mature specimens of any of the following genera form the dominant cover:</p> <p><i>Olearia</i>:</p> <ul style="list-style-type: none"> - <i>Olearia arborescens</i> - Mountain akeake (<i>Olearia avicenniifolia</i>) - <i>Olearia bullata</i> - <i>Olearia fimbriata</i> - Fragrant tree daisy (<i>Olearia fragrantissima</i>) - Mountain holly, hakeke (<i>Olearia ilicifolia</i>) - <i>Olearia nummulariifolia</i> - Akiraho (<i>Olearia paniculata</i>) <p><i>Hebe</i></p> <ul style="list-style-type: none"> - <i>Hebe odora</i> - Koromiko (<i>Hebe salicifolia</i>) - Banks Peninsula hebe (<i>Hebe strictissima</i>) <p><i>Pseudopanax</i></p>	0.5ha or greater in area	N/A <u>0</u>	N/A <u>0</u>	<p><i>Olearia arborescens</i> - https://www.nzpcn.org.nz/flora/species/olearia-arborescens/?download=pdf</p> <p>Mountain akeake - https://www.nzpcn.org.nz/flora/species/olearia-avicenniifolia/?download=pdf</p> <p><i>Olearia bullata</i> - https://www.nzpcn.org.nz/flora/species/olearia-bullata/?download=pdf</p> <p><i>Olearia fimbriata</i> - https://www.nzpcn.org.nz/flora/species/olearia-fimbriata/?download=pdf</p> <p>Fragrant tree daisy - https://www.nzpcn.org.nz/flora/species/olearia-fragrantissima/?download=pdf</p>

20

Ecosystem Category	Vegetation and habitat (species)	Occupying a contiguous area of: (hectares)	Canopy cover (%) of:	Height (metre) of any individual plants	Link to factsheet with example of vegetation type
	<ul style="list-style-type: none"> - fivefinger, whauwhaupaku (<i>Pseudopanax arboreus</i>) - mountain fivefinger, oriho (<i>Pseudopanax colensoi</i>) - lancewood, horoeka (<i>Pseudopanax crassifolius</i>) - fierce lancewood (<i>Pseudopanax ferox</i>) <p>Fuchsia</p> <ul style="list-style-type: none"> - fuchsia, kotukutuku (<i>Fuchsia excorticata</i>) - climbing fuchsia (<i>Fuchsia perscandens</i>) <p>Griselinia,</p> <ul style="list-style-type: none"> - broadleaf, kapuka (<i>Griselinia littoralis</i>) - shining broadleaf, puka (<i>Griselinia lucida</i>) <p>Pseudowintera</p> <ul style="list-style-type: none"> - horopito, pepperwood (<i>Pseudowintera colorata</i>) <p>and</p> <p>Coprosma</p> <ul style="list-style-type: none"> - thin-leaved Coprosma (<i>Coprosma areolata</i>) - mikimiki (<i>Coprosma ciliata</i>, <i>Coprosma crassifolia</i>, <i>Coprosma dumosa</i>, <i>Coprosma propinqua</i>, <i>Coprosma rhamnoides</i>, <i>Coprosma</i> 				<p>Mountain holly, hakeke</p> <p>https://www.nzpcn.org.nz/flora/species/olearia-ilicifolia/?download=pdf</p> <p><i>Olearia nummulariifolia</i> -</p> <p>https://www.nzpcn.org.nz/flora/species/olearia-nummulariifolia/?download=pdf</p> <p>Akiraho -</p> <p>https://www.nzpcn.org.nz/flora/species/olearia-paniculata/?download=pdf</p> <p>fivefinger, whauwhaupaku -</p> <p>https://www.nzpcn.org.nz/flora/species/pseudopanax-arboreus/?download=pdf</p> <p>mountain fivefinger, oriho -</p> <p>https://www.nzpcn.org.nz/flora/species/pseudopanax-colensoi-var-colensoi/?download=pdf</p> <p>lancewood, horoeka -</p> <p>https://www.nzpcn.org.nz/flora/species/pseudopanax-crassifolius/?download=pdf</p>

Ecosystem Category	Vegetation and habitat (species)	Occupying a contiguous area of: (hectares)	Canopy cover (%) of:	Height (metre) of any individual plants	Link to factsheet with example of vegetation type
	<p><i>rigida</i>, <i>Coprosma rubra</i>, <i>Coprosma virescens</i>, <i>Coprosma wallii</i>)</p> <p>- yellow wood (<i>Coprosma linariifolia</i>)</p> <p>- karamu (<i>Coprosma lucida</i>, <i>Coprosma robusta</i>)</p> <p>- round-leaved mikimiki (<i>Coprosma rotundifolia</i>)</p> <p>- <i>Coprosma rugosa</i></p>				<p>fierce lancewood</p> <p>https://www.nzpcn.org.nz/flora/species/pseudopanax-ferox/?download=pdf</p> <p>fuchsia, kotukutuku -</p> <p>https://www.nzpcn.org.nz/flora/species/fuchsia-excorticata/?download=pdf</p> <p>climbing fuchsia -</p> <p>https://www.nzpcn.org.nz/flora/species/fuchsia-perscandens/?download=pdf</p> <p>broadleaf, kapuka -</p> <p>https://www.nzpcn.org.nz/flora/species/griselinia-littoralis/?download=pdf</p> <p>shining broadleaf, puka -</p> <p>https://www.nzpcn.org.nz/flora/species/griselinia-lucida/?download=pdf</p>

Ecosystem Category	Vegetation and habitat (species)	Occupying a contiguous area of: (hectares)	Canopy cover (%) of:	Height (metre) of any individual plants	Link to factsheet with example of vegetation type
					<p>horopito, pepperwood - https://www.nzpcn.org.nz/flora/species/pseudowintera-colorata/?download=pdf</p> <p>thin-leaved Coprosma - https://www.nzpcn.org.nz/flora/species/coprosma-areolata/?download=pdf</p> <p>mikimiki - https://www.nzpcn.org.nz/flora/species/coprosma-ciliata/?download=pdf; https://www.nzpcn.org.nz/flora/species/coprosma-crassifolia/?download=pdf; https://www.nzpcn.org.nz/flora/species/coprosma-dumosa/?download=pdf;</p>

Ecosystem Category	Vegetation and habitat (species)	Occupying a contiguous area of: (hectares)	Canopy cover (%) of:	Height (metre) of any individual plants	Link to factsheet with example of vegetation type
					https://www.nzpcn.org.nz/flora/species/coprosma-propinqua-var-propinqua/?download=pdf; https://www.nzpcn.org.nz/flora/species/coprosma-rhamnoides/?download=pdf; https://www.nzpcn.org.nz/flora/species/coprosma-rigida/?download=pdf; https://www.nzpcn.org.nz/flora/species/coprosma-rubra/?download=pdf; https://www.nzpcn.org.nz/flora/species/coprosma-virescens/?download=pdf; https://www.nzpcn.org.nz/flora/species/coprosma-wallii/?download=pdf yellow wood -

Ecosystem Category	Vegetation and habitat (species)	Occupying a contiguous area of: (hectares)	Canopy cover (%) of:	Height (metre) of any individual plants	Link to factsheet with example of vegetation type
					https://www.nzpcn.org.nz/flora/species/coprosma-linariifolia/?download=pdf karamu - https://www.nzpcn.org.nz/flora/species/coprosma-lucida/?download=pdf ; https://www.nzpcn.org.nz/flora/species/coprosma-robusta/?download=pdf round-leaved mikimiki - https://www.nzpcn.org.nz/flora/species/coprosma-rotundifolia/?download=pdf <i>Coprosma rugosa</i> - https://www.nzpcn.org.nz/flora/species/coprosma-rugosa/?download=pdf
	iv. Subalpine mixed scrub with generally continuous canopy of native species in which mature specimens of any of the following genera form the dominant cover: <i>Dracophyllum, Olearia, Hebe</i>	N/A <u>0</u>	N/A <u>0</u>	N/A <u>0</u>	

Ecosystem Category	Vegetation and habitat (species)	Occupying a contiguous area of: (hectares)	Canopy cover (%) of:	Height (metre) of any individual plants	Link to factsheet with example of vegetation type
	<p>v. Lower altitude small-leaved shrubland dominated by small-leaved Coprosma species, scrub pohuehue (<i>Muehlenbeckia complexa</i>), <i>Helichrysum lanceolatum</i>, porcupine shrub (<i>Melicytus alpinus</i>), common broom (<i>Carmichaelia australis</i>) and/or matagouri (<i>Discaria toumatou</i>)</p> <p>Note: Kaitōrete Spit comprises the entire spit from where it adjoins Lake Forsyth / Wairewa and State Highway 75</p>	<p>0.1 ha or greater in area</p> <p>0 - where the vegetation and habitat is located within Kaitōrete Spit</p>	<p>All native shrub species exceeds 15%.</p>	<p>N/A 0</p>	<p>Scrub pohuehue - https://www.nzpcn.org.nz/flora/species/muehlenbeckia-complexa-var-complexa/?download=pdf</p> <p>Porcupine shrub - https://www.nzpcn.org.nz/flora/species/melicytus-alpinus/?download=pdf</p> <p>Common broom - https://www.nzpcn.org.nz/flora/species/carmichaelia-australis/?download=pdf</p> <p>Matagouri - https://www.nzpcn.org.nz/flora/species/discaria-toumatou/?download=pdf</p> <p><i>Helichrysum lanceolatum</i> - https://www.nzpcn.org.nz/flora/species/helichrysum-lanceolatum/?download=pdf</p>
b. Indigenous	i. Tall tussockland and/or tall tussock shrubland with native snow tussock (<i>Chionochloa</i>) and/or <i>Dracophyllum</i>	N/A 0	N/A 0	N/A 0	Native snow tussock -

Ecosystem Category	Vegetation and habitat (species)	Occupying a contiguous area of: (hectares)	Canopy cover (%) of:	Height (metre) of any individual plants	Link to factsheet with example of vegetation type
s tussock grassland					https://www.nzpcn.org.nz/flora/species/chionochoila-rigida-subsp-rigida/?download=pdf https://www.nzpcn.org.nz/flora/species/chionochoila-conspicua-subsp-conspicua/?download=pdf Dracophyllum acerosum - https://www.nzpcn.org.nz/flora/species/dracophyllum-acerosum/?download=pdf
	ii. Short tussockland with native fescue/hard tussock (<i>Festuca novae-zelandiae</i>) and native inter-tussock species	N/A 0	The contiguous area of specified species accounts for 20% or more of canopy cover	N/A 0	Hard tussock - https://www.nzpcn.org.nz/flora/species/festuca-novae-zelandiae/?download=pdf
	iii. Short tussockland with native silver tussock (<i>Poa cita</i>) and native inter-tussock species	A contiguous area of over 1.0ha	The contiguous area of specified species accounts for	N/A 0	Silver tussock - https://www.nzpcn.org.nz/flora/species/poa-cita/?download=pdf

27

Ecosystem Category	Vegetation and habitat (species)	Occupying a contiguous area of: (hectares)	Canopy cover (%) of:	Height (metre) of any individual plants	Link to factsheet with example of vegetation type
			30% or more of canopy cover.		
c. Indigenous coastal vegetation	<p>i. Coastal shrubland communities;</p> <p>ii. Scattered (low density) indigenous tussock, shrubs, rushes, vines, herbs, grasses and mosses among predominantly exotic grasslands, and/or cushionfields, mossfields and stonefields for example on Kaitōrete Spit but not restricted to here.</p> <p><u>Note: Kaitōrete Spit comprises the entire spit from where it adjoins Lake Forsyth / Wairewa and State Highway 75</u></p>	<p>N/A</p> <p><u>0.1 ha within a five year period (outside Kaitōrete Spit)</u></p> <p><u>0 within Kaitōrete Spit</u></p>	<p>N/A</p> <p><u>0</u></p>	<p>N/A</p> <p><u>0</u></p>	
d. Indigenous wetland vegetation	<p>i. Naturally occurring freshwater marsh, fen, swamp, seepage, flush and aquatic vegetation, including closely associated riparian vegetation, in which native species of the following genera are present: raupo (<i>Typha</i>), toetoe (<i>Cortaderia</i>), flax (<i>Phormium</i>), sedges (<i>Carex</i>), spike rush (<i>Eleocharis</i>), pond weed (<i>Potamogeton</i>), sphagnum moss (<i>Sphagnum</i>),</p>	<p>N/A</p> <p><u>0</u></p>	<p>N/A</p> <p><u>0</u></p>	<p>N/A</p> <p><u>0</u></p>	<p>Raupo - https://www.nzpcn.org.nz/flora/species/typha-orientalis/?download=pdf</p> <p>Toetoe -</p>

Ecosystem Category	Vegetation and habitat (species)	Occupying a contiguous area of: (hectares)	Canopy cover (%) of:	Height (metre) of any individual plants	Link to factsheet with example of vegetation type
	bog rush (<i>Schoenus</i>); pygmy clubrush (<i>Isolepis basilaris</i>), slender clubrush (<i>Isolepis cernua</i>), <i>Isolepis distigmata</i> , <i>Isolepis Habra</i> , <i>Isolepis pottsii</i>				https://www.nzpcn.org.nz/flora/species/austroderia-richardii/?download=pdf Flax - https://www.nzpcn.org.nz/flora/species/phormium-tenax/?download=pdf Spike rush - https://www.nzpcn.org.nz/flora/species/eleocharis-acuta/?download=pdf https://www.nzpcn.org.nz/flora/species/eleocharis-gracilis/?download=pdf Pondweed - https://www.nzpcn.org.nz/flora/species/potamogeton-cheesemanii/?download=pdf https://www.nzpcn.org.nz/flora/species/potamogeton-ochreatus/?download=pdf Bog rush -

Ecosystem Category	Vegetation and habitat (species)	Occupying a contiguous area of: (hectares)	Canopy cover (%) of:	Height (metre) of any individual plants	Link to factsheet with example of vegetation type
					https://www.nzpcn.org.nz/flora/species/schoenus-brevifolius/?download=pdf Pygmy clubrush - https://www.nzpcn.org.nz/flora/species/solepis-basilaris/?download=pdf Slender clubrush - https://www.nzpcn.org.nz/flora/species/solepis-cernua-var-cernua/?download=pdf Isolepis distigmata - https://www.nzpcn.org.nz/flora/species/solepis-distigmata/?download=pdf Isolepis Habra - https://www.nzpcn.org.nz/flora/species/solepis-habra/?download=pdf Isolepis inundata -

Ecosystem Category	Vegetation and habitat (species)	Occupying a contiguous area of: (hectares)	Canopy cover (%) of:	Height (metre) of any individual plants	Link to factsheet with example of vegetation type
					https://www.nzpcn.org.nz/flora/species/isolepis-inundata/?download=pdf Isolepis pottsii - https://www.nzpcn.org.nz/flora/species/isolepis-pottsii/?download=pdf
	ii. Saltmarsh vegetation in which any of the following native species are present: seagrass (<i>Zostera</i>), saltmarsh ribbonwood (<i>Plagianthus divaricatus</i>), three square (<i>Schenoplectus pungens</i>) sea rush (<i>Juncus kraussii</i>), jointed rush (<i>Apodasmia similis</i>), remuremu (<i>Selliera radicans</i>), sea primrose (<i>Samolus repens</i>), glasswort (<i>Sarcocornia quinqueflora</i>), native musk (<i>Thyridia repens</i>), salt grass (<i>Puccinellia</i> spp), <i>Schoenoplectus</i> spp;	N/A 0	N/A 0	N/A 0	Seagrass - https://www.nzpcn.org.nz/flora/species/zostera-muelleri-subsp-novazelandica/?download=pdf Saltmarsh ribbonwood - https://www.nzpcn.org.nz/flora/species/plagianthus-divaricatus/?download=pdf Sea rush - https://www.nzpcn.org.nz/flora/species/juncus-kraussii-subsp-australiensis/?download=pdf Jointed rush -

Ecosystem Category	Vegetation and habitat (species)	Occupying a contiguous area of: (hectares)	Canopy cover (%) of:	Height (metre) of any individual plants	Link to factsheet with example of vegetation type
					<p>https://www.nzpcn.org.nz/flora/species/apodasmia-similis/?download=pdf</p> <p>Remuremu - https://www.nzpcn.org.nz/flora/species/selliera-radicans/?download=pdf</p> <p>Sea primrose - https://www.nzpcn.org.nz/flora/species/samolus-repens-var-repens/?download=pdf</p> <p>Glasswort - https://www.nzpcn.org.nz/flora/species/salicornia-quingueflora/?download=pdf</p> <p>Native musk - https://www.nzpcn.org.nz/flora/species/thyridia-repens/?download=pdf</p> <p>Saltgrass (Puccinellia spp.) -</p>

Ecosystem Category	Vegetation and habitat (species)	Occupying a contiguous area of: (hectares)	Canopy cover (%) of:	Height (metre) of any individual plants	Link to factsheet with example of vegetation type
					https://www.nzpcn.org.nz/flora/species/puccinellia-stricta/?download=pdf https://www.nzpcn.org.nz/flora/species/puccinellia-walkeri/?download=pdf Schoenoplectus spp. - https://www.nzpcn.org.nz/flora/species/schoenoplectus-tabernaemontani/?download=pdf https://www.nzpcn.org.nz/flora/species/schoenoplectus-pungens/?download=pdf
e. Naturally uncommon ecosystem	i. Indigenous vegetation in a naturally uncommon ecosystem as identified in Table 2;	N/A <u>0</u>	N/A <u>0</u>	N/A <u>0</u>	Refer to Table 2

Ecosystem Category	Vegetation and habitat (species)	Occupying a contiguous area of: (hectares)	Canopy cover (%) of:	Height (metre) of any individual plants	Link to factsheet with example of vegetation type
f. Threatened indigenous species	i. An area of vegetation which provides habitat for an indigenous species that is threatened, at risk or uncommon, nationally or within the relevant ecological district or that is endemic to the Canterbury Region	N/A <u>0</u>	N/A <u>0</u>	N/A <u>0</u>	N/A

Table 2. Naturally Uncommon Ecosystems

Tentative common name	Vegetation structure	Link to information sheet that describes the ecosystem
Coastal ecosystems		
Active sand dunes	Grassland, sedgeland, open land	http://www.landcareresearch.co.nz/publications/factsheets/rare-ecosystems/coastal/active-sand-dunes
Dune deflation hollows	Open land	http://www.landcareresearch.co.nz/publications/factsheets/rare-ecosystems/coastal/dune-deflation-hollows
Shell barrier beaches	Grassland, herbfield	http://www.landcareresearch.co.nz/publications/factsheets/rare-ecosystems/coastal/shell-barrier-beaches-chenier-plains
Coastal turfs	Open land, herbfield	http://www.landcareresearch.co.nz/publications/factsheets/rare-ecosystems/coastal/coastal-turfs
Stony beach ridges	Scrub, shrubland, open land	http://www.landcareresearch.co.nz/publications/factsheets/rare-ecosystems/coastal/stony-beach-ridges
Shingle beaches	Open land	http://www.landcareresearch.co.nz/publications/factsheets/rare-ecosystems/coastal/shingle-beaches
Stable sand dunes	Shrubland, grassland, tussockland, herbfield, open land	http://www.landcareresearch.co.nz/publications/factsheets/rare-ecosystems/coastal/stable-sand-dunes
Coastal rock stacks	Open land, herbfield, lichenfield, shrubland	http://www.landcareresearch.co.nz/publications/factsheets/rare-ecosystems/coastal/coastal-rock-stacks
Basic coastal cliffs	Open land, lichenfield, herbfield, scrub, shrubland, tussockland	http://www.landcareresearch.co.nz/publications/factsheets/rare-ecosystems/coastal/coastal-cliffs-of-basic-rocks
Inland and Alpine ecosystems		
Volcanic boulderfields	Forest, scrub	http://www.landcareresearch.co.nz/publications/factsheets/rare-ecosystems/inland-and-alpine/volcanic-boulderfields
Basic cliffs, scarps and tors	Open land, herbfield, tussockland, shrubland	http://www.landcareresearch.co.nz/publications/factsheets/rare-ecosystems/inland-and-alpine/basic-cliffs-scarps-and-tors
Inland sand dunes	Open land, scrub, tussockland, herbfield	http://www.landcareresearch.co.nz/publications/factsheets/rare-ecosystems/inland-and-alpine/inland-sand-dunes
Inland outwash gravels	Open land, herbfield, treeland	http://www.landcareresearch.co.nz/publications/factsheets/rare-ecosystems/inland-and-alpine/inland-outwash-gravels

Tentative name	common	Vegetation structure	Link to information sheet that describes the ecosystem
Braided riverbeds		Open land, herbfield	http://www.landcareresearch.co.nz/publications/factsheets/rare-ecosystems/inland-and-alpine/braided-riverbeds
Induced by native vertebrates			
Seabird deposits	guano	Open land, herbfield	http://www.landcareresearch.co.nz/publications/factsheets/rare-ecosystems/induced-by-native-vertebrates/seabird-guano-deposits
Seabird burrowed soils		Open land to forest	http://www.landcareresearch.co.nz/publications/factsheets/rare-ecosystems/induced-by-native-vertebrates/seabird-burrowed-soils
Marine haulouts	mammal	Open land to forest	http://www.landcareresearch.co.nz/publications/factsheets/rare-ecosystems/induced-by-native-vertebrates/marine-mammal-rookeries-and-haulouts
Wetlands			
Lake margins		Open land, herbfield, rushland	http://www.landcareresearch.co.nz/publications/factsheets/rare-ecosystems/wetlands/lake-margins
Dune slacks		Herbfield, open land	http://www.landcareresearch.co.nz/publications/factsheets/rare-ecosystems/wetlands/dune-slacks
Estuaries		Open land, sedgeland, rushland, reedland, herbfield, shrubland, scrub	http://www.landcareresearch.co.nz/publications/factsheets/rare-ecosystems/wetlands/estuaries
Lagoons		Open land, sedgeland, rushland, reedland, herbfield, shrubland, scrub	http://www.landcareresearch.co.nz/publications/factsheets/rare-ecosystems/wetlands/lagoons
Seepage and flushes		Sedgeland, cushionfield, mossfield, scrub	http://www.landcareresearch.co.nz/publications/factsheets/rare-ecosystems/wetlands/seepages-and-flushes

TRIM 21/42215

	<p>Resource Management Act 1991</p> <p>Christchurch District Plan</p> <p>Plan Change 7</p> <p>Section 32 Evaluation</p>	<p>7</p>
<p style="text-align: center;">MANAGING SIGNIFICANT INDIGENOUS VEGETATION</p> <p>Overview</p> <p>The following report has been prepared to support Plan Change 7 (PC7) – Managing Significant Indigenous Vegetation to the Christchurch District Plan (Plan). This report has been prepared in accordance with the requirements of Section 32 (s32) of the Resource Management Act 1991 (RMA).</p> <p>Since the Plan became operative and the provisions pertaining to significant indigenous vegetation contained in Chapter 9 (sub-chapter 9.1) have been implemented, the Council has assessed that the rules that apply to the clearance of indigenous vegetation within areas of <i>improved pasture</i> do not appropriately implement the applicable objectives and policies of the Plan relating to the protection and maintenance of significant indigenous vegetation in the coastal environment. The Council considers that the Plan does not fully give effect to the Canterbury Regional Policy Statement (CRPS) or the New Zealand Coastal Policy Statement (NZCPS).</p> <p>Other issues that have been identified include a lack of clarity in the definition of “<i>improved pasture</i>” in Chapter 2 (Abbreviations and Definitions), and six policies in sub-chapter 9.1 (Indigenous Biodiversity and Ecosystems), and shortcomings with the content in Appendix 9.1.6.6. Those shortcomings relate to the geographic extent of indigenous coastal vegetation, the limits it contains that provide an indicative point at which the listed vegetation is likely to be ecologically significant, what is meant by “contiguous” with respect to the limits that relate to contiguous area occupied for kanuka and indigenous coastal vegetation in determining the amount that can be cleared as a permitted activity, and the list of indigenous wetland species. Collectively, these deficiencies have the potential to adversely affect biodiversity values and compromise the achievement of key objectives in the Plan, NZCPS, and CRPS of maintaining and protecting significant indigenous vegetation.</p> <p>Accordingly, the purpose of PC7 is to better protect and maintain indigenous vegetation while still providing for its clearance where it is small scale and low impact, to provide for the continuation of farming activities.</p> <p>PC7 seeks to achieve this by:</p> <ul style="list-style-type: none"> • Amending the definition of <i>improved pasture</i> in Chapter 2 to remove ambiguity relating to the existing “visual predominance” component of the definition; • Introducing a new rule framework into sub-chapter 9.1 that applies to the clearance of indigenous vegetation within areas of improved pasture in the coastal environment; • Amending six policies in sub-chapter 9.1 to remove ambiguity and clarify the 		

1

Plan Change 7 - Section 32 Evaluation Report

TRIM 21/42215

circumstances where an application for resource consent, to undertake clearance, should include an assessment of the significance of that vegetation and how adverse effects should be managed;

- Amending Table 1 of Appendix 9.1.6.6 to:
 - Replace all “N/A” values with “0” to avoid “N/A” (not applicable) being interpreted as meaning that clearance of the listed vegetation can occur as a permitted activity unrestricted;
 - Introduce a definition of “contiguous” for the indigenous vegetation described in Table 1(a)(i) and (ii) (kanuka) and Table 1(c) (indigenous coastal vegetation);
 - Extend the geographic extent of the indigenous coastal vegetation described in Table 1(c) to the entire coastal environment, as it is currently limited to Kaitōrete Spit, but is present elsewhere in the coastal environment;
 - Introduce a limit for the indigenous coastal vegetation described in Table 1(c) for contiguous area occupied of 0.1 ha in a five year period to provide an allowance for clearance while still protecting significant ecological values; and
 - Include an additional salt marsh species in the indigenous vegetation described in Table 1(d)(ii).
- The proposed PC7 amendments apply across the whole Christchurch District given there are changes to the “improved pasture” definition, policies in sub-chapter 9.1, and Appendix 9.1.6.6.
- The proposed rule framework applies only in the coastal environment of the Christchurch District as identified on the planning maps.

TRIM 21/42215

LIST OF ABBREVIATIONS USED IN THIS REPORT

CRPS	Canterbury Regional Policy Statement
IMP	Maahanui Iwi Management Plan
NZCPS	New Zealand Coastal Policy Statement
NPSIB	Proposed National Policy Statement for Indigenous Biodiversity
RMA	Resource Management Act 1991
the Act	See 'RMA'
the Council	Christchurch City Council
the Plan	Christchurch District Plan
the plan change / Plan Change 7 / PC7	Proposed Plan Change 7 Managing Significant Indigenous Vegetation

Table of Contents

1	Introduction	5
1.1	Purpose of this report	5
2	Resource management issues.....	5
2.1	Council's legal obligations and strategic planning documents	5
2.2	Problem Definition – The Issues Being Addressed.....	16
3	Development of Plan Change 7.....	26
3.1	Background.....	26
3.2	Current Christchurch District Plan Provisions.....	28
3.3	Description and Scope of the Changes Proposed	39
3.4	Pre-Notification Consultation – Schedule 1 of the RMA	41
3.5	Feedback – Key Themes from Public Drop in Sessions	43
3.6	Specific Policy and Rule Amendments	47
3.7	Consultation with Iwi Authorities	48
4	Scale and Significance Evaluation.....	48
4.1	The degree of shift in the provisions.....	48
4.2	Scale and significance of effects	50
5	Evaluation of the Proposal.....	52
5.1	Statutory evaluation.....	52
5.2	Evaluation of the purpose of the plan change.....	53
5.3	Reasonably practicable options for provisions.....	65
5.4	Evaluation of options for provisions	67
6	Evaluation of the Preferred Option for Provisions	91
6.2	The most appropriate option	91
7	Conclusion.....	91
	Attachment A – Ecological Advice.....	93
	Attachment B – Pre-Notification Engagement Parties	115
	Attachment C – Parties who Provided Pre-Notification Engagement Feedback	116
	Attachment D – Provision by Provision Feedback Provided During Pre-Notification Engagement...	117

LIST OF TABLES USED IN THIS REPORT

Table 1 - Relevant Provisions of Higher Order and Other Relevant Documents	6
Table 2 - Appendix 9.1.6.6 Species that are located within the Coastal Environment	20
Table 3 – Technical Report Informing Plan Change 7.....	27
Table 4 – Relevant District Plan Provisions.....	29
Table 5 – Scale and Significance Evaluation.....	50
Table 6 – Evaluation of the Purpose of PC7 and Alternative Purpose Plan Change	54
Table 7 – Efficiency and Effectiveness Evaluation of Options.....	68

1 Introduction

1.1 Purpose of this report

- 1.1.1 The overarching purpose of section 32 (s32) of the Resource Management Act 1991 (RMA) is to ensure that plans are developed using sound evidence and rigorous policy analysis, leading to more robust and enduring provisions.
- 1.1.2 Section 32 requires the Council to provide an evaluation of the changes proposed in Plan Change 7 to the Christchurch District Plan (Plan). PC7 does not propose to introduce new objectives into, or amend any existing objectives, of the Plan. The evaluation, therefore, must examine whether the purpose of the proposal (s32(6)(b)) is the most appropriate way to achieve the purpose of the RMA (s32(1)(a)), and whether the proposed provisions are the most appropriate way to achieve the purpose of the plan change (s32(1)(b)). The evaluation must also consider whether the proposed provisions are the most appropriate way to achieve the objectives of the Plan. The report must consider reasonably practicable options for achieving the objectives of the plan change, and assess the efficiency and effectiveness of the provisions in achieving the objectives. This will involve identifying and assessing the benefits and costs of the environmental, economic, social and cultural effects anticipated from implementing the provisions. The report must also assess the risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the provisions.
- 1.1.3 The purpose of this report is to fulfil the s32 requirements for proposed PC7. In addition, the report examines any relevant directions from the statutory context including higher order and other documents.

2 Resource management issues

2.1 Council's legal obligations and strategic planning documents

- 2.1.1 Under Section 31¹ of the RMA, the Council is obligated to establish, implement and review objectives, policies and methods for achieving the integrated management of the effects of the use, development, or protection of land and associated natural and physical resources. More specifically, under s31(b)(iii), the Council must control any actual or potential effects of the use, development or protection of land for the purpose of maintaining indigenous biological diversity.
- 2.1.2 In establishing, implementing and reviewing objectives, policies, and methods, Sections 74² and 75³ of the RMA, set out Council's obligations when preparing a plan or a change to its Plan. Any change to the Plan must be prepared in accordance with its functions under s31, the provisions of Part 2 (purpose and principles), which includes Sections 5, 6, 7 and 8, the New Zealand Coastal Policy Statement, and any

¹ Functions of territorial authorities under this Act

² Matters to be considered by territorial authority

³ Contents of district plans

TRIM 21/42215

other applicable National Policy Statement (referred to as higher order planning instruments).

RMA Part 2

- 2.1.3 Section 5 of the RMA sets out the purpose of the Act, as being to achieve the sustainable management of natural and physical resources. In achieving its purpose, the principles in Sections 6, 7 and 8 must be considered.
- 2.1.4 Section 6 of the RMA lists matters of national importance that must be recognised and provided for in achieving the purpose of the Act. Of relevance to PC7, and required to be considered through this evaluation, is Section 6(c), which provides that the protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna is a matter of national importance to be recognised and provided for by the Council when performing functions under the RMA.
- 2.1.5 Section 7 of the RMA lists other matters where particular regard is required to be had in achieving the purpose of the Act. Of relevance to PC7, and required to be considered through this evaluation, is Section 7(b) (the efficient use and development of natural and physical resources), Section 7(d) (intrinsic values of ecosystems) and Section 7(g) (any finite characteristics of natural and physical resources).
- 2.1.6 Section 8 of the RMA states the obligation to take account of the principles of the Treaty of Waitangi when exercising functions under the Act. Section 8 is a relevant consideration in this evaluation.

Higher Order and Other Planning Documents

- 2.1.7 As required by s74 and s75 of the RMA a Plan Change must specifically give effect to, not be inconsistent with, take into account, or have regard to, the provisions within the “higher order” and other planning documents set out in Table 1. These documents include specific direction on the management of the coastal environment and indigenous vegetation that PC7 must take into consideration. A summary of these provisions and their direction is provided subsequent to Table 1.

Table 1 - Relevant Provisions of Higher Order and Other Relevant Documents

Higher Order Planning Documents		
Document	Relevant provisions	Relevant Direction to be Given Effect to
New Zealand Coastal Policy Statement 2010 (NZCPS)	Objective 1:	<p><i>“To safeguard the integrity, form, functioning and resilience of the coastal environment and sustain its ecosystems, including marine and intertidal areas, estuaries, dunes and land, by:</i></p> <ul style="list-style-type: none"> <i>(...)</i>

6

Plan Change 7 - Section 32 Evaluation Report

TRIM 21/42215

		<ul style="list-style-type: none"> protecting representative or significant natural ecosystems and sites of biological importance and maintaining the diversity of New Zealand's indigenous coastal flora and fauna; and (...)
	Objective 3:	<p><i>"To take account of the principles of the Treaty of Waitangi, recognise the role of tangata whenua as kaitiaki and provide for tangata whenua involvement in management of the coastal environment by:</i></p> <ul style="list-style-type: none"> (...) (...) (...) recognising and protecting characteristics of the coastal environment that are of special value to tangata whenua"
	Objective 6:	<p><i>"To enable people and communities to provide for their social, economic, and cultural wellbeing and their health and safety, through subdivision, use, and development, recognising that:</i></p> <ul style="list-style-type: none"> the protection of the values of the coastal environment does not preclude use and development in appropriate places and forms, and within appropriate limits; some uses and developments which depend upon the use of natural and physical resources in the coastal environment are important to the social, economic and cultural wellbeing of people and communities; (...) (...) the protection of habitats of living marine resources contributes to the social, economic and cultural wellbeing of people and communities; the potential to protect, use, and develop natural and physical resources in the coastal marine area should not be compromised by activities on land (...)

7

Plan Change 7 - Section 32 Evaluation Report

TRIM 21/42215

		<ul style="list-style-type: none"> (...)"
	Policy 2	<p><i>"In taking account of the principles of the Treaty of Waitangi (Te Tiriti o Waitangi), and kaitiakitanga, in relation to the coastal environment:</i></p> <ul style="list-style-type: none"> a. (...) b. <i>involve iwi authorities or hapū on behalf of tangata whenua in the preparation of regional policy statements, and plans, by undertaking effective consultation with tangata whenua; with such consultation to be early, meaningful, and as far as practicable in accordance with tikanga Māori;</i> c. (...) d. (...) e. (...) f. (...) g. (...)"
	Policy 3	<p><i>" 1. Adopt a precautionary approach towards proposed activities whose effects on the coastal environment are uncertain, unknown, or little understood, but potentially significantly adverse</i></p> <p><i>2. (...)"</i></p>
	Policy 11	<p><i>" To protect indigenous biological diversity in the coastal environment:</i></p> <ul style="list-style-type: none"> a. <i>avoid adverse effects of activities on:</i> <ul style="list-style-type: none"> i. <i>indigenous taxa that are listed as threatened or at risk in the New Zealand Threat Classification System lists;</i> ii. <i>taxa that are listed by the International Union for Conservation of Nature and Natural Resources as threatened;</i> iii. <i>indigenous ecosystems and vegetation types that are threatened in the coastal environment, or are naturally rare;</i>

8

Plan Change 7 - Section 32 Evaluation Report

TRIM 21/42215

		<ul style="list-style-type: none"> iv. <i>habitats of indigenous species where the species are at the limit of their natural range, or are naturally rare;</i> v. <i>areas containing nationally significant examples of indigenous community types; and</i> vi. <i>areas set aside for full or partial protection of indigenous biological diversity under other legislation;</i> <p>b. <i>avoid significant adverse effects and avoid, remedy or mitigate other adverse effects of activities on:</i></p> <ul style="list-style-type: none"> i. <i>areas of predominantly indigenous vegetation in the coastal environment;</i> ii. <i>habitats in the coastal environment that are important during the vulnerable life stages of indigenous species;</i> iii. <i>indigenous ecosystems and habitats that are only found in the coastal environment and are particularly vulnerable to modification, including estuaries, lagoons, coastal wetlands, dunelands, intertidal zones, rocky reef systems, eelgrass and saltmarsh;</i> iv. <i>habitats of indigenous species in the coastal environment that are important for recreational, commercial, traditional or cultural purposes;</i> v. <i>habitats, including areas and routes, important to migratory species; and</i> vi. <i>ecological corridors, and areas important for linking or maintaining biological values identified under this policy."</i>
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TRIM 21/42215

Canterbury Regional Policy Statement (CRPS)	Chapter 5 - Land-use and Infrastructure	
	Objective 5.2.1 Location, design and function of development (Entire Region)	<p><i>“Development is located and designed so that it functions in a way that:</i></p> <ol style="list-style-type: none"> <i>1. (...)</i> <i>2. enables people and communities, including future generations, to provide for their social, economic and cultural well-being and health and safety; and which:</i> <ol style="list-style-type: none"> <i>a. maintains, and where appropriate, enhances the overall quality of the natural environment of the Canterbury region, including its coastal environment, outstanding natural features and landscapes, and natural values;</i> <i>b. (...)</i> <i>c. (...)</i> <i>d. (...)</i> <i>e. enables rural activities that support the rural environment including primary production</i> <i>f. (...)</i> <i>g. (...)</i> <i>h. (...)</i> <i>i. (...)</i>”
	Chapter 6 – Recovery and Rebuilding of Greater Christchurch	
	Objective 6.2.1 Recovery Framework	<p><i>“Recovery, rebuilding and development are enabled within Greater Christchurch through a land use and infrastructure framework that:</i></p> <ol style="list-style-type: none"> <i>1. (...);</i> <i>2. (...);</i> <i>3. (...);</i> <i>4. (...);</i> <i>5. Protects and enhances indigenous biodiversity and public space;</i> <i>6. (...);</i> <i>7. (...);</i> <i>8. (...);</i> <i>9. (...);</i> <i>10. (...);</i>

TRIM 21/42215

		11. (...); 12. (...).
Chapter 8 – The Coastal Environment		
Objective 8.2.2 Provision for appropriate activities in the coastal environment	“A framework is provided for appropriate occupation, subdivision, use and development of the coastal environment while managing the adverse effects of those activities”	
Objective 8.2.4 Preservation, protection and enhancement of the coastal environment	“In relation to the coastal environment: 1. (...) 2. Its natural, ecological cultural, amenity, recreational and historic heritage values are restored or enhanced.”	
Policy 8.3.4 Preservation of the natural character of the coastal environment	“To preserve and restore the natural character of the coastal environment by: 1. (...) 2. Protecting and enhancing indigenous ecosystems and associated ecological processes; 3. (...); 4. (...); 5. (...).”	
Chapter 9 – Ecosystems and Indigenous Biodiversity		
Objective 9.2.1 Halting the decline of Canterbury’s ecosystems and indigenous biodiversity	“The decline in the quality and quantity of Canterbury’s ecosystems and indigenous biodiversity is halted and their life-supporting capacity and mauri safeguarded.”	
Objective 9.2.3 Protection of significant indigenous vegetation and habitats	“Areas of significant indigenous vegetation and significant habitats of indigenous fauna are identified and their values and ecosystem functions protected.”	
Policy 9.3.1 Protecting significant natural areas	1. “Significance, with respect to ecosystems and indigenous biodiversity, will be determined by assessing areas and habitats against the following matters: a. Representativeness; b. Rarity or distinctive features:	

11

Plan Change 7 - Section 32 Evaluation Report

TRIM 21/42215

		<p>c. Diversity and pattern; d. Ecological context;</p> <p>2. (...) 3. (...)"</p>
	Policy 9.3.1 Method 3	<p>"Set out objectives and policies, and may include methods in district plans to provide for the identification and protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna. District plan provisions will include appropriate rule(s) that manage the clearance of indigenous vegetation, so as to provide for the case-by-case assessment of whether an area of indigenous vegetation that is subject to the rule comprises a significant area of indigenous vegetation and/or a significant habitat of indigenous fauna that warrants protection."</p>
	Policy 9.3.1 Method 5	<p>"Continue to work with landowners to identify the location of significant indigenous vegetation and significant habitats of indigenous fauna for inclusion in district plans. If other significance criteria are already set out in an existing district plan to achieve the same purpose, existing district plan criteria will apply until those criteria are reviewed. Existing specified areas of significant indigenous vegetation, or significant habitats of indigenous fauna in a district plan, shall be deemed to be consistent with the significance matters set out in this policy."</p>
Other Planning Documents		
Document	Relevant Provisions	Relevant Direction to Take into Account
Mahaanui Iwi Management Plan (IMP)	Section 5.5 Tāne Mahuta	
	Objective 1	<p>"Regional policy, planning and decision making in the takiwā reflects the particular interest of Ngāi Tahu in indigenous biodiversity protection, and the importance of mahinga kai to Ngāi Tahu culture and traditions."</p>
	Objective 2	<p>"The presence of indigenous biodiversity on the Canterbury landscape is enhanced, both</p>

12

Plan Change 7 - Section 32 Evaluation Report

TRIM 21/42215

		<i>in rural and urban environments."</i>
	Objective 7	<i>"Existing areas of indigenous vegetation are protected, and degraded areas are restored."</i>
	Policy TM2.1	<i>"To require that local authorities and central government actively recognise and provide for the relationship of Ngāi Tahu with indigenous biodiversity and ecosystems, and interests in biodiversity protection, management and restoration, including but not limited to:</i> <i>a. Importance of indigenous biodiversity to tāngata whenua, particularly with regard to mahinga kai, taonga species, customary use and valuable ecosystem services;</i> <i>b. Recognition that special features of indigenous biodiversity (specific areas or species) have significant cultural heritage value for Ngāi Tahu;</i> <i>c. (...)</i> <i>d. (...)</i> <i>e. (...)"</i>
	Section 6.7 Koukourāata ki Pōhatu	
	Objective 3	<i>"Indigenous biodiversity is protected and enhanced, including mahinga kai".</i>
	Policy KP8.3	<i>"To actively develop and maintain relationships with the wider community to restore the natural and cultural heritage of Te Pātaka o Rākaihautū"</i>
	Part 6.9 Poranui ki Timutimu	
	Objective 5	<i>"Protection and enhancement of indigenous biodiversity in the southern bays catchments, including restoration of degraded areas, the protection of remnants and the enhancement of mahinga kai resources and opportunities"</i>
	Policy PT7.1	<i>"To require that local authorities recognise and provide for the effects of vegetation clearance and burning activities on landscape, biodiversity, water yield and soil health in the southern bays catchments"</i>

Discussion

Higher Order Planning Documents

New Zealand Coastal Policy Statement

- 2.1.8 The New Zealand Coastal Policy Statement (NZCPS) provides a framework that applies to the coastal marine area and the coastal environment of New Zealand. It sets environmental outcomes for the coastal environment and provides direction on the management of land use activities that impact on its processes and natural resources. With regard to indigenous biodiversity, the NZCPS requires the protection of representative and significant natural ecosystems to contribute to sustaining the overall integrity, form, functioning and resilience of the coastal environment (Objective 1). In achieving this outcome, the NZCPS requires all adverse effects on threatened, at risk, or naturally rare ecosystems to be avoided, and significant adverse effects on other coastal ecosystems to be avoided, and other adverse effects on particularised aspects of the coastal environment to be avoided, remedied or mitigated (Policy 11). Coupled with these directions is an outcome of enabling people and communities, to provide for their social, economic and cultural well-being, and that the protection of the values of the coastal environment does not preclude use and development provided it is located in appropriate places and occurs within appropriate limits (Objective 6). The proposed PC7 amendments are consistent with the NZCPS provisions and the amendments, overall, will ensure that the Plan better gives effect to the NZCPS (Refer to Section 5.2 for the evaluation of the purpose of the plan change and 5.4 for an evaluation of the provisions).

Draft National Policy Statement for Indigenous Biodiversity

- 2.1.9 The draft National Policy Statement for Indigenous Biodiversity (NPSIB) was released for consultation in November 2019. Its anticipated gazettal is July 2021. Its primary purpose (once gazetted) is to set out objectives and policies in relation to maintaining indigenous biodiversity and to specify what local authorities must do to achieve that objective. As the NPSIB has not been gazetted, it has no legal bearing with regard to PC7. However, in its draft form, it does include components that are relevant to PC7, including a definition of "improved pasture", and direction to local authorities on providing for farming as an existing activity. It also has direction that clarifies that where there is conflict between the NPSIB and the NZCPS, the provisions in the NZCPS will apply.
- 2.1.10 While the NPSIB currently has no legal weight, for completeness, it is noted that, with the exception of the amendments to the definition of improved pasture, the proposed PC7 amendments are not considered contrary to the draft objectives and policies of the NPSIB, and are considered in accordance with the NZCPS and CRPS.

Canterbury Regional Policy Statement

- 2.1.11 The Canterbury Regional Policy Statement 2013 (CRPS) sets out a policy framework for the integrated management of natural resources in the Canterbury Region,

including the region's coastal environment and indigenous biodiversity. Chapters 8 and 9 respectively, contain objectives and policies for the coastal environment and indigenous biodiversity. With regard to the coastal environment, Chapter 8 contains environmental outcomes and direction to provide for appropriate use and development of the coastal environment while managing adverse effects to preserve and protect natural and ecological values, including indigenous ecosystems (Objectives 8.2.2 and 8.2.4 and Policy 8.3.4). Concerning indigenous biodiversity specifically, Chapter 9 includes environmental outcomes relating to halting the decline of indigenous biodiversity generally and protecting areas of significant indigenous biodiversity (Objectives 9.2.1 and 9.2.3 and Policy 9.3.1). The proposed PC7 amendments are consistent with the CRPS provisions and the amendments, overall, will ensure that the Plan better gives effect to the CRPS. (Refer to Section 5.2 for the evaluation of the purpose of the plan change and 5.4 for an evaluation of the provisions).

Other Relevant Planning Documents

Mahaanui Iwi Management Plan (IMP)

- 2.1.12 The Mahaanui Iwi Management Plan (IMP) is an expression of kaitiakitanga and rangatiratanga reflecting the values of six papatipu rūnanga⁴. The IMP is a tool that assists tāngata whenua to protect taonga by ensuring that the management of land and water resources achieves meaningful cultural and environmental outcomes. The IMP describes regional objectives, issues and policies on different subject matters and then provides additional policies for 12 different geographic areas.
- 2.1.13 Section 5.5 (Tāne Mahuta) is of particular relevance to PC7. This section describes the importance of indigenous biodiversity to Ngāi Tahu as a taonga given its inherent value to the natural landscape and contribution of ecosystem services, particularly to mahinga kai. Section 5.5 seeks that planning decisions relating to indigenous biodiversity reflect the interests of Ngāi Tahu given the importance of indigenous biodiversity to tangata whenua, indigenous biodiversity in urban and rural areas is enhanced, and existing areas of indigenous vegetation are protected (Objectives 1, 2 and 7 and Policy TM2.1).
- 2.1.14 Geographic specific Sections 6.7 (Koukourārata ki Pōhatu), 6.8 (Akaroa Harbour), 6.9 (Poranui ki Timutimu), 6.10 (Te Roto o Wairewa) are also of particular relevance to PC7, given its geographic scope within the Christchurch District and the Banks Peninsula coastal environment. However, only Sections 6.7 and 6.9 include objectives and policies relating to the protection, maintenance and enhancement of indigenous vegetation in those geographic areas.
- 2.1.15 Section 6.7 addresses issues of particular significance in an area of Banks Peninsula recognised as Koukourārata ki Pōhatu. The relevant objectives and policies for this area are focussed on protecting and enhancing indigenous biodiversity as well as enhancing the exercise of kaitiakitanga by papatipu rūnanga by working

⁴ Ngāi Tūāhuriri Rūnanga, Te Hapū o Ngāti Wheke (Rapaki), Te Rūnanga o Koukourārata, Ōnuku Rūnanga, Wairewa Rūnanga and Te Taumutu Rūnanga.

TRIM 21/42215

collaboratively in actively protecting natural resources (Objective 1 and 3 and Policy KP8.3).

2.1.16 Section 6.9 addresses issues of particular significance in an area of Banks Peninsula, recognised as Poranui ki Timutimu (southern bays between Akaroa Harbour and Kaitōrete Spit). The relevant objectives and policies for this area are focussed on protecting and enhancing indigenous biodiversity in the southern bays of Banks Peninsula to enhance its natural landscapes (Objective 5 and Policy PT8.2).

2.1.17 The proposed PC7 amendments are consistent with the objectives and policies of the IMP and the amendments, overall, will ensure that the Plan better takes into account its requirements (Refer to Section 5.2 for the evaluation of the purpose of the plan change and 5.4 for an evaluation of the provisions).

Other Plans

2.1.18 Section 75(4) provides that a district plan must not be inconsistent with a regional plan. Of relevance to PC7 are the Canterbury Land and Water Regional Plan, and the Regional Coastal Environmental Plan. PC7 is not inconsistent with the requirements of those plans.

Summary

2.1.19 All relevant higher order and other planning instruments have been identified and outlined above. Overall, the proposed PC7 amendments will ensure that the Plan better gives effect to, and takes into account, the requirements of the NZCPS, CRPS, and IMP.

2.2 Problem Definition – The Issues Being Addressed

2.2.1 The amendments proposed in PC7 seek to respond to three related resource management issues regarding the protection and maintenance of significant indigenous vegetation, and the operative Plan framework that regulates its clearance. A description of the technical advice that has been used to better understand these issues is outlined in Section 3.

2.2.2 Those issues are set out as follows:

ISSUE 1 – Potential Loss of Significant Ecological Values within areas of Improved Pasture

2.2.3 Chapter 9 (Natural and Cultural Heritage) of the Plan includes permitted activity rule 9.1.4.1.1 (P1) that provides for the clearance of indigenous vegetation within existing identified Sites of Ecological Significance on Appendix 9.1.6.1⁵, or of the vegetation

⁵ Schedule of Sites of Ecological Significance

TRIM 21/42215

that is listed in Appendix 9.1.6.6⁶, provided the clearance is for the purpose of maintaining “improved pasture”. “Improved pasture” is a defined term in the Plan. Where clearance is proposed in an area that does not meet the definition of improved pasture, or for any other purpose that does not comply with the listed activity specific standards for permitted activities in Rule 9.1.4.1.1, restricted discretionary or non-complying activity statuses apply under Rules 9.1.4.1.3 and 9.1.4.1.5.

- 2.2.4 In understanding the potential scale and significance of the indigenous vegetation that the current rule framework allows to be cleared as a permitted activity, it is useful to understand the role of Appendices 9.1.6.1 and 9.1.6.6.
- 2.2.5 Appendix 9.1.6.1 lists Sites of Ecological Significance on public and private land where the Council has undertaken assessments of ecological significance in accordance with the CRPS and lists these on two schedules (Schedule A and Schedule B). The purpose of these schedules within Appendix 9.1.6.1 is to differentiate between sites where consultation has occurred with landowners, and the landowner has agreed to the Site of Ecological Significance being listed in the Plan with all applicable rules applying (Schedule A), and sites where landowners who have not agreed to the listing of the Site of Ecological Significance or the application of rules to it (Schedule B). While Schedule B landowners have not agreed to the formal listing of the sites in the Plan, those sites are included in the Plan for information purposes with the rule framework drafted to exclude its application to those sites.
- 2.2.6 Such an approach results in a risk that areas of indigenous vegetation across the district that have not been assessed to determine their ecological significance, or Schedule B Sites, are at risk from clearance resulting in the potential loss of significant ecological values. Therefore, in bridging this gap, Appendix 9.1.6.6 lists indigenous vegetation and plant communities that are present on Banks Peninsula and the Port Hills with specified thresholds relating to contiguous area occupied, percentage of canopy cover and height. Those limits indicate a point at and above which the listed vegetation would likely be considered ecologically significant if an assessment were undertaken. The associated rule framework requires resource consent to clear the listed indigenous vegetation at or above the specified thresholds, and general clearance of those species below the specified thresholds (Rule 9.1.4.1.1 (P4)).
- 2.2.7 Rule (9.1.4.1.1 (P1) permits the clearance of indigenous vegetation within existing Sites of Ecological Significance listed on Schedule A of Appendix 9.1.6.1, or of the vegetation listed in Appendix 9.1.6.6, where it is for maintaining an area of “improved pasture”.

2.2.8 The Plan defines “improved pasture” as:

“in relation to Sub-chapter 9.1 Indigenous Biodiversity and Ecosystems of Chapter 9 Natural and Cultural Heritage, means an area of pasture:

- a. where exotic pasture grass and herb species are the visually predominant vegetation cover; and*

⁶ Indigenous Vegetation on Banks Peninsula and the Port Hills, outside of the Sites of Ecological Significance listed in Schedule A of Appendix 9.1.6.1

TRIM 21/42215

b. that:

- i. *is used for livestock grazing and has been routinely so used since 1 June 1996; or*
- ii. *at any time on or after 1 June 1996 was modified or enhanced for the purpose of livestock grazing by cultivation, irrigation, oversowing, top-dressing and/or direct drilling."*

2.2.9 This definition was included in the Plan during the most recent review of the Plan and is a product of a public notification process, submissions, a hearing, subsequent mediation between interested and affected parties, and decisions on the submissions by an Independent Hearings Panel (IHP).

2.2.10 While the intention of the current definition and rule framework is clear, since the Plan became operative and has been implemented by Plan users, two key issues have been highlighted and brought to the attention of the Council:

2.2.10.1 The "visual predominance" component of the definition of improved pasture is ambiguous and difficult to administer, resulting in the determination of whether areas of pasture are in fact "improved pasture" difficult, creating uncertainty; and

2.2.10.2 Rule 9.1.4.1.1 (P1) potentially enables significant indigenous vegetation within already identified Sites of Ecological Significance on Appendix 9.1.6.1, or vegetation that is highly likely to be significant as listed and described on Appendix 9.1.6.6, to be cleared if maintaining improved pasture, resulting in the loss of significant ecological values.

2.2.11 Collectively, these two issues create a situation where indigenous vegetation that potentially has significant ecological values can be cleared as a permitted activity within areas of improved pasture.

2.2.12 A third potential issue with the definition of "improved pasture" that was considered when preparing PC7 was its "an area of pasture" component. More specifically, the scale at which the "visual predominance" assessment should be undertaken in order to determine whether an area of pasture is improved or not (i.e., there is uncertainty in the definition as to what scale this should be at e.g., paddock scale, or a more defined scale).

2.2.13 This potential issue was explored in the affidavits provided as part of the enforcement and declaration proceedings in 2018. The "visual predominance" part of the definition exacerbates the ambiguity associated with "area of pasture" as the scale of this assessment is not defined. It is arguable whether this could result in circumstances where entire paddocks could be considered "improved" due to an ability to consider any area of indigenous vegetation within the broader context of an extensive paddock or paddocks.

2.2.14 For the reasons set out below, no changes to this aspect of the definition are proposed as part of PC7:

1. PC7 proposes to replace the visual predominance component with a requirement of exotic pasture grasses and herb species having been "deliberately sown or maintained". This provides more certainty about

18

Plan Change 7 - Section 32 Evaluation Report

TRIM 21/42215

what constitutes “an area of pasture”, as the area that is improved under the proposed definition can only be the area where exotic pasture grasses have been “deliberately sown or maintained”, rather than where they are “visually predominant”.

2. Further, the changes to the definition work in tandem with the proposed new rule framework in the coastal environment that ties the limits in Appendix 9.1.6.6 to clearance within areas of improved pasture as a permitted activity. In doing so, this ensures that the size and scale of indigenous vegetation cleared is small scale and low impact and less likely to be significant. Note, this isn’t the case outside the coastal environment; however, the changes to the definition apply district wide, and will still go some way in addressing the “area of pasture” issue ahead of other council initiated plan changes on this issue.

2.2.15 Therefore, we consider that this part of the definition does not require amendments, and has indirectly been addressed through the replacement of the “visual predominance” qualifier, and further in the coastal environment by tying the limits in Appendix 9.1.6.6 to clearance as a permitted activity.

2.2.16 As previously mentioned, in the absence of a district wide significant natural area survey being completed, Appendix 9.1.6.6 lists types of known indigenous vegetation located on Banks Peninsula. To better understand the risk that this vegetation is at, from clearance within areas of improved pasture, and what the potential ecological gains would be through changes to the regulatory regime, ecological advice (Attachment A) was sought seeking guidance on:

1. What species listed on Appendix 9.1.6.6 are likely to be located in the coastal environment; and
2. Of those species that are likely to be located in the coastal environment, which species are likely to be located within areas of improved pasture.

2.2.17 The advice highlights that identifying the exact species located both within the coastal environment and within areas of improved pasture cannot be done accurately without a full district wide field study being undertaken. Notwithstanding this, the Council’s land cover database tool enables an understanding of the species that are known to be located in the coastal environment of Banks Peninsula and within areas of improved pasture, as described in Table 2.

TRIM 21/42215

Table 2 - Appendix 9.1.6.6 Species that are located within the Coastal Environment

Ecosystem Category	Vegetation and Habitat Located in the Coastal Environment
Indigenous Trees and Forest	Mature and regenerating kanuka (<i>Kunzea robusta</i>) forest in the Herbert, Akaroa or Ellesmere Ecological Districts
	<p>Lower altitude mixed scrub in which mature specimens of any of the following genera form the dominant cover:</p> <ul style="list-style-type: none"> Olearia: Olearia bullata Olearia fimbriata Fragrant tree daisy (<i>Olearia fragrantissima</i>) <p>Hebe:</p> <ul style="list-style-type: none"> Koromiko (<i>Hebe salicifolia</i>) Banks Peninsula hebe (<i>Hebe strictissima</i>) <p>Pseudopanax:</p> <ul style="list-style-type: none"> Fivefinger, whauwhaupaku (<i>Pseudopanax arboreus</i>) Lancewood, horoeke (<i>Pseudopanax crassifolius</i>) Fierce lancewood (<i>Pseudopanax ferox</i>) <p>Fuchsia:</p> <ul style="list-style-type: none"> Fuchsia, kotukutuku (<i>Fuchsia excorticata</i>) Cimbing fuchsia (<i>Fuchsia perscandens</i>) <p>Griselinia:</p> <ul style="list-style-type: none"> Broadleaf, kapuka (<i>Griselinia littoralis</i>) Shining broadleaf, puka (<i>Griselinia lucida</i>) <p>Pseudowintera:</p> <ul style="list-style-type: none"> Horopito, pepperwood (<i>Pseudowintera colorata</i>) <p>Coprosma:</p> <ul style="list-style-type: none"> Thin-leaved Coprosma (<i>Coprosma areolata</i>) Mikimiki (<i>Coprosma ciliata</i>, <i>Coprosma crassifolia</i>, <i>Coprosma dumosa</i>, <i>Coprosma propinqua</i>, <i>Coprosma rhamnoides</i>, <i>Coprosma rigida</i>, <i>Coprosma rubra</i>, <i>Coprosma virescens</i>, <i>Coprosma wallii</i>) Yellow wood (<i>Coprosma linariifolia</i>) Karamu (<i>Coprosma lucida</i>, <i>Coprosma robusta</i>) Round-leaved mikimiki (<i>Coprosma rotundifolia</i>) Coprosma rugosa
	Lower altitude small-leaved shrubland dominated by small-leaved <i>Coprosma</i> species, scrub pohuehue (<i>Muehlenbeckia complexa</i>), <i>Helichrysum lanceolatum</i> , porcupine shrub (<i>Melicactus alpinus</i>), common broom (<i>Carmichaelia australis</i>) and/or matagouri (<i>Discaria toumatou</i>)

20

Plan Change 7 - Section 32 Evaluation Report

TRIM 21/42215

Indigenous tussock grassland	Short tussockland with native silver tussock (<i>Poa cita</i>) and native inter-tussock species
Indigenous coastal vegetation	Coastal shrubland communities Scattered (low density) indigenous tussock, shrubs, rushes, vines, herbs, grasses and mosses among predominantly exotic grasslands, and cushionfields, mossfields and stonefields for example on Kaitōrete Spit but not restricted to here
Indigenous wetland vegetation	Saltmarsh vegetation in which any of the following native species are present: seagrass (<i>Zostera</i>), saltmarsh ribbonwood (<i>Plagianthus divaricatus</i>), sea rush (<i>Juncus kraussii</i>), jointed rush (<i>Apodasmia similis</i>), remuremu (<i>Selliera radicans</i>), sea primrose (<i>Samolus repens</i>), glasswort (<i>Sarcocornia quinqueflora</i>), native musk (<i>Thyridia repens</i>), salt grass (<i>Puccinellia</i> spp), <i>Schoenoplectus</i> spp

2.2.18 The species in Table 2 that have a known presence in the coastal environment of Banks Peninsula are also likely to be located within areas that meet the definition of “improved pasture” where the area that they occupy has been historically cleared and exotic pasture grasses dominate. Given this, the species in Table 2 are at a heightened risk of clearance in these areas.

ISSUE 2 – Indigenous Vegetation Policies – Risk of Plan Objectives not being achieved

2.2.19 Chapter 9 includes a suite of policies that are intended to ensure that the indigenous biodiversity objectives (9.1.2.2.1 and 9.1.2.2.2) are achieved. It has been identified that the direction contained in six of those policies has the potential to be misinterpreted. The policies in question relate to the management and protection of indigenous vegetation and habitats of indigenous fauna (9.1.2.2.4, 9.1.2.2.6 and 9.1.2.2.8), when assessments of significance in accordance with the CRPS should be undertaken as part of an application for resource consent to undertake clearance (9.1.2.2.7), the management of other areas of indigenous vegetation within farm biodiversity plans (9.1.2.2.11), and use of biodiversity offsets (9.1.2.2.14). This report assesses the merits of making amendments to the policies to clarify how the objectives are to be achieved. Currently, there is ambiguity relating to:

- In what circumstances an assessment of significance in accordance with the CRPS is required as part of applications for resource consent;
- The effects management hierarchies that apply in the coastal and other environments in accordance with the CRPS and NZCPS;
- How indigenous vegetation that may be of ecological significance should be managed within farm biodiversity plans; and
- When biodiversity offsetting should be considered in the coastal and non-coastal environments’.

TRIM 21/42215

- 2.2.20 The current policy wording in these policies further contributes to Issue 1 (potential loss of significant indigenous vegetation and significant ecological values) as there is a risk that adverse effects will not be appropriately managed, assessments of significance in accordance with the CRPS are not provided as part of applications for resource consent, and the inappropriate use of biodiversity offsets. Accordingly, in addition to further contributing to Issue 1, it also means that the current provisions are not the most appropriate way to achieve the applicable objectives of the Plan, CRPS and NZCPS.

Policy 9.1.2.2.4 - Mechanisms for the management and protection of other indigenous vegetation and habitats

Policy 9.1.2.2.7 – Protection and management of other indigenous vegetation and habitats

- 2.2.21 Policy 9.1.2.2.4 sets out the tools the Council has available to protect and maintain indigenous vegetation outside identified sites on Appendix 9.1.6.1. Those tools are Appendix 9.1.6.6, and a rule framework that requires resource consent to undertake clearance at or above the limits set out on Appendix 9.1.6.6. Collectively, these tools provide a framework for the management of adverse effects on indigenous vegetation outside identified Sites of Ecological Significance, where it is likely to have significant ecological values.
- 2.2.22 Policy 9.1.2.2.7 then directs how indigenous vegetation outside identified sites of significance will be protected and maintained when resource consent is required. It sets out that an assessment of the indigenous vegetation present should be provided in the application to inform how adverse effects the assessment of potential adverse effects of the activity. However, it is not explicit that the assessment is an assessment of the vegetation's significance, and it also has not been explicitly included in Policy 9.1.2.2.4 as a mechanism available in protecting and managing other indigenous vegetation. An assessment of ecological significance is a key mechanism used to determine whether the vegetation that is proposed to be cleared has significant ecological values. As a key tool to protect and maintain indigenous vegetation, it should be identified in Policy 9.1.2.2.4 at the outset, and include explicit reference to assessing ecological significance in both policies.
- 2.2.23 Without these amendments, indigenous vegetation that is potentially significant may be inadequately assessed and potential adverse effects inappropriately managed. Such an outcome contributes to the resource management issue of the potential loss of significant ecological values, meaning that the current provisions are not the most appropriate way to achieve the applicable objectives of the Plan, CRPS and NZCPS.

TRIM 21/42215

Policies 9.1.2.2.6 Protection and management of significant indigenous vegetation and habitats of indigenous fauna listed in Schedule A of Appendix 9.1.6.1; and

Policy 9.1.2.2.8 -Protection of indigenous vegetation and habitats of indigenous fauna in the coastal environment

2.2.24 Policies 9.1.2.2.6 and 9.1.2.2.8 establish the effects management hierarchies that apply to indigenous biodiversity in non-coastal and coastal environments respectively. The current policy wording in Policy 9.1.2.2.6 reads as applying to both the non-coastal and coastal environments, whereas, the wording in Policy 9.1.2.2.8 is explicit in that it applies to the coastal environment. Without amendment to Policy 9.1.2.2.6, there is a risk that its effects management hierarchy can be interpreted as applying to the coastal environment. This poses a risk to indigenous vegetation as the effects management hierarchy set out in Policy 9.1.2.2.6 is less restrictive so it is important to ensure it is not misapplied to the coastal environment. Such an outcome contributes to the resource management issue of the potential loss of significant ecological values, meaning that the current provisions are not the most appropriate way to achieve the applicable objectives of the Plan, CRPS and NZCPS.

9.1.2.2.11 – Farm biodiversity plans

2.2.25 Policy 9.1.2.2.11 establishes the role of farm biodiversity plans and their required content. The policy includes reference to existing identified Sites of Ecological Significance on Appendix 9.1.6.1 as features that should be protected through these plans, but does not reference the indigenous vegetation listed in Appendix 9.1.6.6. It does, however, include requirements that “other” areas of indigenous vegetation be identified, and the measures that will be taken to maintain, protect and enhance those areas detailed in the farm biodiversity plan. It is considered important that farm biodiversity plans include a distinction between “other” indigenous vegetation that could be of ecological significance (i.e., the vegetation listed on Appendix 9.1.6.6) and “other” areas that are less likely to be significant. The effect of not including such a distinction is that areas of vegetation listed in Appendix 9.1.6.6 may be managed in an integrated way on farms in the same way as vegetation that does not have significant values, leading to the potential loss of significant ecological values, meaning that the current provision is not the most appropriate way to achieve the applicable objectives of the Plan, CRPS and NZCPS.

9.1.2.2.14 – Offsetting

2.2.26 Policy 9.1.2.2.14 sets out the framework for biodiversity offsetting to be considered as part of resource consent applications to undertake indigenous vegetation clearance. The policy directs that offsetting can only be considered after avoidance, remediation, or mitigation of adverse effects in accordance with the effects management hierarchy established by Policy 9.1.2.2.6 has occurred. Policy 9.1.2.2.14 includes no cross reference to Policy 9.1.2.2.8 which sets out the effects management hierarchy that applies in the coastal environment. This is an issue as the effects management hierarchy that applies in the coastal environment is more restrictive in its direction for managing adverse effects before an offset can be considered. Without

23

Plan Change 7 - Section 32 Evaluation Report

TRIM 21/42215

appropriate cross reference to both effects management hierarchies, there is a risk that adverse effects in the coastal environment are not appropriately managed prior to an offset being considered. Such an outcome contributes to the resource management issues of the potential loss of significant ecological values, meaning that the current provision is not the most appropriate way to achieve the applicable objectives of the Plan, CRPS and NZCPS.

ISSUE 3 – Appendix 9.1.6.6 – Risk of Plan Objectives not being achieved

- 2.2.27 Appendix 9.1.6.6 lists indigenous vegetation and species on Banks Peninsula with thresholds related to size and scale that represent an indicative point at or above which it is likely to be of ecological significance in the absence of an ecological significance. Where clearance is proposed at or above the thresholds specified, resource consent is required. The exception to this are listed permitted activities which include clearance for the purpose of maintaining an area of “improved pasture”.
- 2.2.28 The size and scale limits are expressed either as numerical values, or, where no limit applies (i.e., the limit is zero), “N/A” is specified. However, this could be interpreted as meaning that no limit is applicable and the listed vegetation is able to be cleared as a permitted activity unrestricted, leading to the potential loss of significant ecological values.
- 2.2.29 Appendix 9.1.6.6 includes specific descriptions of indigenous coastal vegetation in Table 1(c). The current description accompanying this vegetation limits its extent to Kaitōrete Spit, but the presence of this vegetation within the coastal environment of Banks Peninsula is much greater. This has the effect of rendering those species vulnerable to general clearance as a permitted activity under Rule 9.1.4.1.1 (P4), as they are not otherwise captured by Appendix 9.1.6.6.
- 2.2.30 Appendix 9.1.6.6 includes specific descriptions of indigenous wetland vegetation in Table 1(d). The current description accompanying this vegetation does not include a key and dominant salt-marsh species that is present within Canterbury ecosystems (three-square - (*Schenoplectus pungens*)). This omission has the effect of rendering that species vulnerable to general clearance as a permitted activity under Rule 9.1.4.1.1 (P4), as it is not otherwise captured by Appendix 9.1.6.6.
- 2.2.31 There is also ambiguity within Appendix 9.1.6.6 as to how the threshold relating to “contiguous area occupied” is applied to the vegetation described in Table 1(a)(i) and (ii) (kanuka) and Table 1(c) (indigenous coastal vegetation). This ambiguity has the potential to result in circumstances where indigenous vegetation that is part of an overall contiguous area that is likely to be significant can be cleared as a permitted activity.
- 2.2.32 This issue as it relates to Table 1(a)(i) and (ii) is described in paragraph 2.2.33. The issue as it relates to indigenous coastal vegetation is not discussed a live issue in this section as the current provisions include a “N/A” value for contiguous area occupied. Therefore, this definition is described in Sections 3 and 5 as a new provision to the

Plan.

Table 1(a) (i) and (ii) – Kanuka

2.2.33 Table 1 (a)(i) and (ii) of Appendix 9.1.6.6 includes thresholds relating to contiguous area occupied (>0.25 ha or >0.5 ha) and height for kanuka (>4m or >6m) to provide an indicative point at which an area is likely to be significant, and to provide an allowance for clearance below those limits as a permitted activity. However, the way this is expressed in Appendix 9.1.6.6 means that the amount and/or area that can be cleared as a permitted activity is open to interpretation. Those two interpretation are set out as follows:

1. The first interpretation requires an area of kanuka that is 0.25 or 0.5 of a hectare in size or greater to only contain one individual kanuka that is 4 or 6 metres in height or greater to provide an indicative point at which the contiguous area is likely to be of ecological significance. Under this interpretation, all kanuka within that are that are contiguous irrespective of size are not able to be cleared as a permitted activity.
2. The second interpretation requires an area of kanuka that is 0.25 or 0.5 of a hectare or greater to contain individual kanuka plants that are all 4 or 6 metres greater in height to provide an indicative point at which the contiguous area is likely to be of ecological significance. Under this interpretation, any individual kanuka that are less than 6 metres in height within the contiguous area can be cleared as a permitted activity.

2.2.34 Where any individual kanuka is less than 4 or 6 metres in height, but contiguous to an area of kanuka 0.25 or 0.5 or greater in size (with individual kanuka that are at least 4 or 6 metres in height), it is part of a plant community that is highly likely to be significant (as indicated by Appendix 9.1.6.6). Therefore, the clearance of any individual kanuka irrespective of size (as has the potential to occur under interpretation 2) would likely result in the loss of significant ecological values and therefore a significant adverse effect.

Issue 3 Summary

2.2.35 Collectively, the environmental outcomes given rise to as a result of the issues with Appendix 9.1.6.6 highlighted in this section contribute to the resource management issues of the potential loss of significant ecological values, meaning that the current appendix is not the most appropriate way to achieve the applicable objectives of the Plan, CRPS and NZCPS.

TRIM 21/42215

Overall Summary

- 2.2.36 Although three resource management issues have been identified in relation to the existing policy and rule framework, definition of “improved pasture” and Appendix 9.1.6.6, they all collectively contribute to the potential loss of significant ecological values and Objectives 9.1.2.2.1, 9.1.2.2.2 and 9.6.2.1.1 not being implemented. As outlined in Section 3.3, there are three key suites of amendments in PC7 in response.

3 Development of Plan Change 7

3.1 Background

- 3.1.1 The resource management issues set out above have been identified through the following sources:

- a. An Application for Declarations under Section 311⁷ of the RMA between the Royal Forest and Bird Protection Society of New Zealand Incorporated and the Christchurch City Council (ENV-2018-CHC-022);
- b. Administration and enforcement of the current District Plan rules and definitions relevant to significant indigenous vegetation in the coastal environment;
- c. New Zealand Coastal Policy Statement; and
- d. Canterbury Regional Policy Statement.

- 3.1.2 In April 2018, large scale clearance of indigenous vegetation was undertaken on a property located at Kaitōrete Spit on the basis that it was a permitted activity under the Plan as it was for the purpose of maintaining improved pasture. Kaitōrete Spit is identified in Appendix 9.1.6.1⁸ of the Plan as a Schedule A and Schedule B Site of Ecological Significance due to a combination of public and private land ownership that comprises the spit as a whole. The Plan includes a Site Significance Statement for the site which highlights that the area contains highly representative and distinctive dune communities and representative and rare dryland grassland and shrub-land communities that are acutely threatened. The site, overall, is considered to have nationally significant ecological values.

- 3.1.3 Given the significant values associated with Kaitōrete Spit, The Royal Forest and Bird Protection Society (Forest and Bird) sought a declaration from the Environment Court under the RMA that Rule 9.1.4.1.1 (P1) of the Plan that permits the clearance of indigenous vegetation within a Site of Ecological Significance, or of the vegetation listed on Appendix 9.1.6.6, where it is for the purpose of maintaining improved pasture:

- 3.1.3.1 Does not “give effect to” the CRPS and the NZCPS with regard to the protection of significant indigenous biodiversity in the coastal environment;

⁷ Application for declaration

⁸ Schedule of Sites of Ecological Significance

TRIM 21/42215

- 3.1.3.2 Does not implement its applicable objectives and policies in the Plan that relate to the protection of significant indigenous vegetation and the coastal environment; and
- 3.1.3.3 Is not clear in that the definition of “improved pasture” that Rule 9.1.4.1.1 relies on is void for uncertainty, leading to its application to existing areas of pasture on a case by case basis being uncertain.
- 3.1.4 The Environment Court proceedings were ongoing throughout 2018 and 2019. Initially, the Council rejected the declarations sought by Forest and Bird on the basis that the Plan does give effect to the CRPS and NZCPS and Rule 9.1.4.1.1 (P1) implements its associated objectives and policies of the Plan and maintains and protects significant indigenous vegetation in the coastal environment. However, Council staff undertook a fresh review of the challenged provisions on the Plan in late 2019. In December 2019, the Council informed the other parties to the Declaration proceedings, and the Court, that the Council considered that the Plan could benefit from some changes to “better give effect to” the CRPS and the NZCPS and ensure that the rule framework implements its applicable objectives and policies of the Plan. On the basis that the Council would pursue a targeted plan change, Forest and Bird withdrew its declaration proceedings before the Environment Court.
- 3.1.5 To support the proposed PC7 amendments, the Council has sought internal ecological advice to better understand the scale and significance of effects that are given rise to when indigenous coastal vegetation is cleared. This technical advice has then been used to inform changes to the regulatory regime and enable an evaluative assessment against the objectives and policies of the Plan, CRPS and NZCPS to occur.
- 3.1.6 This advice includes the technical report detailed in Table 3.

Table 3 – Technical Report Informing Plan Change 7

Title	Author	Description of Report	Attachment
Significant Indigenous Vegetation in the Coastal Environment - Risks and Adverse Effects given rise through Clearance	Head, N - CCC Davison, C - CCC	An overview of the scale and significance of adverse effects given rise to in the context of Appendix 9.1.6.6 (Indigenous vegetation on Banks Peninsula and the Port Hills, outside of the sites of ecological significance listed in Schedule A of Appendix 9.1.6.1	ATTACHMENT A

- 3.1.7 This technical advice was requested on the basis that the current rule framework enabled the large scale clearance of a nationally significant ecological site to occur as a permitted activity. Therefore, in determining the possible changes to the regulatory

TRIM 21/42215

regime in response to the identified resource management issues, the Council sought to better understand the following:

- 3.1.7.1 How the indigenous vegetation listed on Appendix 9.1.6.6 corresponds to the indigenous vegetation and ecosystems listed in Policy 11 of the NZCPS;
 - 3.1.7.2 The scale and significance of the adverse effects that arise to when the indigenous vegetation and plant communities described in Appendix 9.1.6.6 are cleared at or above the specified thresholds;
 - 3.1.7.3 What species listed on Appendix 9.1.6.6 are likely to be located in the coastal environment of Banks Peninsula;
 - 3.1.7.4 Of those species that are likely to be located in the coastal environment, which species are likely to be located within areas of improved pasture; and
 - 3.1.7.5 Given the role that Appendix 9.1.6.6 plays in the existing planning framework, are any amendments necessary with regard to the descriptions of the indigenous vegetation and/or the specified thresholds.
- 3.1.8 The advice in this report has been used to inform the proposed PC7 amendments, which have been considered alongside an evaluative assessment against the objectives and policies of the CRPS and the NZCPS. The advice concludes that in the absence of a district wide significant natural area survey, Appendix 9.1.6.6 is a key tool that the Council has available to protect and maintain areas of indigenous vegetation that are highly likely to be significant.
- 3.1.9 With regard to the scale and significance of adverse effects, the advice highlights that clearance that occurs at or above the limits specified in Appendix 9.1.6.6 (including as proposed by PC7) is likely to result in significant adverse effects as it will result in the loss of significant ecological values. Clearance below the specified thresholds, or other indigenous vegetation not listed, should not result in any more than minor adverse effects on ecological values. It also emphasises that the majority of indigenous vegetation listed in Appendix 9.1.6.6 has the potential to be located within areas of improved pasture in the coastal environment given their likely presence within areas of pasture that have previously been cleared for rural productive activities, meaning potential clearance is an on-going risk. However, the limits specified on Appendix 9.1.6.6 are a useful determinate for establishing the level of adverse effects given rise to through clearance.

3.2 Current Christchurch District Plan Provisions

- 3.2.1 The Plan includes objectives, policies and rules that are relevant to PC7 in Chapter 3 (Strategic Directions) and Chapter 9 (Natural and Cultural Heritage) as set out in Table 3. The Strategic Directions contained in Chapter 3 contain the overarching direction for the Plan and development of other chapters. Chapter 9 includes direction on

28

Plan Change 7 - Section 32 Evaluation Report

TRIM 21/42215

matters specific to indigenous biodiversity and ecosystems as well as the coastal environment. A summary of these provisions and their relevant direction proceeds Table 4.

Table 4 – Relevant District Plan Provisions

Chapter	Relevant Provision	Relevant Direction
Chapter 3 (Strategic Directions)	3.3.2 Objective - Clarity of language and efficiency	<p>a. <i>"The District Plan, through its preparation, change, interpretation and implementation:</i></p> <p>a. <i>Minimises:</i></p> <p>A. <i>transaction costs and reliance on resource consent processes; and</i></p> <p>B. <i>the number, extent, and prescriptiveness of development controls and design standards in the rules, in order to encourage innovation and choice; and</i></p> <p>C. <i>the requirements for notification and written approval; and</i></p> <p>b. <i>Sets objectives and policies that clearly state the outcomes intended; and</i></p> <p>c. <i>Uses clear, concise language so that the District Plan is easy to understand and use."</i></p>
	3.3.9 Objective – Natural and cultural environment	<p>a. <i>"A natural and cultural environment where:</i></p> <p>i. <i>(...);</i></p> <p>ii. <i>Important natural resources are identified and their specifically recognised values are appropriately managed, including:</i></p> <p>A. <i>(...);</i></p> <p>B. <i>(...);</i></p> <p>C. <i>Indigenous ecosystems, particularly those supporting significant indigenous vegetation and significant habitats supporting indigenous fauna, and/or supporting Ngai Tahu mana whenua cultural and spiritual values;</i></p> <p>D. <i>(...); and</i></p> <p>iii. <i>(...)."</i></p>
	3.3.16 Objective – A productive	<p>a. <i>"A range of opportunities is enabled in the rural environment, primarily for rural productive</i></p>

29

Plan Change 7 - Section 32 Evaluation Report

TRIM 21/42215

	and diverse rural environment	activities, and also for other activities which use the rural resource efficiently and contribute positively to the economy. b. The contribution of rural land to maintaining the values of the natural and cultural environment, including Ngai Tahu values, is recognised."
Chapter 9 – Natural and Cultural Heritage	Sub-Chapter 9.1 (Indigenous Biodiversity and Ecosystems)	
	Relevant Provision	Direction
	9.1.2.1.1 Objective – Protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna	a. "Areas of significant indigenous vegetation and significant habitats of indigenous fauna are protected so as to ensure there is no net loss of indigenous biodiversity."
	9.1.2.1.2 Objective – Maintenance and enhancement of indigenous biodiversity	a. "The Christchurch District's indigenous biodiversity is maintained and enhanced."
	9.1.2.2.3 Policy - Mechanisms for the protection of indigenous biodiversity	a. "Recognise that the maintenance and protection of indigenous biodiversity, including the Sites of Ecological Significance listed in Schedule A of Appendix 9.1.6.1, is dependent on landowner support and will be achieved through a number of mechanisms, including: i. (...); ii. the use of rules regulating the clearance of indigenous vegetation and the disturbance of indigenous habitats; iii. (...); and iv. (...); (...)"
	9.1.2.2.4 Policy - Mechanisms for the management and protection of other indigenous vegetation and habitats	a. "Recognise that the indigenous vegetation and habitat types on Banks Peninsula and the Port Hills listed in Appendix 9.1.6.6 may be of ecological significance in the Christchurch District by providing for their management and protection through: i. (...); ii. (...); iii. the use of rules to manage any potential adverse effects of the

TRIM 21/42215

		<i>clearance or disturbance of the identified indigenous vegetation and habitat types listed in Appendix 9.1.6.6, and at the size and scale identified in Appendix 9.1.6.6."</i>
	9.1.2.2.6 Policy – Protection and management of significant indigenous vegetation and habitats of indigenous fauna listed in Schedule A of Appendix 9.1.6.1	<p>a. "Recognise and protect the indigenous vegetation and habitats of indigenous fauna within each site listed in the Sites of Ecological Significance in Schedule A of Appendix 9.1.6.1 so as to ensure no net loss of indigenous biodiversity by:</p> <ul style="list-style-type: none"> i. avoiding the adverse effects of vegetation clearance and the disturbance of habitats as far as practicable; then ii. remedying any adverse effects that cannot be avoided; then iii. mitigating any adverse effects that cannot be remedied; and iv. where there are any significant residual adverse effects on the significant indigenous vegetation and significant habitats of indigenous fauna within the site, offsetting them in accordance with Policy 9.1.2.2.14.
	9.1.2.2.7 Policy - Protection and management of other indigenous vegetation and habitats	<p>a. " On Banks Peninsula and the Port Hills, outside Sites of Ecological Significance listed in Schedule A of Appendix 9.1.6.1, manage the clearance of indigenous vegetation and habitat types listed in Appendix 9.1.6.6, by ensuring:</p> <ul style="list-style-type: none"> i. resource consent applications to clear indigenous vegetation or disturb habitat include an assessment of the indigenous biodiversity of the listed indigenous vegetation and habitat types on the site, in order to inform the assessment of the potential effects of the activity; ii. that where the assessment undertaken in i. above concludes that an area of indigenous vegetation or habitat of indigenous fauna is significant, the effects of any clearance shall

TRIM 21/42215

		<p><i>be considered in relation to the matters set out in Policy 9.1.2.2.6 a.i. - iv. to ensure there is no net loss of indigenous biodiversity; and</i></p> <p><i>b. (...)”</i></p>
	<p>9.1.2.2.8 Policy - Protection of indigenous vegetation and habitats of indigenous fauna in the coastal environment</p>	<p><i>a. “Where Sites of Ecological Significance listed in Schedule A of Appendix 9.1.6.1 or indigenous vegetation and habitat types listed in Appendix 9.1.6.6 are located within the coastal environment, the protection of their indigenous biodiversity will be achieved by:</i></p> <p><i>i. avoiding adverse effects on:</i></p> <p><i>A. indigenous taxa that are listed as threatened or at risk in the New Zealand Threat Classification System lists;</i></p> <p><i>B. taxa that are listed by the International Union for Conservation of Nature and Natural Resources as threatened;</i></p> <p><i>C. indigenous ecosystems and vegetation types that are threatened in the coastal environment, or are naturally rare;</i></p> <p><i>D. habitats of indigenous species where the species are at the limit of their natural range, or are naturally rare;</i></p> <p><i>E. areas containing nationally significant examples of indigenous community types; and</i></p> <p><i>F. areas set aside for full or partial protection of indigenous biodiversity under other legislation; and</i></p> <p><i>ii. avoiding significant adverse effects and avoiding, remedying or mitigating other adverse effects on:</i></p> <p><i>A. areas of predominantly indigenous</i></p>

TRIM 21/42215

		<p>vegetation in the coastal environment;</p> <p>B. habitats in the coastal environment that are important during the vulnerable life stages of indigenous species;</p> <p>C. indigenous ecosystems and habitats that are only found in the coastal environment and are particularly vulnerable to modification, including estuaries, lagoons, coastal wetlands, dunelands, intertidal zones, rocky reef systems, eelgrass and saltmarsh;</p> <p>D. habitats of indigenous species in the coastal environment that are important for recreational, commercial, traditional or cultural purposes;</p> <p>E. habitats, including areas and routes, important to migratory species; and</p> <p>F. ecological corridors, and areas important for linking or maintaining biological values identified under this policy."</p>
	9.1.2.2.9 Policy - Land management	<p>a. Provide for small-scale, low impact indigenous vegetation clearance where it will enable the continued use of land and the maintenance of existing infrastructure.</p> <p>b. Recognise that the locational, operational and technical requirements of new, or upgrades to, utilities or network infrastructure operated by network utility operators may necessitate the removal of indigenous vegetation and habitats of indigenous fauna, including within Sites of Ecological Significance listed in Schedule A of Appendix 9.1.6.1.</p>

TRIM 21/42215

	<p>9.1.2.2.9 Policy – Farm biodiversity plans</p>	<ul style="list-style-type: none"> a. <i>Establish a collaborative approach with rural landowners/land managers through the development of Farm Biodiversity Plans that:</i> <ul style="list-style-type: none"> i. <i>recognises and encourages the integrated management, maintenance and protection of indigenous biodiversity, including Sites of Ecological Significance listed in Schedule A of Appendix 9.1.6.1, while also providing for the maintenance of rural productive activities;</i> ii. <i>recognises that there may need to be some clearance of indigenous vegetation as part of maintaining rural productive activities; and</i> iii. <i>achieves maintenance, and over time, the enhancement of indigenous biodiversity.</i> b. <i>Farm Biodiversity Plans submitted as part of resource consent applications shall:</i> <ul style="list-style-type: none"> i. <i>identify areas of indigenous biodiversity to be maintained, protected and, where appropriate, enhanced;</i> ii. <i>adopt methods to minimise the clearance of previously uncleared areas and Sites of Ecological Significance listed in Schedule A of Appendix 9.1.6.1;</i> iii. <i>identify the measures that will be used to maintain, protect and, where appropriate, enhance indigenous biodiversity;</i> iv. <i>identify appropriate targets to measure progress in the maintenance, protection and, where appropriate, enhancement of indigenous biodiversity; and</i> v. <i>be flexible to adapt to changing needs of land use and indigenous biodiversity management.</i> c. <i>Promote the development of Farm Biodiversity Plans to landowners:</i> <ul style="list-style-type: none"> i. <i>at the time of identification and assessment of potentially ecologically significant values;</i>
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TRIM 21/42215

		<ul style="list-style-type: none"> ii. as good practice for maintaining and protecting indigenous biodiversity; iii. at a whole of property or catchment level, where appropriate; and iv. where resource consent is required for farming involving clearance activities.
	9.1.2.2.14 Policy – Farm biodiversity plans	<ul style="list-style-type: none"> a. Allow for a biodiversity offset to be offered by a resource consent applicant where an activity will result in residual adverse effects on a Site of Ecological Significance listed in Schedule A of Appendix 9.1.6.1, or on indigenous biodiversity outside such Sites of Ecological Significance. b. Within a Site of Ecological Significance listed in Schedule A of Appendix 9.1.6.1, biodiversity offset will only be considered appropriate where adverse effects on the significant indigenous vegetation and significant habitats of indigenous fauna within the site have been avoided, remedied or mitigated in accordance with the hierarchy established in Policy 9.1.2.2.6; and <ul style="list-style-type: none"> i. the biodiversity offset is consistent with the framework detailed in Appendix 9.1.6.5; and ii. the biodiversity offset can achieve no net loss of indigenous biodiversity: <ul style="list-style-type: none"> A. preferably in the affected area of significant indigenous vegetation or significant habitat of indigenous fauna; or iii. where that is not practicable, in the ecological district in which the affected area of significant indigenous vegetation or significant habitat of indigenous fauna is located.
	Sub-Chapter 9.6 (Coastal Environment)	
	Relevant Provision	Direction
	9.6.2.1.1 Objective -	<ul style="list-style-type: none"> a. “ People and communities are able to provide for their social, economic and

TRIM 21/42215

	The coastal environment	<p><i>cultural wellbeing and their health and safety, while maintaining and protecting the values of the coastal environment, including:</i></p> <ul style="list-style-type: none"> <i>i. indigenous biodiversity and the maintenance of the ecological function and habitats;</i> <i>ii. (...)</i> <i>iii. (...)</i> <i>iv. (...)</i> <i>v. (...)</i> <i>vi. (...)</i> <i>vii. (...)</i>
	9.6.2.2.1 Policy - Effects of activities on the coastal environment	<p><i>a. " Ensure that subdivision, use and development is of a scale, and located, to maintain and protect the values of the coastal environment, including:</i></p> <ul style="list-style-type: none"> <i>i. indigenous biodiversity and the dynamic, complex and interdependent processes of ecosystems;"</i>

Discussion - Objectives

Chapter 3 – Strategic Directions

- 3.2.2 The Strategic Directions contained in Chapter 3 contain the overarching direction for the Plan as a whole, and development of subject specific chapters. Chapter 3 provides high level direction for matters related to the natural, cultural and rural environments and establishes the outcomes that are intended to be achieved through chapter specific provisions on these matters. Outcomes for indigenous biodiversity and the coastal environment are implicit within these overall directions.
- 3.2.3 Objective 3.3.9 sets out the direction for the natural and cultural environments. With regard to significant indigenous vegetation and the coastal environment, its overarching principles relate to significant values being identified and appropriately managed to contribute to a high quality natural landscape. Objective 3.3.16 sets out the direction for the rural environment. Its overarching principles relate to a range of rural opportunities being enabled in the rural environment, primarily for rural productive activities. It also includes an outcome relating to the contribution that rural land makes to maintaining natural and cultural values.
- 3.2.4 The strategic objectives highlighted above are consistent with, and give effect to, the relevant provisions of the CRPS and NZCPS outlined in section 2.1 (Table 1). More specifically, the relevant strategic directions are consistent with the outcomes in Objectives 1, 3 and 6 of the NZCPS, and Objectives 8.2.2, 8.2.4 and 9.2.1 of the CRPS, with regard to protecting significant ecosystems in the coastal environment while still enabling people to provide for their social, cultural and economic well-being, and

36

Plan Change 7 - Section 32 Evaluation Report

TRIM 21/42215

that protection of those values does not preclude use of those resources within appropriate limits.

Chapter 9 – Natural and Cultural Heritage

Indigenous Biodiversity and Ecosystems – Sub-Chapter 9.1

3.2.5 The provisions contained in Sub-Chapter 9.1 contain the specific outcomes and direction for indigenous biodiversity and ecosystems. Objectives 9.1.2.1.1 and 9.1.2.1.2 set environmental outcomes of protecting significant indigenous vegetation to achieve a “no net loss” outcome as well as maintaining and enhancing biodiversity in the district generally. These objectives are consistent with and give effect to strategic objective 3.3.9 and relevant objectives of the NZCPS and CRPS. Particularly, Objective 1 of the NZCPS and Objective 9.2.1 of the CRPS with regard to protecting representative ecosystems and halting the decline of indigenous biodiversity in the Canterbury region.

Coastal Environment - Sub-Chapter 9.6

3.2.6 The provisions contained in Sub-Chapter 9.6 contain the specific outcomes and direction for the coastal environment. Objective 9.6.2.1.1 sets an outcome for the coastal environment of enabling people and communities to provide for their social, economic and cultural well-being, while protecting the values of the coastal environment, including indigenous biodiversity. This objective is consistent with, and gives effect to, Strategic Objective 3.3.9 and relevant objectives of the NZCPS and CRPS. Particularly, Objectives 1 and 6 of the NZCPS and Objectives 8.2.2 and 8.2.4 of the CRPS with regard to protecting the important values associated with the coastal environment, while still providing a framework to manage adverse effects of subdivision, use and development to enable its use within appropriate limits.

Discussion - Policies

Chapter 9 – Natural and Cultural Heritage

Indigenous Biodiversity and Ecosystems – Sub-Chapter 9.1

3.2.7 The policies that implement the natural environment outcomes sought in the strategic and chapter specific objectives outlined above are contained in sub-chapters 9.1 and 9.6 and comprise of Policies 9.1.2.2.1 – 9.1.2.2.15 and Policy 9.6.2.2.1. The relevant policies to PC7 include Policies 9.1.2.2.4, 9.1.2.2.6, 9.1.2.2.7, 9.1.2.2.8, 9.1.2.2.9, 9.1.2.2.11, 9.1.2.2.14, and 9.6.2.2.1. With the exception of Policies 9.1.2.2.9 (land management) and 9.6.2.2.1 (effects of activities on the coastal environment), all other relevant policies identified above are subject to amendment through PC7. No changes to Policies 9.1.2.2.9 or 9.6.2.2.1 have been deemed necessary as they effectively implement the relevant strategic and chapter specific objectives. The balance of the policies in sub-chapter 9.1 are not subject to amendment as they relate to matters outside the scope of the PC7 amendments.

3.2.8 In summary, the direction in Policies 9.1.2.2.1 – 9.1.2.2.15 requires, as the key

37

Plan Change 7 - Section 32 Evaluation Report

TRIM 21/42215

mechanisms to achieve Objectives 9.1.2.1.1 and 9.1.2.1.2 and Strategic Objective 3.3.9:

- Sites of Ecological Significance to be identified in accordance with significance criteria and protected;
- Indigenous vegetation on Banks Peninsula that is likely to be significant outside identified sties to be protected and assessed for its significance at specified sizes and scales where clearance is proposed;
- Adverse effects to be managed in accordance with direction contained in the CRPS and NZCPS; and
- Farm biodiversity plans to be prepared as part of applications for resource consent where farming activities trigger consenting requirements.

3.2.9 The policies also promote restoration and enhancement of indigenous biodiversity and enable the clearance of indigenous vegetation where this is small scale and low impact. Overall, the package of policies in sub-chapter 9.1 are considered to implement Objectives 9.1.2.1.1 and 9.1.2.1.2 and Strategic Objective 3.3.9.

Chapter 9 – Natural and Cultural Heritage

Coastal Environment – Sub-Chapter 9.6

3.2.10 The policies that implement the coastal environment outcomes sought in the strategic and chapter specific objectives outlined above are contained in sub-chapter 9.6 and comprise of Policies 9.6.2.2.1 – 9.6.2.2.3. In summary, the direction in the policies requires subdivision, use and development within the coastal environment to be of a scale that maintains and protects the coastal environment including its indigenous biodiversity as the key direction for achieving Objective 9.6.2.1.1 and Strategic Objective 3.3.9. Overall, these policies implement the relevant strategic direction objective of the DP. No changes to the policies contained in sub-chapter 9.6 are considered necessary.

Discussion - Rules

Chapter 9 – Natural and Cultural Heritage

Indigenous Biodiversity and Ecosystems – Sub-Chapter 9.1

3.2.11 The rules that implement the chapter specific policies relating to indigenous biodiversity and the coastal environment are contained in sub-chapter 9.1. There are no rules in sub-chapter 9.6 for the coastal environment. Rather, the rules in other chapters of the Plan are relied on. Of relevance to PC7 are Rules 9.1.4.1.1 (P1), 9.1.4.1.3 (RD4) and 9.1.4.1.5 (NC1) which provide permitted, restricted discretionary, and non-complying activity pathways for the clearance of significant indigenous vegetation within areas of pasture. Where an area of pasture is considered to be “improved pasture” as defined by the Plan, i.e., an area of existing productive pasture where historic clearance of indigenous vegetation was undertaken as part of pasture improvement and/or maintenance, then on-going clearance of significant indigenous

38

Plan Change 7 - Section 32 Evaluation Report

TRIM 21/42215

vegetation is provided for as a permitted activity. The restricted discretionary and non-complying activity pathways are intended to capture circumstances where a new area of pasture is being developed and clearance is undertaken. A restricted discretionary activity or non-complying activity status is dependent on whether a farm biodiversity plan has been prepared and submitted as part of an application for resource consent.

- 3.2.12 Overall, the intent of this framework is to provide a balance between providing for existing farming activities where the regular clearance of regenerating indigenous vegetation forms part of the overall activity, while not comprising the achievement of the applicable objectives and policies of the Plan, CRPS and the NZCPS that relate to the protection and maintenance of indigenous biodiversity. In this context, the Plan includes an objective of protecting significant indigenous vegetation to achieve no net loss and policy direction that supports the small scale, low impact clearance of indigenous vegetation where it will enable the continued use of land (i.e., within areas of “improved pasture”. It is also intended to provide certainty for landowners in terms of being able to continue farming as a permitted activity, without having to rely on the existing use right requirements provided for under Section 10 of the RMA, which are often seen as ambiguous.
- 3.2.13 As identified in Section 2.2, the current permitted activity rule framework provided for by Rule 9.1.4.1.1 (P1)(a)(iii) enables the clearance of indigenous vegetation within existing identified Sites of Ecological Significance on Appendix 9.1.6.1 and of the vegetation listed on Appendix 9.1.6.6 above the specified thresholds to occur as a permitted activity, providing it is for the purpose of maintaining “improved pasture”. This has the potential to lead to the loss of significant ecological values. This means that Rule 9.1.4.1.1 does not implement its applicable objectives and policies in Chapter 9 relating to indigenous biodiversity and the coastal environment, and the outcomes established in those objectives may not be achieved. Therefore, changes to the rule framework in sub-chapter 9.1 are considered necessary as part of PC7 to ensure that it implements the objectives and policies in Chapter 9, and to ensure that the Plan better gives effect to the NZCPS and CRPS.

3.3 Description and Scope of the Changes Proposed

- 3.3.1 PC7 does not propose any amendments to the objectives of the Plan in relation to indigenous biodiversity or the coastal environment. However, changes are proposed to the definition of “improved pasture” in Chapter 2, six policies in sub-chapter 9.1, Rule 9.1.4.1.1 (P1), as well as the introduction of a new permitted, restricted discretionary and non-complying activity rule framework for the clearance of indigenous vegetation within areas of improved pasture in the coastal environment. Further, amendments to Appendix 9.1.6.6 are also proposed to improve its application within the rule framework with regard to indigenous vegetation on Banks Peninsula that is likely to be of ecological significance.
- 3.3.2 Accordingly, the purpose of PC7 is to better protect and maintain indigenous vegetation while still providing for its clearance where it is small scale and low impact to provide for the continuation of farming activities. In doing so, PC7 will better implement Strategic Objectives 3.3.2 and 3.3.9, Objectives 9.1.2.2.1, 9.1.2.2.2, and

39

Plan Change 7 - Section 32 Evaluation Report

TRIM 21/42215

9.6.2.1.1 and Policies 9.1.2.2.4, 9.1.2.2.6, 9.1.2.2.7, 9.1.2.2.8, 9.1.2.2.9, 9.1.2.2.11 and 9.1.2.2.14, to ensure that the DP better gives effect to the NZCPS and CRPS.

3.3.3 To achieve this purpose, a review of the following aspects has been undertaken:

- a. The definition of “improved pasture” contained in Chapter 2 (Definitions and Abbreviations);
- b. The objective, policy and rule framework contained in Sub-Chapters 9.1 and 9.6 (Indigenous Biodiversity and Ecosystems and Coastal Environment respectively); and
- c. The scale and significance of adverse effects that arise when the indigenous vegetation listed in Appendix 9.1.6.6 is cleared at or above the specified thresholds.

3.3.4 Accordingly, PC7 proposes the following amendments:

- a. Amending the definition of “Improved Pasture” in Chapter 2 (Definitions and Abbreviations) to remove ambiguity relating to its “visual predominance” component and replacing it with a requirement of exotic pasture grasses having been “deliberately sown or maintained” for the purpose of livestock grazing;
- b. Amending Policy 9.1.2.2.4 (Mechanisms for the management and protection of other indigenous vegetation and habitats) to include direction relating to the use of assessments of significance to maintain and protect the indigenous vegetation listed on Appendix 9.1.6.6 as a key mechanism used by the Council;
- c. Amending Policy 9.1.2.2.6 (Protection and management of significant indigenous vegetation and habitats of indigenous fauna listed in Schedule A of Appendix 9.1.6.1) to clarify that its established effects management hierarchy only applies outside the coastal environment;
- d. Re-numbering Policy 9.1.2.2.8 (Protection of indigenous vegetation and habitats of indigenous fauna in the coastal environment) to Policy 9.1.2.2.7 and clarifying that its established effects management hierarchy only applies within the coastal environment;
- e. Re-numbering Policy 9.1.2.2.7 (Protection and management of other indigenous vegetation and habitats) to Policy 9.1.2.2.8 and amending its content to make it clearer that assessments of significance should be undertaken in accordance with the criteria contained in the CRPS and to cross reference the non-coastal and coastal environment effects management hierarchies with regard to managing adverse effects;
- f. Amending Policy 9.1.2.2.11 (Farm biodiversity plans) to clarify that in addition to Sites of Ecological Significance specified on Appendix 9.1.6.1, indigenous vegetation at or above the thresholds specified on Appendix 9.1.6.6 should also be identified within farm biodiversity plans;
- g. Amending Policy 9.1.2.2.14 (Offsetting) to include cross reference to both the non-coastal and coastal environment effects management hierarchies to

40

Plan Change 7 - Section 32 Evaluation Report

TRIM 21/42215

ensure effects are appropriately managed before any biodiversity offset is considered;

- h. Introducing new permitted activity Rule P5 into Rule 9.1.4.1.1 (Permitted activities) that applies to the clearance of indigenous vegetation listed on Appendix 9.1.6.6 within areas of improved pasture in the coastal environment below the specified thresholds;
- i. Consequentially amending Rule 9.1.4.1.1 (P1) so that its geographic application is limited to outside coastal environment as new permitted activity Rule 9.1.4.1.1 P5 applies within the coastal environment;
- j. Introducing new restricted discretionary activity Rule 9.1.4.1.3 (RD7) to capture circumstances that are not provided for by new permitted activity Rule 9.1.4.1.1 (P5);
- k. Consequentially amending Rule 9.1.4.1.5 NC1 to reference new Rule 9.1.4.1.3 (RD7) to capture circumstances that are not provided for by new Rule 9.1.4.1.3 (RD7);
- l. Appendix 9.1.6.6:
 - i. Replacing all “N/A” values with “0” to avoid “N/A” (not applicable) being interpreted in such a way that not applicable means that clearance of the listed vegetation can occur as a permitted activity unrestricted;
 - ii. Introducing a definition of “contiguous” for the purpose of Table 1(a)(i), (ii) and (c) of Appendix 9.1.6.6;
 - iii. Extend the geographic extent of its applicability (with the exception of Kaitōrete Spit) to the entire coastal environment of Banks Peninsula;
 - iv. Introducing a new limit relating to contiguous area occupied from to 0.1 hectares in a five year period, with “0” remaining for Kaitōrete Spit.
 - v. Introducing an additional salt marsh species in the indigenous vegetation described in Table 1(d)(ii)

3.4 Pre-Notification Consultation – Schedule 1 of the RMA

3.4.1 The Council initiated a pre-notification consultation in accordance with Clause 3 of Schedule 1 of the RMA with the period beginning on 11 January 2021, which ran until 23 February 2021. On 11 January, the parties listed in Attachment B, were advised of PC7, its content, and the pre-notification consultation period. It should be noted that the parties consulted with during the pre-notification engagement period are broader than the parties that the Council is required to consult with in accordance with Clause 3(1) of Schedule 1 of the RMA. Notable additional parties at the Council’s discretion that were consulted under Clause 3 (2) include Federated Farmers of New Zealand Incorporated, the Department of Conservation, and the Royal Forest and Bird Protection Society of New Zealand Incorporated.

3.4.2 These parties were consulted as they were parties to the declaration proceedings

41

Plan Change 7 - Section 32 Evaluation Report

TRIM 21/42215

initiated by Forest and Bird against the Council in accordance with Section 274⁹ of the RMA. A number of the Clause 2, Schedule 1 parties that the Council is obligated to consult with were also parties subject to the declaration proceedings under Section 274 of the RMA. These parties include Te Rūnanga of Ngai Tahu, Te Taumutu Rūnanga, Wairewa Rūnanga, and the Canterbury Regional Council. Given the involvement and interests of these parties in the declaration proceedings, the Council considered it prudent to directly consult with these parties during its pre-notification engagement period. Collectively, these parties are referred to as "interested parties"¹⁰.

- 3.4.3 In addition to the parties listed in Table 5, all potentially affected landowners and occupiers with the Coastal Environment were written to directly by the Council advising them of the upcoming changes, including the coastal environment specific rule framework. In identifying potentially affected landowners, a spatial analysis was undertaken which identified that there may be approximately 432 potentially affected properties. All identified owners and occupiers of these properties were written to directly on 11 January 2021 to advise them of the proposed changes and invited their written feedback by 23 February 2021.
- 3.4.4 As outlined in Section 4.1 (The degree of shift in the provisions), the proposed new rule framework is deemed to have the greatest degree of shift in the regulatory regime (relative to the status quo) and the biggest impact on landowners in contrast to the balance of the proposed PC7 amendments. Therefore, it was deemed most appropriate to undertake targeted engagement with landowners with properties located within or intersecting the coastal environment by writing to them directly. However, the pre-notification engagement period was open to feedback from any member of the public, via the Council's consultation section on its external website.
- 3.4.5 During the pre-notification engagement period, the Council also hosted two public drop-in sessions in Banks Peninsula at Akaroa and Diamond Harbour on 26 and 28 January 2021 respectively. The purpose of the drop-in sessions was to provide stakeholders and affected landowners the opportunity to discuss the proposed amendments directly with Council staff. The Akaroa session was attended by 18 individuals comprising landowners, agricultural consultants and local interest groups. The Diamond Harbour session was attended by three individual land owners.
- 3.4.6 No specific feedback on the plan change amendments was provided at either of the drop-in sessions. However, individuals who attended provided general feedback and comments that have been summarised into themes in Section 3.5. Further the drop-in sessions provided an opportunity for Council staff to explain the background to the plan change, the Council's statutory obligations that underpin it, and the key areas of the plan change that feedback had been requested on by 23 February 2021.
- 3.4.7 In addition, during the pre-notification engagement period, feedback was provided electronically by 18 parties comprising individual landowners, statutory partners, and industry stakeholders. Those parties are identified in Attachment C. Individual feedback has not been included in this report. However, the feedback provided has

⁹ Representation in Court Proceedings

¹⁰ Canterbury Regional Council, Te Runanga o Ngai Tahu, Te Taumutu Runanga, Wairewa Runanga, Te Hapu o Ngati Wheke (Rapaki), Te Runanga o Koukourarata, Onuku Runanga, The Royal Forest and Bird Protection Society of New Zealand Incorporated, The Department of Conservation, Federated Farmers New Zealand

TRIM 21/42215

been summarised into key themes as outlined in Section 3.6, followed by an analysis and summary of any subsequent amendments made to the proposed PC7 provisions that were released for pre-notification engagement.

3.5 Feedback – Key Themes from Public Drop in Sessions

3.5.1 Key themes that emerged from the general feedback that was provided during the public drop in sessions is set out as follows:

- Private property rights should not be impinged on;
- There should be no need for further changes to the Plan given the recent district plan review on this topic in 2016 – 2017;
- Any further identification of Sites of Ecological Significance for inclusion in the Plan should be done in consultation with landowners;
- If Council is of the mind to proceed with this plan change, there should be more consultation at a property specific level;
- Any protections of indigenous vegetation should be voluntary by landowners; and
- Any protections of indigenous vegetation offered up by landowners should be met with financial compensation from the Council;

3.5.2 Council staff encouraged all individuals who attended the workshops to provide written feedback to the Council by 23 February 2021.

Feedback – Key Themes from Written Feedback Received during Pre-Notification Engagement Period

Support:

3.5.3 Written feedback in support was received by nine parties. Key themes from that feedback are as follows:

- Supporting the PC7 amendments in their entirety;
- Supporting the removal of the “visual predominance” qualifier from the current definition of improved pasture;
- Supporting the PC7 amendments, but with amendments sought to:
 - Prohibit all clearance of indigenous vegetation broadly;
 - Prohibit the clearance of any indigenous vegetation within areas of pasture and limit it to exotics only; and
 - Include reference to the Ecological Districts within the Christchurch District to reflect the variance of species across the district;

Discussion

3.5.4 No amendments to the PC7 provisions are considered necessary in response to the feedback received in support. With regard to the amendments sought in this

43

Plan Change 7 - Section 32 Evaluation Report

TRIM 21/42215

feedback, amendments to the provisions that would seek to further restrict the clearance of indigenous vegetation above and beyond what is currently proposed would not be in accordance with the NZCPS or CRPS. More specifically, Objective 6 of the NZCPS and Objective 8.2.2 of the CRPS that seek to enable people and communities to provide for their social, cultural and economic wellbeing while providing a framework for the appropriate use of the coastal environment subject to managing adverse effects. As outlined in Section 5, the proposed PC7 provisions are considered the most appropriate way to better give effect to the higher order planning documents.

Opposition

3.5.5 Written feedback in opposition was received by nine parties. Key themes from that feedback are as follows:

- Opposing the PC7 amendments in their entirety;
- Opposing the PC7 amendments on the basis that:
 - The proposed amendments do not go far enough to ensure that the Plan gives full effect to the CRPS and the NZCPS;
 - Clearance of indigenous vegetation is necessary to manage fire risk and establish and maintain firebreaks;
 - Without the Council having completed extensive ecological surveys of the peninsula it is difficult for landowners to establish whether there is any of the vegetation listed on Appendix 9.1.6.6 on their properties, and the proposed framework is convoluted;
 - The current framework in the Plan is fit for purpose;
 - Appendix 9.1.6.6 does not represent an exhaustive list of the indigenous vegetation that is likely to be present in the coastal environment;
 - The proposed 0.1 hectare limit relating to contiguous area occupied for indigenous coastal vegetation cannot apply to that vegetation as the description in Table 1(c) includes “scattered (low density) indigenous tussock, shrubs...”. Given this, it is not clear how this threshold will apply to that vegetation;
 - The Farm Biodiversity Plan framework is not suitable with regard to indigenous biodiversity;
- Opposing the PC7 amendments with amendments sought in relation to the following:
 - The scope should be broadened to include a full review of sub-chapter 9.1 so it is not limited in extent to the coastal environment and includes other policies and rules in the plan change;
 - The amendments to the definition of improved pasture do not go far enough and/or should be amended to align with that contained in the

44

Plan Change 7 - Section 32 Evaluation Report

TRIM 21/42215

draft NPSIB for national consistency and to avoid the need for further plan changes to align;

- Any changes to the regulatory regime should be informed by:
 - 1. Surveys of all farmland to identify areas of pasture without indigenous vegetation present and managing these farms with a more permissive regime;
 - 2. Assessing all areas of farmland with the vegetation listed on Appendix 9.1.6.6 present and identifying and mapping these as Sites of Ecological Significance in the Plan;
- Where any areas of pasture have not been captured by (1) and (2) above, requiring resource consent by default for any clearance and subjecting the vegetation that is proposed to be cleared to a significance assessment process;
- The suite of policies subject to amendment by PC7 being further amended and broadened to include other policies in sub-chapter 9.1;
- The proposed 0.1 hectare limit relating to contiguous area occupied for the indigenous coastal vegetation described in Table 1(c) able to be cleared as a permitted activity does not adequately protect indigenous coastal vegetation;
- Time-bounding the 0.1 hectare allowance that can be cleared as a permitted activity to manage cumulative effects and ensure that multiple clearances cannot occur in succession;
- Requiring resource consent by default as a non-complying activity to undertake clearance of any indigenous vegetation within the coastal environment given that all remaining vegetation is threatened or at risk;
- Specific further amendments to the policy and rule framework.

Discussion

3.5.6 This section provides a high level assessment as to whether any changes to proposed PC7 (as evaluated in this report) should be made in response to the feedback that opposes PC7 and requests alternative approaches. This is discussed through the following themes¹¹:

- PC7 Scope and Relationship with the NZCPS and CRPS;
- Definition of “Improved Pasture”;
- Significant Natural Area / Sites of Ecological Significance Identification;
- Appendix 9.1.6.6 Amendments;

¹¹ Note: The feedback requesting alternative suites of provisions and/or approaches did not include any supporting technical information. Therefore, the evaluation contained in this section considers the alternatives put forward in the feedback at a high level.

TRIM 21/42215

- Specific Policy and Rule Amendments.

PC7 Scope and Relationship with the NZCPS and CRPS

- 3.5.7 There was a general request in the feedback provided on PC7 to go further than its proposed amendments. The feedback contended that without further changes, the proposed amendments do not give full effect to the NZCPS and CRPS.
- 3.5.8 It should be noted that the purpose of PC7 is to better protect and maintain indigenous vegetation while still providing for its clearance where it is small scale and low impact, to provide for the continuation of farming activities. PC7 is a responsive targeted plan change in response to the loss of significant ecological values that was able to take place under the existing uncertain operative provisions. The proposed PC7 amendments seek to achieve this by introducing a framework that restricts the amount of indigenous vegetation that can be cleared as a permitted activity within areas of improved pasture to a size and scale that, in the absence of ecological surveys, is less likely to be of ecological significance. Such an approach is considered to achieve the purpose of the plan change and better give effect to the NZCPS and CRPS.

Definition of Improved Pasture

- 3.5.9 There was a general request in the feedback provided for the definition of “improved pasture” to align with that proposed in the draft NPSIB. While there is merit in this request from an efficiency perspective, the proposed NPSIB has not yet been gazetted, has no legal weight, and its final content could change prior to its gazettal. If the draft NPSIB is gazetted following the notification of PC7, the Council will seek to align the provisions of PC7 where they overlap with the provisions of the proposed NPSIB.

Significant Natural Area / Sites of Ecological Significance Identification

- 3.5.10 There was a general request in the feedback provided for regulatory regimes to be established following comprehensive ecological field studies that identify all Sites of Ecological Significance and areas of improved pasture across the district.
- 3.5.11 While such an approach would be comprehensive, PC7 is a targeted plan change that is seeking to address immediate issues with the existing framework to better protect and maintain indigenous vegetation. Further, the draft NPSIB is likely to include direction relating to local authority mapping and identification of areas of significant indigenous vegetation with specified timeframes for achievement. Further identification of sites is part of the Council’s on-going planning work programme.

Appendix 9.1.6.6 Amendments

- 3.5.12 The appropriateness of the proposed Appendix 9.1.6.6 amendments was opposed in the feedback provided. More specifically:
- The introduction of a 0.1 ha limit relating to contiguous area occupied for the indigenous vegetation described in Table 1(c) to represent a point at or above

46

Plan Change 7 - Section 32 Evaluation Report

TRIM 21/42215

which that vegetation is likely to be significant being too permissive; and

- How a threshold that requires it to be “contiguous” can apply to it when by nature of the Table 1(c) description, the vegetation is “scattered” at low densities and is therefore unlikely to be “contiguous”.

3.5.13 As outlined in the summary of the higher order planning documents, the NZCPS requires the protection of representative or significant natural ecosystems and sites of biological importance (Objective 1) and the management of adverse effects on those ecosystems (Policy 11). The CRPS requires, with regard to the coastal environment, a framework for the appropriate use of the coastal environment, while managing adverse effects on indigenous vegetation (Objective 8.2.2 and Policy 8.3.3). With regard to indigenous biodiversity broadly, the CRPS requires the decline of indigenous biodiversity (Objective 9.2.1) and the protection of significant natural areas (Policy 9.3.1).

3.5.14 As previously mentioned, an ecological field study is required to determine the significance of an area of indigenous vegetation. In the absence of these surveys, Appendix 9.1.6.6 acts as a placeholder to provide for general clearance of indigenous vegetation that is less likely to be significant, and requiring consent to undertake clearance above the limits specified in Appendix 9.1.6.6. Part of that process then requires an assessment of the indigenous vegetation to be undertaken in accordance with the significance criteria contained in the CRPS.

3.5.15 Ecological advice informing PC7 (Attachment A) has indicated that below the limits specified in Appendix 9.1.6.6 (and as amended by PC7), clearance of the indigenous vegetation should not result in any more than minor adverse effects. While still an adverse effect, at the size and scale identified in Appendix 9.1.6.6, the indigenous vegetation is less likely to be significant. The current rule framework enables the clearance of indigenous vegetation within an area of “improved pasture” to occur, where exotic species are the “visually predominant” vegetation cover. Therefore, the proposed PC7 amendments represent a shift from the status quo and will potentially limit the amount of indigenous vegetation that can be cleared as a permitted activity. Accordingly, the PC7 provisions are considered to “better” give effect to the NZCPS and CRPS.

3.5.16 With regard to the application of the contiguous area occupied, there is considered to be merit in this concern. Accordingly, a further addition to Appendix 9.1.6.6 has been included to define “contiguous” in the application of the 0.1 ha threshold for the indigenous vegetation described in Table 1(c).

3.6 Specific Policy and Rule Amendments

3.6.1 Specific policy and rule amendments were sought to the PC7 provisions in the form of:

- Additional policies and rules being brought into the plan change;
- Deletion of existing policies in sub-chapter 9.1; and
- Amendments to the policies and rules subject to the PC7 amendments.

47

Plan Change 7 - Section 32 Evaluation Report

TRIM 21/42215

- 3.6.2 The specific amendments sought were considered by the Council. However, following an additional review of these provisions in the context of the rationale provided in the feedback for their inclusion, deletion or amendment, the Council is of the view that:
- No amendments, beyond those proposed by PC7, are required to the policies and rules already included in the scope of PC7; and
 - There is no merit in the reasoning provided that warrants the inclusion or deletion of the additional policies and rules sought to be included in the scope of PC7.
- 3.6.3 Refer to Attachment D for an analysis undertaken by the Council in reaching these conclusions.

3.7 Consultation with Iwi Authorities

- 3.7.1 Consultation on the draft proposal was also undertaken with the local papatipu rūnanga and iwi authority through Mahaanui Kurataiao Limited (Mahaanui) during the pre-notification engagement period. Feedback was provided to the Council on 23 February 2021 from Mahaanui that the local papatipu rūnanga and Te Rūnanga o Ngāi Tahu support the overall direction of the PC7 provisions.

4 Scale and Significance Evaluation

4.1 The degree of shift in the provisions

- 4.1.1 The level of detail in the evaluation of the proposal has been determined by the degree of shift arising from the proposed amendments to the provisions relative to the status quo and the scale of effects anticipated from the proposal.
- 4.1.2 PC7 includes amendments to the definition of “improved pasture” and six policies in sub-chapter 9.1 meaning that the proposed changes apply district wide. However, the key determinate for establishing the degree of shift in the provisions relative to the status quo is the introduction of the new rule framework that applies in the coastal environment. This component of PC7 represents the biggest change in the regulatory regime relative to the status quo, and has the potential to affect approximately 432 properties. However, this figure represents all properties that are located within, or intersecting, the coastal environment overlay with a rural zoning, meaning there is the potential that those properties are used for farming activities. Determining whether each of those properties contain areas of “improved pasture” would require detailed mapping and ecological assessments that is not available. Therefore, the 432 estimate is considered conservative for estimating the scale and significance of the proposed new rule framework.
- 4.1.3 With regard to the balance of amendments, while these apply district wide, they seek to clarify outcomes in existing policies relating to the management of adverse effects and the circumstances when assessments of significance should be provided as part of applications for resource consent. The existing rules that continue to apply outside the proposed new coastal environment framework that necessitate consideration of these policies when resource consent is required remain largely unchanged. The

48

Plan Change 7 - Section 32 Evaluation Report

TRIM 21/42215

exception to this is the amendment to the definition of “improved pasture” which has implications for Rule 9.1.4.1.1 (P1)(iii) which regulates the clearance of indigenous vegetation within areas of improved pasture district wide. PC7 proposes to amend this rule so that it does not apply in the coastal environment given new Rule 9.1.4.1.1 (P5).

- 4.1.4 As discussed in Section 5, it is difficult to quantify the impacts of the changes to the definition of improved pasture as the changes seek to replace a “visual predominance” qualifier relating to the presence of exotic pasture grasses being the dominant vegetation cover, with one that requires exotic pasture grasses to have been deliberately sown or maintained for an area to be considered improved pasture. However, the changes to the definition, theoretically, create two possible scenarios that should be factored into the scale and significance evaluation:

1. **Scenario 1:** Areas that are currently considered improved pasture, but are no longer under the proposed amended definition. Such situations would represent a **large** degree of shift relative to the status quo (i.e., permitted activity under Rule 9.1.4.1.1 (P1)(a)(iii) to a restricted discretionary or non-complying activity under Rules 9.1.4.1.3 RD4 (outside the coastal environment) or RD7 (inside the coastal environment), or 9.1.4.1.5 NC1 (as a worst case) unless a landowner has the ability to rely on:

- a. Existing use rights as provided for by Section 10 of the RMA;
- b. Clearance below the limits specified on Appendix 9.1.6.6 as provided by Rule 9.1.4.1.1 (P4) (outside the coastal environment);
- c. Clearance below the limits specified on Appendix 9.1.6.6 as provided for by Rule 9.1.4.1.1 (P5) (within the coastal environment).

Note: Scenario 1 would necessitate that areas where exotic species are visually predominant have not been deliberately sown or maintained. This seems unlikely. Therefore, while the degree of shift in this scenario is considered large, the likelihood of this occurring is considered low.

2. **Scenario 2:** Areas that are not currently considered “improved pasture” can be under the proposed amendments. Such a scenario would apply where exotic species are not currently the visually dominant vegetation cover, but have been deliberately sown or maintained. This may occur in situations where there has not been regular maintenance, or indigenous vegetation has continued to dominate despite exotic grasses being sown. This would represent a shift from a permitted activity that currently requires compliance with the limits contained in Appendix 9.1.6.6, to a permitted activity that does not. While it is difficult to quantify, it is assumed that where exotic pasture grasses have been deliberately sown or maintained, the presence of indigenous vegetation, and therefore the scale of effects given rise to, is low.

- 4.1.5 Overall, the degree of shift in the provisions is considered **moderately significant** with

49

Plan Change 7 - Section 32 Evaluation Report

TRIM 21/42215

an overall score of 23/40 in accordance with the Council's significance and engagement policy. The key factors influencing this score include the number of potentially affected landowners across the district, and uncertainties in establishing the potential impacts (i.e. it will depend on the individual circumstances), balanced with the direction in higher order planning documents that require the protection and maintenance of significant indigenous biodiversity.

4.2 Scale and significance of effects

4.2.1 The scale and significance of the likely effects anticipated from the implementation of the proposal has been evaluated against the criteria set out in Table 5. Each criteria has been ranked from 1-5 with 1 representing low scale and significance and 5 being high.

Table 5 – Scale and Significance Evaluation

Factor Informing Assessment	Assessment	Score
1. Reasons for the change	<ul style="list-style-type: none"> Initiated as a result of review of Plan effectiveness of current Plan policies and rules that protect and maintain areas of significant indigenous vegetation, and definition of "improved pasture". To improve the clarity of the definition of improved pasture and its subsequent application. To improve the clarity of policies in sub-chapter 9.1 relating to indigenous vegetation. To better protect and maintain indigenous vegetation. Direction contained in higher order and other planning documents including the NZCPS, CRPS and IMP. 	3
2. Degree of shift from the status quo	<ul style="list-style-type: none"> New rule framework that applies in the coastal environment represents a moderate degree in shift in the regulatory regime relative to the status quo, as it is likely to result in additional consents; Amendments to the definition of "improved pasture" that apply district wide. The impact of these proposed changes is difficult to determine, but the proposed changes could result in circumstances where an area of pasture that currently complies with the definition of improved pasture does not meet the proposed new definition; Such circumstances would represent a significant change relative to the status quo 	5

50

Plan Change 7 - Section 32 Evaluation Report

TRIM 21/42215

	<p>(permitted activity to a non-complying activity as a worst case). Note, outside such a scenario, a landowner can rely on existing use rights, or limited clearance under Rules 9.1.4.1.1 (P4 and P5);</p> <ul style="list-style-type: none"> No change to existing Plan objectives; Change to policies and definition of improved pasture are intended to reaffirm what is already intended in how the Plan seeks to achieve existing outcomes in Objectives 9.1.2.2.1, 9.1.2.2.2 and 9.6.2.1.1, and apply district wide. 	
3. Who and how many will be affected?	<ul style="list-style-type: none"> Approximately 432 land owners may be directly affected as a result of the rule framework that is proposed to apply in the coastal environment; Costs will fall on individual landowners with regard to applying for resource consent where this is required under the PC7 amendments to undertake clearance within an area of improved pasture; Where landowners do not have existing use rights, clearance as a permitted activity will be restricted to the limits contained in Appendix 9.1.6.6. Where clearance is proposed above those limits, resource consent is required; Where resource consent is not granted, this may result in productive land becoming unproductive; There will be benefits to Plan users and landowners through drafting improvements as it will be clearer how the outcomes for indigenous vegetation will be achieved. 	5
4. Degree of impact on, or interest from iwi / Maori	<ul style="list-style-type: none"> PC7 is likely to further contribute to the maintenance of indigenous vegetation, a key outcome reflected in multiple objectives of the IMP; Feedback from papatipu Rūnanga has indicated that they are supportive of the direction of the plan change. 	1
5. When will effects occur?	<ul style="list-style-type: none"> On Plan notification as the rules will have immediate legal effect in accordance with the RMA 	2
6. Geographic scale of impacts	<ul style="list-style-type: none"> District wide, but predominantly coastal environment with regard to the proposed new rule framework 	3
7. Type of effect	<ul style="list-style-type: none"> A range of positive and negative effects on different stakeholders (e.g. some individual 	2

51

Plan Change 7 - Section 32 Evaluation Report

TRIM 21/42215

	<p>landowners will have less of an ability to undertake clearance for maintaining improved pasture as a permitted activity given the proposed new rule framework, whereas, other stakeholders may perceive the changes as a positive given that limits will apply to the amount of indigenous vegetation that can be cleared as a permitted activity. I.e., positive ecological outcomes).</p> <ul style="list-style-type: none"> • Beneficial effects resulting from improved Plan drafting to assist Plan users' interpretation and administration of Plan provisions. • Overall, the package of changes is required in order implement the Plan's objectives, better give effect to the CRPS and NZCPS, and protect areas of potentially significant indigenous vegetation in accordance with Section 6(c) of the RMA. 	
8. Degree of policy risk, implementation risk or uncertainty	<ul style="list-style-type: none"> • As is evident through the problem definition explanation, the current Plan provisions present a risk whereby areas of potentially significant indigenous vegetation within areas of improved pasture can be cleared as a permitted activity. • Changes to the Plan are therefore necessary as the effects are not contemplated by the CRPS or NZCPS higher order planning instruments and there is a need to manage and protect indigenous vegetation under those documents. • Refer to evaluation of risk of acting or not acting at the end of Table 7. 	2
Total	MODERATE	23/40

4.2.2 The scale and significance of this proposal has been assessed as being moderate overall, given the scale of potentially affected landowners' district wide, and uncertainties in establishing the potential impacts i.e. it will depend on the individual circumstances. Pivotal to this assessment is the moderate degree of shift from the operative provisions and the level of higher order policy direction that requires adverse effects on significant indigenous vegetation to be protected and maintained.

5 Evaluation of the Proposal

5.1 Statutory evaluation

5.1.1 A change to a district plan must accord with sections 74 and 75 of the Act to assist the territorial authority to carry out its functions, as described in section 31, so as to achieve the purpose of the Act. The aim of the analysis in this section of the report is to evaluate whether and/or to what extent the purpose of PC7 meets the applicable

52

Plan Change 7 - Section 32 Evaluation Report

TRIM 21/42215

statutory requirements, including the Plan objectives. The relevant higher order documents and their directions are outlined in section 2.1 of this report. Section 3.2 above sets out the directions provided by the Plan strategic objectives in Chapter 3 and the indigenous biodiversity and coastal environment specific objectives in Chapter 9.

- 5.1.2 This plan change does not propose to add any, or amend existing, objectives of the Plan. The objectives relevant to this proposal are consistent with and/or give effect to the directions set out by higher order documents and are, therefore, taken as the most appropriate to achieve the purpose of the Act as highlighted in Section 2.1 of this report.

5.2 Evaluation of the purpose of the plan change

- 5.2.1 Section 32 requires an evaluation of the extent to which the objectives¹² of the proposal are the most appropriate way to achieve the purpose of the Act (s32(1)(a)). The existing objectives of the Plan are not proposed to be amended by PC7. This section of the report, therefore, evaluates the extent to which the purpose of the Plan Change (s32(6)(b)) is the most appropriate way to achieve the purpose of the Act (s32(1)(a)). This evaluation takes appropriate account of the Act requirements to give effect, not be inconsistent with, or have particular regard to higher order documents and best achieve the Plan's objectives.

- 5.2.2 The evaluation, therefore, examines whether:

- a. The purpose of the plan change (s32(6)(b)) is the most appropriate way to achieve the purpose of the Act (s32(1)(a));
- b. The provisions in the proposal are the most appropriate way to achieve the purpose of the plan change; and
- c. The provisions in the proposal implement the unaltered objectives of the Plan.

- 5.2.3 Table 6 provides an evaluation of the purpose PC7¹³ (including its key components that ensure it is achieved) relative to the status quo as an alternative option to establish whether it is the most appropriate way to achieve the purpose of the Act in accordance with (s32(1)(a) and s32(6)(b)) of the RMA. This evaluation also provides an assessment of the purpose of PC7 against the requirements of the NZCPS, CRPS and Plan Objectives that PC7 must give effect to. Refer to Section 5 Table 7 for the full evaluation. The evaluation is set out as follows:

- For ease of reference, the relevant provisions of the NZCPS, CRPS, Plan and IMP are listed with a summary of their outcomes;

¹² Section 32(6) defines "objectives" and "proposal" in terms specific to sections 32 – 32A. "Objectives" are defined as meaning:

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

¹³ The purpose of PC7 is to better protect and maintain indigenous vegetation while still providing for its clearance where it is considered to be small scale and low impact to provide for the continuation of farming activities.

TRIM 21/42215

- How the purpose of PC7 is achieved is then rationalised by explaining the changes to provisions and what they are seeking to achieve;
- How the purpose of PC7 accords with higher order and other planning documents is then explained, including reference to, and an evaluation of, the applicable provisions in that context; and
- How and why the purpose of PC7 is the most appropriate way to achieve the purpose of the Act in contrast to the status quo.

Table 6 – Evaluation of the Purpose of PC7 and Alternative Purpose Plan Change

Purpose of the Proposal	Summary of Evaluation
The purpose of PC7 is to better protect and maintain indigenous vegetation while still providing for its clearance where it is small scale and low impact to provide for the continuation of farming activities.	<p>Relevant Provisions in NZCPS, CRPS, Plan, and IMP</p> <p>a. They key provisions contained in higher order and other documents relevant to PC7, and referred to in this evaluation, are:</p> <ul style="list-style-type: none"> i. NZCPS Objective 1 (protecting representative or significant natural ecosystems and sites of biological importance, in contributing to the safeguarding of New Zealand's coastal environment); ii. NZCPS Objective 6 (enabling people and communities to provide for their social, economic, and cultural well-being, by providing for the use of the coastal environment within appropriate limits); iii. CRPS Objective 5.2.1 (enabling people and communities to provide for their social, economic and cultural well-being by enabling activities while maintaining and enhancing the coastal environment); iv. CRPS Objectives 8.2.2 and 8.2.4 (establishing a framework for the use of the coastal environment while managing adverse effects and protecting and preserving its ecological values); v. CRPS Objectives 9.2.1 and 9.2.3 (halting the decline of Canterbury's indigenous biodiversity and protecting areas of significant indigenous vegetation); vi. Plan Objectives 9.1.2.1.1, 9.1.2.1.2, and 9.6.2.1.1 (protecting of areas of significant indigenous vegetation, maintenance and enhancement, and the coastal environment); vii. IMP Section 5.5 Objectives 1, 2 and 7, Section 6.7 Objective 1 and Section 6.9 Objective 5 (protecting and enhancing indigenous

54

Plan Change 7 - Section 32 Evaluation Report

TRIM 21/42215

	<p>vegetation).</p> <p>b. PC7 Amendments and how they Achieve its Purpose:</p> <ul style="list-style-type: none"> i. PC7 amends the definition of “improved pasture” to improve its interpretation and application and reduce the risk of indigenous vegetation that is significant being cleared as a permitted activity, and, therefore, the loss of significant ecological values. This outcome better protects and maintains indigenous vegetation while providing for the continuation of farming activities through a clearer and more certain definition of “improved pasture” that is used within a permitted activity rule framework. ii. PC7 introduces a new rule framework in the coastal environment that restricts the amount and type of vegetation that can be cleared as a permitted activity to vegetation that is less likely to be of ecological significance (i.e., below the limits specified in Appendix 9.1.6.6). Where vegetation is more likely to have significant ecological values (i.e., where it is of a size and scale above the limits specified on Appendix 9.1.6.6), the new rule framework requires a restricted discretionary or non-complying activity resource consent (depending on whether a Farm Biodiversity Plan is prepared or not), to ensure appropriate management of adverse effects and protection and maintenance of indigenous vegetation. This aspect of PC7 is also critical in ensuring the continuation of farming activities is provided for by providing an effects based regime that still includes some allowance for clearance as a permitted activity where effects are considered to be small scale and low impact. Outside the proposed new permitted activity rule, landowners will have to rely on existing use rights in accordance with Section 10 to undertake clearance if resource consent is not sought. iii. PC7 amends six policies to clarify how adverse effects should be managed in coastal and non-coastal areas (reflecting the likely significance of vegetation in those areas), how and when assessments of significance as part of applications for resource consent should be provided to ensure that unmapped areas of significant indigenous vegetation are identified and protected, and to increase the level of
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55

Plan Change 7 - Section 32 Evaluation Report

TRIM 21/42215

	<p>detail for indigenous vegetation that is likely to be significant being documented in farm biodiversity plans. Providing more certainty in these outcomes achieves the purpose of PC7 as these are key policies that protect and maintain areas of indigenous vegetation. Providing more certainty within these policies to reaffirm these outcomes will further protect and maintain areas of indigenous biodiversity.</p> <p>iv. Amending Appendix 9.1.6.6 to:</p> <p>A. Replace all existing “N/A” values in Appendix 9.1.6.6 with “0” to ensure that “N/A” is not interpreted in such a way that the listed vegetation can be cleared under Rule 9.1.4.1.1 (P4) as a permitted activity without compliance with any limits. The intent of the existing “N/A” values is to represent a 0 value for clearance and the point at which that vegetation is likely to be of ecological significance. However, this is better expressed through numerical “0” limits. This outcome will better protect and maintain indigenous vegetation.</p> <p>B. Extend the geographic indicator relating to indigenous coastal vegetation described in Table 1(c) to the entire coastal environment of Banks Peninsula as it is currently limited to Kaitōrete Spit and those species exist elsewhere in the coastal environment, meaning they are vulnerable to loss via clearance as a permitted activity. Expanding the spatial indicator will mean that those species are better protected and maintained.</p> <p>C. Introduce a definition of “contiguous” in so far as it applies to the contiguous area occupied limit descriptor for kanuka and indigenous coastal vegetation. The changes provide certainty on how that limit should be applied in determining how much of those species can be cleared as a permitted activity under the general clearance rule, 9.1.4.1.1 (P4), to ensure that individual plants that are contiguous to areas that are likely to be</p>
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56

Plan Change 7 - Section 32 Evaluation Report

TRIM 21/42215

	<p>of ecological significance are not cleared without appropriate management of adverse effects. The inclusion of these definitions will ensure that indigenous coastal vegetation and kanuka are better protected and maintained.</p> <p>D. Introduce a contiguous area occupied limit of 0.1 ha in a five year period (currently "N/A", which would otherwise be amended to "0") for indigenous coastal vegetation. The purpose of this limit is to provide an indicative point at which that vegetation is likely to be of ecological significance and to provide an allowance for clearance as a permitted activity under the proposed new rule framework for the coastal environment. This amendment works in tandem with the new rule framework to ensure that clearance of indigenous coastal vegetation as a permitted activity is small scale and low impact, with resource consent required above this limit. This better protects and maintains those indigenous species, while also providing for the continuation of farming activities based on an effects based regime, and, therefore, achieving the purpose of PC7. It should be noted however that Existing Use Rights as provided for by RMA Section 10 may in some cases authorise a continuing lawfully established farm management practice that involves clearance of indigenous vegetation. The extent to which landowners may hold an existing use right to undertake clearance that would be in breach of the proposed new rules is unknown. Section 10 of the RMA has the potential to limit the overall effectiveness of this component as well as the proposed new rule framework for the coastal environment.</p> <p>E. Introduce an additional indigenous wetland vegetation species (three-square) into Appendix 9.1.6.6. This species is not currently listed in the</p>
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57

Plan Change 7 - Section 32 Evaluation Report

TRIM 21/42215

	<p>appendix, but is a key salt-marsh wetland specie in Canterbury and the Christchurch District. Its omission from the Appendix 9.1.6.6 renders this species vulnerable to loss via clearance under the general clearance provisions and its inclusion will better protect and maintain indigenous wetland vegetation.</p> <p><u>Purpose of PC7 in relation to Higher Order and Other Planning Document Directions, including Plan Objectives:</u></p> <p>c. The key requirements of the higher order and other planning documents are:</p> <ul style="list-style-type: none"> i. The protection and maintenance of significant and representative coastal ecosystems and protection and preservation of the coastal environment (NZCPS Objective 1); ii. Enabling people and communities to provide for social, economic and cultural well-being while providing for the use of the coastal environment within appropriate limits (NZCPS Objective 6); iii. Managing adverse effects on indigenous coastal vegetation within established effects management hierarchies (NZCPS Policy 11); iv. Providing for the use of the coastal environment while managing adverse effects to protect and preserve its ecological values (CRPS Objectives 8.2.2 and 8.2.4); v. Halting the decline of significant indigenous vegetation and protecting areas of significant indigenous vegetation (CRPS Objectives 9.2.1 and 9.2.3); vi. Protecting and maintaining areas of significant indigenous vegetation and maintaining and enhancing the coastal environment (Plan Objectives 9.1.2.1.1, 9.1.2.1.2, and 9.6.2.1.1); vii. Clarity of language (Plan Objective 3.3.2); viii. Protecting and maintaining indigenous biodiversity broadly and within Banks Peninsula to enhance cultural heritage and recognise indigenous biodiversity as a taonga (IMP Objectives 1, 2, and 7 (Section 5.5). <p>d. PC7 includes a suite of amendments that should be considered a package as they work together in achieving</p>
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58

Plan Change 7 - Section 32 Evaluation Report

TRIM 21/42215

	<p>PC7s purpose and implementing the direction contained in higher order, and other planning documents, including the Plan. PC7 establishes an effects based regime through the introduction of a new rule framework in the coastal environment that enables clearance of indigenous vegetation within areas of improved pasture as a permitted activity below limits specified on Appendix 9.1.6.6, and requiring consent above. In doing so, this provides an allowance for clearance as a permitted activity where it will only give rise to minor adverse effects on indigenous vegetation that is less likely to be significant. This effects based framework therefore is in accordance with NZCPS Objective 1 and 6, NZCPS Policy 11, CRPS Objectives 9.2.1, 9.2.3, 8.2.2 and 8.2.4 and Section 5.5 IMP Objectives 1, 2, and 7 and Plan Objectives 9.1.2.1.1, 9.1.2.1.2 and 9.6.2.1.1 as it establishes a framework for the use of the coastal environment with consideration of adverse effects in circumstances where indigenous vegetation is likely to have significant ecological values. Working in tandem with this, are the amendments to the definition of “improved pasture” to remove the ambiguous “visual predominance” qualifier relating to exotic pasture grasses and herb species, and replacing it with one that requires exotic herb grasses having been deliberately sown or maintained to establish a clearer bottom line for determining whether an area of pasture is improved or not, and achieving DP Objective 3.3.2. This framework, coupled with the proposed 0.1 hectare limit over a five year period for indigenous coastal vegetation, meets the requirements of Objective 6 of the NZCPS. In addition, replacing of all “N/A” values with “0”, the introduction of definitions for contiguous, and the introduction of a key wetland ecosystem for saltmarsh. Collectively, these changes all accord with NZCPS Objective 1 and 6 and CRPS Objectives 9.2.1, 9.2.3, 8.2.2 and 8.2.4 and will result in areas of indigenous vegetation that are likely to be significant being better protected and maintained.</p> <p>e. The suite of policy amendments provide clarity in their direction with regard to the management of adverse effects and the circumstances when assessments of significance should be provided as part of applications for resource consent for areas of indigenous vegetation that are likely to be ecologically significant but that haven’t yet been identified and mapped by the Council. Given this, these amendments are also in accordance with NZCPS Objective 1 and 6, NZCPS Policy 11, CRPS Objectives 9.2.1, 9.2.3, 8.2.2 and 8.2.4 and Section 5.5 IMP Objectives 1, 2, and 7 and Plan Objective 3.3.2.</p> <p>f. Overall, the purpose of PC7 is considered to implement the direction contained in the NZCPS, CRPS, IMP and Plan</p>
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59

Plan Change 7 - Section 32 Evaluation Report

TRIM 21/42215

	<p>Objectives due to its proposed effects based rule framework that provides an allowance for clearance within appropriate limits as a permitted activity, improvements to the definition of improved pasture and policy framework, and amendments to Appendix 9.1.6.6 which complement the proposed new rule framework, and existing rule framework for general clearance. Collectively, the amendments achieve its purpose of better protecting and maintaining indigenous vegetation while still providing for the continuation of farming activities.</p> <p><u>The Purpose of PC7 in the Context of Part 2 RMA Matters:</u></p> <p>The purpose of PC7 has been assessed against the relevant matters in Part 2 of the RMA (as set out below) and is considered to be in accordance with those matters. Proposed Plan Change 7 (in the context of Part 2 matters):</p> <ol style="list-style-type: none"> Promotes the sustainable management of natural and physical resources (s5)(1) as the proposal provides an effects based framework for potentially significant indigenous vegetation that protects and maintains indigenous vegetation, while still providing for clearance as a permitted activity within appropriate limits. Enables people and communities to provide for their social, economic and cultural well-being (s5)(2). Noting that there are limitations with being able to fully assess whether the proposed regime is more or less restrictive than the status quo (as outlined in the described scenario's in Section 5). While Scenario 1, as a worst case, would result in a currently permitted activity becoming a non-complying activity, it should be noted that where exotic pasture grasses and herb species are currently considered "visually predominant" then they most likely will have been deliberately sown or maintained in the past, and therefore the risk of this eventuality is considered low. Recognises and provides for the protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna (s6)(c) through the reliance on Appendix 9.1.6.6 as a proxy within an effects based regime, for determining when resource consent to undertake clearance is provided. Has particular regard to the efficient use and development of natural and physical resources (s7(b) given the level of adverse effects that the proposed rule framework provides for before managing adverse effects through resource consent.
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60

Plan Change 7 - Section 32 Evaluation Report

TRIM 21/42215

	<p>e. Takes into account the principles of the Treaty of Waitangi (s8) as the proposal is not inconsistent with Section 5.5 Objectives 1, 2 and 7, Section 6.7 Objective 1 and Section 6.9 Objective 5 (protecting and enhancing indigenous vegetation), and the local papatipu runanga support the direction of PC7. However, it should be noted that the preferred option still provides for some clearance to occur as a permitted activity of vegetation that is less likely to be significant, but may potentially be considered a taonga.</p> <p>f. PC7 represents a shift in the regulatory regime relative to the status quo to better maintain and protect areas of indigenous vegetation that are potentially of ecological significance, while still enabling people and communities to provide for their social, economic and cultural well-being. It does so by providing an allowance for clearance within the proposed permitted activity rule framework where this is low impact and small scale. Further, tying the limits in Appendix 9.1.6.6 to the proposed new rule framework, including definitions of contiguous for kanuka and indigenous coastal vegetation, has regard to the efficient use and development of natural and physical resources by establishing a point at which resource consent is required to manage adverse effects. With regard to section 8, PC7 takes into account the principles of the Treaty of Waitangi as its purpose is not inconsistent with the relevant objectives and policies of the IMP, and is focussed on improving environmental outcomes for indigenous vegetation.</p> <p>g. Overall, these key Part 2 matters are achieved through the package of amendments PC7 seeks to introduce while providing a balance between enabling some indigenous vegetation clearance to occur where it is less likely to be of ecological significance, and requiring resource consent or reliance on existing use rights at a level where there is more certainty it is likely to be of ecological significance and effects should be avoided, remedied or mitigated. Such an approach, overall, is considered to be in accordance with the provisions of Part 2 of the RMA. It should be noted that Existing Use Rights as provided for by Section 10 RMA have the potential to undermine the purpose of PC7 and the application of the limits contained in Appendix 9.1.6.6 to the clearance of indigenous vegetation within areas of improved pasture. However, the onus will fall on individual landowners to demonstrate they hold an existing use right, particularly in consideration of the scale, intensity and character tests contained in Section 10.</p>
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61

Plan Change 7 - Section 32 Evaluation Report

TRIM 21/42215

Alternative Proposal – Status Quo	<u>Summary of Alternative Proposal</u>
<p>The purpose of the alternative proposal is to protect and maintain indigenous vegetation while still providing for its clearance where it is considered to be small scale and low impact to provide for the continuation of farming activities, within the bounds of the status quo framework</p>	<p>a. The current suite of provisions that regulate the clearance of indigenous vegetation within areas of improved pasture have resulted in the clearance of significant indigenous vegetation and loss of significant ecological values occurring as a permitted activity. This alone suggests that the status quo provisions are not the most appropriate way to protect and maintain areas of significant indigenous vegetation, while providing for the continuation of existing farming activities, or the most appropriate way to achieve NZCPS Objective 1, CRPS Objectives 8.2.2 and 8.2.4, and 9.2.1 and 9.2.3, and Objectives 9.1.2.2.1, 9.1.2.2.2 and 9.6.2.1.1. This issue is primarily a result of:</p> <ul style="list-style-type: none"> a. The existing improved pasture definition, which includes a difficult “visual predominance” test that must be met, which does not accord with Objective 3.3.2 of the Plan with regard to clarity of language; b. The existing (ambiguous) definition being linked to a permitted activity rule framework that, coupled with an ambiguous definition, gives rise to adverse effects on areas of significant indigenous vegetation, which does not accord with Objective 1 or Policy 11 of the NZCPS. <p>The status quo does not apply the limits contained in Appendix 9.1.6.6 to listed permitted activities, which include clearance for the purpose of maintaining improved pasture. Instead, the “limit” that applies to the clearance of indigenous vegetation within areas of improved pasture is exotic pasture grasses being the “visually predominant” vegetation cover. By nature of that test, it is implicit that the presence of indigenous vegetation must be low, and therefore, its clearance should only result in low impact adverse effects that are small scale. Given this limit is qualitative rather than quantitative, there is potentially more flexibility with the amount of vegetation that can be cleared in contrast to the limits contained on Appendix 9.1.6.6. Therefore, the alternative proposal potentially offers a more permissive regime with regard to the amount of vegetation that can be cleared as permitted activity, and therefore, the level of adverse effects that may arise as indigenous vegetation that is potentially significant could be cleared. Such an outcome is not in accordance with the direction contained in NZCPS Objective 1 and 6, NZCPS Policy 11, CRPS Objectives 9.2.1, 9.2.3, 8.2.2 and 8.2.4 and Section 5.5 IMP Objectives 1, 2, and 7 and Plan Objectives 9.1.2.1.1, 9.1.2.1.2 and 9.6.2.1.1.</p>

62

Plan Change 7 - Section 32 Evaluation Report

TRIM 21/42215

	<p>Therefore, it does not represent the most appropriate way to achieve the purpose of PC7.</p> <p>b. Appendix 9.1.6.6 in its current form contains shortcomings that, if not addressed, pose a risk to its listed species via the general clearance permitted activity pathway (Rule 9.1.4.1.1 (P4)), which permit the clearance of indigenous vegetation outside identified sites listed on Appendix 9.1.6.1 A and of vegetation that does not meet the descriptions in Appendix 9.1.6.6 (i.e., is different vegetation or is below the specified thresholds). In its current form, it does not implement NZCPS Objective 1 and 6, NZCPS Policy 11, CRPS Objectives 9.2.1, 9.2.3, 8.2.2 and 8.2.4 and Section 5.5 IMP Objectives 1, 2, and 7 and Plan Objectives 9.1.2.1.1, 9.1.2.1.2 and 9.6.2.1.1 due to the level of effects that can arise under the rule framework it relies on.</p> <p><u>Alternative Proposal in the Context of Part 2 RMA Matters:</u></p> <p>As has been detailed in this section, collectively, these issues have the potential to result in the loss of significant ecological values through clearance of indigenous vegetation that can occur as a permitted activity, meaning that NZCPS Objective 1 and 6, NZCPS Policy 11, CRPS Objectives 9.2.1, 9.2.3, 8.2.2 and 8.2.4 and Section 5.5 IMP Objectives 1, 2, and 7 and Plan Objectives 9.1.2.1.1, 9.1.2.1.2 and 9.6.2.1.1 are not implemented. In reaching such conclusions, it is clear that this would also have implications for achieving the purpose of the RMA. The purpose of the alternative proposal has been assessed against the relevant matters in Part 2 of the RMA (as set out below) and is not considered to be in accordance with those matters.</p> <p>Retaining the status quo would (in the context of RMA Part 2 matters):</p> <ol style="list-style-type: none"> Not promote the sustainable management of natural and physical resources (s5)(1) as clearance of potentially significant vegetation can occur as a permitted activity without management of adverse effects; Not enable people and communities to provide for their social, economic and cultural well-being (s5)(2). While there are potentially economic benefits with the status quo provisions in that there is potentially more flexibility in the amount of indigenous vegetation that can be cleared as a permitted activity, this has social and cultural implications; Not recognise and provide for the protection of areas of significant indigenous vegetation and
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63

Plan Change 7 - Section 32 Evaluation Report

TRIM 21/42215

	<p>significant habitats of indigenous fauna (s6)(c) as significant indigenous vegetation can potentially be cleared as a permitted activity;</p> <p>d. Not have particular regard to the efficient use and development of natural and physical resources (s7(b)) as significant adverse effects can arise through the status quo provisions and lack of certain quantitative limits;</p> <p>e. Not take into account the principles of the Treaty of Waitangi (s8) as indigenous vegetation is a taonga, and is at a greater risk from clearance under the status quo compared with a lesser risk under the preferred option;</p> <p>f. The alternative proposal of not amending any of the provisions subject to PC7 will result in an on-going risk that indigenous vegetation with potentially significant values will be lost through clearance due to shortcomings with the status quo framework. The level of adverse effects that the status quo has the potential to give rise to does not promote the sustainable management of natural and physical resources due to the loss of indigenous vegetation with significant ecological values that could occur. While it does have some potential economic benefits with regard to flexibility provided within the amount of indigenous vegetation that can be cleared as a permitted activity, this comes with environmental and cultural costs relating to the loss of threatened and at risk ecosystems and loss of mahinga kai opportunities and taonga. Protecting areas of significant indigenous vegetation is also a matter of national significance under Part 2 of the RMA which would be compromised under the alternative proposal, and would not represent an efficient use of natural and physical resources given that the current rule framework enables potentially significant indigenous vegetation to be cleared as a permitted activity. Overall, the alternative proposal is not considered to meet the requirements of Part 2 of the RMA.</p>
	<p>Summary of Evaluation:</p> <p>The evaluation demonstrates that the purpose of PC7 to better protect and maintain indigenous vegetation while still providing for its clearance where it is small scale and low impact implements NZCPS Objective 1 and 6, NZCPS Policy 11, CRPS Objectives 9.2.1, 9.2.3, 8.2.2 and 8.2.4 and Section 5.5 IMP Objectives 1, 2, and 7, and DP Objectives 9.1.2.1.1, 9.1.2.1.2 and 9.6.2.1.1 and 3.3.2, and is the most appropriate way to achieve the purpose of the RMA compared to the status quo.</p> <p>It provides a framework that, with the information available relating to ecological impacts, represents a balanced approach between managing adverse effects on indigenous vegetation</p>

TRIM 21/42215

that arise from clearance, and enabling the continued use of land and maintenance of improved pasture by providing a permitted activity pathway for clearance. It should be noted that there are limitations that mean quantifying the costs of the proposed regime relative to the status quo are difficult due to the shift from a qualitative assessment to a quantitative one. However, the possible scenarios that could arise (i.e., from a permitted activity to one requiring resource consent) have been explained in this evaluation

While the proposal is a shift in the regulatory regime with resource consent required in certain circumstances where clearance is proposed at or above specified limits, or reliance on existing use rights, it enables adverse effects on areas of indigenous vegetation that are likely to be of ecological significance to be avoided remedied or mitigated, and an assessment of that vegetation's significance undertaken.

The alternative proposal (status quo) achieves none of these outcomes, and has the potential for the on-going loss of indigenous vegetation and occurrence of significant adverse effects. This is not the most appropriate way to achieve the objectives of the Plan, and is not considered to be in accordance with Part 2 of the RMA.

5.2.4 The above analysis indicates that the purpose of PC7 is consistent with and appropriately achieves the applicable objectives of the Plan and higher order documents. By comparison, the alternative proposal of retaining the status quo, would not address the resource management issues highlighted in the report, does not appropriately achieve the relevant objectives of the Plan or higher order documents, and would not achieve the purpose of the Act. It is, therefore, considered that the purpose of PC7 is the most appropriate way to achieve the purpose of the Act compared to the status quo.

5.2.5 In establishing the most appropriate provisions for the proposal to achieve the purpose of the plan change, reasonably practicable options for provisions were identified and evaluated and are set out in proceeding sections.

5.3 Reasonably practicable options for provisions

5.3.1 In considering reasonably practicable options for achieving the objectives of the Plan and the relevant higher order directions, the following options for policies and rules have been identified. Taking into account the environmental, economic, social and cultural effects, the options identified were assessed in terms of their benefits, and costs. Based on that, the overall efficiency and effectiveness of the alternative options was assessed.

5.3.2 Option 1 – Status Quo

5.3.3 Option 1 comprises of the current policy and rule framework, definition of improved pasture, and Appendix 9.1.6.6 remaining unchanged from their extant form, being the key mechanisms for achieving Objectives 9.1.2.1.1, 9.1.2.1.2 and 9.6.2.1.1. As has been traversed in this report, three key resource management issues have arisen as a result of the current provisions, meaning that indigenous vegetation that is potentially significant can be cleared, leading to the loss of significant ecological values. In addition, there is ambiguity and uncertainty with the definition of "improved pasture", and six policies in sub-chapter 9.1, which further contributes to the potential loss of

TRIM 21/42215

ecological values.

5.3.4 Option 2 – Plan Change 7 (Preferred)

5.3.5 Refer to Section 3.3 and the proposed plan change document for a detailed description of the purpose, scope and proposed amendments sought by PC7.

5.3.6 Option 3 – Plan Change 7 (Alternative Definition of Improved Pasture and Alternative Rule Framework)

5.3.7 In addition to the status quo and Option 2, additional options were considered for the definition of “improved pasture” and an alternative rule framework for the coastal environment. Refer to Table 7 for details of the alternative options considered for these provisions.

Alternative Improved Pasture Definition – Option 3

5.3.8 An alternative to the status quo and the preferred option for amending the definition of improved pasture is removing the “visual” component from the “visual predominance” portion of the existing definition. The effect of this would be that exotic pasture grasses and herb species would have to be the “dominant” vegetation cover in applying the definition to an area of improved pasture. However, this option still presents interpretation issues with “dominant” potentially being equally as ambiguous as “visually predominant”. This option also presents a risk that indigenous vegetation that is significant could still be cleared through the permitted activity rule framework it is used within. Therefore, it is not considered the most efficient or effective option to achieve the purpose of the plan change. Refer to Table 7 for a full evaluation of this option in the context of the higher order and other planning document provisions, including the Plan.

Alternative Coastal Environment Rule Framework Summary – Option 3

5.3.9 An alternative to the status quo, and the preferred option for amending the rule framework, is to introduce a restricted discretionary activity and non-complying activity pathway for any clearance of indigenous vegetation within areas of improved pasture in the coastal environment, irrespective of size and scale, in order to ensure that adverse effects are appropriately managed (resource consent by default to undertake clearance). However, while this option would be highly effective protecting and maintaining indigenous vegetation that is likely to be significant, it does not adequately enable people and communities to provide for their economic and social well-being. Therefore this option is not considered the most efficient or efficient way in achieving the purpose of PC7. Refer to Table 7 for a full evaluation of this option in the context of the higher order and other planning document provisions, including the Plan.

66

Plan Change 7 - Section 32 Evaluation Report

TRIM 21/42215

5.4 Evaluation of options for provisions

- 5.4.1 The amended PC7 policies must implement the applicable objectives of the Plan (s75(1)(b)), and any amended rules must implement the existing, and any amended, policies (s75(1)(c)). The evaluation of the options considered will assess these requirements as well as examining whether they are the most appropriate way to achieve the purpose of the plan change (s32(1)(b) and s32(6)(b)). For the purposes of this evaluation, the relevant provisions of the Plan have been outlined in Section 3.2, and have simply been referred to in the proceeding evaluation.
- 5.4.2 The evaluation of the PC7 amendments and the alternative options identified have been considered in terms of their potential costs and benefits, based on the anticipated environmental, economic, social, and cultural effects (Table 7). The evaluation includes the overall appropriateness, based on efficiency and effectiveness, in achieving the objectives of the Plan and the purpose of PC7. The overall effectiveness and efficiency of each option has been evaluated, as well as the risks of acting or not acting, as set out in Table 7.

TRIM 21/42215

Table 7 – Efficiency and Effectiveness Evaluation of Options

#	Provision	Evaluation of Options		
		Option 1 - Status Quo	Option 2 – Proposed Plan Change	Option 3 – Alternative Changes
1.				
	Improved Pasture Definition	<p>Benefits:</p> <p>Reduced transactions costs in circumstances where Options 2 and 3 result in a change from a permitted to a non-complying activity (as a worst case).</p> <p>Costs:</p> <p>Under the status quo, determining whether an area of pasture is “improved pasture” requires an assessment as to whether exotic pasture and herb species are the “visually predominant” vegetation cover. Determining what the “visually predominant” vegetation cover is difficult and can lead to inconsistencies with its application, and the scale at which the assessment should be undertaken. These difficulties have led to areas with significant indigenous vegetation present being considered “improved pasture”, meaning that vegetation can be cleared as a permitted activity under Rule 9.1.4.1.1 (P1).</p>	<p>Proposed Change:</p> <p>PC7 proposes to replace the “visual predominance” qualifier within the definition of “improved pasture” with one that requires exotic pasture grasses and herb species having been “deliberately sown or maintained” for an area of pasture to be considered improved.</p> <p>Benefits:</p> <p>Establishes a clearer bottom line for landowners determining whether an area of pasture is within scope of the definition.</p> <p>Removes a difficult qualifier that has the potential for an area of pasture within significant indigenous vegetation present being considered improved pasture.</p> <p>Costs:</p> <p>Increased transaction and economic costs in circumstances where a permitted activity under the status quo, becomes a non-complying activity as a</p>	<p>Alternative Change:</p> <p>An alternative to the status quo and PC7 is removing the “visual” component from the “visual predominance” qualifier of the existing “improved pasture” definition. The effect of this would be exotic pasture grasses and herb species being the “dominant” vegetation cover for an area of pasture to be considered improved.</p> <p>Benefits:</p> <p>Removes a difficult qualifier that has the potential for an area of pasture within significant indigenous vegetation present being considered improved pasture.</p> <p>Costs:</p> <p>Increased transaction and economic costs in circumstances</p>

68

Plan Change 7 - Section 32 Evaluation Report

TRIM 21/42215

		<p><u>Efficiency and Effectiveness:</u></p> <p>The current definition of “improved pasture” contributes to the resource management issue that PC7 is seeking to address as it can be interpreted in such a way that areas of pasture that are not actually improved pasture, can be cleared of indigenous vegetation as a permitted activity (i.e., developing an area into productive pasture that has not been productive in the past). Therefore, it is not effective in achieving the Objectives 9.1.2.1.1, 9.1.2.2.2 or 9.6.2.1.1 of the Plan with regard to maintaining indigenous biodiversity to achieve an outcome of “no net loss”.</p> <p>While it may be more efficient in terms of its potential more permissive application, the level of adverse effects that can potentially arise is not the most efficient way to implement Objectives 9.1.2.1.1, 9.1.2.2.2 or 9.6.2.1.1 of the Plan, achieve the purpose of PC7, or give effect to Objective 1 and Policy 11 of the NZCPS, or Objectives 8.2.2 and 8.2.4 of the CRPS.</p>	<p>worst case. However, the likelihood of this occurring is considered low.</p> <p><u>Efficiency and Effectiveness:</u></p> <p>The changes to the definition make its application and interpretation easier and more consistent among plan users, particularly at a property level. It achieves this as the area of pasture that is considered to be improved is the area where exotic pasture species have been deliberately sown or maintained, rather than where exotic species are the visually predominate vegetation cover. Improving its interpretation is important for its efficiency as it will continue to be used within a permitted activity rule framework, which relies on clear definitions so the level of adverse effects that will arise can be considered, and unanticipated adverse effects do not occur.</p> <p>The amendments provide a clearer bottom line for an area of pasture that is considered improved and provides more certainty on the level of adverse effects that are expected to occur as being small scale and low impact. This is on the basis that where an area of pasture has been deliberately sown or maintain with exotic pasture grasses, then the presence of indigenous vegetation, and, therefore, the scale of adverse effects that will arise through clearance, will be low.</p> <p>Overall, it is more effective and efficient than the status quo and alternative Option 3, and better implements Strategic Objective 3.3.2, 3.3.9 and</p>	<p>where a permitted activity under the status quo, becomes a non-complying activity as a worst case. However, the likelihood of this occurring is considered low.</p> <p><u>Efficiency and Effectiveness:</u></p> <p>Under the alternative, determining whether an area of pasture is “improved pasture” requires an assessment as to whether exotic pasture and herb species are the “dominant” vegetation cover. Determining what the “dominant” vegetation cover is potentially still difficult and could lead to inconsistencies with its application, and the scale at which the assessment should be undertaken, similar to the status quo. Therefore, the same risks to indigenous vegetation identified under the status quo exist under the alternative option, and it does not respond to the resource management issues PC7 is seeking to respond to.</p> <p>On this basis, the alternative option is not considered efficient or effective in implementing Strategic Objective 3.3.2, Objectives</p>
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69

Plan Change 7 - Section 32 Evaluation Report

TRIM 21/42215

			Objectives 9.1.2.1.1, 9.1.2.2.2 and 9.6.2.1.1 of the Plan, Objective 1 and 6 of the NZCPS and Objectives 8.2.2 and 8.2.4 of the CRPS.	9.1.2.1.1, 9.1.2.2.2 or 9.6.2.1.1 of the Plan, achieving the purpose of PC7, or giving effect to Objective 1 and Policy 11 of the NZCPS, or Objectives 8.2.2 and 8.2.4 of the CRPS.
2.				
	Policy 9.1.2.2.4 – Mechanisms for the management and protection of other indigenous vegetation and habitats	<p>Benefits:</p> <p>Reduced transaction costs.</p> <p>Potential for assessments of significance in accordance with the CRPS not being provided as part of applications for resource consent to undertake clearance.</p> <p>Costs:</p> <p>Potential implementation costs arising from ambiguous plan provisions outlined in Section 2.</p> <p>Efficiency and Effectiveness:</p> <p>Policy 9.1.2.2.4 sets out the mechanisms for the management and protection of other indigenous vegetation. It is not explicit within this policy that a key tool available to the Council is the use of assessments of significance in</p>	<p>Proposed Change:</p> <p>Policy 9.1.2.2.4 provides direction to consent planners and decision makers on applications for resource consent on how to protect and manage indigenous vegetation that may be of ecological significance outside identified Sites of Ecological Significance. It is an essential part of the framework with reasonably clear outcomes. However, as discussed under Option 1, these outcomes could be clarified to ensure that it is clear to plan users and landowners that assessments of significance under the CRPS are a key mechanism to protect and maintain indigenous vegetation.</p> <p>PC7 seeks to amend Policy 9.1.2.2.4 to include explicit reference to assessments of significance as a mechanism that should be used within the resource consent framework to assess whether areas of indigenous vegetation are of ecological significance and how adverse effects should be managed.</p>	N/A

70

Plan Change 7 - Section 32 Evaluation Report

TRIM 21/42215

		<p>accordance with the CRPS. While consents planners can revert to the CRPS in circumstances where the Plan is not considered to fully give effect to it, this represents an inefficient way to ensure those assessments are provided. The status quo is also is not entirely consistent with Objective 3.3.2 with regard to clarity of language.</p> <p>The lack of explicit reference to these assessments being of significance in accordance with the CRPS also means that option 1 is less effective at achieving Objectives 9.1.2.2.1 and 9.1.2.2.2 of the Plan and the purpose of PC7.</p>	<p><u>Benefits:</u></p> <p>Certainty in the circumstances when assessments of significance should be provided.</p> <p>Negates the need to revert to the CRPS where there is uncertainty in the planning framework.</p> <p><u>Costs:</u></p> <p>Increased transaction costs.</p> <p>Increased level of detail required in applications for resource consents in providing assessments of significance in accordance with the CRPS.</p> <p><u>Efficiency and Effectiveness:</u></p> <p>Including explicit reference in Policy 9.1.2.2.4 to assessments of significance in accordance with the CRPS as a key mechanism the Council has available to assess indigenous vegetation is considered more efficient and effective in implementing Objectives 9.1.2.2.1 and 9.1.2.2.2 of the Plan, Objective 1 and Policy 11 of the NZCPS, Objectives 8.2.2 and 8.2.4 of the CRPS, and achieving the purpose of PC7, relative to the status quo. Primarily because it negates the need to revert to the CRPS where it is deemed that the Plan does not provide sufficient clarity of direction.</p>	
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71

Plan Change 7 - Section 32 Evaluation Report

TRIM 21/42215

3.				
	<p>Policy 9.1.2.2.6 - Protection and management of significant indigenous vegetation and habitats of indigenous fauna listed in Schedule A of Appendix 9.1.6.1 and re-numbered Policy 9.1.2.2.7 - Protection and management of significant indigenous vegetation and habitats of indigenous fauna in the coastal environment</p>	<p>Benefits:</p> <p>Reduced transaction costs.</p> <p>More flexibility to undertake clearance through the resource consent process due to a requirement of “avoiding adverse effects where possible” applying in the coastal environment versus “avoid adverse effects” as required under re-numbered Policy 9.1.2.2.7.</p> <p>Costs:</p> <p>Implementation costs arising from ambiguous plan provisions.</p> <p>Efficiency and Effectiveness:</p> <p>Policies 9.1.2.2.6 and re-numbered 9.1.2.2.7 can both be interpreted as applying in the coastal environment. The effects management hierarchy set out in Policy 9.1.2.2.6 is less restrictive than re-numbered Policy 9.1.2.2.7, meaning that a more permissive approach to managing adverse effects in the coastal environment can potentially be taken.</p> <p>While the status quo is potentially more efficient with regard to more clearance taking place under Policy 9.1.2.2.6 in the</p>	<p>Proposed Change:</p> <p>PC7 seeks to amend the title and clause (a) of Policy 9.1.2.2.6 so it is clear that it applies to non-coastal areas.</p> <p>Benefits:</p> <p>Reduced plan implementation costs</p> <p>Threatened or at risk indigenous vegetation in the coastal environment is better protected.</p> <p>Costs:</p> <p>Increased transaction costs.</p> <p>Reduced opportunities to undertake clearance.</p> <p>Efficiency and Effectiveness:</p> <p>The proposed change will ensure that the effects management hierarchy set out in the NZCPS is consistently applied to the coastal environment. This will ensure that adverse effects on threatened or at risk coastal ecosystems are appropriately managed.</p> <p>Given this, Option 2 is considered to better implement Objectives 9.1.2.2.1, 9.1.2.2.2 and 9.6.2.1.1 of the Plan, Objective 1 or Policy 11 of the NZCPS, Objectives 8.2.2 and 8.2.4 of the CRPS and achieve the purpose of PC7 as it reduces the risk for</p>	N/A

TRIM 21/42215

		coastal environment, it is not effective in implementing Objectives 9.1.2.2.1, 9.1.2.2.2 and 9.6.2.1.1 of the Plan, Objective 1 or Policy 11 of the NZCPS, Objectives 8.2.2 and 8.2.4 of the CRPS, and achieving the purpose of PC7.	significant ecological values to be inadvertently lost in the coastal environment.	
4.				
	Re-numbered Policy 9.1.2.2.8 – Protection and management of other indigenous vegetation and habitats	<p>Benefits:</p> <p>Reduced transactions costs due to assessments of significance in accordance with the CRPS not being provided as part of applications for resource consent to undertake clearance.</p> <p>Potential for more opportunities to undertake clearance in the coastal environment due to re-numbered Policy 9.1.2.2.7 not being cross-referenced.</p> <p>Costs:</p> <p>Implementation costs arising from ambiguous plan provisions.</p> <p>Reduced transaction costs in circumstances where assessments of significance are not provided as part of applications for resource consent. However, it should be noted that it is implicit within existing clause (a)(i) and</p>	<p>Proposed Changes:</p> <p>PC7 proposes to amend Policy 9.1.2.2.8 so it includes explicit reference that resource consent applications to clear indigenous vegetation at the size and scale identified on Appendix 9.1.6.6 include assessments of significance in accordance with the CRPS to inform the appropriate approach to managing potential adverse effects of the activity.</p> <p>However, for clarity, the status quo already makes it explicit that those assessments should include an assessment of the indigenous vegetation's significance, but does not include cross reference to those assessments being in accordance with the criteria contained in the CRPS.</p> <p>The PC7 amendments also seek to direct that, following an assessment of significance of the vegetation, any potential and actual adverse effects should be managed according to the hierarchies set out in Policy 9.1.2.2.6 and re-numbered Policy 9.1.2.2.7, depending on whether the vegetation and/or site is located outside or within the coastal environment.</p>	N/A

TRIM 21/42215

	<p>(ii) that assessments of the indigenous biodiversity, broadly, present are required.</p> <p><u>Efficiency and Effectiveness:</u></p> <p>Re-numbered Policy 9.1.2.2.8 sets out how indigenous vegetation that may be significant, outside identified Sites of Ecological Significance will be managed through ecological assessments and then management of adverse effects. Its current wording does not include explicit reference to assessments of significance being in accordance with the CRPS or include cross reference to the coastal environment effects management hierarchy set out in re-numbered Policy 9.1.2.2.7. This has the potential to lead to areas of indigenous vegetation not being assessed with the CRPS, and adverse effects in the coastal environment being managed according to Policy 9.1.2.2.6.</p> <p>While the status quo is more efficient in providing more flexibility to how assessments of significance should be undertaken and potential more leniency being applied to effects management in the coastal environment, it does not effectively implement Objectives 9.1.2.2.1, 9.1.2.2.2 and 9.6.2.1.1 of the Plan, Objective 1 or Policy 11 of the NZCPS, Objectives 8.2.2 and 8.2.4 of the</p>	<p><u>Benefits:</u></p> <p>Assessments of significance will be in accordance with the criteria contained in the CRPS.</p> <p>Adverse effects in coastal and non-coastal areas are appropriately managed according to higher order direction.</p> <p><u>Costs:</u></p> <p>Increased transaction costs.</p> <p>Reduced opportunities to undertake clearance in coastal areas.</p> <p><u>Efficiency and Effectiveness:</u></p> <p>While potentially less efficient than the status quo, the proposed amendments are considered necessary to implement Objectives 9.1.2.2.1, 9.1.2.2.2 and 9.6.2.1.1 of the Plan, Objective 1 or Policy 11 of the NZCPS, Objectives 8.2.2 and 8.2.4 of the CRPS, or represent the most appropriate way to achieve the purpose of PC7.</p>	
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TRIM 21/42215

		CRPS, or represent the most appropriate way to achieve the purpose of PC7.		
5.				
	Policy 9.1.2.2.11 – Farm biodiversity plans	<p>Benefits:</p> <p>Reduced transaction costs due to less information and detail being required in Farm Biodiversity Plans.</p> <p>Costs:</p> <p>No integrated management of the indigenous vegetation listed in Appendix 9.1.6.6 and other indigenous vegetation that is less likely to be of ecological significance.</p> <p>Efficiency and Effectiveness:</p> <p>The policy already requires that “other areas” of indigenous biodiversity be identified, maintained, and enhanced (clause (b)(i)). However, it does not require an integrated approach for its maintenance and protection as is required by clause (a)(i) for Sites of ecological Significance identified on Appendix 9.1.6.1. The vegetation listed on Appendix 9.1.6.6 is likely to have</p>	<p>Proposed Changes:</p> <p>PC7 seeks to amend Policy 9.1.2.2.11 to state that that its requirements relating to an integrated management approach for Sites of Ecological Significance identified in Appendix 9.1.6.1 also apply to the vegetation listed in Appendix 9.1.6.6 due to its likely significance.</p> <p>Benefits:</p> <p>All areas of indigenous vegetation that are likely to be significant are identified within farm biodiversity plans and integrated with the farming activities.</p> <p>Enables a distinction to be made between vegetation that is likely to be significant and other vegetation that is not as likely to be significant and different management regimes devised within the Farm Biodiversity Plan commensurate with the values identified.</p> <p>Costs:</p> <p>Increased transaction costs.</p>	N/A

TRIM 21/42215

		<p>significant ecological values. Therefore, it is important to ensure that it is also managed in an integrated way manner similar to existing sites of ecological significance to protect its values.</p> <p>While the status quo is more efficient with regard to the level of information that is required to be included in Farm Biodiversity Plans, it does not represent the most effective way to achieve Objectives 9.1.2.2.1, 9.1.2.2.2 and 9.6.2.1.1 of the Plan, Objective 1 of the NZCPS, Objectives 8.2.2 and 8.2.4 of the CRPS, or represent the most appropriate way to achieve the purpose of PC7, given the potential impacts on Appendix 9.1.6.6 vegetation.</p>	<p>Additional information required in preparing farm biodiversity plans and identifying indigenous vegetation identified on Appendix 9.1.6.6 separately to other indigenous vegetation present on a property.</p> <p><u>Efficiency and Effectiveness:</u></p> <p>PC7 is more effective than the status quo in protecting indigenous vegetation that is likely to be ecologically significant as it requires a distinction to be made between the vegetation listed on Appendix 9.1.6.6 and other vegetation present on a property that is less likely to be of ecological significance so it can be effectively managed in an integrated manner with the farming operation commensurate with its ecological values.</p> <p>Given the added protection under the proposed plan change, it is considered more effective at implementing Objectives 9.1.2.2.1, 9.1.2.2.2 and 9.6.2.1.1 of the Plan, Objective 1 of the NZCPS, Objectives 8.2.2 and 8.2.4 of the CRPS, and represents the most appropriate way to achieve the purpose of PC7.</p> <p>While less efficient than the status quo due to the additional level of detail required in Farm Biodiversity Plans, it is considered necessary to implement the plan and higher order document objectives set out above.</p>	
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TRIM 21/42215

6.				
	Policy 9.1.2.2.14 Offsetting	<p>Benefits:</p> <p>Reduced transaction costs</p> <p>Potential for more flexibility for the use of biodiversity offsetting in the coastal environment</p> <p>Costs:</p> <p>Potential for the effects management hierarchy set out in Policy 9.1.2.2.6 to be applied in the coastal environment prior to a decision maker considering a biodiversity offset, and, therefore, the loss of threatened or at risk coastal vegetation.</p> <p>Efficiency and Effectiveness:</p> <p>While more efficient than proposed PC7 in terms of flexibility with the use of biodiversity offsets, the status quo has the potential to result in circumstances where adverse effects in the coastal environment are managed according to the hierarchy established in Policy 9.1.2.2.6 (rather than re-numbered Policy 9.1.2.2.7 as it is not referenced in the policy) prior to a decision maker considering the appropriateness of a biodiversity offset. In the event this</p>	<p>Proposed Changes:</p> <p>PC7 proposes to amend Policy 9.1.2.2.14 to include appropriate reference to the effects management hierarchy set out in re-numbered Policy 9.1.2.2.7 that applies to the coastal environment.</p> <p>Costs:</p> <p>Reduced opportunities for using biodiversity offsets in the coastal environment.</p> <p>Benefits:</p> <p>Better protection for threatened or at risks coastal species.</p> <p>Efficiency and Effectiveness:</p> <p>Proposed PC7 will ensure that adverse effects are appropriately managed in accordance with re-numbered Policy 9.1.2.2.7 prior to an offset being considered in the coastal environment. This has the effect of ensuring that species where the complete avoidance of adverse effects is directed are not considered as part of a biodiversity offset as the hierarchy set out in re-numbered Policy 9.1.2.2.7 will apply. While less efficient than the status quo with regard to the use of offsetting, PC7 is more effective at implementing Objectives 9.1.2.2.1, 9.1.2.2.2 and 9.6.2.1.1 of the Plan, Objective 1 and Policy 11 of the</p>	N/A

TRIM 21/42215

		occurs, this could potentially lead to the loss of threatened or at risk species with significant ecological values that cannot be effectively offset. Therefore, it does not represent the most effective way to achieve Objectives 9.1.2.2.1, 9.1.2.2.2 and 9.6.2.1.1 of the Plan, Objective 1 of the NZCPS, Objectives 8.2.2 and 8.2.4 of the CRPS, or the most appropriate way to achieve the purpose of PC7, given the potential impacts on significant coastal vegetation.	NZCPS, Objectives 8.2.2 and 8.2.4 of the CRPS, and is the most appropriate way to achieve the purpose of PC7.	
7.	Rule Framework			
	9.1.4.1.1 Permitted activities – P5 9.1.4.1.3 Restricted discretionary activities – RD7 9.1.4.1.5 Non-	Benefits: Reduced transaction costs. More flexibility and scope to undertake clearance of indigenous vegetation within areas of improved pasture. Costs: If the current rule framework is left unchanged under the status quo, areas of potentially significant indigenous vegetation will continue to be at risk from clearance as a permitted activity within areas of improved pasture.	Proposed Change: The proposed PC7 amendments seek to introduce a new permitted, restricted discretionary and non-complying activity rule framework that applies in the coastal environment, to manage the clearance of indigenous vegetation within areas of improved pasture. The key difference between this framework and the status quo is that it limits the amount of indigenous vegetation that can be cleared as a permitted activity by applying the limits in Appendix 9.1.6.6 for those vegetation types as activity specific standards for a permitted activity. Any clearance at or above those	Alternative Change: The alternative option is a more restrictive version of proposed PC7 that would introduce resource consenting requirements by default (irrespective of the size and scale that is proposed to be cleared) for any clearance within the coastal environment within areas of improved pasture. Benefits: High level of certainty that adverse effects of clearance of indigenous

78

Plan Change 7 - Section 32 Evaluation Report

TRIM 21/42215

<p>complying activities</p> <p>NC1</p>		<p><u>Efficiency and Effectiveness:</u></p> <p>While the status quo is more efficient in providing for the clearance of indigenous vegetation within areas of improved pasture, it is not as effective as proposed PC7 in implementing Objectives 9.1.2.2.1, 9.1.2.2.2 and 9.6.2.1.1 of the Plan, Objective 1 and Policy 11 of the NZCPS, Objectives 8.2.2 and 8.2.4 of the CRPS, and is not the most appropriate way to achieve the purpose of PC7, given the potential impacts on significant indigenous vegetation.</p>	<p>limits would trigger restricted discretionary of non-complying resource consenting requirements.</p> <p><u>Benefits:</u></p> <p>An allowance for clearance within areas of improved pasture is still provided by way of a permitted activity and within the limits in Appendix 9.1.6.6 (except for Kaitōrete Spit in recognition of its significant ecological values).</p> <p>Certainty that clearance that occurs under this permitted activity rule is of vegetation that is less likely to be of ecological significance.</p> <p>Ensures that indigenous vegetation that is cleared at or above the limits contained in Appendix 9.1.6.6 within areas of improved pasture is subject to a resource consent process and effects are appropriately managed.</p> <p><u>Costs:</u></p> <p>Increased transaction and economic costs.</p> <p>Reduced ability for landowners to clear indigenous vegetation within areas of improved pasture as a permitted activity in the coastal environment (and no ability at Kaitōrete Spit), unless a landowner holds an existing use right.</p> <p>Areas of land are rendered un-productive in circumstances where resource consent to undertake</p>	<p>vegetation will be appropriately managed.</p> <p>High protection of biodiversity values within areas of improved pasture.</p> <p><u>Costs:</u></p> <p>Increased transaction costs for all landowners where clearance of indigenous vegetation within areas of improved pasture is undertaken due to resource consent being required by default, unless an existing use right is held.</p> <p>Economic impacts for landowners in circumstances where resource consent is not granted and land that was productive under the status quo or proposed PC7 becomes un-productive.</p> <p><u>Efficiency and Effectiveness:</u></p> <p>The alternative is considered highly effective in implementing Objectives 9.1.2.2.1, 9.1.2.2.2 and 9.6.2.1.1 of the Plan, Objective 1 and Policy 11 of the NZCPS, and Objectives 8.2.2 and 8.2.4 of the CRPS. However it is not considered</p>
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79

Plan Change 7 - Section 32 Evaluation Report

TRIM 21/42215

		<p>clearance within areas of improved pasture is not granted.</p> <p><u>Efficiency and Effectiveness:</u></p> <p>While proposed PC7 is less efficient than the status quo in terms of clearance as it introduces quantitative limits on the amount of vegetation that can be cleared as a permitted activity, it is more efficient than the alternative option which would result in resource consenting requirements by default irrespective of the size or scale that is proposed to be cleared. Therefore, on balance, given its effectiveness relative to the status quo and the requirements of the higher order planning documents, the additional level of regulation under proposed PC7 is considered appropriate.</p> <p>With regard to effectiveness, proposed PC7 introduces an effects based a rule framework that still provides a permitted activity pathway for clearance of indigenous vegetation below the limits identified on Appendix 9.1.6.6 (except where 0 values apply unless existing use rights apply) where the vegetation is less likely to have significant ecological values. The benefits of proposed PC7 outweigh the additional costs identified and better implement Objectives 9.1.2.2.1, 9.1.2.2.2 and 9.6.2.1.1 of the Plan, Objective 1, Objective 6, and Policy 11 of the NZCPS, Objectives 8.2.2 and 8.2.4 of the CRPS, and represents the most appropriate way to achieve the purpose of PC7.</p>	<p>the most efficient way to achieve the purpose of the plan change or Objective 6 of the NZCPS due to its potential economic impacts on landowners. The alternative would unduly prioritise the protection and management of indigenous vegetation across the entire coastal environment of Banks Peninsula, over enabling people and communities to provide for their social, economic and cultural wellbeing. These are key requirements of the NZCPS (Objective 6), and Part 2 of the RMA. The alternative also does not have regard to whether certain species can withstand some clearance as provided for under proposed PC7 (with the exception of Kaitōrete Spit)). Overall, the benefits of this approach do not outweigh the potential costs and the alternative is not considered efficient or effective in achieving the purpose of the plan change.</p>
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80

Plan Change 7 - Section 32 Evaluation Report

TRIM 21/42215

			Note: There are limitations with being able to quantify the costs of PC7 relative to the status quo due to the shift from a qualitative limit (visual predominance) to quantitative limits on Appendix 9.1.6.6. However, Table 6 provides a descriptive analysis of the two possible scenarios that may arise under proposed PC7 relative to the status quo.	
8.	Appendix 9.1.6.6 Amendments			
	Appendix 9.1.6.6 – Limit Descriptions	<p>Benefits:</p> <p>Reduced transactions costs.</p> <p>Ambiguity over “N/A” arguably providing greater flexibility and scope to clear the listed species on Appendix 9.1.6.6 unrestricted where an “N/A” value applies if this is interpreted as meaning that no limits apply.</p> <p>Costs:</p> <p>If an enabling interpretation is taken, potentially significant indigenous vegetation can be cleared as a permitted activity without consideration of adverse effects.</p> <p>Potential plan implementation costs arising from ambiguity associated with how “N/A” is interpreted.</p>	<p>Proposed Change:</p> <p>The proposed PC7 amendments seek to replace all existing “N/A values with “0” to ensure that “N/A” is not interpreted in such a way that the listed vegetation can be cleared as a permitted activity by virtue of no limits applying.</p> <p>Benefits:</p> <p>Reduced risk of clearance of significant indigenous vegetation as a permitted activity.</p> <p>Significant ecological values are better protected.</p> <p>Costs:</p> <p>Increased transaction costs.</p> <p>Reduced opportunities to clear the listed Appendix 9.1.6.6 species.</p> <p>Where “0” limits apply, resource consent is required by default (unless existing use rights are relied on) to</p>	N/A

81

Plan Change 7 - Section 32 Evaluation Report

TRIM 21/42215

		<p><u>Efficiency and Effectiveness:</u></p> <p>Relative to Proposed PC7, the status quo is not considered effective at implementing Objectives 9.1.2.2.1, 9.1.2.2.2 and 9.6.2.1.1 of the Plan, Objective 1 and Policy 11 of the NZCPS, Objectives 8.2.2 and 8.2.4 of the CRPS, and is not the most appropriate way to achieve the purpose of PC7, given the potential impacts on significant indigenous vegetation.</p> <p>While it is more efficient than Option 2, the level of adverse effects that would arise means that it does not implement Objective 1 or Policy 11 of the NZCPS, or achieve the purpose of the plan change, as addressed by proposed PC7</p>	<p>undertake clearance of those species, with the potential for land that is productive under the status quo becoming un-productive in circumstances where resource consent is not granted.</p> <p><u>Efficiency and Effectiveness:</u></p> <p>Relative to the status quo, Proposed PC72 is less efficient as the effect of clarifying that “N/A” represents 0 in the context of what can be cleared as a permitted activity under the general clearance provisions is that consent is required by default (unless existing use rights are relied on or the proposed activity complies with the permitted activity specific standards). However, the vegetation by nature is likely to have significant ecological values meaning any clearance is likely to result in the loss of significant ecological values. Given this, and the requirement to protect significant indigenous vegetation under the NZCPS and CRPS, Proposed PC7 is considered, on balance, more effective and efficient than Option 1 to implement Objectives 9.1.2.2.1, 9.1.2.2.2 and 9.6.2.1.1 of the Plan, Objective 1 and Policy 11 of the NZCPS, Objectives 8.2.2 and 8.2.4 of the CRPS, and is considered the most appropriate way to achieve the purpose of PC7.</p>	
	<p>Appendix 9.1.6.6 (Table 1(c)) and Table1(d))</p>	<p><u>Benefits:</u></p> <p>Reduced transaction costs.</p>	<p><u>Proposed Change:</u></p> <p>The proposed PC7 amendments seek to:</p> <ul style="list-style-type: none"> a. Extend the geographic application of the indigenous vegetation described in Table 1 	N/A

82

Plan Change 7 - Section 32 Evaluation Report

TRIM 21/42215

		<p>Greater flexibility and scope to clear indigenous coastal and wetland vegetation under Rule 9.1.4.1.1 (P4).</p> <p><u>Costs:</u></p> <p>The indigenous coastal vegetation described in Table 1(c)(ii) remains restricted to Kaitōrete Spit and is therefore not captured within the rules that apply to Appendix 9.1.6.6 and is at a continued risk from clearance under the general clearance Rule 9.1.4.1.1 (P4).</p> <p>The indigenous wetland vegetation continues not to include Three-square, and Three-square is therefore not captured within the rules that apply to Appendix 9.1.6.6 and is at a continued risk from clearance under the general clearance Rule 9.1.4.1.1 (P4).</p> <p><u>Efficiency and Effectiveness:</u></p> <p>Relative to Proposed PC7, the status quo is not considered efficient or effective at achieving Objectives 9.1.2.2.1, 9.1.2.2.2 and 9.6.2.1.1 of the Plan, Objective 1 and Policy 11 of the NZCPS, Objectives 8.2.2 and 8.2.4 of the CRPS, and is not the most appropriate way to achieve the purpose of PC7 due to the potential adverse</p>	<p>(c) to the entire coastal environment. The current description in Table 1(c)(ii) currently limits this vegetation in location to Kaitōrete Spit when it is prevalent in the wider coastal environment;</p> <p>b. Introduce a 0.1 hectare threshold for contiguous area occupied for the indigenous coastal vegetation described in Table 1(c) (excluding Kaitōrete Spit) to provide an indicative point at or above which that vegetation is likely to be significant, and for clearance as a permitted activity below this limit within a five year period; and</p> <p>c. Introduce Three-square as an additional and key salt-marsh vegetation type for salt-marsh ecosystems that is not currently listed on Appendix 9.1.6.6.</p> <p><u>Benefits:</u></p> <p>Provides an allowance for clearance of indigenous coastal vegetation within areas of improved pasture over a five year period under the new rule framework (excluding Kaitōrete Spit). Table 1(c) in Appendix 9.1.6.6 currently includes no limit and the effect of the proposed new rule framework without this accompanying amendment would mean that clearance of this vegetation type within areas of improved pasture would be subject to resource consent by default. This amendment ensures that some clearance of this vegetation type can still occur as a permitted activity under the proposed new rule framework, while managing potential adverse</p>	
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83

Plan Change 7 - Section 32 Evaluation Report

TRIM 21/42215

		<p>effects on coastal and wetland vegetation that could occur.</p>	<p>cumulative effects by time binding it to within a five year period.</p> <p>Ensures that significant ecological values associated with this vegetation are still protected by requiring resource consent to clear vegetation above the proposed new threshold.</p> <p>Ensures that the significant values associated with the vegetation present at Kaitōrete Spit are not cleared without resource consent and management of effects unless in reliance on existing use rights.</p> <p>Ensures that a key indigenous wetland species ecosystem (three-square) is included on Appendix 9.1.6.6 and is not vulnerable to clearance under the general clearance provisions.</p> <p>Costs:</p> <p>Increased transaction costs.</p> <p>Increased compliance monitoring costs for the Council.</p> <p>Reduced opportunity to undertake clearance of Three-square under the general clearance provisions due to its inclusion in Appendix 9.1.6.6.</p> <p>Reduced opportunities to undertake clearance of indigenous coastal vegetation as a permitted activity, potentially rendering land that is currently productive un-productive in circumstances where resource consent is not granted under the associated rule framework.</p>	
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TRIM 21/42215

			<p>No allowance to clear the indigenous vegetation described in Table 1(c) for the purposes of maintaining improved pasture where it is located at Kaitōrete due to not including a threshold to represent a point at which it is likely to be significant or provide for its clearance as a permitted activity. This has the potential to result in circumstances where productive land under the status quo becomes un-productive in circumstances when resource consent is not granted.</p> <p>Reduced opportunities to clear the indigenous vegetation described in Table 1(c)(ii) in the coastal environment of Banks Peninsula due to expanding its geographic application and including a 0.1 ha limit relating to contiguous area occupied.</p> <p><u>Efficiency and Effectiveness:</u></p> <p>The proposed amendments to Appendix 9.1.6.6 are a key component of the proposed PC7 provisions. More specifically, the introduction of the 0.1 ha threshold relating to contiguous area occupied for indigenous coastal vegetation. With the exception of Kaitōrete Spit, this amendment has the effect of providing an indicative point at which the vegetation described in Table 1(c) is likely to be of ecological significance, and provides an allowance for clearance as a permitted activity over a five year period within areas of improved pasture. Without this amendment, the proposed new PC7 rule framework would have the effect of requiring resource consent by default for clearance of this type of vegetation.</p>	
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TRIM 21/42215

			<p>No allowance for clearance has been proposed for Kaitōrete Spit in recognition of its significant ecological values and scale of adverse effects that are likely to arise through clearance of indigenous vegetation, and the requirements of Policy 11 of the NZCPS. While this is less efficient than the status quo, it is highly effective in protecting ecological values that are known to be significant. Clearance will have to rely on existing use rights, permitted activities or the resource consent process. While it is less efficient than the status quo, the increased regulation is considered necessary in order to implement Objective 1 and Policy 11 of the NZCPS, given the significant adverse effects that would arise as a result of clearance as a permitted activity.</p> <p>When considered collectively with the proposed new rule framework, the 1000m2 per 5 years allowance for clearance within areas of improved pasture as a permitted activity renders it more efficient and effective in contributing to the achievement of Objectives 9.1.2.2.1, 9.1.2.2.2 and 9.6.2.1.1, the purpose of the plan change, and higher order documents. Particularly because it still enables some clearance to occur without resource consent, while ensuring that effects that arise are small scale and low impact, and of indigenous vegetation that is less likely to be significant. It is also more efficient and effective in achieving the requirements of the NZCPS and CRPS as it enables individuals to provide for their economic and social wellbeing, while still managing effects on the coastal environment and indigenous coastal vegetation.</p>	
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TRIM 21/42215

	<p>Appendix 9.1.6.6 (Definition of Contiguous) – Table 1(a)(i) and (ii) (kanuka) and Table 1(c) (indigenous coastal vegetation)</p>	<p><u>Benefits:</u></p> <p>More flexibility to undertake clearance of these species.</p> <p><u>Costs:</u></p> <p>The indigenous vegetation described in Table 1(a)(i)(ii) (kanuka) is at risk from clearance as a result of two possible interpretations of the thresholds specified, leading to the potential loss of significant ecological values.</p> <p>The indigenous vegetation described in Table 1(c) (indigenous coastal vegetation) is at risk from clearance due to ambiguity related to how “contiguous” applies to scattered coastal shrub-lands.</p> <p><u>Efficiency and Effectiveness:</u></p> <p>While more efficient than Proposed PC7, the status quo presents a situation where the vegetation described in Table 1(a)(i) and (ii) is able to be cleared where it is part of an area that is likely to have significant ecological values.</p>	<p><u>Proposed Change:</u></p> <p>The proposed PC7 amendments seek to include a definition of “contiguous” for kanuka and indigenous coastal vegetation to ensure that individual plants that are contiguous to a plant community and are likely to be of ecological significance are not cleared as a permitted activity.</p> <p><u>Benefits</u></p> <p>Ensures that significant ecological values associated with the indigenous vegetation described in Table 1(a)(i), (ii) and (c) are protected by defining how the limit relating to “contiguous” applies to those plant communities.</p> <p><u>Costs</u></p> <p>Table 1(c) currently does not include a limit relating to contiguous area occupied. As outlined in Sections 3.3, 5.2 and 5.4, PC7 proposes to introduce a 0.1 hectare threshold for contiguous area occupied for indigenous coastal vegetation. The vegetation described in Table 1(c) includes coastal shrub-land communities, and scattered low density plant communities. In the context of their scattered composition, and proposed inclusion of a 0.1 hectare threshold relating to contiguous area occupied, there</p>	

87

Plan Change 7 - Section 32 Evaluation Report

TRIM 21/42215

		<p>Therefore, it is not considered effective in implementing Objectives 9.1.2.2.1, 9.1.2.2.2 and 9.6.2.1.1 of the Plan, Objective 1 and Policy 11 of the NZCPS, Objectives 8.2.2 and 8.2.4 of the CRPS, and is not the most appropriate way to achieve the purpose of PC7, given the potential impacts on significant indigenous vegetation.</p>	<p>is the potential for clusters of coastal shrub-lands not to be considered “contiguous” and therefore not captured by the proposed 0.1 hectare threshold, rendering them vulnerable to further loss. Therefore, the inclusion of a definition of contiguous is considered necessary.</p> <p>Potential increased resource consenting requirements for individuals wishing to undertake clearance of kanuka or indigenous coastal vegetation due to the definition of contiguous establishing an environmental outcome.</p> <p>Increased compliance monitoring costs for the Council.</p> <p><u>Efficiency and Effectiveness:</u></p> <p>The proposed inclusion of definitions for “contiguous” for the vegetation described in Table 1(a)(i), (ii) and (c) will ensure that indigenous vegetation that is likely to have significant ecological values is not cleared as a permitted activity unrestricted.</p> <p>With regard to its inclusion for Table 1(a)(i) and (ii), it is necessary to address an interpretation issue that could otherwise give rise to the clearance of significant indigenous vegetation. Further, the definitions have been drafted so that a lay person and/or landowner can determine whether any peripheral kanuka or indigenous coastal vegetation is contiguous to an area and can be cleared as a permitted activity or not.</p>	
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88

Plan Change 7 - Section 32 Evaluation Report

TRIM 21/42215

			<p>Further, the inclusion of these definitions still enables some clearance to occur without resource consent, while ensuring that effects that are given rise to, are small scale and low impact, and of indigenous vegetation that is less likely to be significant, complementing and consistent with all other PC7 amendments.</p> <p>While less efficient than the status quo, it is more effective at implementing Objectives 9.1.2.2.1, 9.1.2.2.2 and 9.6.2.1.1 of the Plan, Objective 1 and Policy 11 of the NZCPS, Objectives 8.2.2 and 8.2.4 of the CRPS, and is not the most appropriate way to achieve the purpose of PC7 due to the potential adverse effects on kanuka and indigenous vegetation that would otherwise occur.</p>	
Risk of Acting / Not Acting				
		<p>The risk of not acting (status quo) with regard to the potential significant adverse effects that could occur on indigenous vegetation is considered significant. The status quo does not address the resource management issues, and is not the most appropriate way to achieve the relevant Plan Objectives, purpose of the plan change, or requirements of the higher order planning documents.</p> <p>While the status quo is more permissive than Option 2, its potential for adverse</p>	<p>While the proposed PC7 amendments are likely to result in additional consents and a reduced amount of indigenous vegetation that can be cleared within areas of improved pasture, the PC7 amendments are considered to be the most efficient and effective way to address the resource management issues identified in Section 2.2, the applicable objectives of the Plan, and the purpose of PC7 overall.</p> <p>While the package of amendments will increase regulation, they will enable the Council to better manage adverse effects through the resource consent process and meet its obligations under the RMA, NZCPS and CRPS. Further, the added clarity to the definition of improved pasture and policies in</p>	<p>Where alternative options were available and considered, they have been deemed less effective and efficient than Options 1 and the preferred Option 2.</p> <p>Most notably, the alternative rule framework for the coastal environment that would require resource consent by default to undertake clearance of indigenous vegetation within areas of improved pasture. While this Option would be highly effective in protecting ecological values, it is</p>

89

Plan Change 7 - Section 32 Evaluation Report

TRIM 21/42215

		<p>effects to occur is far greater than proposed Plan Change 7.</p> <p>The status quo also has provisions that are considered to be ambiguous and lack clarity which is likely to further contribute to the potential loss of ecological values.</p>	<p>sub-chapter 9.1 will the Plan is clearer with regard to the circumstances when assessments of significance are required and how adverse effects are required to be managed.</p> <p>Overall, the benefits gained through acting on the resource management issues identified with Option 2, outweigh the potential adverse effects that could occur under Option 1 and/or not addressing the resource management issues.</p>	<p>considered less efficient than Option 2 given the significant costs this option is likely to unduly impose on landowners.</p> <p>Therefore, the risk of not acting with Option 3 for an alternative rule framework is considered low.</p>
Recommendation:	<p>Option 1 is not recommended as it is considered inefficient in terms of the balance of costs and benefits. It is ineffective in addressing the issues identified or achieving the relevant objectives of the Plan, purpose of the plan change, and higher order planning documents.</p>	<p>Option 2 is the preferred option and is recommended as the most efficient and effective option of the alternatives considered. The recommended proposal addresses the issues identified and the benefits of the proposed amendments outweigh the costs. The proposed solutions to the issues are considered more effective in achieving the relevant DP objectives, purpose of the plan change, and higher order planning documents.</p>	<p>Option 3 is not recommended as it is not considered efficient in addressing the issues and achieving the relevant objectives and purpose of the plan change. More efficient and effective alternative provisions are outlined in Option 2.</p>	

6. Evaluation of the Preferred Option for Provisions

- 6.1.1 Option 2 is considered more effective and efficient than Options 1 and 3, where assessed, to address the resource management issues, implement the applicable objectives of the Plan, achieve the purpose of the plan change, and better give effect to the CRPS and NZCPS. As outlined in the table above, Options 1 and 3 do not effectively address the issues of:
- a. Ensuring that areas of potentially significant indigenous vegetation are not cleared within areas of improved pasture without appropriate consideration of potential adverse effects managed through resource consent; and
 - b. The Plan objectives not being most appropriately achieved through a lack of clarity in existing policies in sub-chapter 9.1 and shortcoming associated within Appendix 9.1.6.6 relating to Table 1 (c) indigenous coastal vegetation.

6.2 The most appropriate option

- 6.2.1 Option 2 is considered to be the most appropriate option for achieving the purpose of the plan change as it is the most efficient and effective in addressing the issues identified and achieving the relevant Plan objectives. This option improves the clarity of policies applicable to areas of potentially significant indigenous vegetation, improves the clarity of the definition of improved pasture, and ensures that the rule framework regulating the clearance of indigenous vegetation within areas of improved pasture is effects based, and gives effect to higher order direction. PC7 will ensure that areas of potentially significant indigenous vegetation within areas of improved pasture are not able to be cleared as a permitted activity, adverse effects associated with clearance are correctly applied, and that assessments of significance are undertaken when clearance is proposed at or above the size and scale identified on Appendix 9.1.6.6.

7. Conclusion

- 7.1.1 PC7 has been prepared to address key resource management issues relating to significant indigenous vegetation and the loss of significant ecological values within areas of improved pasture, and issues relating to the clarity of existing provisions that further contribute to the issues. The proposed provisions address these issues by seeking to clarify the definition of improved pasture, amending policies relating to assessments of significance and effects management, and introducing a specific effects based rule framework for the coastal environment for clearance of indigenous vegetation within areas of improved pasture. PC7 represents a package of provisions

TRIM 21/42215

that are intended to provide a balance between enabling the continuation of farming activities and maintenance of improved pasture to occur unimpeded, while protecting significant indigenous vegetation.

- 7.1.2 While the proposal will limit the amount of indigenous vegetation that can be cleared without resource consent within areas of improved pasture, the amendments are considered necessary to provide more certainty, improve ecological outcomes and ensure that the Council meets its statutory obligations under the RMA with regard to the Plan. As the evaluation in this section 32 evaluation highlights, the proposal is considered to be the most appropriate way to achieve the applicable objectives of the Plan. Those objectives give effect to the relevant higher order directions and are considered to be the most appropriate way to achieve the purpose of the RMA. The purpose of this proposal is, therefore, considered to be the most appropriate way to achieve the purpose of the Act. Particularly with regard to Section 6(c) as a matter of national importance.

Strategy and Transformation Group

Memo

Date: April 2020

From: Craig Davison, Senior Policy Planner & Nick Head, Senior Ecologist

SUBJECT: Significant Indigenous Vegetation in the Coastal Environment - Risks and Adverse Effects given rise to through Clearance

1. Purpose:

- 1.1 The purpose of this memo is to seek ecological advice on the scale and significance of adverse effects that the clearance of indigenous coastal vegetation within areas of *improved pasture* gives rise to.
- 1.2 Advice is being sought to enable the City Planning Team to assess whether the existing rule framework in the District Plan (DP) that permits the clearance of indigenous vegetation within areas of improved pasture gives effect to the Canterbury Regional Policy Statement (CRPS) and the New Zealand Coastal Policy Statement (NZCPS). This is in the context of the potential adverse effect it gives rise to.
- 1.3 The advice will be used to inform potential changes to the rule framework in the DP where changes to the improved pasture rule framework are considered necessary to ensure that the DP better gives effect to the CRPS and the NZCPS.

2. Background:

- 2.1 In April 2018, the Royal Forest and Bird Protection Society of New Zealand Incorporated (Forest and Bird) applied for a declaration from the Environment Court that the rule framework in the DP that permits the clearance of significant indigenous vegetation where it is for the purpose of maintaining *improved pasture* as a **permitted activity**:
 - Does not “give effect to” to New Zealand Coastal Policy Statement (NZCPS) or the Canterbury Regional Policy Statement (CRPS);
 - Is not clear in so far as the definition of *improved pasture* is void for uncertainty, leading to its applicability and application to existing areas of pasture on a case by case basis being uncertain and potentially giving rise to unanticipated adverse effects;

TRIM 21/42215

- Does not implement its applicable objectives and policies of the DP that relate to significant indigenous vegetation. More specifically, protecting significant indigenous vegetation to ensure an outcome of no net loss is achieved.
- 2.2 Through the course of the proceedings, the City Planning Team have agreed that there is merit in pursuing a plan change that would seek to amend sub-chapter 9.1¹⁴ to address the points highlighted above. The plan change will have two primary objectives:
1. To amend the definition of *improved pasture* to add clarity and improve its application, and therefore the outcomes for indigenous vegetation;
 2. Ensure that the rules that regulate the clearance of indigenous vegetation within areas of *improved pasture* in the coastal environment give effect to the CRPS and NZCPS;
- 2.3 In achieving these objectives, it is important to ensure that any changes to the definition of *improved pasture* and its associated rule framework are informed by an effects based assessment to understand the scale and significance of adverse effects that the clearance of indigenous coastal vegetation within areas of *improved pasture* will give rise to.

3. District Plan Framework

- 3.1 The DP currently permits the clearance of indigenous vegetation within Sites of Ecological Significance, or of the vegetation types listed in Appendix 9.1.6.6 (Attachment Two)¹⁵ in Banks Peninsula and on the Port Hills, where it is for the purpose of maintaining *improved pasture*. The DP defines improved pasture as:
- “in relation to Sub-chapter 9.1 Indigenous Biodiversity and Ecosystems of Chapter 9 Natural and Cultural Heritage, means an area of pasture:*
- a. *where exotic pasture grass and herb species are the visually predominant vegetation cover; and*
 - b. *that:*
 - i. *is used for livestock grazing and has been routinely so used since 1 June 1996; or*
 - ii. *at any time on or after 1 June 1996 was modified or enhanced for the purpose of livestock grazing by cultivation, irrigation, oversowing, top-dressing and/or direct drilling.*
- 3.2 This definition was included in the DP during the District Plan Review and is a product of a public notification process, submissions, subsequent mediation between interested and affected parties, and a decision on the submissions and mediation by an Independent Hearings Panel (IHP).
- 3.3 The definition of improved pasture is important as it is relied on in a permitted activity rule framework¹⁶ that allows indigenous vegetation within areas of improved pasture to be cleared in identified Sites of Ecological Significance, and, outside those sites, allows the indigenous vegetation listed on Appendix 9.1.6.6 to be cleared. Any clearance of indigenous vegetation within areas not considered to be *improved pasture*, or that would result in an expansion of an

¹⁴ Indigenous Biodiversity and Ecosystems

¹⁵ Indigenous vegetation on Banks Peninsula and the Port Hills, outside of the sites of ecological significance listed in Schedule A of Appendix 9.1.6.1

¹⁶ Rule 9.1.4.4.1 (P1)

TRIM 21/42215

area of improved pasture, trigger resource consenting requirements.

- 3.4 With regard to Appendix 9.1.6.6, it lists indigenous vegetation and plant communities that are present on Banks Peninsula and the Port Hills with specified thresholds for clearance, that, if breached, trigger resource consenting requirements. The purpose of the plant communities described and the thresholds listed is to establish a point at which indigenous vegetation is likely to become significant in the absence of a district wide ecological survey being completed, and require resource consent for clearance to manage adverse effects. The exception to this are listed permitted activities, including clearance within areas of improved pasture that do not have to comply with the listed thresholds for clearance.
- 3.5 The intent of this framework is to provide a balance between providing for farming activities while not comprising the achievement of the applicable objectives and policies of the DP, and give effect to the CRPS and the NZCPS. In this context, the DP includes an objective of protecting significant indigenous vegetation to achieve no net loss¹⁷ and policy direction that supports the small scale, low impact clearance of indigenous vegetation where it will enable the continued use of land¹⁸. For example, within areas of *improved pasture*. The overall intent of the framework is not to preclude clearance in its entirety, but rather, establish a threshold for adverse effects at which resource consent is required to undertake clearance. It is also intended to provide certainty for landowners in terms of being able to continue farming as a permitted activity, without having to rely on existing use rights as provided for under Section 10 of the Resource Management Act 1991 (RMA).
- 3.6 While the intention of the framework is clear, the declaration proceedings have highlighted that:
1. The “visual predominance” component of the definition of *improved pasture* is ambiguous and potentially gives rise to unanticipated adverse effects, rendering its use in a permitted activity rule framework inappropriate;
 2. When the IHP made its decision on sub-chapter 9.1, it was not provided with an assessment of potential adverse effects that Rule 9.1.4.1.1 (P1) would give rise to at a level now considered necessary to determine the appropriateness of the framework in the context of the CRPS and NZCPS. As a consequence, the conclusions reached by the IHP in relation to the framework giving effect to the CRPS and NZCPS may need to be reassessed.

4. Higher Order Planning Documents

- 4.1 In establishing the level of adverse effects on significant indigenous vegetation that are appropriate in a planning context, the NZCPS and the CRPS provide direction on how these are required to be managed.
- 4.2 In addition, both documents also have clear direction relating to enabling people to provide for their social, economic and cultural wellbeing. This highlights that while adverse effects must be managed, the clearance of indigenous vegetation should not be entirely precluded in all circumstances and within appropriate limits and thresholds. This is similar to the outcome included in the DP that provides for the small scale clearance of indigenous vegetation in circumstances when it is considered to be low impact.

¹⁷ Objective 9.1.2.1.1

¹⁸ Policy 9.1.2.2.9

TRIM 21/42215

- 4.3 The relevant direction relating to indigenous vegetation set out in the higher order planning documents is outlined below.

New Zealand Coastal Policy Statement

- 4.4 Objective 1 and Policy 11¹⁹ of the NZCPS are directly relevant to indigenous vegetation in the coastal environment. Objective 1 requires significant natural ecosystems of biological importance to be protected and maintained. In achieving this Policy 11 requires the avoidance of adverse effects on threatened, at risk and naturally rare coastal ecosystems, and the avoidance of significant adverse effects followed by remediation and mitigation of effects on other indigenous coastal vegetation and ecosystems.

Canterbury Regional Policy Statement

- 4.5 The CRPS includes direction on the coastal environment and indigenous ecosystems through chapters 8 and 9 respectively. Of relevance in Chapter 8, are Objectives 8.2.2 and 8.2.4 and Policy 8.3.4 which set out the direction for the provision of activities in the coastal environment and the protection of indigenous biodiversity in the coastal environment broadly. With regard to Chapter 9, Objective 9.2.1 seeks to halt the decline of ecosystems and indigenous biodiversity and Objective 9.2.3 requires significant indigenous vegetation to be protected.

Discussion

- 4.6 Although the direction in these two documents is clear with regard to the outcomes for indigenous vegetation and how adverse effect are required to be managed, it is important to highlight again that both documents contain other outcomes related to people providing for their social, economic and cultural well-being. Therefore, it is important that these outcomes are read collectively and not in isolation when establishing an effects based regulatory framework.

5. Adverse Effects Given Rise to when Indigenous Coastal Vegetation is Cleared within Areas of Improved Pasture

Context

- 5.1 To determine whether the existing framework in the DP that regulates the clearance of indigenous coastal vegetation within areas of improved pasture gives effect to the NZCPS and CRPS or whether amendments are necessary, the City Planning Team are seeking ecological advice to better understand:
1. How the indigenous vegetation listed on Appendix 9.1.6.6 corresponds to the indigenous vegetation and ecosystems listed in Policy 11 of the NZCPS, which sets the direction for how adverse effects are to be managed;
 2. The scale and significance of the adverse effects that are given rise to when the indigenous vegetation and plant communities described in Appendix 9.1.6.6 are cleared above the specified thresholds.

¹⁹ Indigenous Biological Diversity

TRIM 21/42215

3. What species listed on Appendix 9.1.6.6 are likely to be located in the coastal environment;
 4. Of those species that are likely to be located in the coastal environment, which species are likely to be located within areas of improved pasture; and
 5. Given the role that Appendix 9.1.6.6 plays in the existing planning framework, are any amendments necessary with regard to the descriptions of the indigenous vegetation and/or the specified thresholds.
- 5.2 The answers to these questions will provide the City Planning Team a foundation to undertake an evaluative assessment against all objectives and policies of the NZCPS and CRPS and determine whether the existing permitted activity framework gives effect to the higher order planning documents, or whether amendments are necessary by way of a plan change. If amendments are considered necessary, the answers will also assist the City Planning Team better understand the impacts and extent that changes to the planning framework will result in.

Questions

Question 1 – Policy 11 of the NZCPS and Appendix 9.1.6.6 of the DP Alignment

- 5.3 In the absence of a district wide assessment to identify all Sites of Ecological Significance, Appendix 9.1.6.6 acts as a proxy to signify when indigenous vegetation (if not habitats for fauna) is likely to be significant and require consent for its clearance. To better understand how this aligns with the indigenous vegetation described and the direction relating to managing adverse effects in Policy 11 of the NZCPS:
- a. What indigenous vegetation and plant communities listed in Appendix 9.1.6.6 correspond with the indigenous vegetation described in Policy 11(a) of the NZCPS where the **complete avoidance** of adverse effects is directed?
 - b. What indigenous vegetation and plant communities listed in Appendix 9.1.6.6 correspond with the indigenous vegetation described in Policy 11(b) of the NZCPS where the **avoidance of significant** adverse effects is directed?

Answer:

Identifying accurately the species present in any specific location requires an ecological survey. However, the plant communities as generally described in Appendix 9.1.6.6 correspond with the types of indigenous vegetation that is encompassed in both Policy 11(a) and 11(b) of the NZCPS. Refer to Attachment Two for a full description of how the indigenous vegetation and plant communities described in Appendix 9.1.6.6 correspond with those described in Policy 11 of the NZCPS.

It is very unlikely that indigenous biodiversity identified as significant under the Canterbury Regional Policy Statement (CRPS) criteria will be additional to that broadly identified in Policy 11 of the NZCPS. All of the coastal environment is designated as a threatened land environment meaning that almost all remnant indigenous biodiversity present will meet both the CRPS criteria for rarity as well as policy 11. A. iii in the NZCPS.

Question 2 – Adverse Effects of Clearance of the Indigenous Vegetation listed in Appendix 9.1.6.6 of the DP

TRIM 21/42215

- 5.4 The rule framework in the DP allows indigenous vegetation within areas of improved pasture to be cleared above the thresholds specified on Appendix 9.1.6.6 as a permitted activity. Given the role that Appendix 9.1.6.6 plays in the DP, what scale and significance of adverse effects are given rise to when clearance occurs above the specified thresholds on those plant communities?

Answer:

In the absence of a fully completed district wide assessment to identify all Sites of Ecological Significance, the plant communities and thresholds specified on Appendix 9.1.6.6 are designed to act as a backstop measure to establish a point at which indigenous vegetation is likely to be assessed as significant if an assessment was undertaken.

Clearance of the plant communities and species at or above the specified thresholds in Appendix 9.1.6.6 is likely to result in significant adverse effects as it would result in the loss of indigenous vegetation that is highly likely to be assessed as significant for botanical values, as habitats for fauna, and for ecological values generally.

Clearance of indigenous vegetation that does not meet the plant communities or species thresholds contained in Appendix 9.1.6.6, should not result in any more than minor adverse effects as most significant indigenous vegetation and associated ecological values on Banks Peninsula is largely encompassed within the plant communities, species and thresholds as described in Appendix 9.1.6.6.

However, in some instances, clearance could result in the loss of indigenous vegetation and habitats for fauna that contributes to the maintenance of indigenous biodiversity generally, for example where remnants provide temporary/seasonal habitats, ecological stepping stones to aid species movement, or as remnant indigenous biodiversity perse.

Question 3 – Presence of Indigenous Vegetation listed on Appendix 9.1.6.6 located in the Coastal Environment

- 5.5 To understand the impacts that any potential changes to the District Plan would have, it is important to be cognisant of what species listed in Appendix 9.1.6.6 are likely to be located in the coastal environment and within areas of improved pasture. To assist the City Planning Team in understanding these implications:

a. What species / plant communities listed in Appendix 9.1.6.6 are likely to be located within the coastal environment of Banks Peninsula?

Answer:

To identify accurately the areas where the types of indigenous vegetation and species listed in Appendix 9.1.6.6 are located within Banks Peninsula would require extensive ecological field surveys, but it can be done generally using the Land Cover Database or Google Earth. These broad scale mapping tools can indicate where plant communities and species like those listed on Appendix 9.1.6.6 are likely to be located within the coastal environment, but they have limitations and potential inaccuracies.

Refer to Attachment Two which indicates which listed species and plant communities are likely to be located in the coastal environment in the District.

b. What plant communities / species located in the coastal environment are likely to

TRIM 21/42215

be located within areas of improved pasture?

Answer:

Many of the indigenous vegetation and habitat types described in Appendix 9.1.6.6 are likely to be located, wholly or in part, within the coastal environment (see Attachment Two). They could also be located in areas that meet the definition of “improved pasture” and are therefore at a heightened risk from clearance under the exemption to maintain improved pasture as a permitted activity. If the clearance exemption was linked to the definitions in Appendix 9.1.6.6, and only applied as a permitted activity when none of the thresholds applied, this would reduce the risk of clearance and loss of ‘significant’ indigenous vegetation.

There are a number of naturally uncommon ecosystems in the coastal environment as is described in Table 2 of Appendix 9.1.6.6, including coastal cliffs (that comprises much of the coastal environment zone), beaches, and dunes. Although these ecosystems will invariably support significant botanical and ecological values, the risk of loss through clearance is low because they are located in areas that are inaccessible and unable to be developed, or they are located in areas that support vegetation that does not meet the “improved pasture” definition.

Question 4 – Appendix 9.1.6.6 (Indigenous Vegetation Descriptions and Thresholds)

- 5.6 Given the role Appendix 9.1.6.6 plays in the current rule framework, are there any amendments that could be made to improve its purpose in the District Plan with regard to the indigenous vegetation descriptions and/or specified thresholds?

Answer:

Amendments to the following components of Appendix 9.1.6.6 are recommended:

- Table 1(c) – Indigenous Coastal Vegetation
- Definition of “contiguous” as it applies to the indigenous vegetation described in Table 1(c);
- Definition of “contiguous” as it applies to the vegetation described in Table 1(a) (kanuka); and
- Table 1(d)(ii): Indigenous coastal vegetation – introduction of Three-square (*Schenoplectus pungens*) as a key salt-marsh species.

Table 1(c) – Indigenous Coastal Vegetation

There is a problem with the description in Table 1(c)²⁰ of Appendix 9.1.6.6 (Indigenous coastal vegetation) in that it only applies to Kaitōrete. This needs to be rectified as outside Kaitōrete there are many areas of indigenous coastal vegetation that meet this description and are vulnerable to loss if the description is restricted just to Kaitōrete.

With regard to the existing limits in Appendix 9.1.6.6, Table 1(c) (indigenous coastal vegetation) includes no quantity of allowable clearance, which is appropriate for Kaitōrete given the very high values present and their complex configuration in the landscape. However, there is overlap between the descriptions of indigenous coastal vegetation and that of lower altitude small-

²⁰ Indigenous coastal vegetation

TRIM 21/42215

leaved shrub-lands in Table 1(a)(v) as both are very similar. The latter includes a clearance allowance of 0.1 hectare as a permitted activity. If the indigenous coastal vegetation described in Table 1(c) is to be extended to apply across the entire coastal environment in the district, then for consistency the same clearance allowance of 0.1 hectares should also apply, except for Kaitōrete where no clearance allowance should remain. To manage cumulative effects associated with potential clearance occurring in succession through the inclusion of this limit, clearance of up to 0.1 hectare of the vegetation described in Table 1(c) should be limited to no more than 0.1 hectare in any five year period.

Definition of Contiguous – Table 1(c)

The inclusion of the 0.1 hectare threshold relates to “contiguous area occupied”. This is potentially challenging to apply to the vegetation described in Table 1(c) as it includes scattered low density shrubs mixed with both native and exotic grasses and herbs that form the plant communities that are likely to be significant. Given the scattered composition of the more obvious shrub component, there is the potential for this coastal vegetation type not to be considered “contiguous” and therefore not captured by the 0.1 hectare threshold, rendering them vulnerable to loss. When considering whether the vegetation described in Table 1(c) is “contiguous”, where coastal shrub-lands are located among mixed native and exotic herbs and grasslands, then this forms part of the plant community, meaning it can be considered contiguous and should be protected by Appendix 9.1.6.6. To provide more certainty on this matter, a definition of “contiguous” for the purpose of Table 1(c) of Appendix 9.1.6.6 should be included to clarify that outcome. A suggested definition is set out as follows:

“For the purpose of Table 1(c), the vegetation described is considered to be contiguous where native plants occur irregularly but in proximity of each other within mixed exotic herbs and grasses, and can be identified as a recognisable plant community. For the purpose of interpretation, the contiguous area of 0.1 ha is deemed to be an area comprising both native and exotic species”.

Definition of Contiguous – Table 1(a) (kanuka)

Table 1(a)(i) and (ii) of Appendix 9.1.6.6 includes thresholds relating to contiguous area occupied (0.25 ha or greater²¹ or 0.5 ha or greater²²) and height for kanuka (4 metres or higher²¹ or 6 metres or higher²²) to provide an indicative point at which an area is likely to be significant, and to provide a maximum allowance for clearance as a permitted activity. However, the way these thresholds are expressed on Appendix 9.1.6.6 means that the amount and/or area that can be cleared as a permitted activity under the general clearance rules is open to interpretation.

Those two interpretations are set out as follows:

3. Firstly, it can be interpreted to mean that if a contiguous area of kanuka that is 0.25 / 0.5 of a hectare in size or greater and contains any individuals of 4 / 6 metres in height or greater, then all the kanuka that comprises the contiguous area irrespective of height is likely to be ecological significance. The effect of this is that none of the kanuka, including plants which are less than 4 or 6 metres in height, is able to be cleared as a

²¹ Port Hills Ecological District

²² Herbert, Akaroa or Ellesmere Ecological Districts

TRIM 21/42215

permitted activity;

4. Secondly, it can be interpreted to mean that the likely ecologically significant component of a contiguous area of kanuka that is 0.25 / 0.5 of a hectare in size is kanuka plants that are 4 or 6 metres in height or greater. The effect of this is that any kanuka that is less than 4 or 6 metres in height can be cleared as a permitted activity.

Any clearance of individual kanuka less than 4 or 6 metres in height under interpretation 2 where they are part of a contiguous area greater than 0.25 or 0.5 ha that contains individual that are 4 or 6 metres in height or greater is likely to result in the loss of significant ecological values. The first interpretation recognises the significance of sites as a whole where the vegetation that comprises the edges of sites is important in supporting the ecological health and functioning of a site as a whole. For example, maintaining the intactness of a site's vegetation is important to provide habitat diversity and habitats for fauna, buffering to the internal core, and ecological connectivity generally. To overcome these two possible interpretations, the following definition of "contiguous" for the purposes of Table 1(a)(i) and (ii) is recommended.

For the purpose of Table 1(a)(i) and (ii), contiguous means that all adjoining plants are interconnected and form and intact (touching) cover. Where other plants are located beyond the intact edge, for example one metre away or more and are not touching, they are not considered interconnected or contiguous.

Table 1(d)(ii) – Indigenous Wetland Vegetation

Table 1(d) lists indigenous wetland vegetation present on Banks Peninsula. A key and dominant species of salt-marsh ecosystems in Canterbury is Three-square (*Schenoplectus pungens*), which is not listed in Appendix 9.1.6.6. It is a summer green species, meaning it dies back in winter. However, during summer it forms extensive cover across the ephemerally inundated edges of saline and brackish wetlands. Given this, its exclusion leaves large areas of salt marsh vegetation vulnerable to clearance under the general clearance provisions of the DP, such as around the margins of Te Waihora.

TRIM 21/42215

Attachment One - Policy 11 Indigenous biological diversity (biodiversity)

To protect indigenous biological diversity in the coastal environment:

- a. avoid adverse effects of activities on:
 - i. indigenous taxa that are listed as threatened or at risk in the New Zealand Threat Classification System lists;
 - ii. taxa that are listed by the International Union for Conservation of Nature and Natural Resources as threatened;
 - iii. indigenous ecosystems and vegetation types that are threatened in the coastal environment, or are naturally rare;
 - iv. habitats of indigenous species where the species are at the limit of their natural range, or are naturally rare;
 - v. areas containing nationally significant examples of indigenous community types; and areas set aside for full or partial protection of indigenous biological diversity under other legislation; and
- b. avoid significant adverse effects and avoid, remedy or mitigate other adverse effects of activities on:
 - i. areas of predominantly indigenous vegetation in the coastal environment;
 - ii. habitats in the coastal environment that are important during the vulnerable life stages of indigenous species;
 - iii. indigenous ecosystems and habitats that are only found in the coastal environment and are particularly vulnerable to modification, including estuaries, lagoons, coastal wetlands, dunelands, intertidal zones, rocky reef systems, eelgrass and saltmarsh;
 - iv. habitats of indigenous species in the coastal environment that are important for recreational, commercial, traditional or cultural purposes;
 - v. habitats, including areas and routes, important to migratory species; and
 - vi. ecological corridors, and areas important for linking or maintaining biological values identified under this policy

TRIM 21/42215

Attachment Two – Appendix 9.1.6.6 of the District Plan– Indigenous Vegetation on Bank Peninsula and the Port Hills

Table 1. Indigenous vegetation on Banks Peninsula and the Port Hills (Note: [Banks Peninsula](#) means the area shown at Appendix 2.1 of Chapter 2 Definitions)

Ecosystem Category	Vegetation and habitat (species)	Occupying a contiguous area of: (hectares)	Canopy cover (%) of:	Height (metre) of any individual plants	Link to factsheet with example of vegetation type	NZCPS Policy 11 Classification	Likely to be present in the coastal environment?
a. Indigenous trees and forest	i. Mature and regenerating kanuka (<i>Kunzea robusta</i>) forest in the Port Hills Ecological District	0.25 ha or greater in area ²³	N/A	Any individual kanuka plants are 4 metres or greater in height	http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_7644.pdf	11 a. i; iii; iv 11 b. i; ii, vi	YES
	ii. Mature and regenerating kanuka (<i>Kunzea robusta</i>) forest in the Herbert, Akaroa or Ellesmere Ecological Districts	0.5 ha or greater in area ²³	N/A	Any individual kanuka	http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_7644.pdf	11 a. i; iii; iv 11 b. i; ii, vi	YES

²³ **“For the purpose of Table 1(a)(i) and (ii), contiguous means that all adjoining plants are interconnected and form an intact (touching) cover. Where other plants are located beyond the intact edge, for example one metre away or more and are not touching, they are not considered interconnected or contiguous.”**

TRIM 21/42215

Ecosystem Category	Vegetation and habitat (species)	Occupying a contiguous area of: (hectares)	Canopy cover (%) of:	Height (metre) of any individual plants	Link to factsheet with example of vegetation type	NZCPS Policy 11 Classification	Likely to be present in the coastal environment?
				a plants are 6 metres or greater in height			
	<p>iii. Lower altitude mixed scrub – in which mature specimens of any of the following genera form the dominant cover:</p> <p><i>Olearia</i>:</p> <ul style="list-style-type: none"> - <i>Olearia arborescens</i> - Mountain akeake (<i>Olearia avicenniifolia</i>) - <i>Olearia bullata</i> - <i>Olearia fimbriata</i> - Fragrant tree daisy (<i>Olearia fragrantissima</i>) - Mountain holly, hakeke (<i>Olearia ilicifolia</i>) - <i>Olearia nummulariifolia</i> - Akiraho (<i>Olearia paniculata</i>) <p><i>Hebe</i></p>	0.5ha or greater in area	N/A	N/A	<p><i>Olearia arborescens</i> - http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_1043.pdf</p> <p>Mountain akeake - http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_1044.pdf</p> <p><i>Olearia bullata</i> - http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_1045.pdf</p> <p><i>Olearia fimbriata</i> - http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_137.pdf</p> <p>Fragrant tree daisy - http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_293.pdf</p> <p>Mountain holly, hakeke http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_1051.pdf</p>	11 a. i; iii; iv 11 b. i; ii, vi	YES

TRIM 21/42215

Ecosystem Category	Vegetation and habitat (species)	Occupying a contiguous area of: (hectares)	Canopy cover (%):	Height (metre) of any individual plants	Link to factsheet with example of vegetation type	NZCPS Policy 11 Classification	Likely to be present in the coastal environment?
	<ul style="list-style-type: none"> - <i>Hebe odora</i> - Koromiko (<i>Hebe salicifolia</i>) - Banks Peninsula hebe (<i>Hebe strictissima</i>) <p><i>Pseudopanax</i></p> <ul style="list-style-type: none"> - fivefinger, whauwhaupaku (<i>Pseudopanax arboreus</i>) - mountain fivefinger, oriho (<i>Pseudopanax colensoi</i>) - lancewood, horoeke (<i>Pseudopanax crassifolius</i>) - fierce lancewood (<i>Pseudopanax ferox</i>) <p>Fuchsia</p> <ul style="list-style-type: none"> - fuchsia, kotukutuku (<i>Fuchsia excorticata</i>) - climbing fuchsia (<i>Fuchsia perscandens</i>) <p>Griselinia,</p> <ul style="list-style-type: none"> - broadleaf, kapuka (<i>Griselinia littoralis</i>) - shining broadleaf, puka (<i>Griselinia lucida</i>) <p><i>Pseudowintera</i></p>				<p><i>Olearia nummulariifolia</i> - http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_1055.pdf</p> <p>Akiraho - http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_1058.pdf</p> <p>fivefinger, whauwhaupaku - http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_1194.pdf</p> <p>mountain fivefinger, oriho - http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_1195.pdf</p> <p>lancewood, horoeke - http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_1196.pdf</p> <p>fierce lancewood - http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_307.pdf</p> <p>fuchsia, kotukutuku - http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_1901.pdf</p> <p>climbing fuchsia - http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_1902.pdf</p> <p>broadleaf, kapuka - http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_1957.pdf</p>		

TRIM 21/42215

Ecosystem Category	Vegetation and habitat (species)	Occupying a contiguous area of: (hectares)	Canopy cover (%) of:	Height (metre) of any individual plants	Link to factsheet with example of vegetation type	NZCPS Policy 11 Classification	Likely to be present in the coastal environment?
	<ul style="list-style-type: none"> - horopito, pepperwood (<i>Pseudowintera colorata</i>) and Coprosma - thin-leaved Coprosma (<i>Coprosma areolata</i>) - mikimiki (<i>Coprosma ciliata</i>, <i>Coprosma crassifolia</i>, <i>Coprosma dumosa</i>, <i>Coprosma propinqua</i>, <i>Coprosma rhamnoides</i>, <i>Coprosma rigida</i>, <i>Coprosma rubra</i>, <i>Coprosma virescens</i>, <i>Coprosma wallii</i>) - yellow wood (<i>Coprosma linariifolia</i>) - karamu (<i>Coprosma lucida</i>, <i>Coprosma robusta</i>) - round-leaved mikimiki (<i>Coprosma rotundifolia</i>) - <i>Coprosma rugosa</i> 				<p>shining broadleaf, puka - http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_1958.pdf</p> <p>horopito, pepperwood - http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_1201.pdf</p> <p>thin-leaved Coprosma - http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_1701.pdf</p> <p>mikimiki - http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_1706.pdf</p> <p>; http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_1708.pdf</p> <p>; http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_2322.pdf</p> <p>; http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_1728.pdf</p> <p>; http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_1731.pdf</p> <p>; http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_1732.pdf</p> <p>; http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_1732.pdf</p>		

TRIM 21/42215

Ecosystem Category	Vegetation and habitat (species)	Occupying a contiguous area of: (hectares)	Canopy cover (%) of:	Height (metre) of any individual plants	Link to factsheet with example of vegetation type	NZCPS Policy 11 Classification	Likely to be present in the coastal environment?
					ctsheets/NZPCN_Species_1735.pdf ; http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_1741.pdf ; http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_159.pdf yellow wood - http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_1718.pdf karamu - http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_1719.pdf ; http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_1733.pdf round-leaved mikimiki - http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_1734.pdf <i>Comprosmia rugosa</i> - http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_1736.pdf		
	iv. Subalpine mixed scrub with generally continuous canopy of native species in which mature specimens of any of the following genera form the	N/A	N/A	N/A		N/A	NO

TRIM 21/42215

Ecosystem Category	Vegetation and habitat (species)	Occupying a contiguous area of: (hectares)	Canopy cover (%) of:	Height (metre) of any individual plants	Link to factsheet with example of vegetation type	NZCPS Policy 11 Classification	Likely to be present in the coastal environment?
	dominant cover: <i>Dracophyllum</i> , <i>Olearia</i> , <i>Hebe</i>						
	v. Lower altitude small-leaved shrubland dominated by small-leaved <i>Coprosma</i> species, scrub pohuehue (<i>Muehlenbeckia complexa</i>), <i>Helichrysum lanceolatum</i> , porcupine shrub (<i>Melicytus alpinus</i>), common broom (<i>Carmichaelia australis</i>) and/or matagouri (<i>Discaria toumatou</i>)	0.1 ha or greater in area	All native shrub species exceeds 15%.	N/A	<p>Scrub pohuehue - http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_991.pdf</p> <p>Porcupine shrub - http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_968.pdf</p> <p>Common broom - http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_1596.pdf</p> <p>Matagouri - http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_1795.pdf</p> <p><i>Helichrysum lanceolatum</i> - http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_809.pdf</p>	11 a. i; iii; iv; v; vi 11 b. i; ii, iii; iv; v; vi	YES
b. Indigenous tussock	i. Tall tussockland and/or tall tussock shrubland with native snow tussock (<i>Chionochloa</i>) and/or <i>Dracophyllum</i>	N/A	N/A	N/A	<p>Native snow tussock - http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_1671.pdf</p> <p>http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_1658.pdf</p>	N/A	NO

108

TRIM 21/42215

Ecosystem Category	Vegetation and habitat (species)	Occupying a contiguous area of: (hectares)	Canopy cover (%) of:	Height (metre) of any individual plants	Link to factsheet with example of vegetation type	NZCPS Policy 11 Classification	Likely to be present in the coastal environment?
grassland					Dracophyllum acerosum - http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_1799.pdf		
	ii. Short tussockland with native fescue/hard tussock (<i>Festuca novae-zelandiae</i>) and native inter-tussock species	N/A	The contiguous area of specified species accounts for 20% or more of canopy cover	N/A	Hard tussock - http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_1893.pdf	N/A	NO
	iii. Short tussockland with native silver tussock (<i>Poa cita</i>) and native inter-tussock species	A contiguous area of over 1.0ha	The contiguous area of specified species accounts for 30% or more of	N/A	Silver tussock - http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_1155.pdf	11 a. iii; 11 b. i;	YES

TRIM 21/42215

Ecosystem Category	Vegetation and habitat (species)	Occupying a contiguous area of: (hectares)	Canopy cover (%) of:	Height (metre) of any individual plants	Link to factsheet with example of vegetation type	NZCPS Policy 11 Classification	Likely to be present in the coastal environment?
			canopy cover.				
c. Indigenous coastal vegetation	i. Coastal shrubland communities; ii. Scattered (low density) indigenous tussock, shrubs, rushes, vines, herbs, grasses and mosses among predominantly exotic grasslands, and/or cushionfields, mossfields and stonefields for example on Kaitōrete Spit but not restricted to here	N/A 0.1ha ^{24,25} N/A ²⁶	N/A	N/A		11 a. iii; iv; v; vi 11 b. i; ii; iii; iv; v; vi	YES
d. Indigenous wetland	i. Naturally occurring freshwater marsh, fen, swamp, seepage, flush and aquatic vegetation, including closely	N/A	N/A	N/A	Raupo http://www.nzpcn.org.nz/c/flor	- N/A	NO

²⁴ Excluding Kaitōrete Spit

²⁵ For the purpose of Table 1(c), the vegetation described is considered to be contiguous where native plants occur irregularly but in proximity of each other within mixed exotic herbs and grasses, and can be identified as a recognisable plant community. For the purpose of interpretation, the contiguous area of 0.1 ha is deemed to be an area comprising both native and exotic species".

²⁶ Kaitōrete Spit

TRIM 21/42215

Ecosystem Category	Vegetation and habitat (species)	Occupying a contiguous area of: (hectares)	Canopy cover (%) of:	Height (metre) of any individual plants	Link to factsheet with example of vegetation type	NZCPS Policy 11 Classification	Likely to be present in the coastal environment?
tidal vegetation	associated riparian vegetation, in which native species of the following genera are present: raupo (<i>Typha</i>), toetoe (<i>Cortaderia</i>), flax (<i>Phormium</i>), sedges (<i>Carex</i>), spike rush (<i>Eleocharis</i>), pond weed (<i>Potamogeton</i>), sphagnum moss (<i>Sphagnum</i>), bog rush (<i>Schoenus</i>); pygmy clubrush (<i>Isolepis basilaris</i>), slender clubrush (<i>Isolepis cernua</i>), <i>Isolepis distigmatica</i> , <i>Isolepis Habra</i> , <i>Isolepis pottsii</i>				a/factsheets/NZPCN_Species_2279.pdf Toetoe - http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_1758.pdf Flax - http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_2219.pdf Spike rush - http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_2120.pdf http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_2121.pdf Pondweed - http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_2225.pdf http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_2226.pdf Bog rush - http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_802.pdf Pygmy clubrush - http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_129.pdf Slender clubrush - http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_2166.pdf		

111

TRIM 21/42215

Ecosystem Category	Vegetation and habitat (species)	Occupying a contiguous area of: (hectares)	Canopy cover (%) of:	Height (metre) of any individual plants	Link to factsheet with example of vegetation type	NZCPS Policy 11 Classification	Likely to be present in the coastal environment?
					<p>Isolepis distigmatisa - http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_2167.pdf</p> <p>Isolepis Habra - http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_862.pdf</p> <p>Isolepis inundata - http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_799.pdf</p> <p>Isolepis pottsii - http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_863.pdf</p>		
	<p>ii. Saltmarsh vegetation in which any of the following native species are present: seagrass (<i>Zostera</i>), saltmarsh ribbonwood (<i>Plagianthus divaricatus</i>), three square (<i>Schenoplectus pungens</i>), sea rush (<i>Juncus kraussii</i>), jointed rush (<i>Apodasmia similis</i>), remuremu (<i>Selliera radicans</i>), sea primrose (<i>Samolus repens</i>), glasswort (<i>Sarcocornia quinqueflora</i>), native musk (<i>Thyridia repens</i>), salt grass (<i>Puccinellia</i> spp), <i>Schoenoplectus</i> spp;</p>	N/A	N/A	N/A	<p>Seagrass - http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_2335.pdf</p> <p>Saltmarsh ribbonwood - http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_1141.pdf</p> <p>Sea rush - http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_2172.pdf</p> <p>Jointed rush - http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_2052.pdf</p> <p>Remuremu - http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_2255.pdf</p>	<p>11 a. i; ii; iii; iv; v; vi</p> <p>11 b. i; ii; iii; iv; v; vi</p>	YES

112

TRIM 21/42215

Ecosystem Category	Vegetation and habitat (species)	Occupying a contiguous area of: (hectares)	Canopy cover (%) of:	Height (metre) of any individual plants	Link to factsheet with example of vegetation type	NZCPS Policy 11 Classification	Likely to be present in the coastal environment?
					<p>Sea primrose - http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_1280.pdf</p> <p>Glasswort - http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_2247.pdf</p> <p>Native musk - http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_286.pdf</p> <p>Saltgrass (Puccinellia spp.) - http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_2234.pdf ; http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_651.pdf</p> <p>Schoenoplectus spp. - http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_2251.pdf ; http://www.nzpcn.org.nz/c/flora/factsheets/NZPCN_Species_2252.pdf</p>		
e. Naturally uncommon ecosystem	i. Indigenous vegetation in a naturally uncommon ecosystem as identified in Table 2;	N/A	N/A	N/A	Refer to Table 2	11 a. i; iii; iv; v; vi 11 b. i; ii; iii; iv; v; vi	YES

113

TRIM 21/42215

Ecosystem Category	Vegetation and habitat (species)	Occupying a contiguous area of: (hectares)	Canopy cover (%) of:	Height (metre) of any individual plants	Link to factsheet with example of vegetation type	NZCPS Policy 11 Classification	Likely to be present in the coastal environment?
f. Threatened indigenous species	i. An area of vegetation which provides habitat for an indigenous species that is threatened, at risk or uncommon, nationally or within the relevant ecological district or that is endemic to the Canterbury Region	N/A	N/A	N/A	N/A		YES



ATTACHMENT B – PRE-NOTIFICATION ENGAGEMENT PARTIES

Party:	Email address:
Ministry for the Environment	info@mfe.govt.nz;
Ministry for the Environment	CouncilPlanning@mfe.govt.nz
Ministry for the Environment	robert.mcclean@mfe.govt.nz;
Ministry for the Environment	rowan.taylor@mfe.govt.nz
Environment Canterbury (Ecan)	ecinfo@ecan.govt.nz
Environment Canterbury (Ecan)	andrew.parrish@ecan.govt.nz
Selwyn District Council	planninginfo@selwyn.govt.nz
Selwyn District Council	Benjamin.rhodes@selwyn.govt.nz
Waimakariri District Council	office@wmk.govt.nz
Waimakariri District Council	audrey.benbrook@wmk.govt.nz
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Ngāi Tahu	info@ngaitahu.iwi.nz
Ngāi Tahu	matthew.ross@ngaitahu.iwi.nz
Department of the Prime Minister and Cabinet	allie.stedman@dpmc.govt.nz
Kāinga Ora	developmentplanning@kaingaora.govt.nz
Otakaro Ltd	sarah.fields@otakaroltd.co.nz
Ministry of Housing and Urban Development	info@HUD.govt.nz
Horticulture New Zealand	Rachel.McClung@hortnz.co.nz
Heritage New Zealand	infosouthern@heritage.org.nz
Ministry of Business, Innovation and Employment	nzpam@mbie.govt.nz
Christchurch City Council	mark.saunders@ccc.govt.nz
Department of Conservation	rma@doc.govt.nz
Federated Farmers	eyoungbert@fedfarm.org.nz
Federated Farmers	midcanterbury@fedfarm.org.nz
Department of Conservation	snewell@doc.govt.nz
Department of Conservation	lkirk@doc.govt.nz
Department of Conservation	christchurchvc@doc.govt.nz
The Royal Forest and Bird Protection Society of New Zealand Incorporated	P.Anderson@forestandbird.org.nz
The Royal Forest and Bird Protection Society of New Zealand Incorporated	n.snoyink@forestandbird.org.nz
The Royal Forest and Bird Protection Society of New Zealand Incorporated	northcanterbury.branch@forestandbird.org.nz
The Royal Forest and Bird Protection Society of New Zealand Incorporated	j.miller@forestandbird.org.nz

ATTACHMENT C – PARTIES WHO PROVIDED PRE-NOTIFICATION ENGAGEMENT FEEDBACK

Submitted by:	Individual / Organisation
Tony Ireland	Individual
NZ Kelp	Organisation
Keri Hodgman	Individual
Simon Anderton	Individual
Thomas Young	Individual
Sophie Morton	Individual
Mike Currie	Individual
Marie Smillie trading as Akaroa on the Beach	Organisation
Kevin McSween	Individual
Shireen Helps	Individual
Mark Chandler	Individual
Pam Richardson	Individual
Francis Helps	Individual
Planz Consultants	Organisation
Department of Conservation	Stakeholder
The Royal Forest and Bird Protection Society of New Zealand Incorporated	Stakeholder
Sue and George Cowper	Individuals

ATTACHMENT D – PROVISION BY PROVISION FEEDBACK PROVIDED DURING PRE-NOTIFICATION
ENGAGEMENT

Policy 9.1.2.2.2

It was requested that Policy 9.1.2.2.2 be brought into the scope of PC7. Policy 9.1.2.2.2 sets out the direction for how the Council will determine the significance of areas of indigenous vegetation, being in accordance with the criteria contained in the CRPS, with cross reference to a prioritisation process set out in Policy 9.1.2.2.1. The process contained in Policy 9.1.2.2.1 includes prioritising the sites listed in Schedule B of Appendix 9.1.6.1, where a base level of technical work has already been completed, and then prioritising further sites based on “other” factors related to the risks to those potential sites of significance.

The basis for the request to include Policy 9.1.2.2.2 in PC7 is that the prioritisation criteria for determining sites is not appropriate to determine significance and that there is a risk that if that process is followed, sites that meet the significance criteria in the CRPS may not be assessed and/or missed.

Policies 9.1.2.2.1 and 9.1.2.2.2 work together in firstly setting out how further Sites of Ecological Significance will be assessed for their significance, using a risk based priority approach (Policy 9.1.2.2.1), and secondly directing that when further sites for assessment have been identified by the Council, they be assessed in accordance with the significance criteria contained in the CRPS (Policy 9.1.2.2.2). The prioritisation set out in Policy 9.1.2.1.1 does not limit the geographic extent of sites that will be assessed for significance over time or the criteria for significance used. The intent of the criteria contained in Policy 9.1.2.2.1 is to prioritise sites for assessment with the greatest ecological threats as part of the Council’s wider work programme of identifying and mapping all sites of ecological significance over time through future plan changes.

Policy 9.1.2.2.4

Policy 9.1.2.2.4 has been requested to be deleted from sub-chapter 9.1 as part of PC7. Policy 9.1.2.2.4 establishes the framework for Appendix 9.1.6.6 to manage indigenous vegetation that may be significant. The basis for the request to delete this policy is that its scope is narrow in only focussing on indigenous vegetation that may be significant, and that it is not required if further identification of Sites of Ecological Significance is undertaken. While in theory, if all Sites of Ecological Significance were identified, Policy 9.1.2.2.4 would not be needed. PC7 does not propose to identify any new Sites of Ecological Significance as part of its scope. Therefore, its retention in the Plan is important to manage indigenous vegetation that may be significant until such time that a district wide surveys are completed.

Policies 9.1.2.2.6 and 9.1.2.2.7

Amendments to Proposed Policy 9.1.2.2.6 were sought on the basis that it is not clear in the policy that its effects management regime applies to Appendix 9.1.6.6 and that the policy should include an explicit reference to Appendix 9.1.6.6, vegetation at the outset for effects management. However, it is not considered appropriate for this policy to directly reference the vegetation listed on Appendix 9.1.6.6 by default with regard to effects management as an assessment of significance is required to determine its ecological values. Proposed Policy 9.1.2.2.8 sets out the process for how the vegetation on Appendix 9.1.6.6 will be managed, which includes requiring resource consent where clearance is proposed above the Appendix 9.1.6.6 limits, which should include an assessment of its significance. Depending on the vegetation geographic location (in, or outside, the coastal environment). Proposed

Policy 9.1.2.2.8 then includes appropriate cross reference to Policies 9.1.2.2.6 and 9.1.2.2.7 for effects management.

It was also queried whether limiting the application of Policies 9.1.2.2.6 and 9.1.2.2.7 to the non-coastal and coastal environments respectively would create a gap in the effects management framework. The gap relates to a potential situation where an assessment of significance in accordance with the CRPS undertaken for a site located in the coastal environment, identifies ecological values that are broader than those listed in Policy 9.1.2.2.7. In house ecological advice (Attachment A) concludes that this situation is highly unlikely.

Further amendments sought to Policy 9.1.2.2.7 included removing clause (a) so that policy is not limited to Sites of Ecological Significance identified in Appendix 9.1.6.1 and the vegetation listed on Appendix 9.1.6.6. However, we discussed that the maintenance of indigenous vegetation broadly is not part of the scope of PC7.

Policy 9.1.2.2.8

Policy 9.1.2.2.8 has been requested to be deleted from sub-chapter 9.1, on the basis that it is confusing and that if Policy 9.1.6.6 directly referenced Appendix 9.1.6.6 at the outset, and if clause (a) of Policy 9.1.2.2.7 was deleted, then it's not considered necessary. However, given that the vegetation described in Appendix 9.1.6.6 cannot be assumed to be significant in the absence of an assessment, and that Appendix 9.1.6.6 lists all known indigenous vegetation on Banks Peninsula that is likely to be significant, Policy 9.1.2.2.8 and its proposed PC7 amendments, are considered necessary components of PC7 to better give effect to the CRPS and NZCPS. Particularly because it sets out the process for managing and protecting indigenous vegetation that is likely to be significant and how adverse effects are to be managed.

Policies 9.1.2.2.10

Policy 9.1.2.2.10 has been requested to be brought into the scope of PC7 to add an additional clause to policy (b) to manage indigenous vegetation that is not significant. However, the scope of PC7 is limited to indigenous vegetation that is likely to be of ecological significance. The proposed additions to Policy 9.1.2.2.10 would also need an accompanying rule framework, which has not been proposed. Further, it is likely that the maintenance of indigenous vegetation broadly will be a component of the proposed NPSIB due to be gazetted in July. Direction will be given effect to by the Council through future plan changes.

Policy 9.1.2.2.11

Amendments to Policy 9.1.2.2.11 are requested to further strengthen the indigenous vegetation requirements for Farm Biodiversity Plans beyond the proposed amendments. The requested additions relate to requiring recovering areas of indigenous vegetation broadly to be included in addition to Sites of Ecological Significance and the vegetation and habitat types listed on Appendix 9.1.6.6. However, it is noted that the requirements of clause (b)(i) require areas of indigenous biodiversity to be maintained, protected and potentially enhanced.

Policy 9.1.2.2.14

Amendments to Policy 9.1.2.2.14 were requested to include a reference to the CRPS to determine what constitutes residual adverse effects in the context of biodiversity offsetting. However, such amendments are considered unnecessary as Policy 9.1.2.2.14 includes reference to Appendix 9.1.6.5

(biodiversity offsetting framework) which includes direction on residual adverse effects. Further amendments to Policy 9.1.2.2.14 are sought to restrict the use of biodiversity offsetting to indigenous vegetation outside Sites of Ecological Significance or the vegetation listed on Appendix 9.1.6.6. However, the use of biodiversity offsetting is intended to contribute to achieving an outcome of “no net loss” within significant natural areas in accordance with the CRPS.

Additional Rules

Rule 9.1.4.1.1 P1 clauses (i), (ii), (iii) and (vi) have been requested to be brought into the scope of PC7. However, with the exception of clause (iii) that relates to improved pasture, clauses (i), (ii) and (vi) are outside the scope of the plan change (i.e., areas significant indigenous vegetation within areas of improved pasture). While not clear in the PC7 document (as it references Rule 9.1.4.1.1, the scope is limited to P1(a)(iii) and the new Rule P5).

Clause (iii) has requested to be deleted on the basis that there won’t be areas of improved pasture within Sites of Ecological Significance. Until those assessments have been undertaken, this cannot be assumed. Therefore the retention of clause (iii) is considered necessary.

17. Draft submission on the Ministry of Transport's discussion document: Enabling Drone Integration

Reference / Te Tohutoro: 21/408478

Report of / Te Pou
Matua: Libby Elvidge, Senior Policy Analyst, Libby.Elvidge@ccc.govt.nz

General Manager /
Pouwhakarae: Lynn McClelland, Assistant Chief Executive Strategic Policy and Performance, Lynn.McClelland@ccc.govt.nz

1. Purpose of the Report / Te Pūtake Pūrongo

- 1.1 The purpose of this report is to seek Council approval of the draft submission on the Ministry of Transport discussion document: Enabling Drone Integration.
- 1.2 The decision in this report is of low significance in relation to the Christchurch City Council's Significance and Engagement Policy. This recognises that while there may be a higher level of community interest in the proposed changes to the drone rules, and possible resulting changes required to the Council's Drones and Remotely Piloted Aircraft Systems Policy 2016, the specific decision (to approve the draft submission) is of a lower level of significance.

2. Officer Recommendations / Ngā Tūtohu

That the Council:

1. Approve the draft submission to the Ministry of Transport on its discussion document: Enabling Drone Integration (**Attachment A**).

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

- 3.1 The Council regularly makes submissions on proposals of significance to the Christchurch community.
- 3.2 The Ministry of Transport, with the Civil Aviation Authority (CAA), are currently consulting on a proposed approach to enhance the New Zealand drone regulatory regime and enable the integration of drones into the civil aviation system. The [discussion document](#) can be found on the Ministry's website. Submissions are due by Friday 21 May 2021.
- 3.3 The proposed changes are likely to require a review of the Council's [Drones and Remotely Piloted Aircraft Systems Policy 2016](#) to align with the proposed aviation rules for drones.

4. Alternative Options Considered / Ētahi atu Kōwhiringa

- 4.1 The alternative option to the recommendation above is to decide not to make a submission. This is not the preferred option as the proposals have implications for a Council policy.

5. Detail / Te Whakamahuki

Discussion document: Enabling Drone Integration

- 5.1 Drone technology has evolved rapidly and is expected to continue to grow in popularity, leading to efficiency and productivity gains across various sectors of the economy. However, the rules for drone operations date back to the mid-1990s. The Ministry notes that the global

drone market generated \$38.29 billion in 2018 and is estimated to grow at 8.5% during the forecast period, 2019-2029. The Asia-Pacific region has the highest growth rate during the forecast period.

- 5.2 The Ministry and CAA have been working together to ensure their approach to drones keeps up with changing technology and best practices while maintaining the safety and security of people and property, both in the air and on the ground. The consultation document aligns with their strategy [Taking Flight](#). It covers:
 - 5.2.1 How we can safely and securely integrate drones more widely in to the transport system – what building blocks are needed.
 - 5.2.2 How to better use drones in certain industries.
 - 5.2.3 Bringing NZ up to speed with global regulation.
- 5.3 The discussion document proposes introducing a series of regulatory measures that will enable the integration of drones into the aviation system, and ultimately the wider transport system. These include:
 - 5.3.1 **Changes to aviation rules** – to make the rules clearer, fairer and future focused. This would include a standalone Civil Aviation Rule Part specifically for remotely piloted aircraft (separate from other unmanned aircraft like rockets); remove or relax the consent requirement for flights over people or property; and review of the minimum flight distance from aerodromes.
 - 5.3.2 **Basic pilot qualification** – to improve knowledge and awareness of the rules.
 - 5.3.3 **Drone registration requirements** – so drones and their owners can be identified in order to ensure important information can be communicated to operators, and to improve enforcement.
- 5.4 It also notes that further changes will be considered, which include enhancing situational awareness for drone operators and making it easier for drone operators to know where they can or cannot fly. These additional measures would follow implementation of the first set of measures:
 - 5.4.1 **Remote identification** – introduce mandatory use of remote identification on certain drones during flight to enhance situational awareness and improve enforcement. An on-board system would enable the transmission of drone identification (i.e. drone registration number) and real-time information about the flight, that third parties can receive, e.g. through cell phone, Wi-Fi or Bluetooth
 - 5.4.2 **Geo-awareness** – to make it easier for drone operators to know where they can or cannot fly. Improved situational awareness would also benefit other parties and help protect sensitive sites and infrastructure. This requires the creation of a digital map that provides all necessary aeronautical information for drone operations.
- 5.5 The short-term benefits identified are fewer illegal airspace incursions; fewer personal injuries and property damages; more effective and timely enforcement; and improved confidence and acceptance of drones.
- 5.6 The long-term benefits identified include a foundation for safely integrating drones into the aviation system; enabling more complex drone operations; creation and improvement of markets leading to new job opportunities; and making it easier for people wanting to use drones.

Key submission points

- 5.7 The draft Council submission generally supports the discussion document as a means to ensure the aviation rules for drones are fit for purpose. In particular, the draft submission supports the introduction of a basic qualification, drone registration, and the introduction of remote identification and geo-awareness.
- 5.8 Enabling the integration of drones into the aviation and wider transport system should seek to align with the Government's and the Council's greenhouse gas emission reduction goals. The draft submission recommends that a target date of 2025 is set for all registered drones to have zero exhaust emissions.
- 5.9 The proposed measures raise some concerns about how the changes will align with Council policy to protect Council-owned property. The submission recommends retaining the requirement for consent to fly over people and property. It also recommends clarity on rules for taking-off and landing, not just focusing on flights in transit.
- 5.10 There is no infringement regime (fines) available for many of the Council's bylaws (and the policies made under those bylaws), particularly those that regulate against nuisance. If the proposed changes to the aviation rules for drones introduce an infringement regime, it will only apply to the safe operation of the drone. Retaining the landowner consent requirement will enable the Council to continue to protect its assets. The draft submission also recommends consideration be given to enable councils to issue infringements for drone-related breaches of the aviation rules.

The Council's Drones Policy

- 5.11 The [Drones and Remotely Piloted Aircraft Systems Policy 2016](#) was adopted by the Council following the introduction of Civil Aviation Rules for drones that required the operator to have landowner permission to fly over their property. For the Council, property includes public spaces, parks, facilities, and roads.
- 5.12 All operators must follow Civil Aviation Rule Part 101. Under the policy, the operator must also have Part 102 certification and provide hazard and traffic management plans to obtain permission to fly over roads and facilities, and when flying over crowds at events.
- 5.13 The policy allows for drones weighing under 1.5kg to be flown in most parks without applying for permission under the Parks and Reserves Bylaw (these parks are identified on the Council [website](#)). Sensitive sites and some parks, however, do require specific permission. These are listed in the policy – garden and heritage parks; cemeteries; specified wetlands and sensitive areas; coastal legal road corridor (Scarborough boat ramp to Godley Head, and Banks Peninsula); and within 10 metres of a playground, open-air pool or the boundary of any park.

Implications for the Council's Drones Policy

- 5.14 If the measures discussed in the discussion document are implemented, the Council will need to review its Drones Policy. This will need to, at the very least, update the policy scope to only refer to drones in line with the aviation rules. It may need to consider what bylaw permissions (as landowner) are able to be covered by the policy if the landowner consent requirement is relaxed or removed by the aviation rules, including for commercial activity, nuisance, and interference with the road.

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

Strategic Alignment / Te Rautaki Tīaroaro

- 6.1 The draft submission aligns with the Strategic Priorities enabling active and connected communities to own their own future; and meeting the challenge of climate change through every means available.
- 6.2 It also aligns with the community outcomes prosperous economy; liveable city; and resilient communities. Christchurch is known as a drone-friendly city, a place that encourages innovation and enables progressive activities.
- 6.3 This report supports the [Council's Long Term Plan \(2018 - 2028\)](#):
 - 6.3.1 Activity: Strategic Planning and Policy
 - Level of Service: 17.0.1.2 Advice to Council on high priority policy & planning issues that affect the City. Advice is aligned with & delivers on the governance expectations as evidenced through the Council Strategic Framework - Annual work programme aligned to Framework

Policy Consistency / Te Whai Kaupapa here

- 6.4 The decision to make a submission is consistent with Council's Plans and Policies. If Cabinet agrees to implement the proposed changes to the landowner consent requirement, the Council will need to review its Drones and Remotely Piloted Aircraft Systems Policy 2016 to ensure consistency with the aviation rules for drones.

Impact on Mana Whenua / Ngā Whai Take Mana Whenua

- 6.5 The decision to make a submission 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

- 6.6 Making a submission does not raise any climate change impacts.

Accessibility Considerations / Ngā Whai Whakaaro mā te Hunga Hauā

- 6.7 Making a submission does not raise any accessibility considerations.

7. Resource Implications / Ngā Hīraunga Rauemi

- 7.1 There are no direct resource implications for approving a submission on this consultation. The cost of preparing the draft submission has been met from existing budgets.
- 7.2 In the discussion document, the Ministry has indicated that the Rules development process will occur over 2022-2023. Following the development of the aviation rules for drones, if a review of the Council's policy is required, it will be included on the Council's Strategy and Policy Forward Work Programme at that time.

8. Legal Implications / Ngā Hīraunga ā-Ture

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

- 8.1 The Council, and any person, can make a submission on the Ministry of Transport's discussion document.

Other Legal Implications / Ētahi atu Hīraunga-ā-Ture

- 8.2 There is no legal context, issue or implication relevant to this decision.

8.3 This report has not been reviewed and approved by the Legal Services Unit

9. Risk Management Implications / Ngā Hiraunga Tūraru

9.1 The Council has the opportunity in finalising the submission to manage any risks that might emerge.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	Draft submission on Enabling Drone Integration	452

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

Document Name	Location / File Link
Ministry of Transport, Enabling Drone Integration discussion document	https://www.transport.govt.nz/consultations/enabling-drone-integration/

Confirmation of Statutory Compliance / Te Whakatūtutanga 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	Libby Elvidge - Senior Policy Analyst
Approved By	Emma Davis - Head of Strategic Policy Lynn McClelland - Assistant Chief Executive Strategic Policy and Performance

Ministry of Transport Discussion Document: Enabling Drone Integration

[date]

Ministry of Transport
enablingdroneintegration@transport.govt.nz

Christchurch City Council submission on the discussion document: Enabling Drone Integration consultation

Christchurch City Council thanks the Ministry for the opportunity to provide comment on its discussion document: Enabling Drone Integration. We are encouraged to see the Ministry and CAA reviewing the rules for drones to ensure they are fit for purpose to keep up with the changing technology and increased opportunities for drone use.

Enabling the integration of drones into the aviation and wider transport system should seek to align with the Government's and Christchurch City Council's greenhouse gas emission reduction goals. We recommend a target date of 2025 is set for all registered drones to have zero exhaust emissions.

Full integration of drones into the transport system, and advanced technological development could ease land transport congestion and associated emissions if some goods and/or passenger service trips are replaced by drone operations. At that level, however, there will need to be consideration of infrastructure requirements and associated legislative changes/provisions (e.g. Land Transport Management Act, Land Transport Act, Land Transport (Road User) Rules and Land Transport Rule: Traffic Control Devices).

We do, however, have some concerns about how the changes to the rules to better integrate drones into the wider transport system will align with Council policy to protect Council-owned property, including sites where birds live (nest, feed or rest), and the requirements for permission to undertake certain activities on Council-owned property, including commercial activities and causing obstructions.

The Council supports a wellbeing approach to considering regulatory change, which takes a broad approach to evaluating the potential costs and benefits of this developing sector. A balance needs to be found between the benefits to business/individuals (e.g. cheaper transportation/delivery costs) with potential increased public nuisance such as increased noise over properties and privacy concerns. We need to consider the four aspects of community well-being – social, economic, environmental and cultural – as set out in the Local Government Act 2002.

We look forward to working with both the Ministry and the Civil Aviation Authority on the implications of drone use in public space, including for the wider integration of drones into the transport system.

For any clarification on points within this submission, please contact Libby Elvidge at libby.elvidge@ccc.govt.nz

Kind regards

Lianne Dalziel

Mayor of Christchurch

Question	Council comment
1. What is your view on the proposed series of measures? Are there any other alternatives you suggest we consider?	<p>In general, the intent of the proposed series of measures is supported. However, we have concerns related to some aspects of the proposed measures – specifically the proposed rule update to relax the need to obtain consent to fly over people and property.</p> <p>The discussion document also seems to focus this aspect of the proposed rule change on flights <u>over</u> property, and doesn't address associated take-off / landing and ground-based operations of flights that are conducted on Council owned land and public spaces.</p> <p>The proposed measures must ensure that provisions remain to allow Council to manage and control use of drones on and around its property and horizontal infrastructure. Consideration of ground operations will also be important in the longer term, as drones are integrated in to the wider transport system and development of specialist infrastructure (or modification of existing infrastructure) is required. More of a 'rules based approach' is likely to be required when drones move into transporting people and goods. This will require knowledge of both the safety of the drone operation and regulatory requirements of local authorities.</p>
2. Would the proposed approach help achieve the desired objectives?	<p>Generally yes, but this will depend greatly on detail of the final rule changes and the level of compliance with proposed drone registration and basic pilot qualification measures. It is perhaps questionable how successful the proposed approach will be in achieving objective four (i.e. New Zealanders feel confident that drones are being used responsibly and accept them in their day-to-day lives) – particularly in regard to nuisance and privacy concerns.</p> <p>The discussion document largely seems to seek to serve small scale domestic use and not address drones for e.g. delivery or the next evolution we'd expect to see (other than appendix 2), which means industry still suffer from long lead times. At the same time, the government may also suffer from long lead in times in regulating an activity that will already be occurring (like what happened with e-scooters – a new piece of technology which was essentially put on the streets as a commercial activity and then local authorities had to decide how to deal with them after they were already being used, with gaps in traffic legislation to manage it). As drone technology advances, it will be important to keep up with changes to the regulatory measures and not have to 'play catch up'.</p>

	<p>The discussion document could have gone further to address the more commercial elements people are coming up against, like process and infrastructure, including the regulatory requirements at ground level (both national and local).</p> <p>The use of drones for recreation and commercial activities needs to be balanced with other uses in public spaces. Examples of this include drones being flown in close proximity to paragliders on the Port Hills; drones being used a part of an event (for recording or as a lightshow) and attendees trying to film with their own drones.</p> <p>It is important that climate change implications are a focus. While drones may be a lower-emission means of transport than other types of transport, there are still a number of (mostly larger) drones using greenhouse gases or are hybrids. Setting a target, e.g. 2025, for all drones to be emission-free would align with the government's zero carbon goals.</p>
3. Would the proposed approach help address the problems and opportunities identified?	<p>Generally yes, but will again depend on final outcome and detail of proposed rule changes and level of compliance with (and enforcement of) proposed regulatory measures.</p> <p>Realisation of longer term transport opportunities will require CAA/MoT to involve local authorities and other key transport sector stakeholders in the process.</p>
4. Are there any other problems and opportunities you can think of?	<p>We note these in our responses to the following questions, but to summarise:</p> <ul style="list-style-type: none"> • Greenhouse gas emission reduction – We recommend a target date of 2025 is set for all registered drones to have zero exhaust emissions. This would align with both the Government's and Christchurch City Council's greenhouse gas emission reduction goals. • Council bylaws and policies – we can protect against noise and nuisance (take-off/landing, not flying over certain areas) or require permission for commercial activities or obstructions, however, penalties do not include infringements when made under the Local Government Act 2002 (i.e. fine on conviction). Councils also have a duty to protect and manage council property. How can councils work better with the Ministry and CAA to integrate/align drone regulations into local authority regulations? • Commercial use – distinguishing recreational flights from commercial flights would benefit the drone operator in helping them understand different requirements (permissions) for flying over council-owned property. • Privacy concerns – while mostly a matter for the Privacy Commissioner, councils and CAA both receive privacy-related complaints about drone use. Further work needs to be done to address

	<p>these concerns, particularly as camera technology develops and pictures become clearer. There is a potential high risk that users may inadvertently breach privacy of individuals. Clear and effective guidance would need to be developed to protect personal rights and mitigate risk to users.</p> <ul style="list-style-type: none"> • Compliance – as drone use increases, there will be further difficulties in the ability to enforce the rules. Will CAA be able to issue infringements after the fact? How will CAA be able to resource this, e.g. will other authorities be authorised to issue fines? • Transport – the use of drones could provide opportunities for transport asset owners and operators for tasks such as traffic management, incident response, road/road layout inspections, and traffic and pedestrian surveys.
5. Do you agree with the proposed order of implementation of the measures?	<p>Yes, although the longer-term measures to integrate drones into the aviation system and then the wider transport system will have a number of cross-overs, particularly when drones are landing/taking-off from public spaces. Aspects of the measures to enable drones to work successfully in the wider transport system should be brought forward to manage the risks of drones above the transport corridor, including when drones are being flown in urban areas where taller building can impact the wind, etc.</p>

Rules Update

Question	Council comment
Major changes to the Rules	
1. Should drones have their own standalone Rule Part?	Yes.
2. Should we review the four-kilometre minimum flight distance from aerodromes?	<p>Yes, we agree with reducing the distance from aerodromes, but consideration should be given to the type/use of aerodrome(s). For example, major airports need a greater clearance distance than say the roof-top helicopter pad at Christchurch Hospital.</p> <p>We recommend distinguishing between fixed wing aerodromes and heliports. Heliports could come down to a 1km radius, while fixed wing airports could be modified to reflect the approach and take-off gates.</p>

	<p>We note that most of Christchurch airspace is controlled airspace and often drone operators think the Council's landowner approval for a flight is all that they need (even though the Council policy requires full compliance with the Rules), and they do not seek air traffic control permission. There needs to be more education about the different approvals from different organisations.</p>
<p>3. Should we change the requirement to gain consent to fly above property by:</p> <p>a. Using 'safe distances' as an alternative?</p> <p>b. Relaxing the requirement in another way?</p> <p>c. Removing the requirement completely?</p>	<p>We do not agree that the landowner permission should be removed completely. We do recognise that this rule can be impractical and often unachievable for drone operators. However, if the rule is removed then it will fall to councils to manage permissions solely through its bylaws and policies. Many drone operators are already unaware of the different permissions required from landowner and also air traffic control in the airspace above Christchurch.</p> <p>This question appears to be focussed on flights transiting above private property, in which case relaxing the requirement or using safe distances might be appropriate.</p> <p>However, many drone operators use Council land for take-off and landing as well as flights above Council land. These changes must also consider associated ground operations within/from Council-owned land and infrastructure/property, not just flights over.</p> <p>Any rule change must still allow the Council to manage/control use of its property for ground operations. If the 'safe distances' alternative is adopted, we would suggest a tiered-approach that considers different types of property/land (e.g. arterial roads, pedestrian malls and public spaces with large concentrations of people, bird nesting areas)? It is recognised, however, that such an approach would be more difficult to implement, manage and enforce.</p> <p>Another consideration is that of occupied and/or developed land versus unoccupied/undeveloped land. It may be more appropriate to fly without permission over undeveloped land. However councils have many of the same issues on its reserve land as the Department of Conservation does on conservation land.</p> <p>We also recommend that any changes to the consent rule should exclude filming and photography. If mapping or taking imagery of a property then consent should be required. This may be more achievable if commercial vs recreational flights are separated.</p>

<p>4. Should we change the requirement to gain consent to fly above people by:</p> <ul style="list-style-type: none"> a. Using 'safe distances' as an alternative? b. Relaxing the requirement in another way? c. Removing the requirement completely? 	<p>We support the use of 'safe distances' as an alternative to the requirement to gain consent to fly over people.</p> <p>Again, however, consideration needs to be given to places and/or events with large concentrations of people, and perhaps also nature of events/gatherings. From a safety perspective, consideration should also be given to the different level of risk for people outside (and exposed) underneath a flight path and those people inside buildings/vehicles.</p> <p>We recommend drone operators flying above crowds/at events should be Part 102 qualified.</p>
<p>5. If we use 'safe distances' as an appropriate alternative to the consent provision, what distance(s) would you consider is appropriate?</p> <ul style="list-style-type: none"> a. 10 metres b. 30 metres c. 50 metres d. Other. 	<p>If safe distances are to be considered, we think 50m would be an appropriate height for flying over property and people.</p> <p>It is unclear how the safe distance would work in built up urban environments, for example drones flying above a transport corridor that has high-rise buildings on each side (i.e. reducing the open airspace around the drone) and the implications of this.</p> <p>Additionally, should safe distances for different sized drones be imposed? For example question 4 discusses the requirement for drones over 250 grams to be registered, a drone of that size could be ok flying 50 metres above property, but flying 50m above with a larger drone of 25kg, for example, could seem extremely low.</p>
<p>6. Are there any other major Rules changes we should consider?</p>	<p>Rules for take-off and landing, and setting down of things, not just the operation of the flight. The Council would like to work with the Ministry and CAA to fully understand the implications of take-off and landing on Council-owned property and how to mitigate the risks and other hazards, especially if the landowner permission rule is relaxed or removed.</p> <p>Councils can introduce bylaws to manage nuisance, for examples our Parks and Reserves Bylaw clause related to aircraft landing, taking off and setting down of anything. However, bylaws made under the Local Government Act 2002 do not have provision for issuing infringements.</p> <p>We recommend that the Director of Civil Aviation consider authorising the ability to issue infringements to authorised Council staff. This would have an impact on resourcing of Council staff, but we are open to discussion with the Ministry and CAA.</p>

	<p>Wildlife: The existing Department of Conservation guidelines should apply to other wildlife areas also – including “fly no closer than 50 m in any direction to shorebirds or seabirds” and “abandon contact at the first sign of any bird being disturbed”. Geo-fencing and other innovative solutions would be useful for this purpose and CCC encourages their development and installation.</p> <p>The Wildlife Act makes it unlawful to disturb the nesting of protected native birdlife, but it doesn’t specifically make it unlawful to disturb birdlife at other seasons of the year – except in the specific instance of birdlife occurring within reserves, refuges and sanctuaries where disturbance and displacement is unlawful. A gap therefore exists around protection of non-breeding protected bird species from disturbance by drones outside of the breeding season. This is problematic as it doesn’t protect birds at key parts of their annual cycle – such as, during the moulting season for waterfowl; the shorebird pre migration/migration period; when birds are concentrated at roosts or high density feeding grounds, etc.</p> <p>Drones have the potential to cause disturbance to birds, most particularly wetland birds, shorebirds and coastal birds. Often, drone operators and observers are unaware of negative impacts on birdlife. The physical intrusion of a drone (and to a lesser extent, the impacts of noise) can cause anxiety amongst flocks of feeding, roosting and breeding birds. Sometimes they are simply confused and cautious or unsettled, while at other times they may perceive the drone as an approaching avian predator (i.e.; they mistake the drone for a hawk or gull, etc.).</p> <p>Disturbance involves a cascading of effects from activity cessation (e.g. birds stop feeding) to vigilance behaviour, to movement away over ground/water; to flying away (flight initiation; to temporary displacement; temporary or permanent abandonment of nests or young; permanent displacement from a site or part of a site, etc. Physiological effects include raised stress levels, loss of condition through reduced feeding or burning up energy by taking flight to escape, disruption to roosting, feeding and breeding behaviours, etc.).</p> <p>We recognise the useful value of utilising drones as a tool (including for wildlife-supporting activities such as bird and habitat surveys) and the wider commercial and recreational potential. The key consideration from a wildlife conservation perspective is to ensure that drone activity does not cause detriment to native bird populations. The discussion document recognises DoC-administered conservation land but it should also recognise and provide for drone controls on conservation land</p>
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	<p>administered by other agencies (regional and territorial authorities for example) and for areas where important wildlife populations occur (such as over estuaries and wetlands, on the shores of lakes and lagoons, along rivers and their margins, on beaches and sand spits, on coastal cliffs, rock stacks, reefs and islets).</p> <p>Part 102 – currently Part 102 process is long and costly and requires a lot of work to generate the exposition. The approvals process is also extremely long taking around 6 months. Consideration should be given to splitting part 102 into two parts, for example:</p> <ul style="list-style-type: none"> - 102 Practical – this would be for companies who generally abide by Part 101 (particularly if persons and properties are relaxed) but could sit the 102 Practical and take an online airspace course (much the same as now) but not complete the exposition and other requirements. Most agency's see the 102 certificate as a competency, and not a consideration as to what rules you have an exemption to. - 102 Full – this would be the same as it is now, and still cover complex drone operations where rules such as flying at night, BVLOS are going to be breached as part of standard operations. This would increase the number of people/companies operating under 102. Many see the application as to onerous and fly outside of the rules anyway.
Minor changes to the Rules	
7. Are there any minor changes to the Rules that would make them easier to understand?	No.
8. What do you think of the proposed minor Rules changes?	<p>We support the high-level changes to clarify the rules.</p> <p>However, the introduction of 'tethered drones' under the rules raises some concerns with us. Consideration should be given to the risks associated at ground level, for instance other users of the public space not realising a drone is being used/tethered when they walk nearby, additional risks of cables, etc. flying near power lines and trees. How will the rule incorporate these sorts of risks to ensure the drone is flown safely (not only in airspace)?</p> <p>We agree with clarifying the spotter/observer requirements for First-Person View, and that relaxing this rule should only be for closed condition flights.</p>
9. Are there any other changes we should consider?	No.

Basic Pilot Qualification

Question	Council comment
1. Should we introduce basic pilot qualification for Part 101 drone pilots?	Yes. Requiring pilots to have a basic qualification would increase awareness to drone operators that there are rules to follow and the purpose of those rules. The education campaigns and initiatives should also continue as a mechanism to raise awareness about safety, security and privacy issues.
2. What impact would a basic pilot qualification likely have on you?	<p>More confidence of reduced risk / risk management related to drone operation on/over road corridors and other public places. A simple process will also enable many drone operators to do business in Christchurch without the delays currently faced by pilots needing Part 102 for what would be covered under Part 101 if the proposed changes are made.</p> <p>It is not clear, however, how compliance be encouraged/monitored/enforced? How will overseas tourists to New Zealand be made aware of this requirement?</p>
3. What format should this test take? a. Electronic/online theory test b. Paper based written theory test (at a provider) c. A practical examination of skill and a paper based written theory test (at a provider) d. Other	<p>We would support an electronic/online theory test, on the basis that it would achieve the greatest level of uptake and support New Zealand's efforts to reduce its carbon footprint. If the registration requirement can be built into the basic qualification test it would greatly improve compliance</p> <p>To use a drone requires understanding of technology, a paper-based written theory test does not align with this (even at a provider, access to a computer should be available or the theory test to be completed separately online).</p> <p>While a practical skills examination would give greater confidence in terms of risk reduction and management, this requirement would be more of an imposition on drone users such that uptake is likely to be low. The process should be as simple as possible to reduce delays in processing.</p> <p>As the technology develops and different uses for drones (e.g. delivery, transport) increases over time, operators of drones for commercial purposes should be required to undertake a test. This will give councils more confidence of the drone operator's abilities to fly a drone safely, as the purpose of the flight (i.e. commercial activity) requires permissions under their bylaws.</p>

4. Should there be a minimum age for basic pilot qualification?	<p>If it is intended that pilots flying drones without the qualification will be infringed, then the age should be consistent with the drone registration requirement (i.e. 14) and the reasons provided for that rationale. Anyone younger should be supervised by someone over 14, regardless of drone ownership.</p> <p>The basic qualification could be optional for younger users to encourage further understanding of the drone rules.</p>
5. Do you agree with the proposed special authorisations given to Part 141 and Part 101.202 approved training organisations?	Yes.
6. Is there any other special authorisations you would like to see? Why?	<p>We recommend that the Director of Civil Aviation consider authorising the ability to issue infringements to authorised Council staff. This would have an impact on resourcing of Council staff, but we are open to discussion with the Ministry and CAA.</p> <p>If drones are taking off or landing in council-owned public space, council bylaws and policies made under the Local Government Act 2002 do not give councils the ability to issue infringements (fines on conviction only).</p>

Drone Registration

Question	Council comment
1. Should we introduce the proposed drone registration system? Why?	Yes. Requiring drones to be registered will increase the public perception about drones, and once drone transmitting information is required, it will improve safety as well.
2. What impact would drone registration likely have on you?	Requiring drones to be registered will reduce some of the administration for the Council when receiving requests for permission to use its public spaces, as the data will be generated from a centralised register and the operator will simply be able to provide their registration confirmation.

	<p>We also receive complaints from the public about drone use, therefore once the drone transmitting information is integrated as well, the ability to link the drone to a person will help with enforcement and referral of complaints to the CAA. Often complaints are received after the fact, so identifying the drone and its operator is impossible.</p> <p>We recommend a target date of 2025 is set for all registered drones to have zero exhaust emissions. This would align with both the Government's and Christchurch City Council's greenhouse gas emission reduction goals.</p>
3. What do you think of the proposed system design (e.g. digital platform) and requirements (e.g. identity authentication)?	<p>We agree with the proposed digital platform design and inclusion of appropriate identity authentication measures (e.g. Real Me). As mentioned in our response to the Basic Qualification question above, underlying systems such as Real Me need to be kept up to date and made very easy to use to encourage high use. If this is too difficult (or too many steps) compliance may drop. If the registration can be built into the test when needed it would greatly improve compliance</p> <p>We agree that the drone requirements for registration should be distinguished from other aircraft. It would also be beneficial to separate registration of commercial and recreational users e.g. identification number beginning with C for commercial and R for recreation.</p> <p>How will people be made aware of this requirement, and how will compliance be encouraged/monitored/enforced? How will international visitors be made aware of this requirement?</p>
4. Should there be a minimum weight threshold for registering a drone? If so, is 250 grams appropriate? If not, what would be an appropriate weight threshold and why?	<p>The 250g threshold is appropriate for now but, as technology develops and more light weight, fully-equipped drones enter the market, there needs to be provision to review this threshold.</p>
5. Should certain drones not need to be registered (such as drones flown solely indoors or within specific designated areas (e.g. Model Flying New Zealand sites) from registration? What other drones should not need to be registered and why?	<p>All drones should be registered (above the weight threshold discussed in the previous question).</p> <p>The only exclusions should be drones which are prototypes, custom builds, etc. and when it may not be practical to register as they could be changing often. These types of drones would not fit a standard drone selection such as a DJI Phantom 4.</p>

	Unregistered drones should only fly in designated areas such as danger zones. Universities such as Canterbury also test drones on similar sites, and have one at Birdlings Flat, and these would be custom drones and often changing.
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Remote ID

Question	Council comment
1. Should we consider introducing Remote ID? Why?	Yes. Remote ID would assist monitoring and enforcement, leading to improved compliance of qualification and registration requirements.
2. What impact would Remote ID likely have on you?	<p>More confidence of reduced risk / risk management related to drone operation on/over road corridors and other public places.</p> <p>We recommend consideration be given to the Remote ID measure incorporating a mechanism to distinguish whether the flight is for recreational or commercial purposes. This would greatly assist councils (and other owners of public land) to have a better understanding of the purpose of drone flights over public space, and assist in the enforcement of breaches of its bylaws (e.g. permission for commercial use on council land, or the setting down of anything from an aircraft on public land, such as deliveries).</p> <p>How will people be made aware of this requirement, and which drones will be required to have mandatory remote ID? How will compliance be encouraged/monitored/enforced?</p>

Geo-awareness

Question	Council comment
1. Should we consider introducing geo-awareness? Why?	Yes. Geo-awareness would improve aviation safety and increase compliance with the rules by drone operators.

<p>2. What impact would geo-awareness likely have on you?</p>	<p>The Council would like to work with the Ministry and CAA to incorporate sites across the city and Banks Peninsula where it is not appropriate for drone flights. Geo-awareness should extend beyond the airspace to also incorporate what is happening at ground level in public spaces. Drone flights are usually at a lower altitude and can create hazards for other activities and infrastructure on the ground, particularly during take-off and landing.</p> <p>Many drone operators are not aware that there are currently locations in council areas where they cannot fly, even if they are following all the other aviation rules. We have a list of sensitive sites already listed in our policy, such as heritage parks, cemeteries, playgrounds, the legal road corridor along the coast, wetlands, Te Waihora (Lake Ellesmere). Geo-awareness technology would also allow the Council to consider exclusion zones of higher-risk transport property and assets (e.g. arterial roads, key transport junctions and hubs, concentrated pedestrian areas) and particularly busy parks (e.g. the Groynes which generates more complaints from the public about drone use).</p> <p>There should also be the possibility to include seasonal times where drone flights are restricted to protect bird nesting seasons.</p>
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18. Community Representative on the Christchurch Primary Health Organisation Board

Reference / Te Tohutoro: 21/450685

Report of / Te Pou John Filsell, Head of Community Support Governance & Partnerships, john.filsell@ccc.govt.nz

General Manager / Pouwhakarae: Mary Richardson, GM Citizen and Community, mary.richardson@ccc.govt.nz

1. Purpose of the Report / Te Pūtake Pūrongo

- 1.1 The purpose of this report is for Council to nominate a community representative to the Christchurch Primary Health Organisation (CPHO) Board. This report has been written following a request from the CPHO.
- 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 number of people impacted, alignment with Council's strategic priorities, financial & operational impacts and the fact that Council currently has a representative on the CPHO Board. The proposed appointment was discussed with the CPHO, the incumbent, a potential elected member representative and through a concise memo to Councillors dated 23 March. There has been no wider community consultation.

2. Officer Recommendations / Ngā Tūtohu

That the Council:

1. Appoint Councillor Melanie Coker as the Community Representative on the Christchurch Primary Health Organisation Board for the remainder of the current Council term, expiring in October 2022.
2. Thank Sharon McFarlane for her service as the community representative on the Christchurch Primary Health Organisation Board from December 2004 to May 2021.

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

- 3.1 Staff have discussed the role with the CPHO Chief Executive Laila Cooper. It is felt that Councillor Coker is suited to the role due to her background, subject matter familiarity and personal interest. Staff have approached Councillor Coker informally and she has agreed to throw her hat into the ring.
- 3.2 Whilst acknowledging the commitment and value offered by the existing community representative; the CPHO Chief Executive and staff agree that it is preferable that the community representative is an elected member of the Council. Having an elected Councillor on the Board of the CPHO will allow the community, through their representative, to contribute to the strategic leadership of this important organisation. It will also increase the direct connection between the two governance entities of the respective organisations; the CPHO Board and the Christchurch City Council.

4. Alternative Options Considered / Ētahi atu Kōwhiringa

- 4.1 Extend the appointment of the existing community representative, a staff member Sharon McFarlane.
 - 4.1.1 Advantages include the fact that Sharon McFarlane is familiar with the role, suitably qualified and has represented the community well.
 - 4.1.2 Disadvantages include the fact that the CPHO, the existing community representative and staff believe that this appointment is best filled by an elected member of the Council should a suitably experienced and motivated member be identified. This is to increase the direct connection between the CPHO Board and the Christchurch City Council.
- 4.2 Decline to make an appointment. This is not recommended as it is important that the community are represented on the CPHO.

5. Detail / Te Whakamahuki

- 5.1 Historically Council has identified a community representative to sit the CPHO Board. Currently this is a staff member. Both the CPHO, the incumbent and staff feel the representative should be a councillor.
- 5.2 Information about the CPHO is available from their website www.chchpho.org.nz Attached to this memo (attachment A) is a copy of the CPHO Strategic Plan and the annual report is available through the following link <https://www.chchpho.org.nz/wp-content/uploads/2020/11/Annual-Report-2020.pdf>
- 5.3 There are 7 Board members – 2 GP representatives, 1 general practice owner representative, 1 practice nurse representative, 1 community representative (nominated by Christchurch City Council), and 2 Māori representatives (nominated by Mana Whenua ki Waitaha). The CPHO currently have a GP attending as an observer, as part of the Board's succession planning.
- 5.4 On 23 March a concise memo was sent to Councillors and the Mayor advising of the opportunity, the potential nomination of Councillor Coker and inviting questions/expressions of interest by 31 March. None have been received.
- 5.5 The decision affects the all of Christchurch and Banks Peninsula. This appointment was discussed with the CPHO, the incumbent, a potential elected member representative and through a concise memo to Councillors dated 23 March. There has been no wider community consultation.

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

Strategic Alignment /Te Rautaki Tīaroaro

- 6.1 The appointment supports the Council's strategic priority of enabling active communities to own their future by having an elected Councillor on the Board of the CPHO and able to contribute to the strategic leadership of this important organisation.
- 6.2 This report supports the [Council's Long Term Plan \(2018 - 2028\)](#):
 - 6.2.1 Activity: Governance & Decision Making
 - Level of Service: 4.1.22 Provide services that ensure all Council and Community Board Meetings are held with full statutory compliance - 100% compliance

Policy Consistency / Te Whai Kaupapa here

- 6.3 The decision is consistent with Council's Plans and Policies as Council has appointed a community representative to the CPHO Board on an ongoing basis.

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.
- 6.5 The CPHO Board has two 2 Māori representatives (nominated by Mana Whenua ki Waitaha).

Climate Change Impact Considerations / Ngā Whai Whakaaro mā te Āhuarangi

- 6.6 Climate change considerations are a focus of the Council. The appointment of an elected member of the Council will ensure that Council's commitment to climate change is reflected on and around the CPHO board table.

Accessibility Considerations / Ngā Whai Whakaaro mā te Hunga Hauā

- 6.7 None. The role has been discussed with the proposed appointee and these no accessibility issues that have come to light.

7. Resource Implications / Ngā Hīraunga Rauemi

Capex/Opex / Ngā Utu Whakahaere

- 7.1 Cost to Implement – There is no additional cost to Council as the community representative is offered a modest sum by the CPHO to recognise their contribution and defray expenses.
- 7.2 Maintenance/Ongoing costs - Meeting attendance payment is \$534.48 GST inclusive. The expectation is that this payment covers meeting attendance, travel time and preparation.
- 7.3 Funding Source - CPHO

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

- 8.2 The appointment process has been discussed with the Legal Services Unit and the Council Secretary who confirmed the appropriate decision making mechanism was an options report to Council.

9. Risk Management Implications / Ngā Hīraunga Tūraru

- 9.1 There is a risk of a gap in community representation on the CPHO Board caused by either the preferred nominee declining to take up the position, or by Council not agreeing on a nominee.
- 9.1.1 This risk is mitigated by the incumbent agreeing to continue in the position until a replacement is found.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	CPHO Strategic Plan	469

Additional background information may be noted in the below table:

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	John Filsell - Head of Community Support, Governance and Partnerships
Approved By	Mary Richardson - General Manager Citizens & Community



Strategic Plan 2021-22

Introduction

Christchurch Primary Health Organisation (PHO) was established in 2003 in response to the Primary Health Care Strategy 2001. The PHO operates as a non-for-profit Limited Liability Company with a Governance Board with seven members. We pride ourselves on being big enough to make a difference and small enough to care.

Mission Statement

Christchurch PHO exists to lead and facilitate the provision of high quality primary healthcare services to the enrolled population through distinctive general practices and innovative networks.

Values Statement

- Proven excellent, innovative, affordable and accessible services, that support the integration and continuity of health care;
- Outcome oriented and solution focused approach to our work;
- Strong connected relationships with the health service workforce;
- Actively empower people to be confident participants in their health care;
- Understand and address the unique health needs of our enrolled population;
- Improve the health and well-being of our enrolled population; and
- Actively partner in the various Alliances at a local, regional and national level.

Strategic Priorities

1. To promote health equity within the populations we serve, with a focus on Māori, children and youth, and mental health.
2. To contribute to the achievement of the Canterbury health system strategic goals, service development and improvement priorities, and regional and national targets.
3. To be a high performing PHO that is innovative, responsive, responsible and publicly accountable.
4. To increase our capacity to support and add value to our member practices in the care they provide to their patients and in the successful operation of their businesses.

19 Nov 2020 reaffirmed

19. Local Government New Zealand 2021 Conference, Awards and Annual General Meeting

Reference / Te Tohutoro: 21/461710

Report of / Te Pou Darel Hall, Principal Advisor (Policy), darel.hall@ccc.govt.nz

Matua: Jo Daly, Council Secretary, jo.daly@ccc.govt.nz

General Manager /
Pouwhakarae: Mary Richardson, General Manager Citizens and Community,
mary.richardson@ccc.govt.nz

1. Purpose of the Report / Te Pūtake Pūrongo

- 1.1 The purpose of this report is to:
 - 1.1.1 Appoint attendees to represent Council at the Local Government New Zealand 2021 Conference and Awards, to be held in Blenheim between 15 July and 17 July 2021.
 - 1.1.2 Appoint Council's voting delegate, and alternate, at the Annual General Meeting to be held on Saturday 17 July 2021.
- 1.2 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 considering the impact of the decision.

2. Officer Recommendations / Ngā Tūtohu

That the Council:

1. Appoint the Mayor and Councillors Chen, Cotter, Davidson, Galloway, Johanson, Mauger and Templeton as Christchurch City Council attendees to the Local Government New Zealand 2021 Conference and Awards.
2. Appoint the Mayor as the presiding voting delegate, and Councillor Cotter as the alternate voting delegate, to attend the Local Government New Zealand Annual General Meeting on 17 July 2021.

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

- 3.1 The Local Government New Zealand (LGNZ) 2021 Conference and Awards will be held between 15 and 17 July 2021, followed by the Annual General Meeting (AGM) on Saturday 17 July 2021. These events will be held at the Marlborough Convention Centre in Blenheim. The theme for the conference is Reimagining Aotearoa from community up.
- 3.2 The Council normally sends between four and six councillor attendees and the Mayor to the LGNZ Conference and Awards. This year the Council will send the Mayor and seven councillors which reflects the significant and existential agenda of LGNZ, including the advocacy priorities over the next 12 months of the Future for Local Government, Three Waters, Resource Management, Housing, and Climate Change. Members will fulfil and enhance their leadership roles through their active participation, including with relevant Ministers on matters members will be called upon to make decisions in the coming year.
- 3.3 The Council is entitled to six votes at the AGM. It is recommended that the Mayor be the Council's presiding voting delegate with another Councillor named as the alternate voting delegate.

- 3.4 The Council is entitled to have up to four delegates attending the LGNZ AGM. This normally includes the Chief Executive or a proxy.
- 3.5 The rules of the New Zealand Local Government Association (trading as Local Government New Zealand) provide that the term delegate includes both an elected member and an officer of the member authority and may include members of the National Council.

4. Alternative Options Considered / Ētahi atu Kōwhiringa

- 4.1 The alternative option is for the Council to send fewer attendees to the Conference and AGM, or not to appoint a voting delegate for the AGM. Fewer attendees could reduce the opportunity for the Council to participate in discussion and develop an understanding of critical issues on which Council will be required to make decisions in the coming year.

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

Strategic Alignment / Te Rautaki Tīaroaro

- 5.1 This report supports the Council's Strategic Priorities.
- 5.2 This report supports the [Council's Long Term Plan \(2018 - 2028\)](#):
 - 5.2.1 Activity: Governance & Decision Making.
- 5.3 Level of Service: 4.1.18 Participation in and contribution to Council decision-making - Percentage of respondents who understand how Council makes decisions: At least 42% g

Policy Consistency / Te Whai Kaupapa here

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

Impact on Mana Whenua / Ngā Whai Take Mana Whenua

- 5.5 This conference and awards event is based in Marlborough and is of low impact upon Canterbury District Mana Whenua. Cultural support to the conference would be managed by local rūnanga representatives.

Climate Change Impact Considerations / Ngā Whai Whakaaro mā te Āhuarangi

- 5.6 There are no specific climate change considerations related to these decisions.

Accessibility Considerations / Ngā Whai Whakaaro mā te Hunga Hauā

- 5.7 There are no specific accessibility considerations associated with these decisions as no delegates or attendees have expressed a need for consideration.

6. Resource Implications / Ngā Hīraunga Rauem

Capex/Opex / Ngā Utu Whakahaere

- 6.1 Cost to Implement – It costs \$1,400 per person to attend the Conference plus accommodation and minor travel costs.
- 6.2 Maintenance/Ongoing costs – see above.
- 6.3 Funding Source - Operational budgets will allow for attendance and travel costs to the Conference and Awards and the AGM.

7. Legal Implications / Ngā Hīraunga ā-Ture

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

- 7.1 The Council has delegation to appoint its attendees at the LGNZ Conference and voting representatives at the LGNZ AGM.

Other Legal Implications / Ētahi atu Hīraunga-ā-Ture

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

8. Risk Management Implications / Ngā Hīraunga Tūraru

- 8.1 There are no risk management implications associated with this decision.

Attachments / Ngā Tāpirihanga

There are no attachments for this report.

Additional background information may be noted in the below table:

Document Name	Location / File Link
LGNZ 2021 Conference and Awards	https://www.lgnz2021.co.nz/

Confirmation of Statutory Compliance / Te Whakatūtutanga 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	Jo Daly - Council Secretary Darel Hall - Senior Advisor (Policy)
Approved By	Mary Richardson - General Manager Citizens & Community

20. Christchurch City Holdings Ltd - Draft Statement of Intent for 2021/22

Reference / Te Tohutoro: 21/528588

Report of / Te Pou
Matua: Linda Gibb, Performance Advisor, and Len van Hout, Manager
External Reporting and Governance, Resources.
linda.gibb@ccc.govt.nz

General Manager /
Pouwhakarae: Diane Brandish, Acting General Manager, Resources.
diane.brandish@ccc.govt.nz

1. Brief Summary

- 1.1 The purpose of this report is to advise the Council of the Christchurch City Holdings Ltd's (CCHL's) group's draft Statements of Intent (SOIs) for 2021/22. CCHL's report on the group's draft SOIs is at **Attachment A**, its draft SOI is at **Attachment B** and the group's draft SOIs are at **Attachment C**. The Council's Letter of Expectation to the CCHL board is at **Attachment D**.
- 1.2 This report has been written as a result of receiving the draft SOIs on or before 1 March in accordance with clause 1(2), part 1 of schedule 8 of the Local Government Act 2002 (LGA).
- 1.3 The Council's obligation as CCHL's shareholder is to provide comments if it so wishes on the draft SOIs by 1 May. Clause 2, part 1 of schedule 8 of the LGA requires Council-controlled organisation (CCO) boards to consider the comments, if any on the draft SOIs before finalising them by 30 June, and publishing them by 31 July.
- 1.4 The CCHL subsidiaries have not yet completed business planning, so all financial forecasts should be treated as indicative (subject to finalisation through each entity's business planning activity).
- 1.5 CCHL must comply with the Financial Markets Conduct Act 2013 and the NZX Debt market listing rules. As a reminder, it is illegal for any person who has the information (known as insider information) to trade in CCHL's bonds, advise or encourage others to trade or hold CCHL's bonds, or pass on or disclosure the insider information to others.

Secretarial Note: This report was referred to the Council from the Finance and Performance Committee at its meeting on 29 April 2021 (resolution **FPCO/2021/0023**).

2. Officer Recommendations / Ngā Tūtohu

That the Council:

1. Notes the draft Statements of Intent for 2021/22 for Christchurch City Holdings Ltd and its subsidiaries;
2. Agrees to provide feedback to Christchurch City Holdings Ltd on the group's draft Statements of Intent as set out in this report and to endorse the feedback that Christchurch City Holdings Ltd has advised it will provide to its subsidiary companies.

Local Government Act 2002

- 2.1 Key content requirements for SOIs are set out in parts 2 and 3 of schedule 8 of the LGA (for trading CCOs (CCTOs)).

- 2.2 They include stating the objectives of the group, the board's approach to governance, nature and scope of activities to be undertaken, non-financial performance targets and other measures by which performance is judged in relation to the objectives, an estimate of the amount or proportion of accumulated profits and capital reserves that is intended to be distributed to shareholders, and the board's estimate of commercial value of the Council's investment in the CCO or its group.
- 2.3 The CCHL group's draft SOIs meet these requirements, with one exception which will be rectified in the final SOI. The omission was an oversight.

Letter of Expectations 2021/22

- 2.4 The Letter of Expectations (LOE) to CCHL for 2021/22 is at **Attachment D**. The key requirements in the LOE (summarised) are the following:
- Prosperous economy – to focus on the group's recovery from the impacts of COVID-19 and to consider the contribution they can make to the city's economic and social recovery and to maximise dividend distributions.
 - Climate change – target carbon neutrality by 2030, and demonstrating progress in its planning for achieving this. Work is ongoing on this at a group level. The subsidiary companies are at different points in their individual carbon reduction programmes.
 - Governance – diversity of board membership and restraint in the level of senior executive total remuneration demonstrated by a narrowing gap between the highest and lowest remunerated employees. Also requested was that CCHL stress to the boards of its subsidiaries the importance of holding senior executives to account.
 - Engagement – to continue to work closely with ChristchurchNZ Holdings Ltd to ensure strong strategic alignment between the two companies. CCHL's draft SOI is strong on collaboration within its group but has not separately identified CNZ. This is an oversight and will be included in the final SOI.
 - Reporting – periodic reporting on achieving remuneration expectations across the group, implementing the living wage, benchmarking performance against other similar organisations and the group's recovery plans and financial strategy.
- 2.5 These expectations have been appropriately provided for in the group's draft SOIs, as discussed in CCHL's cover report on page 4.

Living Wage

- 2.6 At a workshop on 30 March, the CCHL board provided an update on the implementation of the living wage across the group. The advice was that each of the entities that have staff earning below the current minimum wage of \$22.10 per hour is working towards implementing that rate where possible, taking into account the timing of union contract negotiations and affordability.

Restraint on senior executive remuneration

- 2.7 At the workshop, the CCHL board also discussed the governance tensions regarding senior executive remuneration. While acknowledging the issue is one of concern both to it and the Council, the CCHL board noted the criticality of the chief executive position to the success of the company, both for achieving its purpose and driving value, the legal obligations for directors to act in the best interests of the company and the market 'price' for such roles.
- 2.8 The issue has been noted in the draft SOIs with the exception of Orion's, which will be addressed with the company as part of CCHL's feedback on the draft SOI.

Diversity

- 2.9 CCHL's draft SOI demonstrates its commitment to achieving diversity on the groups' boards and reporting progress to the Council. As well, it has been explicit in its intent to encourage its subsidiaries to work towards (and report on) narrowing the gap between the highest and lowest remuneration in their respective companies.

Review of Auckland Council's CCOs

- 2.10 The review of the Auckland Council's substantive CCOs in 2020 identified a number of weaknesses in the governance and accountability settings which do not have material applicability to this Council's CCO framework.
- 2.11 The above notwithstanding, the Auckland CCO review did raise several general issues that are relevant to a CCO's SOI, irrespective of its size or funding levels, as follows:
- they should allow the public and council to understand at a glance what the CCO's activities for the year will be;
 - most SOIs were lengthy (the reviewers noted one even reached 37 pages), miss financial performance measures or are poorly aligned to their activities and objectives; and
 - key performance measures should include meeting strategic priorities and goals.
- 2.12 The CCHL group's draft SOIs for its five large subsidiary companies range in length from 19 to 27 pages. Staff consider the groups' draft SOIs provide high quality information with respect to work programmes and that they provide meaningful information that goes beyond the LGA requirements. Objectives are clearly articulated and their commercial, social, environmental and cultural activities to achieve their objectives are evident in the draft SOIs.
- 2.13 The reviewers also recommended that a core set of financial performance measures are identified and become mandatory performance measures in each SOI, with any others at the discretion of the CCO.
- 2.14 The CCHL group uses a variety of financial targets to demonstrate performance which have been tailored to the company's specific circumstances. Examples of these targets include measures of shareholder returns (return on average equity), revenue and profit growth, and gearing. The risk of imposing a template on the companies, as suggested by the reviewers, is that they focus solely on those ratios and let others slide over time.
- 2.15 Non-financial performance targets largely speak to sustainable business, looking after staff, health and safety of staff and customers, reducing and offsetting carbon emissions and customer service.
- 2.16 Over the past five years or so, the quality of the CCHL group's SOIs has markedly improved, partly as a result of the collaborative working relationship between CCHL and Council staff towards achieving year on year improvements in disclosures.

COVID-19 impacts

- 2.17 Last year's final SOIs included expected impacts from COVID-19 which mostly affected Christchurch International Airport Ltd (CIAL) and Lyttelton Port Company Ltd (LPC). The assumptions around timing of reopening of international borders and trans-Tasman bubbles have been changed to reflect new expectations which has impacted the forecasts.

Comparison with prior year SOIs

- 2.18 At a workshop on 30 March, CCHL advised that its subsidiary companies are yet to complete business planning, and therefore the financial forecasts are not final. However, the forecasts have been updated to reflect information known to date. CCHL has advised that it does not

anticipate that the forecasts when finalised will materially change the dividends forecast by CCHL to the Council.

- 2.19 CCHL's report at **Attachment A** provides a comparison of each of the group's draft SOI financial forecasts against those in the final SOIs of last year.
- 2.20 CCHL's dividend to the Council increases from a forecast \$16 million in 2021/22 to \$50.7 million in 2023/24 which takes into account the following:
- Improved profitability from strong cost control across the group as a result of COVID-19 which will continue to prevail at current levels of output.
 - Orion's profitability is broadly similar over the forecast period, but its dividends reduce from approximately \$30 million in 2021/22 and 2022/23 to \$25 million in 2023/24. CCHL has previously signalled Orion will need to increase its debt to fund its capital investment programme over the next few years.
 - CIAL has not provided detail of its forecast dividends over the SOI period, and although there remains significant uncertainty in its core business activities CCHL intends to request that the company includes dividend forecasts in the final SOI.
 - LPC's profits increase from \$13 and \$14 million in the first two SOI years to \$23 million in 2023/24 reflecting an expectation of higher volumes and improving profit margins. There is no change in its forecast dividends due to the company paying higher dividends in the first two SOI years, at CCHL's request.
 - Enable's dividends are projected over the three years at \$17 million, \$28.5 million and \$36 million, these higher dividend projections are a reflection that Enable are using their free cash flow to support dividend payments to CCHL during the SOI period rather than reducing its own debt. This was at the request of CCHL during the period that CIAL has been impacted by COVID-19 and consequently unable to pay dividends.
 - City Care is forecasting steady growth in its profitability and dividends over the period. The profitability forecasts of between \$5 and \$8 million in each of the three year SOI timeframe compare with last year's SOI forecasts of around \$0.5 million in each year.

Annual end-to-end governance and accountability process

- 2.21 Following the publication of final SOIs by 30 June, the annual end-to-end process for the 2021/22 financial year is proposed as follows:

Deliverable	Due to Council staff	Workshop	F&P meeting
Annual report for year ending 30 June 2021	By 30 September	N/A	November
Strategic update, Draft Letter of Expectations / Statement of Expectations	N/A	October	November
Quarter 1 (July-Sept) performance report	By 30 November	N/A	December
Half year (interim) report	By 28 February	N/A	March / April
Draft SOIs	By 1 March	March	April
Quarter 3 (Jan-Mar) performance report and expected annual outturn	By 31 May	N/A	June / July

Strategic update – CCHL business plan	May	June	August
Issues workshop, including for example - diversity on boards, living wage, strategic projects, valuation, benchmarking performance, opportunities and threats.	N/A	January / February	N/A

Next steps

- 2.22 Feedback proposed throughout this report is provided to CCHL by 1 May 2021 as required by clause 2, part 1 of schedule 8 of the LGA including acknowledgement of its advice of feedback it intends to provide to its subsidiaries.
- 2.23 Final SOIs will be submitted to the Council by 30 June 2021 and will be published on the individual websites of each company within one month of the SOI being adopted.

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	Christchurch City Holdings Ltd - Report on Group's draft Statement of Intent 2021/22	481
B ↓	Christchurch City Holdings Ltd - Draft Statement of Intent 2021/22	490
C ↓	Christchurch City Holdings Ltd - Subsidiaries' Draft Statements of Intent 2021/22	517
D ↓	Christchurch City Holdings Ltd - Letter of Expectations for 2021/22	657

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

Document Name	Location / File Link
Nil	Nil

Confirmation of Statutory Compliance / Te Whakatūtutanga 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 CCO
Approved By	Bruce Moher - Head of Financial Management Diane Brandish - Acting General Manager Resources



Christchurch
City Holdings
Limited

Report for Council

Date: 6 April 2021

To: Dawn Baxendale, CEO, Christchurch City Council

From: Paul Munro, CEO, Christchurch City Holdings Ltd

Subject: Draft Statements of Intent – Subsidiary Companies

Background

Most CCOs are required under the Local Government Act to prepare a Statement of Intent (Sol) each year. A draft of this Sol is required to be submitted to their shareholder and the ultimate shareholder (CCHL and Council) by 1 March 2021.

Please note the following:

1. LPC is a Port Company governed by the Port Companies Act 1988, and accordingly, their Statement of Intent is prepared in accordance with LPC's obligations under that Act, not the Local Government Act.
2. Orion is an Energy Company governed by the Energy Companies Act 1992, and accordingly, their Statement of Intent is prepared in accordance with section 39 of that Act and clause 11 of Orion's constitution, not the Local Government Act.

Purpose

This report details the process required for reviewing and providing feedback to the Subsidiary companies on their draft Sols before the required timeline of 1 May 2021. This report also provides a summary of the changes made to the companies' previous Sols and highlights changes that deal with the specific requests made of the companies in the CCHL shareholder letter of expectation.

Analysis

Attached to this report are the draft Sols received from each subsidiary before 1 March 2021.

A briefing for Councillors was held on 31 March to provide an opportunity for more direct feedback. At that session, an update was provided on progress against Living Wage and restraint on Executive remuneration. These matters are not further referred to in this report.

Once feedback has been received from Councillors, we will write directly to the Subsidiaries to convey the Council and CCHL feedback.

Draft Numbers

As previously advised the numbers provided in the financial forecasts are draft, as other than Orion, they do not reflect any update from the business planning cycles of each subsidiary. However they do reflect the impact of updated forecasts for FY20 (for example, CIAL have shown a better than budget outcome in current year to date results).

Things to note in regard to forecasts:

- Airport forecasts will continue to be affected by coronavirus developments, including the timing of a trans-Tasman bubble, the possible re-opening of our international borders, and the continued use of the Novatel as an MIQ facility.
- The RBL Property Ltd Sol has been prepared on the basis that all surplus assets except land have been sold in FY21, and the company remains purely as a holding company and landlord for the Ferry Road site. Please note work continues by CCHL on possible options for this site, to be presented to Council.
- The DCL Sol assumes that current transitional arrangements continue, with CNZ seeking to dispose of DCL's land held for resale. The impact of this is that the entity will not be able to be officially liquidated or wound up until:
 - A decision is made on whether the investment of CAP should be held.
 - The settlement of property sales is complete.No proceeds from the sale of any land parcels has been assumed in the Group Sol financial forecasts.

Sol Context

We note that whilst we did not receive the Council Letter of Expectations (LOE) under February 2021, we still sent a CCHL LOE to Subsidiaries in December 2020 as per our usual timing, with the expectation that we would include any additional requests from Council as part of the feedback letter.

The CCHL LOE centred on our five strategic pillars as follows:

Kaitiakitanga

The Council shareholder expectations reinforce that the CCHL Groups commercial and financial performance is currently the highest priority for shareholders. Accordingly, while this drives the need to deliver a commercial rate of return on equity, the CCHL Group also has an inherent responsibility to help our community prosper and to display leadership in areas that will allow Christchurch to grow economically and sustainably. The strength of the wider CCHL Group sees this opportunity amplified through a more connected approach to community-centric service delivery and a shared sense of pride in the value of our work and its positive impact on the community.

*CCHL appreciates the continued support that the companies display in their community engagement through various forms and **encourage our companies to detail these in their Statement of intent (Sol).***

Mana

With 'big data' challenges likely to drive AI, AR, VR and IoT solutions, collaboration is essential to optimise the value of the CCHL Group, through knowledge-sharing and co-opted innovation.

We request you actively engage in CCHL's 2021 Group Programme of work which will include Group-wide initiatives in service of:

- ***Optimising performance***
- ***Accelerating innovation***
- ***Enhancing community impact***
- ***Expanding and leveraging capability***

The proposed programme of work will be designed to be future focused, for mutual benefit, and be delivered by the group for the group.

Financial

CCHL does recognise that an appropriate balance needs to be maintained between dividends and reinvestment, however our reliance on dividend income means it is important that regular communication is maintained to ensure you consult with CCHL in regard to any strategy or business direction that could potentially have a downward impact on dividend targets/payments.

Given the above, the level of debt within each of the subsidiary balance sheets is increasingly relevant to CCHL Group at a consolidated level and so we also request that you continue to target debt levels to ensure that they are no greater than the levels previously signalled in recent business plans.

In relation to reporting against financial performance targets, as a minimum we request the following:

- Revenue
- NPAT
- Shareholder Funds to Total Assets
- Dividends

Sustainability

Our Shareholder has consistently acknowledged the highest levels of importance being placed on reducing our carbon footprint and driving a deliberate sustainability strategy.

CCHL wishes to commend the significant work completed to-date in the area of sustainability by all subsidiary companies, noting that we now have a strong platform in place to consider Group targets that can be measured against the Council plan of being carbon neutral by 2030.

*Another aspect to consider is the need to work towards the Task Force on Climate-related Financial Disclosures (TCFD) reporting requirements during this Sol period. **CCHL intends to develop a Group wide carbon emissions target. This is a complex area that will benefit from input from all parts of the Group. It is proposed CCHL coordinate a small working group to develop a measurable Group target over the next three months.** The output of this work will be shared with the wider group prior to finalising subsidiary Statements of Intent.*

We request the companies support this by each continuing to provide personnel to be part of this working group.

People

We request the companies continue to include safety targets, using the threshold of incidents that are reported to WorkSafe, as the key measure of safety outcomes. Incidents investigated by WorkSafe are another key measure.

Our Group wide initiative to take positive steps to achieve a Living Wage for all direct employees continues to be a key expectation, we do note the challenges that COVID-19 has had on progress of this initiative.

CCHL continue to request that our companies continue to promote and foster a diverse and inclusive workplace, and those initiatives are documented in your Statement of Intent to highlight the importance of this to the Group.

Finally, we request continued recognition of public accountability and to show significant restraint with the level of senior executive total remuneration including actively addressing the need to achieve equitable relativity across the company.

The following table summarises key areas that were asked in the LoE.

	LGA Compliance	Carbon	Diversity	Living Wage	Executive Remuneration
CIAL	Yes.	Specific targets (including net zero by 2030).	Non-numeric targets around diversity, inclusion, & engagement.	No comments.	Importance recognised. No specific targets.
ONZ	Need to reinstate a Commercial Value estimate (deleted last year due to COVID).	Specific targets, informed by UN Development Goals (including net zero by Jun-22).	Non-numeric target to complete next phase of a diversity & inclusion programme, informed by UN Development Goals.	Stated commitment, informed by UN Development Goals, but no specific targets.	No comments.
LPC	Yes.	Specific targets. Aspirational net zero by 2050 (including interim mileposts).	Specific gender balance target.	Stated as a minimum for all staff (except trainees). Not a reportable target.	Importance recognised (balance between market rates and public responsibilities). No specific targets.
ESL	Yes.	Specific targets, linked to UN Development Goals.	Specific targets for gender equity in leadership roles and pay, linked to UN Development Goals.	Specific targets for Living Wage (including plans for contractors), linked to UN Development Goals.	Importance recognised (balance between market rates and public responsibilities). No specific targets.
CCL	Yes.	Specific targets for long-term goals only (30% down by 2030, net zero by 2050).	Gender target changed from a % figure to a generic "increase". New generic target for Maori/Pacific workforce.	TBC	Importance recognised (balance between market rates and public accountability). No specific targets.
ECL	Yes.	Target to reduce (non-numeric).	No comments.	No comments.	Importance recognised (balance between market rates and public responsibilities). No specific targets.

We note that any non-compliance matters will be noted in our feedback to subsidiaries.

CCHL Group Draft Sol

In the LOE from Council to CCHL received in February 2021, it noted a number of specific requests, each have been highlighted below:

Key Requests	Addressed in Sols	Comments
Road Map to Christchurch's ongoing recovery from COVID - 19 including meeting any obligations acquired through the Otautahi Christchurch Economic Recovery Plan.	Yes	CCHL (through our subsidiaries) have a supporting role largely through being good at the respective core business and core activities of each of our subsidiaries (i.e. this plan isn't impacting CCHL or the role of the CCHL subsidiaries in any way other than noting that the subsidiaries, which are ultimately owned by CCC, can support the recovery through their activity). Specific mentions: CIAL - supporting air freight support measures; LPC - project developing feasibility of Lyttelton as a 'turnaround' port for Cruise ships; Orions's TCFD reporting; and EcoCentral's upgrade to MRF.
Maximises Dividend distributions.	Yes	CCHL continue to balance the Council need to maximise dividend distribution with the management of debt reduction.
Climate Change initiatives to achieve Group carbon neutrality by 2030.	In progress	CCHL have committed to have a Group target in the reduction of carbon emissions by the final Sol - they have commenced a working group (from around the Group) to undertake this.
Governance Diversity.	Yes	New CCHL target: CCHL will aim to increase diversity on our boards and report on progress as part of our annual reporting to our shareholder.
Executive Remuneration.	Yes	New CCHL target: CCHL will encourage its subsidiaries to report on and work to show a narrowing of the gap between the highest and lowest remuneration in each company.
Communication and Reporting.	Yes	Continue to commit to regular reporting and briefing for specific purposes - ie. Draft Sols, LoE, valuations, benchmarking, and anything else as requested.

Financials:

CCHL	FY-2022		FY- 2023		FY- 2024
	draft SOI	last year	draft SOI	last year	draft SOI
NPAT	53.0	54.0	77.0	76.0	97.0
Net debt/net debt plus equity	53%	54%	52%	53%	51%
Return on average equity	2.8%	3.1%	4.0%	4.2%	4.9%
Dividends	16.1	16.1	32.4	32.4	50.7

Draft Subsidiary Statement of Intents

We have noted the specific changes for each subsidiary below, along with the CCHL Board feedback from the CCHL Board meeting on 17 March 2021. As appropriate specific relevant comments will be fed back to each subsidiary immediately after feedback is received from Council.

Orion New Zealand Ltd (Orion)

Significant strategic re-focus – low-carbon sustainability & specific UN Sustainable Development Goals

- Three “impact areas” – strategic leadership, regional prosperity, sector transformation
- Performance targets re-grouped & expanded; aligned to the re-written Strategy

Specific Carbon targets; commitment to Diversity & Living Wage

- Linkage provided to the identified UNSDGs



Financials broadly unchanged:

- Continue to pay maximum imputable dividends (provided Gearing <45%; “A-” rating)
- Gearing increases in the SOI period (capex exceeds depreciation)

Orion	FY-2022		FY-2023		FY-2024
	draft SOI	last year	draft SOI	last year	draft SOI
Revenue	227.6	225.0	230.1	230.0	233.2
NPAT	25.1	25.1	24.1	26.4	23.4
Gearing	38.0%	36.0%	41.0%	40.0%	44.0%
Dividends	31.0	31.0	32.0	32.0	25.0

The above table highlights the changes for the 22 and 23 financial years, compared to last year’s Sol targets for the same years.

Orion will be asked to:

- reintroduce the importance around the restraint around executive remuneration due to public ownership
- include in Section 5 'our capital structure and our dividends', the expectation of consulting with shareholders in the event of major investment requiring an increase in corporate debt, and subsequent impact on dividends.

Christchurch International Airport Ltd (CIAL)

Updated long-term strategy – "Real Growth 2040" (previously 2025)

- "Recover & Reposition" focus for 3 pillars (Planes, Passengers & Property)
- Aim to support regional economic growth and lower-carbon transport
- Continue to include opportunities beyond a single site

Governance section includes some additional legislative context (graphic – next page)

Specific Carbon targets; commitment to Diversity

Financials slightly softer overall, but still indicate a recovery in the SOI period:

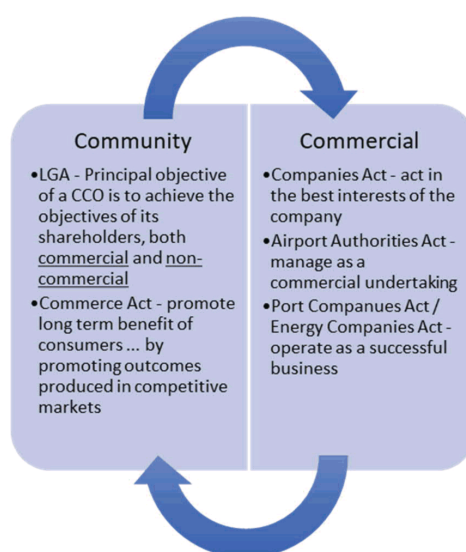
- Continued focus on lower gearing
- No dollar projections for dividends – focus on policy aims (gearing < 40%, stand-alone "BBB+" rating)

CIAL	FY-2022		FY-2023		FY-2024
	<i>draft SOI</i>	<i>last year</i>	<i>draft SOI</i>	<i>last year</i>	<i>draft SOI</i>
Revenue	154.9	164.1	178.8	190.8	190.7
NPAT	15.2	17.7	30.2	36.1	37.8
Gearing	34.5%	35.9%	34.0%	34.6%	33.6%
Dividends *	0.0	0.0	0.0	35.0	n/a

The above table highlights the changes for the FY22 and FY23 financial years, compared to last year's Sol targets for the same years.

CIAL will be requested to reinstate Dividend targets, even though the Local Government Act no longer requires this.

Full community / commercial trade off governance graphic recommend for inclusion by all subsidiary Sols.



Lyttelton Port Company Ltd (LPC)

Expanded narrative for Vision & Goals (reflects end of earthquake rebuild program)

- New 5-year plan – “Leading the Way”
- Focus on sustainable trade growth & sustainable profitability

Specific Carbon & Diversity targets; Living Wage adopted for all staff (except trainees)

- Importance of Exec. pay recognized
- Material update of “People” section to reflect the QC Culture review

Financials broadly unchanged – continued revenue / NPAT growth, with controlled debt

- Dividend policy = 50% of normalized NPAT

LPC	FY-2022		FY-2023		FY-2024
	<i>draft SOI</i>	<i>last year</i>	<i>draft SOI</i>	<i>last year</i>	<i>draft SOI</i>
Revenue	149.0	149.0	153.0	153.0	169.0
NPAT	13.0	12.7	14.0	11.5	23.0
Debt	210.0	216.0	209.0	210.0	210.0
Dividends	10.0	10.0	11.0	11.0	11.0

The above table highlights the changes for the FY22 and FY23 financial years, compared to last year’s Sol targets for the same years.

Enable Services Ltd (ESL)

Strategic direction similar to current SOI

- Enhanced focus on sustainability & ESG (graphic)
- Targets are more detailed & linked to UNSDGs



Explicit targets for Carbon, Diversity, & Living Wage; importance of Executive pay recognized

Financials show improved Revenue & NPAT vs. current SOI but somewhat lower dividend in FY23 (capex driven – Div. policy = 100% of free cash flows)

ENL	FY-2022		FY-2023		FY-2024
	<i>draft SOI</i>	<i>last year</i>	<i>draft SOI</i>	<i>last year</i>	<i>draft SOI</i>
Revenue	88.0	86.4	94.5	93.8	99.6
NPAT	19.5	18.5	21.7	21.6	24.8
Debt	294.4	294.4	294.4	294.4	294.4
Dividends	17.0	17.0	28.5	34.0	36.0

The above table highlights the changes for the FY22 and FY23 financial years, compared to last year’s Sol targets for the same years.

City Care Ltd (CCL)

Business description reflects restructure into two business units (Water & Property), but overall strategic direction similar to current SOI

- Performance targets informed by UNSDGs – direct linkage being developed



Long-term targets for Carbon; commitment to Diversity;

- Importance of Exec. Pay recognized
- Living Wage policy being developed

Financials show significant upgrade vs. current SOI

- However, SOI emphasizes continued margin pressures
- Dividend policy = 50% of NPAT

CCL	FY-2022		FY-2023		FY-2024
	<i>draft SOI</i>	<i>last year</i>	<i>draft SOI</i>	<i>last year</i>	<i>draft SOI</i>
Revenue	316.0	300.0	333.0	314.0	365.0
NPAT	5.7	0.5	6.6	0.6	8.0
Net Funds	6.1	0.0	10.1	0.0	14.1
Dividends	2.5	1.7	3.1	1.9	3.7

The above table highlights the changes for the FY22 and FY23 financial years, compared to last year's Sol targets for the same years.

EcoCentral Ltd (ECL)

Strategy broadly unchanged from current SOI

Commitment to reduce Carbon emissions

- Importance of Executive Pay recognised

Financials show material improvements vs. current SOI, although dividends unchanged

ECL	FY-2022		FY-2023		FY-2024
	<i>draft SOI</i>	<i>last year</i>	<i>draft SOI</i>	<i>last year</i>	<i>draft SOI</i>
Revenue	37.00	33.50	37.50	33.90	37.80
NPAT	0.75	0.25	0.72	0.18	0.69
Dividends	0.25	0.25	0.25	0.25	0.25

The above table highlights the changes for the FY22 and FY23 financial years, compared to last year's Sol targets for the same years.

RBL Property Ltd

Ferry Rd land currently being assessed, disposal options will be brought back to Council for Councillor input.

Bus disposal process is progressing (slowly) targeting a 30 June 2021 completion date.

Development Christchurch Ltd (DCL)

The DCL wind up will extend beyond this date because of the timing of various asset sale processes and settlement dates (e.g. Milton Street), which in some cases are linked to tenant exit dates beyond 30 June 2021.

Recommendations

That the Councillors:

1. Note the report
2. Provide feedback to CCHL to be provided to the subsidiaries.

Paul Munro

CEO



Christchurch
City Holdings
Limited

Statement of Intent

For the Year Ending 30 June 2022



A WHOLLY OWNED SUBSIDIARY of CHRISTCHURCH CITY COUNCIL

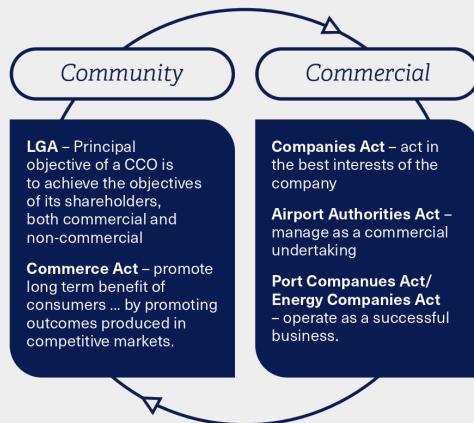


Introduction

This Statement of Intent (SoI) is prepared in accordance with Section 64(1) of the Local Government Act 2002.

The SoI sets out for Christchurch City Holdings Limited (CCHL) and its subsidiaries the objectives, the nature and scope of the activities to be undertaken, and the performance targets and other measures by which the performance of the Group may be judged in relation to its objectives.

CCHL is recognised as a council-controlled organisation (CCO) for the purposes of the Local Government Act 2002.



The CCHL Group SoI has been prepared in the context of:

- our ultimate public ownership through Christchurch City Council;
- the Local Government Act provisions relevant to subsidiary companies;
- the Commerce Act provisions relevant to regulated activities;
- other relevant legislative provisions (as summarised in the Appendix); while
- noting the rights and interests of other shareholders where that is relevant.

Many of CCHL's investments have economic impacts into regions beyond Christchurch City, some are assets of national economic significance and not all are owned 100% by CCHL. The chart below brings these aspects of 'Community' focus and 'Commercial' focus together to highlight that inherently meeting all of these requirements will at times be internally conflicting. Accordingly, the roles of the independent subsidiary Boards is to review all of the needs on the businesses from shareholders, customers, regulators, our community and various legislative requirements. It is the role of the independent Board's to strike the best balance of these inputs when developing the SoI and long term strategy for each business.

CCHL articulates its key focuses to each independent board in an annual letter of expectation to that business. This is in turn informed by the annual letter of expectation received from CCHL's shareholder, Christchurch City Council. A good way to contextualise the various aspects in the model above is by considering our CCHL purpose:

"By being good kaitiaki, CCHL's purpose is to make a positive difference to our community by ensuring the city's major investments provide commercial returns and at the same time provide leadership in the areas that matter to the wellbeing of our residents and our environment".



CCHL is the commercial and investment arm of Christchurch City Council (the Council).

The CCHL Group is made up of six trading companies – Orion New Zealand Ltd (Orion), Christchurch International Airport Ltd (Christchurch Airport), Lyttelton Port Company Ltd (LPC), Enable Services Ltd (Enable), City Care Ltd (Citycare) and EcoCentral Ltd (EcoCentral).

Four of the CCHL subsidiaries are 100% owned, the other two are majority owned, being Orion (10/725% owned by Selwyn District Council) and Christchurch International Airport (25% owned by the Crown).

CCHL's purpose statement is focused on supporting the future growth of Christchurch by investing in key infrastructure assets that are commercially viable and environmentally and socially sustainable.

COVID-19 Impact

The impact of COVID-19 on some of our trading entities has been significant. However, the strength of the CCHL Group that holds a diverse group of key infrastructure assets is the ability to balance the challenges of some of the entities in the short term, with others that are not as badly impacted.

Whilst this does not mean the CCHL Group will not be negatively impacted, it does mean that we will make decisions today that support our strategic assets to recover more quickly and strongly in the long term. Balancing that, CCHL is fully aware of the implications of its decisions regarding managing cash returns to its shareholder and the wider community.

The lessons learned from the 2010/11 earthquakes on Christchurch and Canterbury businesses allowed us to:

- Respond quickly to the rapidly deteriorating impact as it emerged
- Recognise that decisions made in the heat of the crisis may impact on the ability of the entity to recover more quickly
- Capitalise on our ability to work together with the Group, our shareholder and the wider community as we balance the needs of now with that of future generations.

COVID-19 continues to impact the world and it is not expected to return to pre-COVID conditions anytime in the near future. With this in mind whilst our Sol provides Group financial forecasts for the next three years, these results may continue to be impacted by:

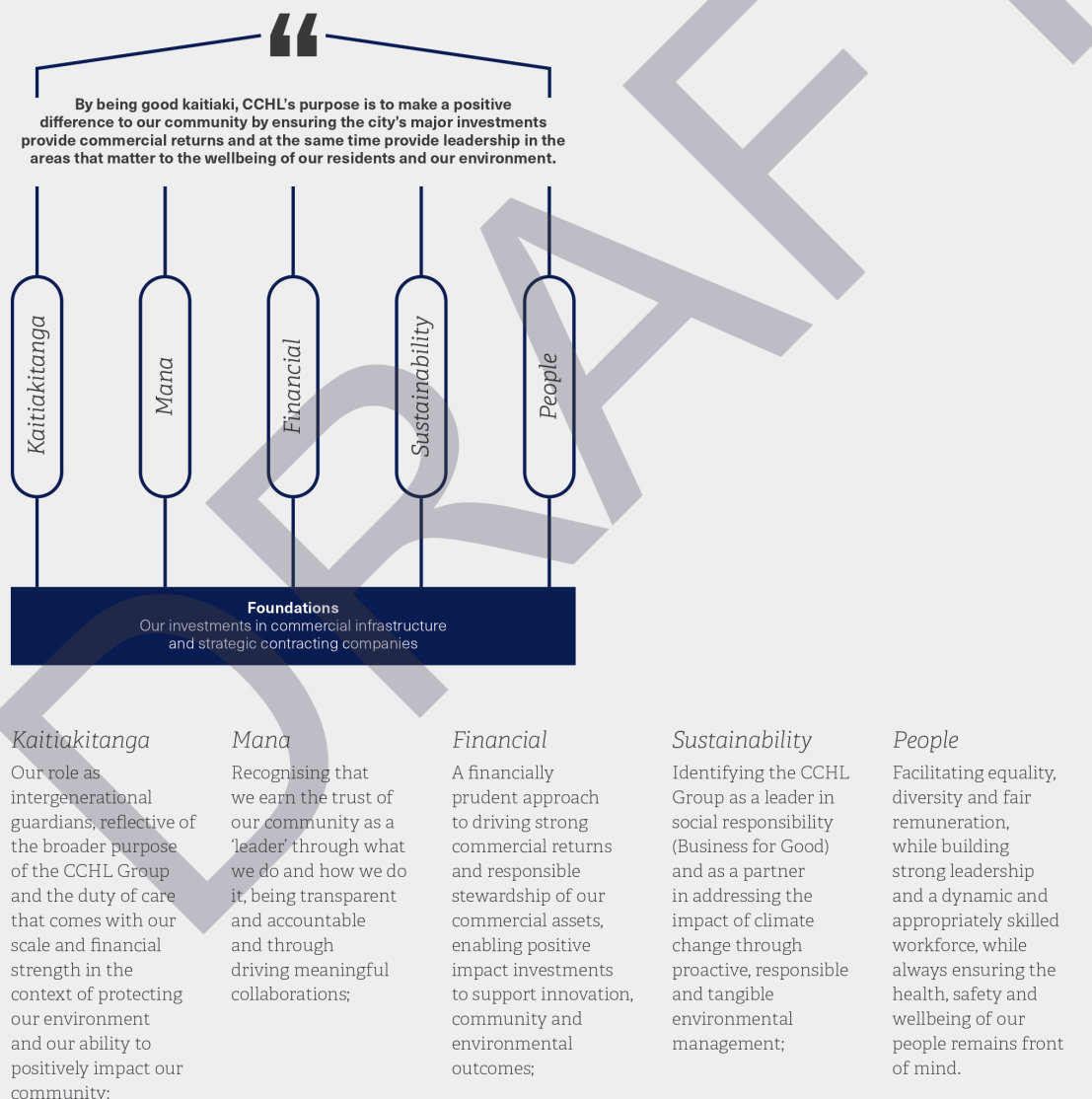
- Timing of our international borders being opened
- Recovery of tourism – including but not limited to the cruise industry
- Return to domestic and international air travel
- Lower customer demand in our electricity and fibre sectors
- Increased bad debt provisions
- Deferral of capital work programmes
- Impact of Government decisions on shovel-ready projects and tax legislation changes.

However, noting all the above, the scope of our business, our key roles and our commitment to our community remain unchanged despite the impacts of COVID-19.



CCHL strategic framework

The CCHL strategic framework helps shape our approach to how and what we do to pursue our purpose.

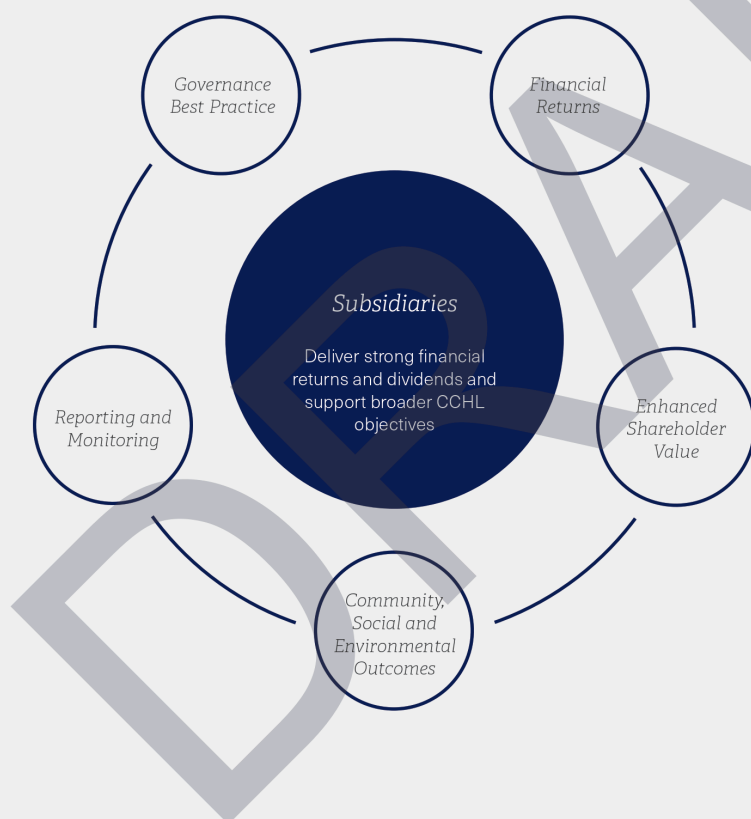




Objectives

The core role of CCHL is to monitor the Council's commercial investments, which largely service the region's strategic infrastructure needs.

To achieve this, CCHL has the following key objectives:





Governance Best Practice

- To encourage exemplar leadership and best practice governance of our subsidiaries by appointing directors that have the appropriate mix of industry, sector, strategic, community focus, technical skills and diversity.
- Provide an environment for our commercial entities to perform without undue political influence, whilst ensuring alignment with the views of our ultimate shareholder.

Financial Returns and Enhanced Shareholder Value

- To build on and protect the financial strength of CCHL through appropriately directed commercial investment and a financially prudent capital structure.
- To encourage and facilitate the subsidiary companies to increase shareholder value and regional prosperity through growth, investment and strong financial returns, including dividend payments.

Reporting and Monitoring the Investment Portfolio

- To monitor the performance of each subsidiary against their stated economic, environmental and social performance objectives.
- To report quarterly to the Council on CCHL's performance.
- To advise the Council on strategic issues relating to its commercial investments including, but not limited to, ownership structures, capital structures and rates of return.
- To encourage intra-Group cooperation.

Community, Social and Environmental Outcomes

- To seek investment opportunities that have the potential to enhance the economic, social and environmental well-being of the region and identify future regional infrastructural needs.
- To actively support the Council's Strategic Priorities as outlined in their Strategic Framework:
 - 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.

Diversity

We want the CCHL Group to represent the diversity of the communities that they serve within Otautahi Christchurch and Waitaha Canterbury and across Aotearoa New Zealand. We value diversity in all its forms and recognise the value that diversity of thought brings in terms of improved decision-making, better risk management, innovative thinking, community understanding and breadth of perspective.

In recent years we have made significant progress on our journey to being gender balanced with over 30% female Directors in our total Director pool. In addition the introduction of our Associate Director programme has provided an opportunity for prospective directors to experience and learn in a real Governance environment. This also adds to our future Director talent pool.

We note that gender is only one aspect of our diversity journey, so to reflect the importance of this to the Group and our community we will look to report on our diversity goals and progress as part of our annual reporting to our shareholder.



Nature and scope of activities

CCHL exercises its role in relation to its objectives through a variety of means, including:

Letters of Expectation

Sent by CCHL to each operating subsidiary each year, setting out CCHL's shareholder expectations for the subsidiaries' scope of activity and financial performance.

Statements of Intent (SOI)

Each operating subsidiary is required to produce an annual SOI setting out its operational and financial intentions and key performance measures in respect of which the subsidiary is monitored.

Routine monitoring

Operating subsidiaries provide regular updates to CCHL which include financial, strategic, risk and operational updates for any given period. Financial reporting is required semi-annually for consolidated reporting purposes, with audited financial reporting required annually. Three year business plans are also provided annually.

Appointment of directors

CCHL selects and appoints all directors to its subsidiaries following approval by Council, except for Orion and CIAL where the minority shareholders have certain appointment rights. In addition, CCHL has the ability to remove its appointed operating subsidiary directors as it sees fit.

Group Collaboration

CCHL can provide debt funding to subsidiaries within the Group through the CCHL Intra Group Funding Facility (IGFF) which utilises CCHL's strong credit rating and its trust and reputation in the marketplace, to access cost effective debt funding for the Group. CCHL also facilitates and promotes various other collaborative initiatives across the Group where there is alignment and mutual benefit.



Te Whāriki

During 2020, CCHL launched a pilot for a shared Human Capital Platform (Te Whāriki). The ambition of this project was to utilise the scale and diversity of our Group to create an ecosystem that transforms the way we work and develop the human capabilities needed for any future we will face individually and collectively. An ecosystem which:

- Leverages the talent and capabilities we already have
- Accelerates the development of new capabilities
- Attracts the best talent to the Group (and the region)
- Enables each organisation to access specialist capabilities when it needs them
- Helps to rebalance workloads and resourcing
- Allows the Group and each individual company to quickly adapt to changes in its operating environment

After the success of the pilot the CCHL Group have moved to formally launching the platform in the Group.

Orion



Orion New Zealand Ltd
(Orion)

*CCHL acquired its 89.275% stake in Orion from the Council in 1993.
The remaining 10.725% is held by the Selwyn District Council.*



Orion originally carried out electricity retail and distribution activities, but sold its electricity retail activities following the energy industry reforms introduced in 1998.

Orion owns and operates the electricity distribution network between the Waimakariri and Rakaia rivers and from the Canterbury coast to Arthur's Pass. It has approximately 200,000 customer connections, and is NZ's third largest electricity distribution business (EDB) when compared on line revenue, asset size and system length (km).

Orion also owns the electrical contracting business Connetics Limited. Connetics is a contracting service provider to utility network operators, local authorities, developers and commercial/industrial customers. Connetics employs approximately two thirds of the Orion Group employees and comprises approximately 2% of the Orion Group's operating assets. Connetics is a strategically owned asset for Orion, as it undertakes approximately half of Orion's network fieldwork and it is an important part of Orion's emergency response capability.

The key priorities for Orion are maintaining a resilient network that provides continuity of supply, and working with the community to establish an effective way forward with disruptive technologies impacting on their business.



Christchurch International Airport Ltd (CIAL)

Christchurch Airport first opened as a commercial airport in 1939 as a division of the Council.



CCHL acquired its 75% stake in CIAL from the Council in 1995. The remaining 25% stake is held by the Crown.

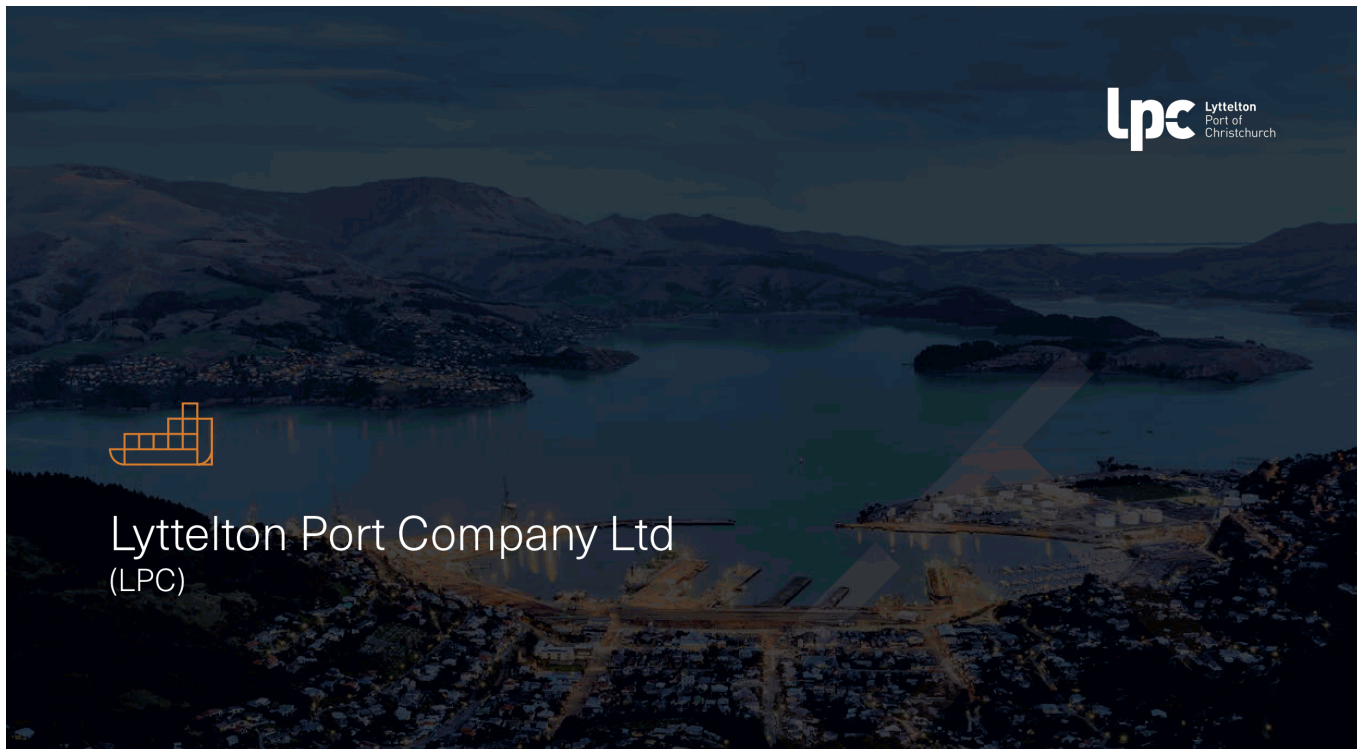
Primarily, CIAL is responsible for the efficient and safe operation of airport infrastructure wherever requested to do so on a commercial basis by its various customers, while aiming to provide its diversity of users with modern, appropriate and efficient facilities and services.

The Christchurch Airport campus is located 10 kilometres northwest of Christchurch city centre, on the western city development edge and is a critical piece of national and regional infrastructure. As the gateway for Christchurch and the South Island, the Airport is NZ's second largest airport based on passenger numbers and the busiest and most strategic air connection for South Island trade and tourism markets.

The Christchurch Airport campus has a land holding of approximately 1,000 hectares (including the airport). While this land is held for airport purposes, land not needed for immediate aeronautical and terminal activity has been identified in Christchurch Airport's Master Plan for commercial property development.

As a response to the risks to the CIAL business arising from the earthquakes, CIAL developed a strategy in 2014 focused on building breadth into its risk mitigation approach through developing further diversification into its revenue streams on the Christchurch campus via the three commercial pillars of Planes, Passengers and Property. Business risk diversification through property growth has underpinned the long term competitive position of Christchurch Airport's aeronautical services and de-risks Christchurch Airport against aviation volatility which can impact profitability.

In 2019, CIAL reached a point in its strategic journey where it wanted to build further depth into its risk mitigation approach to go alongside the breadth already achieved at the Christchurch campus. A market scan identified opportunities for CIAL to extend and expand the existing strategy out for the next twenty years, through investigating opportunities beyond a single site that support regional economic growth and lower carbon transport opportunities as they relate to aviation infrastructure in New Zealand. The first major step has been purchasing land in Central Otago to explore the potential for the long-term development of new aviation infrastructure in Central Otago to serve the aviation needs of the lower South Island for the next 75 years and beyond.



Lyttelton Port Company Ltd (LPC)

The first port at Lyttelton was established in 1849. LPC was established in 1988 under the Port Companies Act 1988 to take over the Port's commercial role including the land, assets and facilities.



CCHL acquired the Council's shares in 1995, and in 1996 LPC was listed on the NZX main board, following the decision by Hurunui and Selwyn District Councils to sell their shares. In 2014, CCHL acquired all shares in LPC and delisted from the NZX.

Lyttelton Port is the South Island's largest port by volume and the third largest container port in NZ processing over 400,000 TEUs (20-foot equivalent units) of containerised cargo.

LPC's revenue is received from shipping and shipping related services, including stevedoring and cargo handling for a diverse range of cargo. It owns two Inland Ports which improve the Port's connectivity for South Island trade – CityDepot is located 6 kilometres from Lyttelton, and MidlandPort at Rolleston which provides a direct daily rail link with the Lyttelton Port.

Key priorities for Lyttelton Port are to create an efficient, prosperous and sustainable port through working with customers, and the community, whilst ensuring their environmental footprint is minimised.



Enable Services Ltd (Enable)

Enable Services Limited (ESL) was established in February 2007 by CCHL to investigate the opportunity of developing a fibre optic network covering key public and private business locations throughout greater Christchurch.



ESL was awarded the Ultra-Fast Broadband contract to build and operate a fibre optic network for greater Christchurch. This build was completed in May 2018.

ESL owns the shares of Enable Networks Ltd. Collectively, both entities make up the Enable Group (Enable).

Enable provides world-class fibre broadband services reaching approximately 200,000 homes, businesses, schools, and healthcare and community service providers across Christchurch and in towns in Waimakariri and Selwyn. Enable provides its wholesale fibre broadband services to internet service providers (retailers) who then deliver broadband, voice, internet, TV, content and IT services to end customers. At December 2020, approximately 125,000 customers were connected to Enable's fibre broadband.

Enable's key priorities are ensuring as many people as possible are benefiting from and enjoying its fibre broadband services, and that these customers are receiving an excellent customer experience at all times. The business is also focused on continuing to build and strengthen its financial position, so it can provide greater value to the Christchurch community in future.



City Care Ltd
(Citycare)

Citycare was formed in 1999 to acquire the Works Operations Unit of the Council.



At that time Citycare was a company operating solely in Christchurch, providing services to the Council only. CCHL acquired the shares in Citycare from the Council in 2002.

Citycare Group has grown and matured into a leading national provider of maintenance and management services for parks, public gardens, sports fields, cemeteries, waterways, coastal areas, buildings and public facilities, roading networks and water, wastewater and stormwater networks and construction.

Citycare is structured in to two sectors : Water and Property to differentiate the specific specialist services each sector offers.

Key priorities for Citycare are to drive growth through its core business units, with a main focus on customer acquisition, delivering operational excellence and continuing to build on its strong health and safety culture.



EcoCentral Ltd

ECO
CENTRAL

EcoCentral manages the processing of household and commercial refuse and the automated sorting of recycling throughout Canterbury.



EcoCentral has a long term Council contract to operate the recycling plant which generates revenue from the sale of recycled products mostly to offshore markets. It also runs an EcoShop that sells second-hand goods to the local community.

EcoCentral is aware of the essential service it provides Christchurch City and the need to ensure a stable future focused waste minimisation business.

Waste and recycling is undergoing global change and EcoCentral recognises that to be resilient and adopt new technologies, there may be commercial or partnership opportunities developed that benefit EcoCentral, CCHL and Canterbury.

Key priorities for EcoCentral are to be a key part of a waste and resource recovery system that minimises waste generation, maximises resource recovery, and works towards zero waste going to landfill.



RBL Property Ltd

In December 2020 the Red Bus operating business was sold to Ritchies transport.

The remaining assets being the land and buildings situated at Ferry Road which continue to be owned by the renamed entity RBL Property Ltd. The decision on the future ownership of these assets will be determined during the SoI Period, in consultation with the Council.



Development Christchurch Ltd (DCL)

CCHL established DCL in July 2015 at the request of the Council to deliver on the Council's ambition to drive investment opportunities, encourage urban development, aid regeneration and engage the community in activities that will benefit Christchurch.



In June 2020, Christchurch City Council requested CCHL to move the urban development agency operations from DCL to ChristchurchNZ(CNZ). The remaining assets of DCL including the ownership investment in Christchurch Adventure Park are monitored by CCHL, with a services agreement with CNZ to manage the disposal of the remaining land assets.

CCHL Parent – other subsidiaries:

CCHL Parent also holds 100% of the shares in four shelf companies. These companies have no assets or liabilities and are non-trading, but have the potential to be activated in the future subject to prior consultation with the Council.



Corporate Governance

This statement gives readers an overview of the company's main corporate governance policies, practices and processes adopted or followed by the CCHL board.

Role of the Board of Directors

The CCHL board is responsible for the strategic direction and control of the company's activities. The board guides and monitors the business and affairs of CCHL on behalf of the shareholder, Christchurch City Council ('the Council'), within the strategic framework and objectives that are set out in this Statement of Intent.

The Chief Executive is responsible for the day to day management of the company.

All directors are required to comply with a formal Code of Conduct, which is based on the New Zealand Institute of Directors' Principles of Best Practice.

The Chair will conduct a board effectiveness review with the board on a periodic basis.

Responsibility to shareholder

Statement of Intent

In accordance with the Local Government Act 2002, the company submits a draft Statement of Intent (SoI) for the coming financial year for consideration by CCHL's shareholder, the Council. The SoI sets out the company's overall objectives, intentions and financial and performance targets.

Information flows

The board aims to keep the Council informed of all major developments affecting the company's and Group's state of affairs, while at the same time recognising that commercial sensitivity may preclude certain information from being made public.

CCHL will provide a quarterly update to Council on Statement of Intent performance.

Board composition and fees

The board comprises eight directors – four Councillors and four independent directors.

All Councillor directors are required to retire by rotation within three months following the triennial local government elections, but are eligible to be re-appointed. Where there are four or more non-Councillor directors, two of those directors must retire by rotation annually, but may offer themselves for re-appointment. Appointments to CCHL are made in accordance with the Council policy on Appointment and Remuneration of Directors.

Fees for the CCHL board and all subsidiary boards are set triennially. In relation to the CCHL board fees, CCHL recommends fee levels to the Council, based on commercial norms, but discounted to reflect a public service element. In relation to subsidiary board fees, CCHL will approve the board fees, based on commercial norms, but discounted to reflect a public service element. Where a director provides professional services over and above the normal role of a director, they are entitled to charge for those services at commercial rates provided the conditions of the board's Conflict of Interest policy are met.

The board has resolved on the request of Council that no fees are to be paid to Councillor directors, but the equivalent amount are donated to the Mayor's Welfare Fund Charitable Trust or nominated fund approved by Council.

The board generally meets on a monthly basis.



Board Committees

Audit and Risk Management Committee (ARMC)

The responsibilities of the ARMC include reviewing the company's accounting policies, treasury policy, reporting practices and financial statements. The committee will also consider external audit reports, audit relationship matters and fees, and risk management issues. The CCHL Chair cannot be the Chair of the Audit and Risk Management Committee.

Governance and Appointments Committee (GAC)

The GAC is responsible for recommending director appointments to its subsidiaries. It also assists in developing, reviewing and formalising the company's governance procedures. The GAC is led by the CCHL Chair.

Funding Sub Committee

In 2017 a Funding Sub Committee was established to manage the roll out of the debt capital market programme. The Chair of the Funding Sub Committee is the Chair of the Audit and Risk Committee.

Other committees

The board establishes other committees on an as needed basis to deal effectively with issues as they arise.

Remuneration Policy

The company is especially conscious of its public responsibilities in the setting of remuneration for senior executives, which is closely managed by the board and made publicly available via the annual report.

The company has policies and procedures in place to ensure remuneration levels are set at responsible limits that are able to attract and retain the people we need to manage and operate the business. These include:

- Delegated financial authorities for hiring of new employees and remuneration setting
- An annual staff appraisal and pay review process
- Market appraisal of remuneration levels of key staff.



Subsidiary companies

Monitoring

Each subsidiary submits annually a draft Statement of Intent. CCHL reviews the SoI, suggests any changes that may be considered appropriate, and then forwards the draft SoI to the Council for consideration.

Representatives of the subsidiary board and management meet with CCHL at least twice each year, to discuss the company's strategic direction and any significant issues that arise. The board also receives such other reports as are necessary to perform its monitoring function.

Board appointments

All directors of subsidiary companies are selected for their commercial expertise and aptitude in accordance with the Council's appointments policy, with specific consideration to supporting CCHL's diversity and inclusion policy.

When identifying the skills, knowledge, and experience required of directors of a subsidiary, CCHL will consider how knowledge of tikanga Māori may be relevant to governance of the entity.

NZX Listing rules

CCHL has listed Bonds on the NZX Debt Market. With this comes additional reporting requirements including:

- Continuous Disclosure requirements including material information in relation to CCHL that a reasonable person would expect, if it were generally available to the market, to have a material effect on the price of the Bonds.
- Compliance with Financial Reporting Act 2013 and Part 7 of the Financial Markets Conduct Act.



Ratio of shareholder's funds to total assets¹

The forecast ratio of shareholder's funds to total assets for the next three years is:

Group	Y/e 30 June	2022	2023	2024
	Shareholder's funds/total assets	41%	41%	42%

Accounting policies

CCHL has adopted accounting policies that are consistent with New Zealand International Financial Reporting Standards, and generally accepted accounting practice.

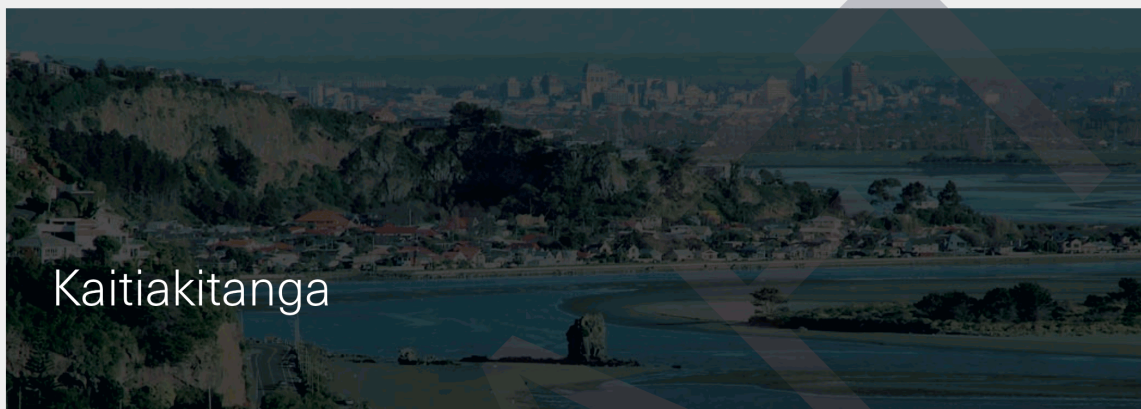
The detailed accounting policies are available in our most recent annual report as published on our company website.

Refer <https://www.cchl.co.nz/annual-reports>

¹ "Shareholders' funds" are defined as the sum of paid up capital, capital reserves and revenue reserves of the parent company.
"Total assets" are defined as the total book value of all assets of the parent company as disclosed in the statement of financial position.



Performance measures



Objective

The CCHL Group will adopt strategies that are compatible with the strategic direction of its shareholder.

CCHL maintains contact with subsidiary company boards, and remains aware of their strategic and business issues.

The CCHL Group will work together to ensure leadership and collaboration where there is mutual benefit.

Key Performance Indicators

CCHL will actively engage with its operating subsidiaries and its shareholder to ensure strategic alignment with the Council's strategic priorities.

CCHL regularly receives a strategic performance report detailing financial, market and performance updates.

CCHL management meet with operating subsidiary management regularly to review current performance and strategic focus areas.

CCHL receive business plans from each operating subsidiary by 31 May each year.

Operating subsidiary Chair and CEO will meet with CCHL Board at least annually.

CCHL encourage group participation in Te Whāriki, Sustainability forums, Emerging Technology and Innovation (ETI), CFO Group, CEO Group, Chairs and Audit Committee Chairs meetings.



Objective

CCHL Group are committed to showing leadership in emerging technology and innovation.

CCHL keeps Council informed of all significant matters relating to CCHL and its subsidiaries.

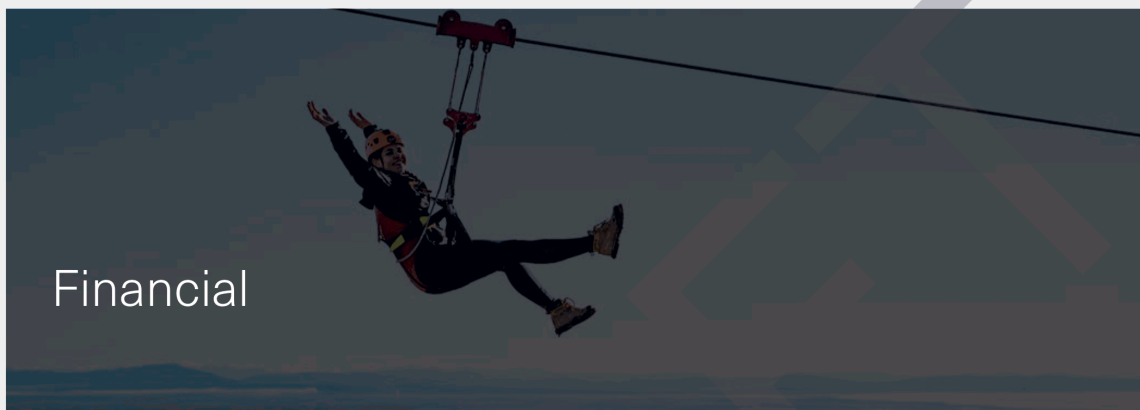
CCHL manages its continuous disclosure requirements for NZX effectively.

Key Performance Indicators

The CCHL Group uses the Te Whāriki platform in at least four projects per annum to explore, test, pilot, trial or implement new technologies or innovative work practices across the Group.

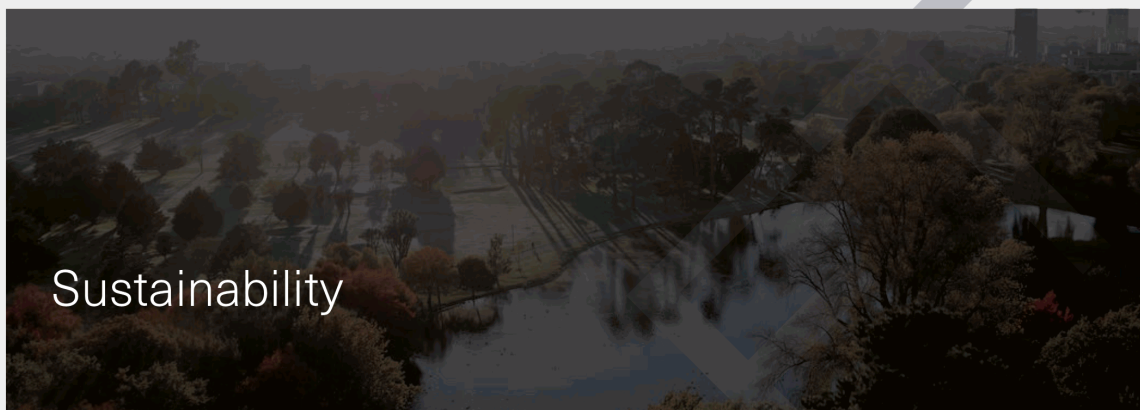
Major matters of urgency are reported to Council at the earliest opportunity under its 'no surprises' policy within the constraints of commercial sensitivity and NZX listing requirements.

Matters of material impact are disclosed in line with CCHL framework for continuous disclosure.



The key performance targets of CCHL Group are to achieve or better the financial results set out in the following table:

Group	Y/e 30 June	2022	2023	2024
	Net profit after tax (\$m)	53	77	97
	Net debt/net debt plus equity	53%	52%	51%
	Return on average equity	2.8%	4.0%	4.9%



Objective

CCHL Group companies set and attain environmental, social and innovative performance objectives that are compatible with their activities, commercial nature and other objectives.

Key Performance Indicators

This target will be confirmed by the final SoI, following a Group workshop on establishing a Group target that is required to achieve Group carbon neutrality by 2030 in line with Council expectations.

CCHL Group will show sustainability leadership.

CCHL will release a sustainability framework for our debt funding programme aligned with our IGFF.



Objective

CCHL Group continue to ensure the health, safety and wellbeing of all people working across the Group.

Key Performance Indicators

CCHL Group will show active improvement in continuing to work towards a living wage for all direct employees, including investing in training and staff development programmes.

CCHL will continue to support and encourage the use of Te Whāriki as a means of developing and sharing human resource throughout the Group.

CCHL's process for the selection and appointment of directors to the boards of subsidiary companies is aligned with governance best practice and reflects the shareholder's expectation of diverse and inclusive Boards for its CCTOs.

The process followed for each appointment to a subsidiary company board is transparent, fully documented and in line with approved policies and procedures.

CCHL will actively promote and report on board diversity as part of its appointment process and include the process undertaken as part of its approval of appointments with Council.

CCHL will aim to increase our diversity on our boards and report on progress as part of our annual reporting to our shareholder.

CCHL will actively endorse the expectation of its shareholder that restraint is exercised in relation to the level of senior executive remuneration at its CCTOs'

CCHL will encourage its subsidiaries to report on and work to show a narrowing of the gap between the highest and lowest remuneration in each company.

Directors make an effective contribution to the CCHL board, and their conduct is in accordance with generally accepted standards.

An independent board effectiveness review with will be undertaken every 3 years, next due in 2022.

The Chair will actively monitor and approve any training requirements for the Board.

Develop future Governance talent for the region by continuing to deliver the CCHL Associate Director programme.

CCHL will hold regular meetings with and provide support to existing Associate Directors throughout the programme.

CCHL will establish an alumni programme for all previous Associate Directors and Intern Directors.



Statutory information requirements

The company will provide an annual Statement of Intent in accordance with Section 64(1) of the Local Government Act 2002.

CCHL will submit an annual report within three months of year end to the market and its shareholder. The annual report will include audited financial statements and commentary to permit an informed assessment of the company's performance and financial position during the reporting period, and to comply with the requirements of the Companies Act, Financial Reporting Act, Financial Markets Authority and the NZX listing rules.

CCHL Group will also prepare an unaudited consolidated interim report to 31 December, that complies with NZ IAS 34 "Interim Financial Reporting". This will be prepared and released to the market by 28 February each year.

The company will provide regular updates to the Council on its activities and that of its subsidiary companies. It will operate on a "no surprises" basis in respect of significant shareholder-related matters, to the fullest extent possible in the context of commercial sensitivity, confidentiality agreements and NZX listing continuous disclosure requirements.

Distributions to shareholder

The CCHL board will pay dividends to the shareholder after taking into account its profitability and future investment requirements and the requirement to meet the solvency test under the provisions of the Companies Act 1993.

Dividend Payments

	FY22 \$m	FY23 \$m	FY24 \$m
Ordinary dividend	16.1	32.4	50.7

The Board will declare and pay a dividend to its shareholder in June of the financial year in which it relates.

COVID-19 has impacted on the ability for CCHL to continue to pay high dividend payout ratios, to its shareholder as it has done in the past. CCHL will continue to monitor the impact of COVID-19 on the financial results of our subsidiaries and will continue to update regularly with its shareholder the impact on future dividends. However during the current three year period CCHL will continue the commitment to repay debt and therefore has retained a dividend payout ratio of 50% for FY22 and FY23, with an increase in FY24 to 67%.



Acquisition/ divestment policy

CCHL

In relation to the potential acquisition or divestment of assets/investments (i.e. equity interests, shares, or equivalent) held directly by CCHL (parent entity), CCHL will seek Council approval of any transaction which results in a significant change to the ownership interest held by CCHL.

Subsidiary of CCHL

In relation to the potential acquisition or divestment of assets/investments (i.e. equity interests, shares, or equivalent) by a subsidiary of CCHL (subsidiary entity), CCHL will adopt the following approach:

- If the transaction is a major transaction (as defined by the Companies Act), CCHL will consider the proposal, and as the shareholder of the subsidiary, CCHL is required to either approve or not approve the transaction. CCHL will consult with Council, prior to determining whether or not to approve the proposed transaction.
- If the transaction is material, but not a major transaction, CCHL will request that the subsidiary companies consult with CCHL prior to entering into the proposed transaction, and CCHL will inform Council under the "no surprises" policy.
- If the transaction otherwise requires shareholder approval from CCHL, CCHL will assess the transaction and determine whether or not to approve it, and CCHL will keep Council informed under the "no surprises" policy.
- Before a council-controlled organisation makes a decision that may significantly affect land or a body of water, it must take into account the relationship of Māori and their culture and traditions with their ancestral land, water, sites, wāhi tapu, valued flora and fauna, and other taonga.



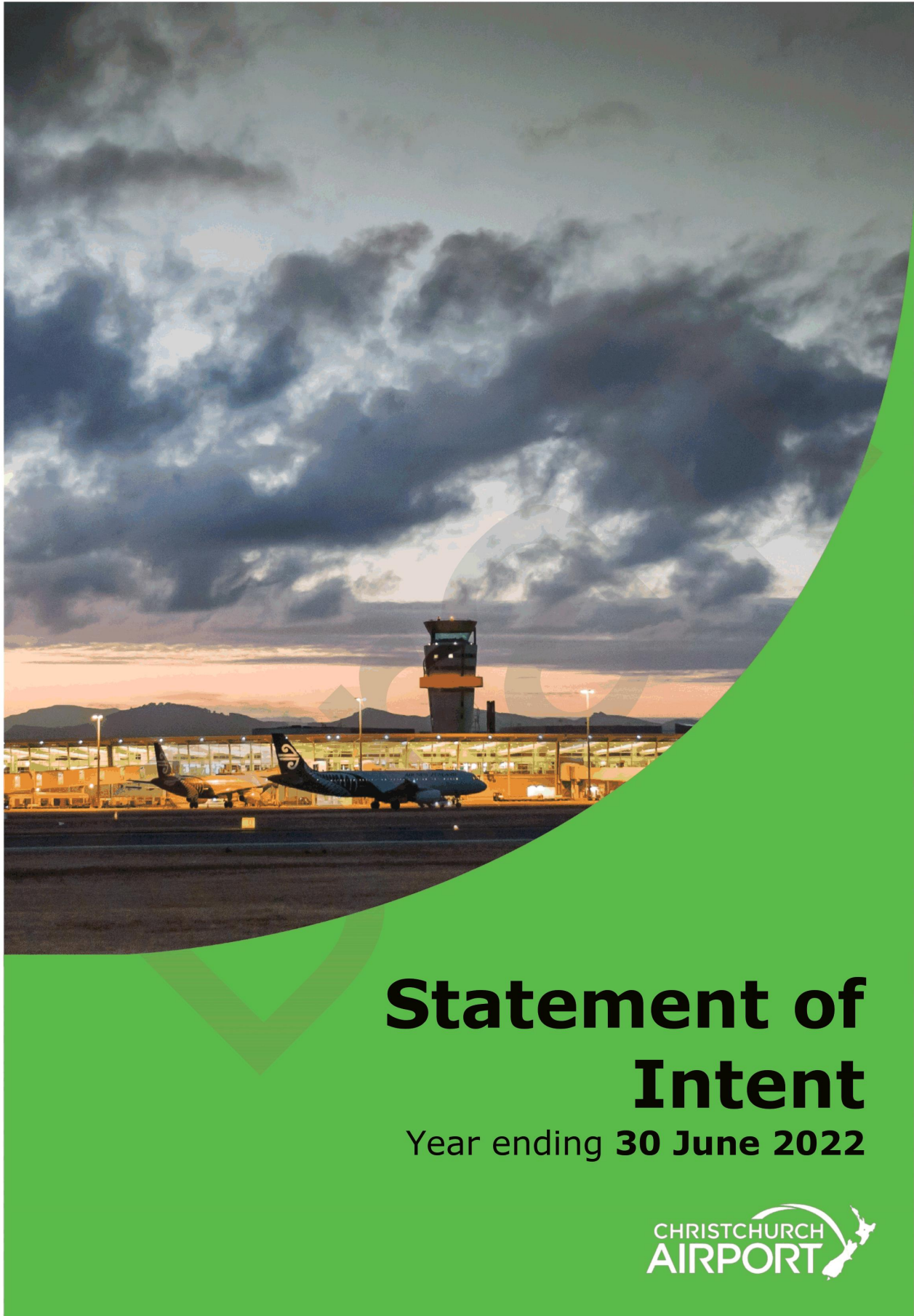
Activities for which compensation is sought from any local authority

Currently there are no activities for which compensation will be sought from any local authority. The Council has a contingent liability up to \$1.5 billion in respect of uncalled issued capital in CCHL. There is no current intention to make a call on any uncalled capital.




Commercial value of shareholder's investment

The Council's investment in CCHL as at 30 June 2020 was independently valued at \$2.1 billion. This valuation is updated annually based on independent advice.



Statement of Intent

Year ending **30 June 2022**

**CHRISTCHURCH
AIRPORT** 



Contents

INTRODUCTION	3
PURPOSE & MISSION	4
NATURE AND SCOPE OF ACTIVITIES	4
COMMERCIAL & REGULATORY CONTEXT	5
CCTO GOVERNANCE MODEL	6
PRINCIPAL OBJECTIVES	7
STRATEGIC PRIORITIES – REAL GROWTH 2040	8
CURRENT CONTEXT – FY22-24	9
BEYOND CIAL	10
INTERNAL GOVERNANCE FRAMEWORK	11
FINANCIAL PERFORMANCE TARGETS	14
DISTRIBUTIONS	17
HEALTH, SAFETY AND WELLBEING	17
SUSTAINABILITY	19
COMMUNITY ENGAGEMENT	22
OUR PEOPLE	23
FAIR EMPLOYER CHARTER	25
REMUNERATION APPROACH	25
INFORMATION TO BE PROVIDED TO SHAREHOLDERS	25
ACQUISITION/DIVESTMENT PROCEDURES	26
ESTIMATE OF COMMERCIAL VALUE	27
ACCOUNTING POLICIES	27



INTRODUCTION

This Statement of Intent ("SoI") is prepared by the Board of Directors of Christchurch International Airport Ltd ("CIAL") in accordance with Section 64(1) of the Local Government Act 2002.

CIAL has five wholly owned subsidiaries. These wholly owned subsidiaries are currently non-trading and are not holding any assets or liabilities.

This SoI sets out for CIAL (and subsidiary companies) the objectives, the nature and scope of the activities to be undertaken, and the performance targets and other measures by which the performance of the company may be judged in relation to its objectives.

CIAL's achievements against the objectives outlined in last year's Statement of Intent are referred to in this year's Annual Report.

The SoI is a public and legally required document, reviewed and agreed annually with its shareholders and covers a three-year period. This SoI covers the period from 1 July 2021 to 30 June 2024.

Contact details for both the Chair and Chief Executive are CIAL's registered office:

Address: Fourth Floor, Carpark Building
Christchurch International Airport
Memorial Avenue, PO Box 14-001, Christchurch

Telephone: +64 3 358 5029

Website: www.christchurchairport.co.nz

Christchurch International Airport Ltd is a council-controlled trading organisation ("CCTO") for the purposes of the Local Government Act 2002.



PURPOSE & MISSION

Our Purpose

"To be a champion provider of aviation services, acknowledged at home and abroad as the engine room of the social, economic and environmental prosperity for the South Island and regional New Zealand"

Our Mission is to achieve three things simultaneously:

- Building a Stronger Business; **and**
- Enhancing our customer journeys; **and**
- Being good Kaitiaki (being good ancestors today)

The activities of CIAL and the connectivity they provide, make a significant contribution to the social and economic wellbeing of the communities and economies of Christchurch, Canterbury and in social and economic development of the South Island and regional New Zealand – making a better contribution to the nation's outcomes.

Airports have a strong multiplier effect on the economies they serve, and they are critical regional economic development and social infrastructure. For CIAL, this has been independently estimated at 50:1, or for every \$1 CIAL earns, the wider South Island economy earns \$50.

NATURE AND SCOPE OF ACTIVITIES

Christchurch International Airport Limited's (CIAL) primary activity is to create growth in long-term value for shareholders, customers and the travelling public through the provision of appropriate landside and airside facilities for all airport users, including both commercial and non-commercial aviation users, and pursuing commercial opportunities with wider complementary products, services and business solutions where needed.

CIAL will also look to utilise the culture and capability developed over the last five years at the Christchurch campus to proactively investigate opportunities beyond a single site, that support regional economic growth across New Zealand and support aviation infrastructure that will enable a more efficient and lower carbon transport network across New Zealand, where that contributes to New Zealand's overall social, economic & environmental objectives and supports long-term growth in shareholder value.



COMMERCIAL & REGULATORY CONTEXT

Christchurch International Airport Limited (CIAL) is one of three named airports in New Zealand within the Airport Authorities Act 1966 (AAA), meaning it is infrastructure of national significance and has economic impacts into regions beyond Christchurch City.

CIAL operates in a commercially competitive environment both domestically and internationally, overlaid by a complex layered legal and regulatory environment with a wide stakeholder group.

The chart below demonstrates various aspects of commercial and non-commercial demands on CIAL, which the Board endeavours to balance.





CCTO GOVERNANCE MODEL

CIAL is 75% owned by Christchurch City Holdings Limited (CCHL) and 25% by the Crown.

CCHL was set up in 1993 to create a confidential, independent, non-political buffer between the Council and the companies it owned and has no direct role in the operations of the subsidiaries.

The holding company structure was adopted to ensure a commercial approach to managing the investments.

The key aspects of the shareholders role in providing the foundations for an effective relationship with CIAL revolve around:

- being clear about CIAL's purpose;
- appointing Directors with appropriate skills, knowledge and experience; and
- creating an appropriate level of monitoring and accountability.

In turn the role of the independent CIAL Board is to review all the needs on the business from shareholders, customers, regulators, community and statutes (see section above). It is the role of the CIAL Board to strike the best balance of these inputs when developing the SoI and long-term strategy for the business.

The Office of the Auditor-General has previously reviewed the CCHL holding company model noting a number of factors which have contributed to the success of the model, including:

- their roles of all parties are clear and well understood by the various participants
- there is a clear focus on skills and capability in Board appointments
- there is respect and confidence between shareholders and the company



PRINCIPAL OBJECTIVES

CIAL's core business is to create growth in long-term value for shareholders, customers, staff and the travelling public through the provision of aviation services, operating safe and efficient airport infrastructure wherever requested to do so on a commercial basis by its various customers.

CIAL's key objectives are to operate as a successful commercial entity and through that deliver sustainable benefits to customers, the travelling public, the regions it serves and its staff while delivering growth in long-term value and dividends to shareholders.

Consistent with these primary objectives, CIAL will:

- provide well-designed and maintained runways, taxiways, turnouts and aprons in co-operation with the Airways Corporation of New Zealand and other airport users
- provide airfield and terminal infrastructure that delivers the required outcomes for CIAL and existing/potential customers, with an emphasis on resilient and efficient airside activities
- utilise the culture and capability developed at the Christchurch campus to proactively investigate opportunities beyond a single site, that enhance the provision of aviation services across regional New Zealand to the benefit of all stakeholders
- pursue activities designed to ensure the safe and effective utilisation of its assets and its people
- ensure the company adopts an environmentally sustainable approach to the operation of all its activities (including carbon, land use, water, energy, waste and noise management) and pursue a commitment to protecting the environment, minimising use of natural resources where possible and improving the quality of life for our communities
- pursue initiatives to grow shareholder value and provide a sustainable and diversified revenue stream through continuing an appropriate level of investment in, and development of, the company's property holdings
- focus on the health, safety and wellbeing of our people through a culture of safety leadership, a strategic approach to risk management and a robust safety management system
- unequivocally champion Christchurch, Canterbury, the South Island and regional New Zealand's social and economic contribution to the country as a whole, ensuring they are well positioned within Australasian and Pacific Rim aviation networks
- recognise that disruption in many forms will be a constant over the coming years and hence adopt an open-minded, self-driven creative disruption process to our revenues and operating structures. Partnering and trialling will continue to be important components of how we will approach this
- be a fair employer in providing a work place that values people, celebrates inclusiveness and diversity and supports people leading themselves and developing skills to lead others. Ensures all are fairly rewarded
- exhibit a sense of social responsibility by having regard to the interests of the communities in which it operates



STRATEGIC PRIORITIES – REAL GROWTH 2040 (RG40)

The strategy Real Growth 2025 (RG25) was developed in 2014 as a response to the risks to the CIAL business arising from the earthquakes. It was focused on building breadth into our risk mitigation approach through developing further diversification into our revenue streams on the Christchurch campus via our three commercial pillars of Planes, Passenger & Property. This served CIAL well as it set about recovering from the quakes.

In 2019, CIAL reached a point in its strategic journey where it wanted to build further depth and resilience into its risk mitigation approach to go alongside the breadth already achieved at the Christchurch campus.

A market scan identified opportunities for CIAL to extend and expand RG25 out for the next twenty years to 2040 (RG40), through investigating opportunities beyond a single site that support regional economic growth and lower carbon transport opportunities as they relate to aviation infrastructure in New Zealand.

The first major step has been purchasing land in Central Otago to continue to evaluate the potential for the long-term development of new sustainable aviation infrastructure in Central Otago to serve the aviation needs of the lower South Island for the next 75 years and beyond.

Developing a greenfield airport is a long term undertaking and the project will adopt a phased approach. The priorities for the current phase of the project, that is expected to take up most of the period covered by this Statement of Intent (FY22-FY24), are:

- continued engagement with local communities, iwi mana whenua and stakeholders; and
- undertaking the validation and planning work that will be required before the project can move to its next critical milestone of obtaining the approvals required to enable development. Formal consultation will occur during the next more formal part of the approvals journey.

Further opportunities may arise that may allow CIAL to place its capital, people talent and operating systems that harness future aviation trends in a way that may create benefits for customers, staff, shareholders and the environment. The company will remain open minded around this and assess opportunities on their long-term merit.



CURRENT CONTEXT FY22-24: RECOVER & REPOSITION

There is no doubt that Covid-19 is an event of an unprecedented nature, however CIAL has had such an event in its risk register since the earthquakes and proactively made changes to its operational and financial strategies in 2014 building enough resilience into our business, leadership and financial capabilities, to provide CIAL with a self-help pathway in such an event.

The lessons learned from the quakes and preparation for events like a pandemic, has enabled CIAL to navigate Covid-19 by balancing the needs of our customers, airport users and staff while focusing on preserving shareholder value.

It is likely that this approach will continue in the near term, while also ensuring our strategic priorities keep progressing and we position the business to take advantage of the opportunities in the post Covid-19 environment.

It is also relevant to keep in mind that CIAL approaches decision making and risk management over different time horizons i.e. operations (3 years), leases (10 years), building & infrastructure (20 years) and land (50 years).

Consequently, ongoing decisions may look through the near-term impact of Covid-19 (estimated at 2-3 years) i.e. they may have material benefits to CIAL and shareholders which accrue beyond the next three years.

Aeronautical (Planes)

The aeronautical strategy remains focused on 'finding planes' and 'filling planes'. The material impact that Covid-19 has had on aviation has meant that there is a required focus on ensuring that we rebuild what we had before the pandemic, whilst at the same time using the opportunity to seek to improve our position in the New Zealand aviation market.

Christchurch Airport is 90% a short-haul airport, servicing domestic, Tasman and Pacific Islands air services. These networks are expected to recover sooner than long-haul networks and hence strategy will focus initially on recovering and repositioning Christchurch within short-haul networks, while also working closely with key airline partners on long-haul services once that opportunity arises.

Terminal (Passengers)

CIAL's 'Park to Plane' (P2P) strategy is the strategic priority for the passenger portfolio which includes the customer and commercial activity associated with the terminal and ground transport assets. The terminal (including ground transport) is our largest centre of business activity.

- For FY22 the core focus will continue to be on working with our commercial partners to bring them back to a position where our key partners survive and then thrive.
- Opportunity to consider how Christchurch Airport could re-configure the terminal layout to assist with appropriate safe border pathways and future security requirements
- Continue to invest in technology solutions across ground transport, terminal offerings and harnessing customer data.



Property

CIAL's commercial portfolio strategy remains to develop its bare land holdings by 'being a Landlord'.

- CIAL's investment strategy in this portfolio is to pursue new investment where the proposed investment grows CIAL's balance sheet, increases (and de-risks) revenue streams and enhances dividend flows.
- CIAL's property development program is focused on the development of quality income producing properties for reputable, well-resourced tenants which meet CIAL's long term investment criteria.
- New revenue generating investment property development opportunities will continue to be reviewed on a case by case basis throughout FY22.
- Asset planning and maintenance remains a priority, with the objective being to create a strategic and planned approach to asset management targeting an outcome of productive and resilient assets that are aligned to CIAL's business needs and strategic direction.

Refer to later sections in this document for discussion around People, Protection (Health & Safety) and Planet (Sustainability).

BEYOND CIAL

CIAL is aware of and acknowledges that Christchurch City Council has objectives regarding Community Outcomes under its Long-Term Plan and that the Crown also has objectives regarding Regional Economic Development under its national growth agenda.

CIAL's strategy is focused on more than just being an airport in Christchurch. CIAL has played a significant role in supporting the tourism recovery of Christchurch, Kaikoura and the Upper South Island (in conjunction with the City and MBIE). CIAL has made significant contributions to the promotion of Christchurch and the South Island through its investment in ChristchurchNZ, the South initiative (all 15 regions of the South Island) and New Horizons (small business mentoring program)

In addition, CIAL also recognises the key role it plays in supporting the Christchurch Antarctic Gateway Strategy, and actively supports Antarctic entities at Christchurch Airport, most notably Antarctica New Zealand and the Antarctic Heritage Trust.

As a commercial entity CIAL will always act and operate as a responsible corporate citizen, noting CIAL must compete for its outcomes, especially in aviation, in a highly competitive environment with several very strong commercial entities that have a purely commercial focus.

CIAL believes that the best way it can support both shareholders' strategies in these areas is by successfully executing its strategy, which will not only deliver wide ranging social and economic benefits to the City and the regions of the South Island, but also grow both the value of CIAL and increase shareholder cash flows which will then be available for each shareholder for investment in specific areas of interest as they see fit.



In addition, CIAL will continue to focus on the pursuit of essential on-going objectives that will be important to the Council's documented Community Outcomes and the wider local community in general.

- Ensure effective stewardship of the City's airport asset, including meeting all relevant statutory obligations
- Create and maintain an attractive and well-designed airport environment.
- To operate Christchurch Airport and its various activities in a way that supports Christchurch's sustainable economic growth
- Ability to operate 24/7 - The ability to operate under a 24/7 operating environment is essential to the financial and economic well-being of both CIAL and the regional economy
- Health and Safety as a priority with a commitment to a safe environment for all staff and airport users
- CIAL will continue to ensure staff engagement remains high and CIAL continues to be regarded as an employer of choice
- Minimise any adverse effects of CIAL's activities and facilities on the environment (land, waste, water, energy, noise and emissions), to be a responsible corporate citizen and to maintain strong links and regard for the community

INTERNAL GOVERNANCE FRAMEWORK

Commitment

Directors and management are committed to effective governance. As with safety and quality, governance includes a set of systems and processes, supported by people with the appropriate competencies and principles.

Governance by its very nature is on-going; it does not have a finite end. Changing commercial circumstances require regular review and continually evolving systems that implement newly developed techniques and industry best practice.

Regulatory Framework

The company operates solely in New Zealand and is governed by a range of New Zealand legislation and regulation including the Civil Aviation Act 1990 and the Airport Authorities Act 1966. The Civil Aviation Act 1990 establishes the framework for civil aviation safety, security and economic regulation in New Zealand and ensures that New Zealand's obligations under international civil aviation agreements are implemented. The Airport Authorities Act 1966 gives a range of functions and powers to airport authorities to establish and operate airports.

The Ministry of Transport is progressing work on a Civil Aviation Bill. The Bill will replace the Civil Aviation Act 1990 and the Airport Authorities Act 1966 with a single new statute that includes a number of proposals related to the safety, security and efficiency of New Zealand's civil aviation system.

See also Regulatory Context section above.



Governance Objectives

The Board has adopted the following governance objectives:

- Approve Corporate Strategy and direction, laying down solid foundations for management and oversight
- Structure itself to utilize the expertise of Directors to add value at a governance level
- Promote ethical and responsible decision-making
- Safeguard the integrity of its financial reporting and make timely and balanced disclosure
- Recognise and manage risk and encourage enhanced performance
- Ensure the occupational health, safety and wellbeing of the company's people and contractors working for CIAL across the Christchurch International Airport campus
- Remunerate fairly and responsibly
- Respect the rights, and recognise the legitimate interests, of stakeholders.

These objectives are reflected in the Board's management of Board and Committee activities, CIAL's policies and governance practices.

Role of the Board of Directors

The Board is ultimately responsible for approving CIAL's strategic direction; oversight of the management of the company and achievement of its business strategy, with the aim being to increase long term shareholder value while sustaining and ensuring the obligations of the company are properly met.

The Board is accountable to shareholders for the performance of the company.

In carrying out its principal function, the Board's specific responsibilities include:

- Working with executive leadership to ensure that the company's strategic goals are clearly established and communicated, and that strategies are in place to achieve them;
- Monitor management performance in strategy implementation;
- Appointing the Chief Executive Officer (CEO), approving his or her contracted terms, monitoring his or her performance and, where necessary, terminating the CEO's employment;
- Approving and monitoring the company's financial statements and other reporting, including reporting to shareholders, and ensuring the company's disclosure obligations are met;
- Adopting appropriate procedures to ensure compliance with all laws, governmental regulations, applicable codes and accounting standards;
- Ensuring that CIAL's internal decision making and compliance policies and procedures are implemented, to ensure that the business of the company is conducted in an open and ethical manner;
- Approving performance criteria for CIAL and monitoring the performance of the CEO and executive leadership team against these;



- Deciding necessary actions to protect CIAL's financial position and the ability to meet its debts and other obligations when they fall due, and ensuring that such actions are taken
- Ensuring that the company adheres to high ethical and corporate behaviour standards;
- Establishing procedures and systems to ensure the occupational health, safety and wellbeing of people working at, or visiting the, Christchurch Airport precinct;
- Promoting a company culture and remuneration practice which facilitates the recruitment, professional development and retention of staff, whilst considering ways to achieve a high level of diversity within the business;
- Set specific limits on management's delegated authority for entry into new expenditure, contracts and acquisition or development of assets and approve commitments outside of those limits;
- Ensuring that CIAL has appropriate risk management and regulatory compliance policies in place and monitoring the appropriateness and implementation of these policies.

The Board delegates day-to-day operations of the company to management under the control of the CEO. Such day-to-day operations are required to be conducted in accordance with strategies set by the Board.

All directors are required to comply with a formal code of conduct, which is based on the New Zealand Institute of Directors Code of Proper Practice for Directors.

The Board annually critically evaluates its performance, its processes and procedures to ensure that they are not unduly complex and that they assist the Board in effectively fulfilling its role and performing its duties. The Board and Committees and each director have the right to seek independent professional advice to assist them to carry out their responsibilities.

Responsibility to Shareholders

Shareholders articulate their key focuses to the Board in an annual Letter of Expectation. Having received and considered that Letter of Expectation from shareholders, and in accordance with Section 64 of the Local Government Act 2002, each February the company submits a draft SoI for the coming financial year to Shareholders. The SoI sets out the company's overall objectives, intentions and financial and performance targets.

After due consultation and discussion with the Shareholders and completion of the annual business planning and budgeting, the final SoI is approved by the Board of Directors and delivered to the Shareholders in June.

Board Composition and Fees

A fully constituted Board consists of six Directors, four appointed by majority shareholder, Christchurch City Holdings Limited ("CCHL") and two appointed by the Minister of Finance and the Minister for State Owned Enterprises (on behalf of the New Zealand Government). From 1 July 2014, CCHL has also been appointing an intern director for a period of twelve to eighteen months in order to enable prospective directors to gain an insight into good governance practice and to observe the dynamics of sitting on a Board.



Directors' appointments are for such periods determined by the relevant shareholder but shall not exceed three years. Retiring Directors may be reappointed by the relevant shareholder by way of notice prior to the Annual General Meeting.

Fees for the Board are reviewed regularly by the shareholders using independent advice.

The Board generally meets approximately nine to ten times during the year and at other times as required. To enhance efficiency, the Board has delegated some of its powers to Board Committees and other powers to the CEO and senior executives. The terms of the delegation by the Board to the CEO are clearly documented.

The CEO has, in some cases, formally delegated certain authorities to his direct reports and has established a formal process for his direct reports to sub-delegate certain authorities.

The Board has four formally constituted committees: the Risk, Audit and Finance Committee, the People, Culture and Safety Committee, the Property and Commercial Committee and the Aeronautical Committee. All committees have Board-approved terms of reference outlining the committee's authority, duties and responsibilities, and its relationship with the Board. Additional committees may be established based on need. Each committee must include a representative of each shareholder.

FINANCIAL PERFORMANCE TARGETS

Due to the continued uncertainty associated with the COVID-19 pandemic, CIAL has formulated profit and loss and cash flow outcomes across FY22-24 using three assumption-based scenarios.

For the purposes of the FY22 SoI, CIAL has adopted a mid-point scenario for FY22-24. It is expected that the current assumptions will likely change over the coming months and with those changes so too will the scenario numbers. i.e. there remains a risk that these forecasts will continue to evolve over coming months until there is more certainty around vaccine rollouts and borders.

CIAL will continue to update its forecasts each quarter as more facts crystallise and provide these to shareholders, plus immediate updates where any changes in assumptions have the potential to have a material impact.

\$m	2021 Forecast	2022 Forecast	2023 Forecast	2024 Forecast
Total Revenue	131.3	154.9	178.8	190.7
EBITDAF ¹	70.6	89.2	110.9	121.0
Net Profit (Loss) After Tax	2.9	15.2	30.2	37.8
EBITDAF as % of Revenue	53.8%	57.5%	62.0%	63.5%
Return on Invested Capital ²	1.7%	2.7%	3.9%	4.4%

¹ Earnings before interest, tax, depreciation, amortisation and fair value movements.

² Earnings before interest & tax / (debt + equity)



Passengers	2021 Forecast	2022 Forecast	2023 Forecast	2024 Forecast
Domestic	3,456,670	4,418,308	4,658,340	5,032,071
Tasman & Pacific Islands	5,751	572,982	813,734	1,333,853
International	5,283	84,036	228,445	292,072
Total Passengers	3,467,704	5,075,326	5,700,519	6,657,996

N.B. the forecast statement of financial performance outlined above excludes:

- any non-cash investment property revaluation gains/losses (*given amounts are non-cash related*)
- any other asset impairment assessments

Notes & Assumptions

Revenue

The impact on CIAL's revenue streams will remain significant until the opening of the borders and or a Tasman bubble eventuates.

- Aeronautical:** Tasman bubble will commence from Sept/Oct 2021 with international borders beginning to slowly open in a risk managed way from the start of 2022. Domestic passenger numbers will remain steady at current levels. Beyond FY22 the growth trajectory for overall passenger numbers will essentially be linear recovering to pre-pandemic levels by the end of 2023.
- Lease Rental:** The majority of CIAL's Christchurch campus tenants have been largely unaffected since the return to Level 1 back in 2020. However, a small number of tenants continue to be impacted by reduced passenger numbers. For those affected tenants CIAL continues to provide targeted commercial support through rent deferral and abatement.

Underlying lease rental will continue to grow through FY22-24, predominantly reflecting a market rate rental return from the currently funded property development capital expenditure and ongoing market annual rent review arrangements.

- Terminal & Commercial Concessions and Ground Transport:** All retail and ground transport operators (including our carparking business) were materially impacted by the impacts of the border closures and domestic lockdowns due to the pandemic. This has meant that CIAL has had to provide varying degrees of support to these operators depending on specific circumstances.

Current intention remains on working with these operators to find a pathway to move them back to their pre Covid-19 commercial arrangements as soon as is commercially viable. Revenue will correlate to passenger growth trajectories (overall and Tasman/International for Duty Free).



Parking taxis and rideshare revenue will follow similar recovery path to domestic and Tasman passenger numbers as key drivers of this.

- **Hotel:** It is assumed that the hotel will remain under contract to the government as a MIQ facility until Sept/Oct 21 – currently contracted until April 21 with extension discussions ongoing.

Operating Costs

CIAL has a relatively fixed operating cost base, particularly in respect to its major terminal and airfield assets even when the level of passenger throughput decreases.

Since the major lockdown period of 2020, CIAL has reduced its underlying operating cost base by around 20% of pre-Covid levels. It is expected that this level of productivity will remain for the majority of FY22 in respect to the underlying operational costs of the terminal and airfield.

Whilst we have seen these productivity gains over the last 6-9 months, CIAL has significant elements of its cost base where cost increases are outside of its control and are likely to increase at rates higher than CPI – e.g. rates and insurance, which are rising much faster than inflation. Current expectation of 5%-7% increases in these costs per annum (i.e. \$600k-\$800k p.a.).

Ratio of Shareholders' Funds to Total Assets

The forecast Capital Structure, ratio of shareholders' funds to total assets and gearing ratios for the next three years are:

\$m	2021 Forecast	2022 Forecast	2023 Forecast	2024 Forecast
Shareholder Funds/Total Assets %	58.1%	59.1%	59.8%	60.2%
Gearing (debt/(debt + equity)) %	35.1%	34.5%	34.0%	33.6%
EBITDAF Interest Cover x	2.9	3.5	4.4	4.9
Free Funds Interest Cover x	2.5	3.3	3.8	4.3
Free Funds/Debt %	6.1%	9.7%	11.8%	13.6%



DISTRIBUTIONS

CIAL aims to distribute funds surplus to its on-going and forecast investment and operating requirements, subject to meeting the solvency requirements of the Companies Act 1993.

The Directors will review dividend policy annually and recommend such dividend payments as are consistent with CIAL's earnings, capital expenditure and future investment requirements, subject to targeting a gearing ratio which does not exceed 40% and maintaining CIAL's targeted stand-alone credit rating of BBB+.

In addition, CIAL notes Shareholders' expectations regarding dividends and understands that certainty of dividend stream is a key financial component in ensuring Christchurch City's long-term financial stability.

During FY21 CIAL negotiated covenant waivers with bank funding providers and the bond supervisor. As part of obtaining these waivers, CIAL has agreed, up until 31 December 2021, not to make or pay any distribution to shareholders until it is in compliance with all financial covenants.

The company paid a dividend of \$20m for the year ended 30 June 2020 in line with its dividend policy. No decisions on dividends for FY21 will be made until full year trading is known and more information around vaccinations and the future of borders is known.

Beyond FY21, subject to trading conditions at the time, the Board will consider the resumption of dividend payments in line with dividend policy.

As has recently been highlighted, it should be cautioned that aviation is an inherently volatile sector. This volatility coupled with other market sector variables means that trading conditions can be materially and quickly impacted.

HEALTH, SAFETY AND WELLBEING

The Protection of *Our People* is at the core of our Health, Safety and Wellbeing Strategy and we remain committed to bringing this strategy to life through:

- Fostering a positive safety culture with high levels of trust, engagement and participation
- Strong, visible and authentic safety leadership
- A robust safety management system focused on continuous improvement
- Activation of our Whare Tapa Wha (Wellbeing Strategy)



Performance Measures	Performance Targets		
	2022	2023	2024
Culture - continue to build a positive health, safety and wellbeing culture through strong authentic leadership, engagement and participation.	<ul style="list-style-type: none"> Maintain health, safety and wellbeing score above 85% in our annual culture and engagement survey. Safety leadership conversations occurring. 	<ul style="list-style-type: none"> Maintain health, safety and wellbeing score above 85% in our annual culture and engagement survey. Safety leadership conversations occurring. 	<ul style="list-style-type: none"> Maintain health, safety and wellbeing score above 85% in our annual culture and engagement survey. Safety leadership conversations occurring.
Assurance - through effective management systems including risk management and monitoring.	<ul style="list-style-type: none"> CIAL Health, Safety & Wellbeing workplan delivered on schedule. 	<ul style="list-style-type: none"> CIAL Health, Safety & Wellbeing workplan delivered on schedule. 	<ul style="list-style-type: none"> CIAL Health, Safety & Wellbeing workplan delivered on schedule.
Wellbeing - providing opportunity for our people to enhance their personal wellbeing.	<ul style="list-style-type: none"> Incremental improvement in the wellbeing and work/life blend scores in our annual culture and engagement survey. Continued activation of our Whare Tapa Wha wellness strategy. 	<ul style="list-style-type: none"> Incremental improvement in the wellbeing and work/life blend scores in our annual culture and engagement survey. Continued activation of our Whare Tapa Wha wellness strategy. 	<ul style="list-style-type: none"> Incremental improvement in the wellbeing and work/life blend scores in our annual culture and engagement survey. Continued activation of our Whare Tapa Wha wellness strategy.

Emergency Response and Resilience

Operational readiness for emergency and business interruption events will continue to be a key focus for CIAL's operations and people safety teams.

CIAL's Airport Emergency Plan is regularly updated in partnership with key airport stakeholders (i.e. NZ Police, NZ Fire Service, St John Ambulance etc.). To assist operational readiness for emergency events, CIAL leads and/or is involved various exercises including seismic events, pandemics, acts of terrorism and an aeroplane incident.



SUSTAINABILITY

Christchurch City, as the main gateway to the South Island, exists in an area of unique and beautiful geography. We believe, as citizens of the South Island, it's our responsibility and privilege to be one of many kaitiaki to this very special place and we take that role seriously.

We are passionate about protecting the environment, minimising our carbon footprint and improving the quality of life for our community.

Our approach to sustainability is centred in the Maori concept of kaitiakitanga (responsibility, care and guardianship). We continually challenge ourselves to seek out, develop and implement new processes that make our practices more sustainable.

Our base criteria for which we measure sustainability activity includes whether activities align with our emissions reduction goals, are financially viable, and whether they create genuine enduring change. We are not interested in simply ticking boxes, we want to make an impact that improves environmental outcomes for future generations.

Our Sustainability Strategy focusses on six primary pillars. While we strive to make meaningful improvements in each of these focus areas, we are particularly focussed on our commitment to reduce and eliminate fossil fuel-based energy from our operations and acting where we can to help our suppliers, customers and the wider economy to reduce or eliminate fossil fuels.

We are a founding signatory of the Climate Leaders Coalition and have committed to reduce our own direct emissions in line with science-based targets and the global goals to keep temperatures within 1.5 degrees. We acknowledge our reduction pathway will involve dips, plateaus and even occasional spikes, but we have committed to a downward trend ultimately leading to zero emissions by 2050.

Christchurch Airport is the first in the world to achieve the new global standard in carbon reduction for airport infrastructure. Airports Council International (ACI) has recognised the airport with its highest award for measurement and reduction of carbon emissions.

Whilst it is not expected that climate change risk related disclosures will become mandatory until 2023, current view is that CIAL will commence to report in this area for the FY21 year.

This is likely to include some note disclosures in the financial statements around the potential impact (if any) on CIAL's assets, liabilities, revenue or costs, together with some more general risk-based disclosure within the Annual Report or a separate climate risk document.



Performance Measures	Performance Targets		
	2022	2023	2024
Carbon We set long-term emissions reduction targets based in science, aligned with keeping global temperatures within 1.5 degrees. Our goals are as follows; <ul style="list-style-type: none"> to be net zero by 2030 to be absolute zero emissions for our Scope 1 and 2 by 2050 to influence reductions in our Scope 3 stakeholder's emissions where possible. 	<ul style="list-style-type: none"> Maintain trend with our milestone emissions reduction goal of 84% reduction in Scope 1 & 2 by 2035 (using FY2015 carbon baseline) Demonstrate continued responsibility and leadership in aviation transition Actively seek to influence airport Scope 3 emissions reductions 	<ul style="list-style-type: none"> Achieve or surpass 2023 science-based target for S1 & S2 emissions reductions Renew ACA Level 4/4+ or above, and look for opportunities to demonstrate continued climate leadership Actively seek to influence airport Scope 3 emissions reductions 	<ul style="list-style-type: none"> Achieve or surpass 2024 science-based target for S1 & S2 emissions reductions Demonstrate continued responsibility and leadership in aviation transition Actively seek to influence airport Scope 3 emissions reductions
Waste Waste is a by-product of operating a large and diverse organisation. We aim to minimise waste by redesigning our approach to better support a circular economy.	<ul style="list-style-type: none"> Develop a CIAL waste minimisation strategy Create separated waste streams with known waste stream destinations. Undertake waste minimisation projects to reduce emissions and minimise waste 	<ul style="list-style-type: none"> Implement CIAL waste minimisation strategy Develop 2-3 key circular waste streams with known life cycle re-purposing Undertake waste minimisation projects to reduce emissions and minimise waste 	<ul style="list-style-type: none"> Implement CIAL waste minimisation strategy Maintain and develop 3-4 key circular waste streams with known life cycle purposing Undertake waste minimisation projects to reduce emissions and minimise waste
Energy Energy efficiency has multiple benefits for CIAL; we reduce our carbon footprint, reduce our operating costs, and minimise our demand on the national grid. Beyond this, we understand the importance of clean renewable electricity generation and resilience, and the role critical infrastructure assets play in supporting the national energy transition.	<ul style="list-style-type: none"> Actively pursue energy transition from fossil fuel to clean energy sources Make an impact beyond Christchurch Airport terminal boundaries to create partnerships, and demonstrate leadership to encourage faster energy transition uptake Undertake energy efficiency projects, including LED lighting upgrades 	<ul style="list-style-type: none"> Actively pursue energy transition from fossil fuel to clean energy sources Implement energy transition project Complete LED lighting upgrade and seek further energy efficiency projects 	<ul style="list-style-type: none"> Actively pursue energy transition from fossil fuel to clean energy sources Implement energy transition project Undertake further energy efficiency projects



<p>Water</p> <p>Christchurch is unique in using 100% naturally filtered water. Our passion is to maintain its integrity, avoid accidental contamination and minimise use of this precious resource as it passes under the airport.</p>	<ul style="list-style-type: none"> Measure, understand, and undertake to conserve water around terminal and campus 	<ul style="list-style-type: none"> Measure, understand, and undertake to conserve water around terminal and campus 	<ul style="list-style-type: none"> Measure, understand, and undertake to conserve water around terminal and campus
<p>Noise</p> <p>Historically, noise has been the environmental issue of greatest focus at airports around the world. Our responsibility and preference are to collaborate with all stakeholders, especially residents and businesses close to Christchurch Airport and its flight paths in relation to noise impacts.</p>	<ul style="list-style-type: none"> Noise complaints are limited to 10 per 10,000 aircraft movements per annum Successful delivery of the updated noise compliance contours to Environment Canterbury Offers of acoustic mitigation to noise impacted properties currently eligible Long term and ongoing program to protect CIAL from noise reverse sensitivity affects 	<ul style="list-style-type: none"> Noise complaints are limited to 10 per 10,000 aircraft movements per annum Successful delivery of the updated noise compliance contours to Environment Canterbury Offers of acoustic mitigation to noise impacted properties currently eligible Long term and ongoing program to protect CIAL from noise reverse sensitivity affects 	<ul style="list-style-type: none"> Noise complaints are limited to 10 per 10,000 aircraft movements per annum Successful delivery of the updated noise compliance contours to Environment Canterbury Offers of acoustic mitigation to noise impacted properties currently eligible Long term and ongoing program to protect CIAL from noise reverse sensitivity affects
<p>Land</p> <p>Our Place is an area of unique natural beauty. We have a responsibility to protect it, to encourage biodiversity, and our native species. We aim to maintain improve our land and remediate contaminated land. We also have a responsibility to our wider stakeholders to understand climate risks and mitigation, as well as airport hazards such as bird strike.</p>	<ul style="list-style-type: none"> Understand and enhance our unique dryland habitat Undertake Campus landscape planning to celebrate native species and include plant succession planning. Monitor and understand bird migration patterns to mitigate bird strike risk Insert bird strike management areas in the regional and district planning framework 	<ul style="list-style-type: none"> Develop and implement protection plan for CIAL dryland habitat Continue Campus landscape planning to celebrate native species and include plant succession planning. Monitor and understand bird migration patterns to mitigate bird strike risk 	<ul style="list-style-type: none"> Promote and protect CIAL dryland habitat to broader community Continue Campus landscape planning to celebrate native species and include plant succession planning. Monitor and understand bird migration patterns to mitigate bird strike risk



COMMUNITY ENGAGEMENT

CIAL is a proud member of the Christchurch, Canterbury and South Island community. CIAL will continue to work to broaden and deepen its support and links with its communities.

Performance Measures	Performance Targets		
	2022	2023	2024
To make a positive contribution to the social and community outcomes of our City and the South Island	<ul style="list-style-type: none"> Demonstrate support for the city and the region, its image and activities as pandemic impacts allow. Provision of promotional space at the airport to showcase events and activities (i.e. Antarctic programme, mountain bike park) across the region. Engagement and communication with stakeholders led by the Chief Executive and GMs initiating and accepting invitations to meetings, speeches, addresses, panels and workshops. Senior leaders participate in and address events and functions, sharing expertise and skills. Support local and national charities by hosting collections within the terminal, and active engagement by staff in charity events. Respectively engage with our local communities, iwi mana whenua & stakeholders in respect of CIAL's plans to explore the potential for a new airport in Central Otago. 	<ul style="list-style-type: none"> Ongoing demonstration of support for the city, its image and activities. Provision of promotional space at the airport to showcase events and activities across the region. Reactivate the Community Fund as the pandemic allows. The Chief Executive and GMs initiate and accept invitations to meetings, speeches, addresses, panels and workshops to engage and communicate with stakeholders. Senior leaders participate in and address events and functions, sharing expertise and skills. Support local and national charities by hosting collections within the terminal, and active engagement by staff in charity events. Respectively engage with our local communities, iwi mana whenua & stakeholders in respect of CIAL's plans to explore the potential for a new airport in Central Otago. 	<ul style="list-style-type: none"> Ongoing demonstration of support for the city, its image and activities. Provision of promotional space at the airport to showcase events and activities across the region. Ongoing support of the Community Fund. Engagement and communication with stakeholders led by the Chief Executive and GMs initiating and accepting invitations to meetings, speeches, panels, addresses and workshops. Senior leaders participate in and address events and functions, sharing expertise, skills and airport activity. Support local and national charities by hosting collections within the terminal, and active engagement by staff in charity events. Respectively engage with our local communities, iwi mana whenua & stakeholders in respect of CIAL's plans to explore the potential for a new airport in Central Otago.



OUR PEOPLE

Our People Strategy is designed to continue building a collaborative, connected and engaged culture that enables every member of our Champion Team to deliver our purpose, mission and strategic priorities both individually and collectively. Our people are at the heart of everything we do and it's their great contributions that underlies all our successes, innovations and reputation.

We offer an environment of continuous learning that encourages our team to express their ideas, empowers them to take reasonable risks and recognises them for their diverse contributions. We will strive to ensure all members of our team have the tools, knowledge and support they need to reach their full potential and achieve their professional and personal goals within an environment that is flexible and supports overall wellbeing. We will continuously develop, support and value our leaders so they have the skills and competencies to inspire and empower others to perform to their best potential.

CIAL has just been named as an Employer of Choice in the New Zealand HR awards. As well as programs to support all aspects of employee and campus staff wellness, the way its People and Culture team supported its staff and the wider campus community during lockdown last year has been recognised.

We are committed to building a work environment that encourages all members of our team to bring their best selves to work every day and enjoy a compelling employee experience that emphasizes acceptance, inclusion and support. We want to build a workforce for the future so that our team are ready for opportunities to develop new skills and competencies they need now and in the future.

Performance Measures	Performance Targets		
	2022	2023	2024
Retain and develop key talent Review and update of Potential and Performance/areas of strategic value talent mapping exercise Succession plans confirmed, and pathways actioned Pipeline of emerging leaders developed, and competency development pathways activated	<ul style="list-style-type: none"> Retention strategy for critical talent and development of emerging leaders Activation of Talent Management strategy and internal review conducted with key stakeholders Tools created that guide talent planning 	<ul style="list-style-type: none"> Improved retention of critical talent 	<ul style="list-style-type: none"> Improved retention of critical talent



<p>Develop, support and value leadership</p> <p>All employees and people leaders understand the role and expectations of a 'CIAL Leader'</p> <p>Our leaders are highly effective in coaching for performance, enabling change and are committed to supporting, empowering and developing others</p> <p>All our leaders are accountable and recognised for their successful performance and leadership behaviours</p>	<ul style="list-style-type: none"> Development of a CIAL Leadership Profile Implementation of a leadership coaching model into performance development/management practices Incremental improvement in leadership performance and personal development and performance reviews Incremental improvement in leadership measures in culture and engagement survey 	<ul style="list-style-type: none"> Incremental improvement in leadership performance, in personal development and performance reviews Incremental improvement in leadership measures in culture and engagement survey 	<ul style="list-style-type: none"> Incremental improvement in leadership performance, in personal development and performance reviews Incremental improvement in leadership measures in culture and engagement survey
<p>Build a workforce of the future</p> <p>Future oriented talent planning is embedded into operational and strategic planning</p> <p>There is enhanced understanding of the skills we have today and the skills we will need in the future</p> <p>We attract, recruit and develop a diverse and highly skilled workforce</p>	<ul style="list-style-type: none"> Creation of a CIAL Future of Work working party and establishment of key strategic objectives Internal recognition of the innovation and change being caused by Future of Work strategies Incremental improvement in Innovation measures in culture and engagement survey 	<ul style="list-style-type: none"> Incremental improvement in Innovation measures in culture and engagement survey 	<ul style="list-style-type: none"> Incremental improvement in Innovation measures in culture and engagement survey
<p>Strengthen diversity, inclusion and engagement</p> <p>Creation and implementation of a diversity, inclusion and participation strategy and engagement program which promotes diversity of thought throughout our business</p>	<ul style="list-style-type: none"> Create a set of organisation wide employee value statements that guide how we work, make decisions, and consider diverse perspectives to determine the way we treat each other Flexible work arrangements that reflect our people's needs and the needs of CIAL Incremental improvements in participation and inclusion measures in culture and engagement survey 	<ul style="list-style-type: none"> Incremental improvements in participation and inclusion measures in culture and engagement survey 	<ul style="list-style-type: none"> Incremental improvements in participation and inclusion measures in culture and engagement survey



FAIR EMPLOYER CHARTER

CIAL is committed to delivering a fair workplace, which means a work place that values people and builds capable and confident human beings. It is in support of these commitments that CIAL has developed our Fair Employer Charter ("Wawata Iwi Charter").

A key commitment of our Charter is to create a culture that has high trust and embraces diversity and inclusiveness. CIAL's wants to be focused on working together to be highly productive and to ensure that all are fairly rewarded for success.

CIAL recognises that we are part of our people's lifelong journey and where we can, we will positively contribute to their learning, development and future success, both now and beyond.

REMUNERATION APPROACH

CIAL will look to attract, retain, develop and motivate high calibre employees at all levels – to support our principal objective, to operate as a successful business. CIAL is a socially responsible and equal opportunities employer.

CIAL has policies and procedures in place to ensure remuneration levels are set at market rates that are able to attract and retain the people we need to manage, operate and grow the business.

We regularly compare our employee remuneration against market data and in general will meet the market, subject to employee performance.

The company is especially conscious of its public responsibilities in the setting of remuneration for senior executives, which is closely managed by the Board and made publicly available via the Annual Report.

INFORMATION TO BE PROVIDED TO THE SHAREHOLDER

No Surprises

CIAL is very aware of Shareholders' requirements in this respect. The company will operate on a "no surprises" basis in respect of significant shareholder-related matters, to the extent possible in the context of commercial sensitivity and confidentiality obligations. Any sensitive issues that could result in media attention or issues will be communicated to the Shareholders as soon as possible.

The Board aims to ensure Shareholders are informed of all major developments affecting the company's state of affairs, while at the same time recognising commercial sensitivity may preclude certain information from being made public. Within this constraint, information is communicated to the Shareholders through periodic updates, occasional briefings, both the annual report and the half-yearly report, and "no surprises" updates on issues of importance as they may arise.



It must be noted that the 'no surprises' approach will be adhered to, as long as this does not cause non-compliance with CIAL's requirement for continuous disclosure, under the listing rules of the NZ Stock Exchange, as part of their bond listing obligations.

Statement of Intent

The Statement of Intent will be submitted to the shareholders for consultation annually, as required by the Local Government Act 2002. The directors will include any other information they consider appropriate. Where appropriate revised forecasts will be submitted to shareholders.

Annual & Half Year Report

An annual report will be submitted to the shareholders. The annual report will include audited financial statements and other details which permit an informed assessment of the company's performance and financial position during the reporting period provided to the shareholders.

Half-yearly reports will also be provided to the shareholders. These reports will contain unaudited information and comply with NZ IAS 34.

Annual reports will be produced, consistent with the company's objective to be a long-term sustainable and responsible business. The reports will outline the company's objectives and performance in terms of its economic, environmental and social outcomes.

Other Reporting

CIAL is subject to the disclosure regime under Part 4 of the Commerce Act. Under this regime CIAL is required to disclose publicly detailed information after each price setting event and annually after each financial year within the relevant 5-year period.

CIAL will provide regular updates to our shareholder on the ongoing performance of the company which may include financial, strategic, risk and operational updates for any given period.

ACQUISITION/DIVESTMENT PROCEDURES

CIAL will continually assess the best way to maximise its contribution to New Zealand's sustainable aviation growth and its contribution to the social and economic value added to the regions. CIAL's business development activity may include direct investment or partnership activities with appropriate organisations.

The subscription or acquisition of securities in any company or organisation, or a divestment of part of the existing business, will only be considered where it is consistent with the long-term commercial objectives of CIAL.

When the subscription, acquisition or divestment is considered by directors to be significant to the company's business operations, it will be subject to consultation with the shareholders.



Major transactions as defined in the Companies Act 1993, s129 (2), will be subject to shareholders' approval by special resolution.

Notwithstanding the above, if CIAL is considering a significant acquisition or disposal of assets or securities, the shareholders will be consulted with as much lead-time as is commercially practicable in the prevailing circumstances.

Where the company decides to incorporate, or subscribe to, shares in subsidiaries to undertake its commercial activities, the company will ensure effective management, with Board control of any subsidiary being exercised by CIAL's directors and staff.

ESTIMATE OF COMMERCIAL VALUE

To be updated by 30 June 2020.

ACCOUNTING POLICIES

CIAL has adopted accounting policies that are consistent with New Zealand International Financial Reporting Standards, generally accepted accounting practice and the policies adopted by the Christchurch City Council group.

The company's current detailed accounting policies are available in our most recent annual report for the year ended 30 June 2020, as published on our company website <https://www.christchurchairport.co.nz/globalassets/about-us/who-we-are/financial-reports/2020-financial-statements.pdf>

Orion

Statement of Intent

For FY22, FY23 and FY24
Orion New Zealand Limited
Approved by the Orion Board DD MMM 2021

PLACEHOLDER:
DESIGN & IMAGE TO COME

DRAFT

Orion – SOI for FY22, FY23 and FY24

This Statement of Intent (SOI) is submitted by the Board of Directors of Orion, in accordance with section 39 of the Energy Companies Act 1992 (the Act). It sets out the Board's overall intentions and objectives for Orion New Zealand Limited and its subsidiary companies, (the Orion Group) for the year commencing 1 April 2021 and the following two financial years. The companies that comprise the Orion Group are listed in Appendix 2.

Contents [To be added once content is finalised]

Corporate offices

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Directors

Jane Taylor – chair
John Austin
Bruce Gemmell
Jason McDonald
Geoff Vazey
Sally Farrier
Richard Wilson – Associate Director

Executive

Interim Group Chief Executive

Jono Brent

Interim Orion Network Chief Executive

David Freeman-Greene

Interim Connetics Chief Executive

John Thompson

Our
Purpose is
to power
a cleaner
and brighter
future for our
communities.

1. Our Purpose

Orion's Group Purpose is central to all we do and is the touchstone for this Statement of Intent.

As New Zealand transitions to a low-carbon economy, the energy sector has a critical part to play. Orion has established its Purpose to ensure it is a vital player in that transition for our community, our region and New Zealand. We are focussed on helping our community realise its aspiration for a sustainable future.

Our SOI delivers on our commitment to undertake our core network role to the high standard expected by our customers. It also outlines many new projects and initiatives aligned to our Group's Strategy.

2. Our Group scope

Orion owns and operates the network that provides the people of central Canterbury with the power they need to go about their daily lives and run their businesses.

We deliver electricity to more than 210,000 homes and businesses and are New Zealand's third largest Electricity Distribution Business. Electricity distribution is an essential, lifeline service that underpins regional, community and economic wellbeing. It also has a critical part to play in New Zealand's transition to a low-carbon economy.

We take pride in stewardship of our assets for the long-term benefit of customers and the wider community.

Traditionally the scope of our business has been to deliver electricity to our region's homes and businesses. Our principle subsidiary Connetics' core business is the design, construction and maintenance of overhead and underground power lines and associated equipment. Specialists in electrical distribution, Connetics supports Orion with the design and build expertise to maintain and develop our network and provides these services to other electricity distribution businesses around New Zealand.

Recognising we are in the midst of radical change in the energy sector and the climate change crisis, we challenged ourselves to consider how we need to adapt, remain relevant and proactively harness opportunities in the fast-evolving energy landscape.

We developed our new Group Strategy to respond to the challenges facing our industry and New Zealand, and position Orion for a new, purpose led future.

3. Orion Group Strategy

Our Group Strategy is changing the shape of Orion's contribution to our communities - to use the skills and expertise of the Orion Group to meet the changing needs of our communities today and tomorrow.



1. Our Group Purpose

Powering a cleaner and brighter future for our communities encapsulates the contribution we want to make to our community's future wellbeing and prosperity.

- **Powering** – conveys our commitment to taking action and reinforces our focus on energy
- **Cleaner** – speaks to our commitment to assisting our region and New Zealand's transition to a low carbon future and being environmentally sustainable
- **Brighter** – reflects our contribution to social and economic prosperity
- **Our communities** – reflects our holistic view that includes our people, our region and New Zealand

2. Sustainable Development Goals

We have selected a subset of the 17 United Nations goals that define our global sustainable development priorities and aspirations. We consulted with a variety of our key stakeholders who helped us choose the seven goals most relevant to Orion, and where we could have the most impact. They provide a common language that enables us to collaborate and form partnerships with other like-minded organisations.

3. Impacts

We aim to make a clear, measurable long-term impact in three areas:

- **Strategic Leadership** – we aim to expand and harness the capabilities across the Group to deliver on our Purpose in a dynamic and complex environment.
- **Regional Prosperity** – we will lead our region through an equitable transition to a carbon neutral economy. We will become a catalyst for economic and social development for the region. We are committed to managing our costs efficiently and prudently. Affordability is important to us. Our electricity distribution network will adapt as needed to remain fit for purpose for our customers.
- **Sector Transformation** – we will collaborate with others to ensure the sustainability and viability of the South Island electricity sector. We will have transformed the way our industry develops capability.

4. Strategic themes

Our Group Strategy is focussed on five themes to fulfil our Purpose:

- **Re-imagining the Future Network** – rapidly changing technologies and New Zealand’s drive for a low carbon future have the potential to alter the demands on our network assets and the services our customers require. We are focussed on understanding what these changes mean for our customers, and how our network can be re-configured and engineered into one that provides the services our customers need in a changing energy landscape.
- **Customer Inspired** – listening to our customers, and being alert to changes and opportunities in the market inspire us to seek out new ways to enhance our service and empower customer choice. This theme focusses on ensuring we engage with our customers in our decision making, and actively seek out new systems and services to provide an exceptional customer experience.
- **Lead and Grow** – we aim to be a forerunner in our field, providing strategic infrastructure leadership. We will capitalise on our strengths and expertise to explore opportunities to maintain our position as a respected contributor to the development of our industry, for an evolving energy future.
- **Accelerating Capability** – we are making a commitment to invest in human capability to ensure our Group and our sector can respond to the challenges ahead. We are focusing on the essential skills and capabilities we need today and on the new capabilities needed for a sustainable future. Our sector underpins New Zealand’s ability to thrive and the Energy Academy is reimagining the future of capability development. As we build capability across our sector, we are also committed to building capability within the Group. Through Christchurch City Holdings Limited (CCHL) Te Whāriki pilot, we have experimented with new ways of working, uncovered hidden talent and provided opportunities for our people to develop beyond their role and accessed talent from within the CCHL group of companies. We will continue to support Te Whāriki as it evolves and grows.
- **Powering the Low Carbon Economy** - we are a passionate advocate for clean energy, and a proactive enabler of those seeking help to reduce their carbon footprint through more efficient use of low carbon energy sources. Within our own operations, the Orion Group has committed to achieving carbon neutrality for corporate emissions by June 2022, the first electricity company in New Zealand to commit to this ambitious target. To meet the target, the Group is implementing initiatives to reduce its corporate emissions such as vehicle and building emissions, and investing in natural climate initiatives that will provide carbon offsets.

5. Our Foundation

We have a strong commitment to the health and safety of our people, our service providers and the public.

Underpinning all we do, it is critical we continue to perform our core network role exceptionally. Our SOI delivers on our aspiration to operate **New Zealand’s most advanced electricity distribution network** and undertake our core network role to the high standard expected by our customers and to do so efficiently. It also outlines new projects and initiatives aligned to our Group’s Strategic Themes. The initiatives under this heading in this SOI are dedicated to ensuring integrity and future effectiveness-

Aspiring to be **New Zealand’s most advanced electricity network** reflects our focus on asset management improvement initiatives and, attention to embedding the right organisational risk management culture of continuous improvement to ensure we are future fit.

This includes providing our community with an understanding of how climate risks and opportunities might impact our business through our Climate Change Opportunities and Risk reporting.

We will continue to monitor changes in the COVID-19 pandemic situation and comply with Government agency requirements and guidelines in response to any changes in the situation.

6. Our Enablers

The building blocks that will enable us to achieve our Group Strategy are:

- **Leadership and Culture** – we are committed to being diverse and inclusive with a culture that generates a real sense of belonging. We will continue to engage our people in embracing an inclusive environment and will aim to increase diversity across all levels of the Group. We will aim for consistency, fairness and alignment with our business objectives for our employee remuneration. We are committed to paying our people the Living Wage. Exceptions may occur for those who are part of a structured training programme such as an apprenticeship or work experience.
- **Data & Digitisation** – robust data gathering, and analysis will increasingly be used to inform our asset management decision making and strategy and optimise our performance. Obtaining customer insights through research and engagement will drive our thinking around customer service enhancements and enable us to optimise asset performance. We are increasing our focus on digital engagement with our community while not losing sight of the importance of face to face interactions with our community when it really matters.
- **Strategic Agility** – rapid technology change and changing customer behaviour, combined with uncertainty in our operating environment dictate the need to be flexible and agile in our strategic thinking and planning. We are developing a greater ease with change, and we approach this uncertainty confident in our ability to adapt to changing circumstances as needed.
- **Re-defining Value** – we recognise our long-term value to our community goes beyond our financial returns to shareholders. We intend to redefine long-term value to ensure that our business is sustainable and delivers what is truly important to our community and stakeholders, in line with our Purpose. This requires providing a broader definition of long-term value, which includes social and environmental benefits, while delivering committed financial returns to shareholders.

4. Our governance

The board

Our shareholders appoint the directors to govern and direct the Orion Group. The Group has two boards, one for Orion New Zealand and one for Connetics Limited. The boards are the overall and final body responsible for the direction and control of the companies' activities and decision-making. The boards' responsibilities include the overall strategy, objectives, stewardship, performance and reporting of the relevant entities and Group.

Statement of Intent (SOI)

In accordance with section 39 of the Energy Companies Act 1992 and the Group's constitution, the Orion board submits a draft SOI to shareholders in February each year. After due consultation with the shareholders and after considering their comments, and board approval the final SOI is delivered to shareholders. A copy of the SOI is available on our website.

Board operation

Our boards are committed to best practice governance. Our boards' operations are subject to the Group's constitution and the board charter. The charter sets out how the boards and director shall undertake their responsibilities.

The Orion chair leads the board and its relationship with shareholders and other major stakeholders. The chair maintains a close professional relationship with the Chief Executive and leadership teams.

New directors undertake an induction process to familiarise them with matters related to the company.

Policies

The boards review the companies' key policies at regular intervals.

Board performance and review

The boards regularly review their performance and the performance of the Chief Executive. The reviews aim to identify opportunities and set plans for performance development and improvement.

Board meetings and committees

Each board meets approximately ten times per year. Additional meetings are convened as and when required. The boards' annual work programmes are set by each board before the start of each calendar year. The boards receive formal agenda papers and regular reports, generally a week in advance of meetings. The Leadership Teams are regularly involved in board discussions. Directors also have other opportunities to obtain information and may seek independent expert advice.

The boards delegate some responsibilities and tasks to board committees, but the boards retain the ultimate responsibility and accountability for any committee's actions or inactions. Subject to any conflict issues, all directors receive agenda papers for committee meetings and all directors may attend committee meetings. The Orion board has two standing committees:

- **the audit committee** – liaises with the company's independent external auditor and independent internal auditor, and reviews the effectiveness of internal controls and financial and regulatory information used and issued by the board
- **the remuneration committee** – reviews the company's remuneration policies and practices and reviews and sets the remuneration of the company's Chief Executives and Leadership Team

Liability insurance and indemnity

The group arranges comprehensive liability insurance policies within the limits and requirements as set out in the Companies Act 1993 and the Group's constitution. The Group also indemnifies directors and employees within the limits and requirements set out in the Act.

Loans to directors or employees

The group does not make loans to directors or employees.

Legislative compliance

The boards receive regular updates and representations from management on legislative compliance. Areas of relevant law include industry-specific regulation, health and safety, corporate, taxation, financial reporting, commercial, environmental, human resources and privacy. Compliance manuals and training are made available to all employees, and independent experts are engaged for advice when needed.

We will continue our comprehensive legislative compliance programmes and we will meet our obligations under relevant legislation and regulations.

Auditor

Audit New Zealand on behalf of the Auditor-General is the auditor of the Group.

5. Our capital structure and our dividends

We maintain a capital structure that ensures we have financial capacity to manage strategic and operational risk, fund ongoing operations and enable investment to fulfil on our Purpose.

We will distribute funds to our shareholders subject to meeting the solvency requirements of s53 the Companies Act 1993.

In determining the level of funds available for distribution, our Directors will consider our earnings, cash flows, capital expenditure, future investment requirements and market and regulatory conditions.

Any dividend declared will be at a level that allows us to execute business strategy and maintain a sustainable capital structure.

In determining any dividend, our Directors will also consider all forms of long-term value that we create for our shareholders and other stakeholders.

Dividends will be subject to maintaining our targeted shadow credit rating of at least A- which implies a gearing ratio (defined as debt/(debt plus equity)) which does not exceed 45%.

We will pay our dividends in two instalments:

- in June 2021 and December 2021 for FY22
- in June 2022 and December 2022 for FY23
- in June 2023 and December 2023 for FY24

6. Acquisitions and divestments

We will only consider acquiring securities in a company or organisation, or a divesting part of an existing business, where it is consistent with our objectives. When we consider a transaction to be significant, we will consult with our shareholders with as much lead-time as is commercially practicable in the prevailing circumstances. Major transactions as defined by the Companies Act 1993, will be subject to shareholders' approval by special resolution. Where we decide to incorporate or subscribe for shares in subsidiaries to undertake our commercial activities, we will aim to ensure effective management.

Board control of any subsidiary is exercised by our directors and management.

7. Our relationships with our shareholders and wider CCC and SDC group

We actively support wider group entity initiatives to seek or develop opportunities to stimulate collaboration, share resources and identify where group approaches will achieve more than individual entity approaches, including:

- CCHL's five pillars of focus: financial, mana, kaitiakitanga, sustainability and people
- CCHL's 2021 group programme initiatives – optimising performance, accelerating innovation, enhancing community impact and expanding and leveraging capability
- Te Whāriki
- support the continued growth in the Selwyn district, driven by population and decarbonisation
- governance
- sustainability
- group targets for Christchurch City Council's 2030 carbon neutral plan
- carbon emissions targets, emerging technologies and innovation
- collaboration and capability
- debt financing

We collaborate with the wider Christchurch City Council and Selwyn District Council to explore opportunities and develop new business opportunities as appropriate.

No material intercompany transactions are forecast to take place with our shareholders, or the wider CCC and SDC group, during the three years covered by this SOI, except the payment of dividends, services provided or received on an arms-length commercial basis and services received that are covered by local authority rates.

We operate on a 'no surprises' basis with shareholders in respect of significant matters, to the extent possible in the context of commercial sensitivity and confidentiality obligations.

If a shareholder decides to sell shares in Orion, we will co-operate and work with that shareholder and its advisors, subject to our obligations at law.

How we will report to our shareholders

We submit our draft SOI to our shareholders for consultation annually, as required under the Energy Companies Act 1992 and the Group's constitution. Where appropriate, we will submit a revised SOI to our shareholders. Our performance targets are in section 8 of this SOI.

We will deliver our Annual Report to our shareholders on or before 30 June each year. Our Annual Report will include:

- our audited financial statements
- our performance relative to the targets we set in our SOI
- how we are meeting our community's expectations
- other information to enable an informed assessment of the Group's governance, performance and financial position

We will deliver half-year reports to our shareholders that will contain unaudited information similar in content to our Annual Report and will comply with financial reporting standard NZ IAS 34 – Interim Financial Reporting. We will provide regular updates to our shareholders on our performance, which may include updates on financial, strategic, risk and operational issues.

Our accounting policies will comply with applicable NZ IFRS standards and interpretations and will be consistent with the accounting policies adopted by the CCC group. We have applied the same accounting policies when preparing our financial forecasts in this SOI that we applied for our audited financial statements for the year ended 31 March 2020. Our actual accounting policies may change because of changes to NZ IFRS standards and interpretations.

8. Our performance targets

Description	FY22	FY23	FY24
Financial			
Electricity delivery revenue (\$m)	227.6	230.1	233.2
Profit after tax (\$m)	25.1	24.1	23.4
Fully imputed dividends (\$m)	31.0	32.0	25.0
Profit after tax to average equity (%)	3.7	3.6	3.6
Debt to debt plus equity (%)	38	41	44
Equity to total assets (%)	51	49	47
	FY22 to FY24		
Network reliability (these are regulated limits)			
SAIDI -- planned	39.68		
SAIDI -- unplanned	84.71		
SAIDI -- total minutes per customer	124.39		
SAIFI -- planned	0.1496		
SAIFI -- unplanned	1.0336		
SAIFI -- total number of interruptions per customer	1.1832		
	FY22		
Health and Safety			
Events that did or could have resulted in serious injury to Orion Group employees	≤4		
Events that did or could have resulted in serious injury to Orion service providers	≤4		
Events that did or could have resulted in serious injury to the public, excluding car versus pole incidents	Nil		
Customer Inspired			
Net Promoter Score	>50%		

Notes and definitions: see Appendix 1

9. Our key initiatives

Re-imagining the Future Network

Rapidly changing technologies and New Zealand's drive for a low carbon future are providing opportunities for our customers to produce, store, consume and share electrical energy rather than simply consuming energy provided to them. These changes have the potential to alter the demands on our network assets and the services our customers require. It is vital we enable open access and customer choice while continuing to provide safe, reliable electricity.

1. Increase the real time 'visibility' of the state of our low voltage network

We have embarked on a significant upgrade of our advanced distribution management system (ADMS), which has been focused on our high voltage network – 11kV, 33kV and 66kV.

This project is to develop our ability to monitor our low voltage network (400V), in real time. Low voltage networks around the world have typically been built without this capability because power flows have overwhelmingly been one-way – from large centralised electricity generators to consumers.

Low voltage networks will increasingly need to support new and more complex two-way power flows, as customers increasingly adopt innovative technologies such as electric vehicles, home storage batteries, energy management systems and solar PV.

Project complete: 30 June 2021

2. Develop a live operating model of our low voltage network

We have embarked on a significant upgrade of our Advanced Distribution Management System (ADMS), which will enable us to include low voltage network monitoring and operation.

Our aim with this project is to integrate the low voltage network (400V) in real time into our current operating system. This will enhance operational response, decision making and customer communications; increase our safety outcomes and allow real time analysis of two-way power flows and demands.

Project complete: 30 September 2022

3. Undertake a trial of non-network alternatives to low voltage constraint management

As new technologies emerge, we will start to see changes in the traditional usage patterns on our low voltage network. In this trial we are investigating the use of alternatives such as low voltage Statcoms (voltage compensators) to maintain supply quality where previously we would have reinforced the LV network at greater cost and disruption to customers.

Trial in place: 31 March 2022

4. Data and digitisation strategy

Data and digitisation will enable us to deliver a better experience to customers and employees and be key to developing a smart network and high performing assets and operational performance.

Through data and digitisation and customer centricity we will continue to transform our customer's experience.

We will progress our strategy to create smart networks through the deployment of new technology platforms to enable the emergence of new commercial markets and the future energy marketplace.

Our asset management and operational performance will be enhanced with embedded digital practices, analytics and be enabled by artificial intelligence to drive efficiency, collaborative innovation and insight driven decision making.

Business processes will be optimised and automated, to support agile and flexible ways of working. We will develop a robust data and digital strategy, and commence implementation.

Strategy in place: 31 March 2022

5. Non-network supply procurement

Future demands on our network may be less predictable and may not be best addressed through traditional network services. We will need to be adaptive to being able to offer solutions that are not necessarily traditional "poles and wires".

We will explore options to contract for the provision of such services from the open market, choosing solutions that are customer inspired and power the low carbon economy.

Options in place: 31 March 2022

6. Design for new field data collection method in place

Good asset management and decision making relies on good data on which to make decisions. Our in-field data collection of asset condition and maintenance will be enhanced. We have established a project to identify and design how and when we will collect this data and identify how and when we store and use it.

Project complete: 30 September 2021

7. Development of publicly available network constraint maps

To enable true and open access to our network for our customers and suppliers of non-network solutions we will publish information about where our network is constrained or where it can accept technologies freely. We will trial the publishing of heatmaps at a non-granular level. This will allow us to develop and evolve our offering to suit our customers.

Trial complete: 31 March 2022

8. Install a new digital voice radio network in Banks Peninsula

Our current analogue voice radio network has limited range and has significant coverage 'black spots' around the many hills and gullies of Banks Peninsula. These shortcomings can hinder the safety of our people, our service and our operational efficiency/effectiveness. In 2019, we successfully trialled a new type of digital radio equipment for the Peninsula. In the trial, we demonstrated that we can upgrade our voice radio network to achieve almost total high-quality digital coverage for the whole peninsula.

Our new radio network will be the first of its type for New Zealand and our trial has gained attention from several large voice radio user organisations throughout New Zealand. We will in due course also look to deploy this technology in the Darfield to Arthur's Pass area to achieve similar benefits.

Installation complete: 30 September 2021

Customer
Inspired

We recognise our customers value great service and have a focus on continual improvement in this area. Our customers tell us they want to be confident our network is prepared to meet their future needs, and we will involve them in our decision making.

1. **Implement a new Customer Relationship Management platform (CRM)**

Customer requirements and expectations are changing and service offerings we make to customers are becoming more diverse. An integrated CRM is the foundation for building a single view of a customer and their various touch points with us; providing enhanced digital channels for interactions with customers and continuing to provide a high level of service in a more complex future. During this year we will establish the foundations of CRM and begin to build our business processes off that.

CRM foundation complete: 31 March 2022

2. **Launch a new Outage Notifications service to our community**

Customers are increasingly reliant on their electricity supply. Building off the establishment of CRM, we will provide customers with an option to subscribe to planned outage notifications via text or email for work we are doing on the network directly impacting them. This service will augment the current process of planned outage notifications to customers via retailers. As outage work progresses, we will keep subscribed customers informed of outage timeframes, changes to work and restoration of power. When outages on our network are necessary, this will allow customers to better plan their personal and working lives.

Outage notifications in place: 31 March 2022

3. **Further develop our customer and community engagement programme to give greater voice to our stakeholders' views in Orion's decision making**

We will continue to seek the views of our community through a range of community engagement activities.

We will appoint a community engagement specialist who will extend our current programme of community engagement that includes:

- Our annual **customer survey** of residential and business customers
- Three meetings of our **Customer Advisory Panel** per year
- Three **Powerful Conversations** workshops per year with metro, rural and a specific community group to be identified
- Significant **project communications** to affected communities
- **Community outreach** via social media, community groups
- Establish **regular briefings** to community boards and community groups to update them on Orion network developments and seek feedback on local needs

Programme in place: 31 December 2021

4. Continue our community sponsorships and align with our Group Strategy

We will continue to support our community through several strategic partnerships and smaller targeted sponsorships, aligned to our strategy.

Recognising the importance of growing sustainable businesses in Canterbury, we will continue our partnership with the Canterbury Employers Chamber of Commerce. We will maintain our longstanding partnership with Community Energy Action which recognises the need for our community to live in healthy homes and for residential customers and business customers alike to use energy efficiently.

Feedback from our community through Orion's Residential Customer Perceptions Survey told us our customers would prefer to see us supporting "grass roots" activities in our community rather than large "corporate style" events.

Last year we initiated a Community Fund Sponsorship programme, which we will continue this year, allocating \$30,000 to support up to 25 groups with small grants. This is an internal programme where Orion people nominate local non-profit groups they are actively involved in for support. Many Orion people are passionate about being involved in our community and this is another way for Orion to give back to the community and empower our staff at the same time. The aim is to empower Orion people to make decisions on how we spend a small proportion of our sponsorship budget and to encourage wider engagement of Orion people in their community, with the support of Orion.

FY22 Programme complete : 31 March 2022

Draft

Lead
& Grow

We ensure our business is financially sustainable and we invest prudently to deliver on our Purpose.
We provide value for money for our community.

1. **Continuous improvement of our works delivery**

We are transitioning to a “Primary Service Delivery Partner” contracting model between Orion and Connetics for contract work which delivers improved safety, quality, and capability development.

The success of this new contracting model will be measured by our performance in safety, quality, and our focus on investment in capability development. Our Asset Management Plan will continue to be delivered on time and on budget.

Model measured: 1 April 2022

2. **Connetics will shift its Southern operations from establishment phase to performance phase**

Connetics will partner with its key customer in the region, Aurora Energy, to help deliver their significant programme of network maintenance and development into the future. The successful operation of Connetics’ new Southern Region depot will be measured across a number of metrics.

Metrics in place: 31 March 2022

3. **We have a clear three-year programme to continually optimise in service of our Group strategy**

We have an agreed programme of work for FY23 to optimise the performance of the Group to ensure we can deliver on our strategic impacts and themes.

Programme in place: 31 March 2022

Accelerating Capability

We are a Purpose led, high performing team, focused on achieving great outcomes for our community. To deliver on our Purpose and keep pace with the rapid changes in our industry, we recognise the need to invest in the development and growth of our people. Building the level of employee engagement and passionate commitment to the Group's more dynamic future contribution to our communities will be essential to our success. We will be more agile and develop our ability to operate in a more fluid, fast paced and changing environment.

1. Enhance employee engagement

Our aim is to have highly engaged and motivated people who are proud to work for us. Our people have valuable insights that can help shape our culture and ways of working and through an engagement survey we will establish a benchmark of engagement of our people and identify key initiatives that will continue to grow and develop our people and our businesses.

Survey in place: 31 March 2022

2. Continue to embed and evolve leadership development

Our aim is to continue developing our leaders, so they can lead strategic initiatives with intent and velocity. Our programmes are tailored to context and objectives and focus on what we are seeking to achieve with our Group Strategy.

Programme on-going: 31 March 2022

3. Complete the next major phase of our diversity and inclusion programme

Our aim is to build an inclusive culture of belonging. As we continue to adopt more inclusive behaviours, we will shift our focus to targeting the systemic barriers that may exist within our systems and processes.

Programme phase complete: 31 March 2022

4. Complete the first major phase of initiatives for the Energy Academy

We will evolve the Energy Academy from establishment into the first phase of an extensive programme of initiatives. Key priorities include the introduction of a capability sharing platform for the sector, modelled on Te Whāriki, the launch of three future focused micro-credentials in partnership with tertiary institutions, and a sector-wide future workforce planning project.

Phase one initiatives complete: 31 March 2022

5. Continue to champion the Wāhine tū tahi, wāhine kaha - CCHL's Women & Leadership series

Wāhine tū tahi, wāhine kaha - CCHL's Women & Leadership is a series of events run by volunteers from across the CCHL group. The series helps build relationships and collaboration and breakdown biases. We have two more events planned for FY22 and we will evolve this series into an ongoing platform to encourage diversity across the CCHL group of companies.

Sessions complete: 30 September 2021

Powering the Low Carbon Economy

We are committed to taking decisive action to address the climate change emergency, and recognise the need to take action that is both urgent and game-changing.

1. Prepare to offset our Group corporate carbon emissions, to become carbon neutral by June 2022

In 2021 we will undertake the necessary steps to be ready to offset our Group corporate emissions excluding emissions from electricity lost as it travels along our distribution network. See Appendix 1.

Our activity includes the carbon reduction and planting measures detailed in initiatives 2. and 4. below. In addition to this, we will purchase carbon credits from a Verified Emissions Reduction Scheme in 2021, to allow the group to offset its corporate emissions until any planting scheme reaches maturity.

Group corporate carbon emissions neutral: 30 June 2022

2. Halve our Group benchmark corporate emissions by 2030

Obtain Group carbon reduce (previously CEMARS) certification

During 2022 we will pursue a group audit of carbon emissions to ISO 14 064-1 standard, in order to obtain carbon reduce certification.

This will necessitate the implementation of a fresh benchmark year but does not alter our goal to reduce our group corporate emissions by 2030 in line with keeping global warming within 1.5 degrees. In 2022, Orion will pursue an absolute reduction of its corporate emissions of 50 tonnes, from our existing benchmark year of 2018.

We are excluding emissions associated with electricity lost along our lines from our reduction target, as these are largely outside our control.

Group carbon reduce certification obtained: 31 March 2022

3. Undertake initial scenario modelling of physical risks to our network from climate change

We published our first **Climate Opportunities and Risks** report in August 2020. This contained largely qualitative analysis of our exposure to climate risk.

During 2021 we will expand our understanding of how our changing climate could affect our physical network by undertaking quantitative scenario modelling based on at least two warming scenarios. The results will be discussed in our 2021 Climate Opportunities and Risks report.

Scenario modelling complete: 30 September 2021

4. Partner with local landowners to create a native forest resource

In 2020 we committed to achieving carbon neutrality for our group corporate emissions by June 2022. As part of this we will partner with local landowners to plant an area of native forest of at least 200ha in at least two locations around our region. During 2021 we will identify and secure locations for this forest.

Partnerships in place: 31 March 2022

5. Set a business environmental budget aligned with the planetary boundaries

A healthy environment requires us to operate within the constraints of our planet. The Ministry for the Environment has already quantified NZ's status within the planetary boundaries, but this is difficult to apply at a business level to influence our day to day choices.

During 2021 Orion will work to identify its environmental quotas, within the planetary boundary framework and use this information to influence its business as usual decisions.

Business environmental budget in place: 31 March 2022

6. Partnerships to promote the effective use of electricity in the region

We have been working to establish partnerships to promote the effective use of electricity within community buildings in our region. During 2021 we will have monitoring and partnership outcome agreed within at least three sites.

Partnerships established: 31 March 2022

7. Access to data on thermal fuel boilers

We are working with other South Island EDBs to collect data on thermal fuel boiler sites to understand conversion opportunities in the South Island.

Data collection underway: 30 June 2021

Our key projects

We maintain and develop our network to support customer needs and ensure we can enable our customers to realise the benefits of access to New Zealand's low-carbon energy source, now and into the future. Maintaining our respected, leadership position in the New Zealand industry is also about ensuring safety, reliability and resilience are our top priorities.

1. Improve how we manage our critical health and safety risks

In FY21, we identified and reviewed our critical health and safety risk activities and our critical controls using the risk assessment tool, BowTie.

In FY22, we will develop and embed a Critical Control Assurance Programme to monitor the effectiveness of these controls to ensure we are taking all reasonably practicable steps to ensure the health and safety of our Group employees, service providers, visitors, customers and the public in relation to our critical risks.

Programme in place: 31 March 2022

2. Construct a new 66kV line between Highfield zone substation and Norwood GXP

Our existing commercial customers in this area are growing their businesses and placing constraint on our existing network. This project will provide these customers with the opportunity for growth by increasing the capacity of our network now, ahead of the planned full GXP to be installed in this area in following years.

Project complete: 31 March 2022

3. Replace our end of life 11kV switchgear at Oxford Tuam zone substation with modern vacuum breakers

This project is necessary as the current bulk oil filled breakers are near their end of life. Replacement of these breakers will enable us to take advantage of modern safety and protection systems, with remote operation. It will deliver enhance operational benefits to ongoing developments in the central business district.

Project complete: 31 December 2021

4. Build and commission a new zone substation at Belfast and connect it with our existing 66kV sub-transmission network and a new switching station to be built and commissioned at Marshland

This is a two-year project to support significant customer and demand growth in the north and north-east of Christchurch. We also forecast a follow-on project to interconnect Belfast with our Papanui zone substation by 31 March 2023.

Project complete: 31 March 2022

10. Appendix 1: Notes and definitions

Financial

- Our financial targets above are for the consolidated Orion Group and are in nominal terms - they include forecast inflation/escalation.
- Our key assumptions for our financial targets are:
 - our future electricity distribution revenues will be within the limits the Commerce Commission has set for Orion
 - our transmission charges from Transpower will be 'passed through' to customers
 - our future opex and capex will be in line with our approved network AMP, effective from 1 April 2021
 - no future major investments/divestments
 - no future natural disasters, material COVID-19 impacts, material adverse events or materially adverse decisions by regulatory agencies
 - no future asset revaluations

Reliability

- SAIDI and SAIIFI are standard industry measures for network reliability:
- SAIDI refers to our system average duration: the minutes of supply interruptions per customer
- SAIIFI refers to our system average frequency: the number of supply interruptions per customer
- Both measures exclude interruptions that are caused by electricity generators or Transpower, are caused by our low voltage (400V) network or last for less than one minute
- The Commerce Commission sets performance limits for our network reliability as part of the Commerce Act (Part 4) price-quality control regime. Our annual targets are consistent with our performance limits for FY21 to FY25
- The Commission assesses our actual unplanned network reliability against our limits each year after 'normalising' for the impacts of major events by 'capping' the measured impact of each major event. We will report our annual performance against our network reliability limits, after normalising for 'major events' using the Commerce Commission's methodology

Group corporate emissions

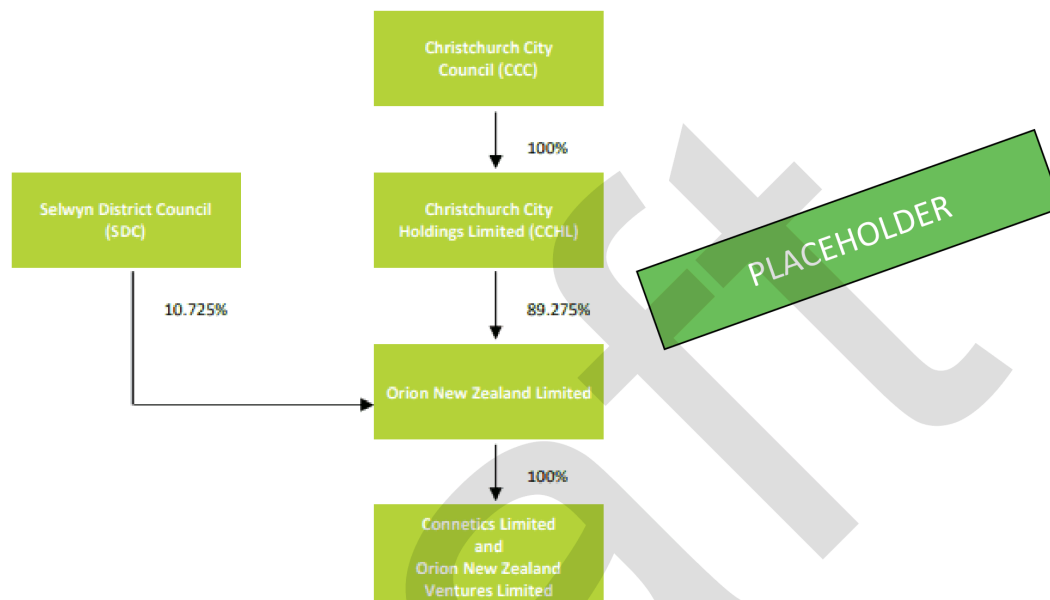
Our total Group carbon emissions for our current benchmark year of 2018 were approximately 19,300 tCO₂e. Around 95 per cent of these are associated with electrical losses, directly linked to how New Zealand generates its electricity. We take steps to limit losses, for example by reducing peak load, but there are no viable solutions to eliminate them yet.

What we consider to be our *Group corporate emissions* are relatively small by comparison, around 3,000 tonnes per annum in 2018. They include direct emissions, such as petrol or diesel used by the group, as well as some indirect emissions, such as landfill gas and air travel by staff.

We believe it is important to manage our footprint regardless of its size and use mitigation of our corporate emissions to trial reduction measures that could also assist our customers.

11. Appendix 2: Our Group Structure

Our Group Structure



How this SOI sits within our governance framework





For the period ending
30 June 2024

Draft Statement of Intent A Profitable and Sustainable Port



LPC Statement of Intent / Draft V2

Contents

Mihimihi	3
Introduction	4
Our 5-year plan: Leading the Way	5
Our vision	6
Our goals	6
What we do	7
LPC services	
Our sustainability strategy: Prosperity, People, Planet	10
Our sustainability strategy	11
Delivering a profitable and sustainable port	12
1. Prosperity	12
2. People	14
3. Planet	19
Other important information	21
Corporate governance	21
Shareholder returns	22
Dividend policy	23
Estimate of commercial value of shareholder's investment	23
Acquisition and divestment policy	23
Post-investment review process	23
Innovation, disruption and new technology	23
Scope of activities	24
Accounting policies	24
Engagement with stakeholders	24



Mihimihi

Tihei mauri ora

Me mihi ki te Runga Rawa nāna nei ngā mea katoa. Give praise to that which is above us for all things are from that source.

Ngā mate, pupu ake te mahara i o mātou hinengaro, hāere koutou kua wehe atu ki te pō, ki te okiokinga, hāere, hāere, hāere. To those passed on, memories well up in our thoughts because you have departed from here to the night, to your resting place, farewell, farewell, farewell.

Ki te hunga ora, he mihi tenei ki ngā maunga tapu me ngā marae maha o Te Waipounamu huri noa i ngā tangata katoa e noho ana. To the living, greetings to the sacred mountains, marae and all the people living throughout the South Island.

Kei roto i tō tātou hitori i hāere mai ō tātou tipuna ki te whenua nei ko Horomaka. I kimihia e rātou te ao hou me te mātauranga hei oranga mo te iwi. Within our history, our ancestors came to Banks Peninsula seeking a new world and knowledge for their future wellbeing.

Tae mai ki tenei rā, kei te mahi tahi te Poari me ngā kaimahi o te Kamupene Whakaraupō ki te whakatinana i ngā moemoea me ngā wawata o ngā tangata e noho ana i konei. Today, the Board and staff of Lyttelton Port Company are working together to support the visions and aspirations of all those who live here.

Ko to mātau kāinga tēnei. This is our homeland

He rere ke, he tangata auaha. We are its diverse and innovative people.

He angitu, he mea pai mo Te Waipounamu. Driving opportunity, enterprise and prosperity for the South Island.

Kia toitū te taiao mo ake tonu atu. Building a legacy of sustainability for the environment and the future.

Whakaraupō! He wāhi mo te katoa. Lyttelton Harbour! A place for everyone.

Introduction

The Statement of Intent (SOI) sets out Lyttelton Port Company Ltd (LPC) and its subsidiaries the objectives, nature and scope of its activities. It also sets out performance targets and other measures by which the performance of LPC may be judged in relation to its objectives and other requirements.

The process of negotiation and determination of the SOI is a public expression of the accountability relationship between the company and its shareholder.

This draft SOI covers the 3-year period from 1 July 2021 to 30 June 2024.

LPC is a port company governed by the Port Companies Act 1988. This SOI is prepared in accordance with LPC's obligations under the Act. LPC incorporates Lyttelton Port, as well as two inland ports: CityDepot at Woolston and MidlandPort at Rolleston.



Our 5-year plan: Leading the Way

Leading
The Way >

LPC has come out of a long period of rebuild following the devastating earthquake sequence of 2010/11. This programme was the most ambitious ever undertaken by a port in New Zealand and has delivered an extraordinary asset for the people of the Canterbury region.

This period of rebuild is now over. This financial year, we have focused on a new agenda: transforming LPC into a port for the 21st century and delivering a strong and sustainable profit and a fair return to our shareholders.

LPC has developed a new 5-year plan, called Leading the Way, which keeps LPC's purpose clear: to facilitate the sustainable growth of trade for Canterbury. We will become sustainably profitable, delivering a fair return to our shareholders, the people of Christchurch, whilst remaining the preferred choice for Canterbury's importers and exporters.

To do this, we will ensure we are:

- a safe and secure port
- providing a consistent and seamless customer experience
- efficient, sustainable and innovative
- a committed, collaborative and engaged team
- respected within our community

The priorities we will focus on for FY22-24 are:



Sustainable profitability: We must deliver sustainable profitability that enables LPC to deliver customer, cultural and commercial excellence, whilst providing a fair return to Christchurch City Holdings Ltd (CCHL)



Whanaungatanga: We will build relationships at LPC through shared experiences, working as one team where everyone feels they belong and can contribute to building a stronger LPC whānau together. We will achieve this through improved safety, collaborative approaches to high performance and engagement (HPHE), staff development and the management of talent.



Infrastructure of the future: We will ensure LPC has the right infrastructure it needs at the right time and at the right cost to deliver sustained profitability and growth.



Our vision

5-year vision

LPC will be a port that is sustainably profitable, delivering a fair return to our shareholders while remaining the preferred choice for Canterbury's importers and exporters.

30-year vision

- We will be Canterbury's and the South Island's port of choice, consistently delivering innovative, progressive and collaborative solutions for exporters and importers.
- We will have invested in the infrastructure needed to meet the growth needs of our customers and our region.
- We will be New Zealand's leading port, excelling in mahi hou (innovation), whanaketanga (development), whanaungatanga (one team working together) and kaitiakitanga (responsible environmental guardianship).
- We will have earned mana from our community and our customers.
- We will be actively playing a strong role in addressing global challenges such as climate change and biodiversity loss.

Our goals

LPC's organisational goals

- Increased profitability of the port, which ensures LPC remains economically sustainable. By doing this, we will deliver a 6% return on equity by FY25.
- A collaborative and stable workplace environment with a diverse and inclusive workforce that attracts great people.
- A radically simplified and optimised operation.
- Optimised use of land and infrastructure assets through delivering a 'once in a generation' capital works programme that facilitates sustainable profitable growth.
- Continued investment in new equipment and technology as required.
- Growth of our social capital by creating long-term meaningful value for our communities by developing trust through effective engagement, targeted sponsorship programmes that link our staff with their community and a continued partnership with iwi in Whakaraupō.
- Net-zero carbon emissions by 2050, transitioning to zero waste to landfill by 2040 and to pursue our biodiversity positive strategy, which aims to value natural capital inputs in our value chain and have a net positive effect on biodiversity and ecological health of Lyttelton Harbour/Whakaraupō by 2050.

What we do

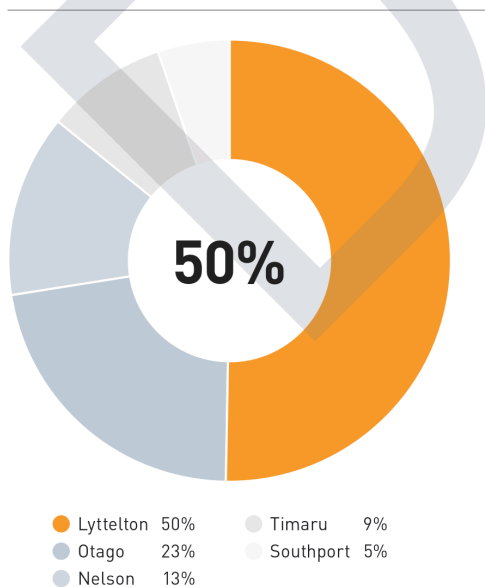
LPC is the South Island's largest international shipping trade gateway, facilitating the movement of \$6.2 billion of exports and \$3.97 billion of imports last financial year. We are New Zealand's third-largest export hub, taking the South Island's goods to the world.

That's why we take our role in the economic sustainability of Christchurch, Canterbury and the wider South Island so seriously. We are committed to making sure we develop a sustainably profitable port to ensure that it is able to handle the projected growth in volumes and is sustainable in the long term, while delivering value to both our shareholder and the people of our region.

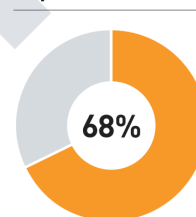
This requires us to operate efficiently, safely and sustainably. Our services are critical to the success of a diverse range of exporters and importers and consequently the lifestyle and prosperity of all people living in the South Island. The port supports thousands of jobs and the creation of billions of dollars of wealth.

Here's a snapshot of what we do and our impact on the region and New Zealand:

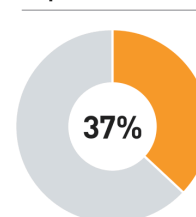
Total South Island Market Share – Containers



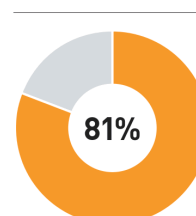
Imports



Exports

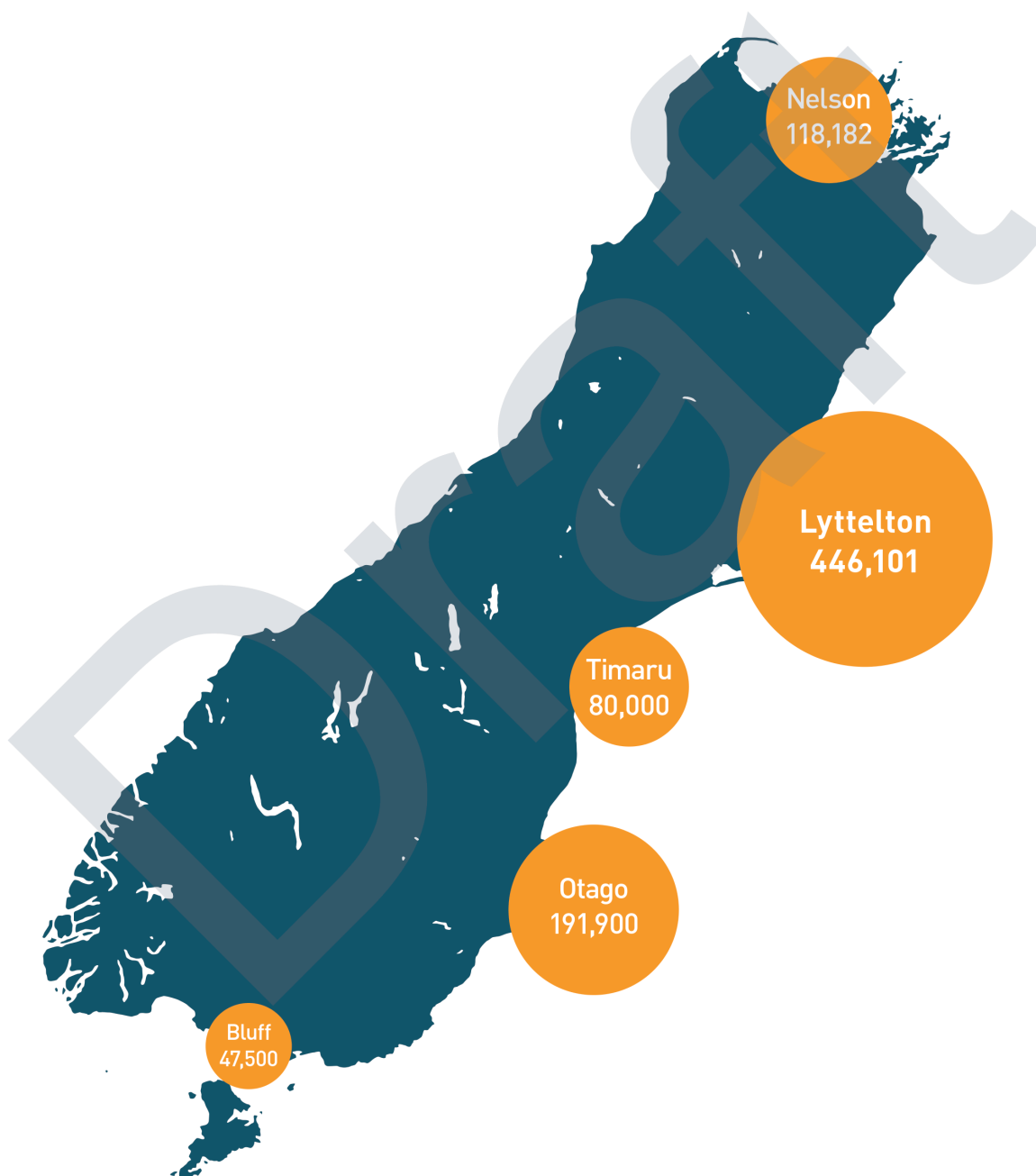


Domestic



South Island Port TEU volumes

For the year ended 30 June 2020



Key Facts

We provide services to the fishing industry, and our general cargo facilities handle fertiliser, gypsum, cement, non-containerised cargo and imported vehicles



We manage nearly half the South Island's container volume including more than 70% of imports



We have over
600 staff

Resilient and committed
24/7

We have two inland ports – MidlandPort (Rolleston) and CityDepot (Woolston) which enable a growing use of rail



We keep businesses running with supply of aviation fuel, diesel and other petroleum products



We service ships from 94 international ports and 39 countries and are connected to 13 container shipping lines and 9 shipping services



We have constructed a new dedicated cruise berth, which will significantly increase our ability to service cruise vessels



We are New Zealand's largest coal facility



We load and unload more than
440,000

TEUs of container cargo each year

Our sustainability strategy: Prosperity, People, Planet



In 2019, LPC launched a business-wide sustainability strategy that set key targets across our three key focus areas: prosperity, people and the planet.

Our prosperity commitment is about creating and maintaining an efficient economically viable business that supports the region's economy and community. We will grow connectivity, deliver operational excellence and be profitable and financially sustainable.

The importance of our people means we are committed to creating quality employment opportunities, attracting and developing talented people and maintaining the health and wellbeing of everyone in our workplace. It also means LPC is committed to building and growing a diverse and inclusive workforce where the unique strengths of individuals are valued and celebrated.

As part of the role we play as a citizen of Lyttelton Harbour, we work hard to be a responsible and supportive part of the community, delivering real value while understanding and minimising the impact of our operations.

We are also committed to the protection and enhancement of our natural environment. As a port, LPC has a special responsibility for the harbour environment, and we are proud to be a part of Whaka-Ora, the Whakaraupō/Lyttelton Harbour Catchment Management Programme for the ecological restoration of the harbour environment.

We are committed to achieving net-zero carbon emissions by 2050 and zero waste to landfill by 2040 and have set an ambitious goal of seeing a net gain in the biodiversity and ecological health of the harbour with respect to our biodiversity footprint.

Our commitment is to continue to grow the profitability and economic sustainability of Lyttelton Port, continue our strong focus on health and safety, the wellbeing of our workforce and mutual benefits for our communities and do our part in addressing the significant global challenges of climate change and biodiversity loss.

In FY22, we will build on these commitments through a full materiality assessment to identify the key issues and the United Nations Sustainable Developments Goals that matter most to our business and our community, workforce, partners and customers. This will inform the development of our integrated reporting model and shape our assessment of value creation and how we deliver it across the spectrum.

Our Sustainability Strategy

Strategic Ambitions	Our Targets
1. Financial Performance	<ul style="list-style-type: none"> • Increase profitability. • Maintain and grow connectivity for the South Island to key markets. • Maintain efficient and reliable port operations.
2. Healthy Harbour / Biodiversity	<ul style="list-style-type: none"> • Net gain in biodiversity and ecological health of the harbour.
3. Carbon Reduction <ul style="list-style-type: none"> • Scope 1 direct emissions = fuel • Scope 2 indirect emissions = electricity • Scope 3 (mandatory) indirect emissions = waste, air travel, freight • Targets are against the FY18 baseline 	<ul style="list-style-type: none"> • Net-zero carbon emissions by 2050 (for scope 1, 2 and mandatory scope 3 operational emissions) • Draft Interim targets: <ul style="list-style-type: none"> FY20 – a detailed carbon emission reduction plan for first 5-year period. FY25 – 20% reduction in scope 1 and 2 operational emissions. FY30 – 30% reduction in scope 1, 2 and mandatory scope 3 emissions. FY40 – 40% reduction in scope 1, 2 and mandatory scope 3 emissions. FY50 – net-zero carbon emissions.
4. Eliminate Waste	<ul style="list-style-type: none"> • Zero solid waste to landfill by 2040 • Interim targets: <ul style="list-style-type: none"> FY2023 – 10% decrease in landfill waste (operational waste) FY2025 – 20% decrease in landfill waste (operational waste) FY2030 – 50% decrease in landfill waste (operational waste) FY2040 – zero solid waste to landfill
5. Supply Chain and Purchasing / Responsible	<ul style="list-style-type: none"> • 100% Responsible sourcing against a defined policy by 2030. • Interim targets: <ul style="list-style-type: none"> FY2020 – Purchasing policy updated to include non financial / responsible sourcing parameters FY2022 – 50% operational product suppliers > \$50k / annum evaluated against responsible sourcing criteria. FY2030 – 100% of operational suppliers > \$50k / annum evaluated against responsible sourcing parameters
6. Our people	<ul style="list-style-type: none"> • Improve our staff engagement scores over time. • Improve and maintain our performance against our health and safety targets. • Collect and report on gender and ethnicity and develop key initiatives to address trends.
7. Relationships with mana whenua and our communities	<ul style="list-style-type: none"> • Improve our rating in community surveys • Implement a long-term focus for our relationships
8. Transparency and reporting	<ul style="list-style-type: none"> • FY2020 – Move towards Integrated Reporting using the integrated reporting principles • FY2022 – Integrated Reporting from the end of 2022

Delivering a profitable and sustainable port

1. Prosperity

Our purpose is to facilitate the sustainable growth of trade for Canterbury.

To do this, we must increase the profitability of the port, guarantee long-term trade connections for the South Island and ensure that LPC remains economically sustainable.

We are committed to ensuring that the port is able to handle strong projected growth in volumes, delivers a fair return to its shareholder and is sustainably profitable in the long term. We need to provide the infrastructure, services and connectivity that our customers require while ensuring good shareholder returns.

This requires us to operate efficiently, safely and sustainably. It requires us to focus on our efficiency and reliability to ensure port operations provide customers with the service they need, delivered cost-effectively. Continued evolution and innovation in both the delivery of services and in product pricing will form a core part of our work over the period.

We are dedicated to delivering operational excellence, optimising the use of LPC's infrastructure assets and developing infrastructure at the right time and at the right cost to deliver sustained profitability and growth.

Profitable and financially sustainable

- LPC continues to develop initiatives to increase our profitability. We will have a strong focus on sustainable financial performance, increased returns and delivering prosperity to our region.
- We will have an emphasis on effective cost control and revenue optimisation.
- LPC monitors its current and forecasted debt levels on a regular basis. LPC ensures that it has enough debt headroom to meet all of its financial obligations and enable capital investment back into the company. This is balanced against shareholder requirements for dividend certainty over the short and medium term. We also maintain an approved facility to provide a contingency in case of a one-off business continuity threat such as foot and mouth.
- We will expand our non-financial reporting through the recognised standards of integrated reporting. To do this, we will work on the development of metrics to reflect the value creation that LPC delivers across the values recognised in integrated reporting (financial, manufactured, intellectual, human, social and relationship, and natural).

Great connectivity to the South Island and global markets

- LPC will continue to invest in new equipment, technology and infrastructure to meet the evolving needs of our customers. We will focus on innovative methods of service delivery.
- LPC owns two inland ports, which gives importers and exporters a range of options for transporting cargo within the region. We are focusing on increasing volumes and profitability through our inland ports, as well as delivering increasingly sustainable services through the modal movement of freight from roads to rail.

Maintain efficient and reliable port operations

- Our customers care about their cargo moving through our port and inland ports in an efficient way. We are focused on constantly improving the performance of our operations while ensuring:
 - all operations are focused on meeting customer needs
 - we use our labour as efficiently as possible
 - we develop and utilise innovative and disruptive technology.

Infrastructure to meet demand

Optimise the use of land and infrastructure assets

- LPC has significant land holdings at Lyttelton Port and at our two inland ports: CityDepot at Woolston and MidlandPort at Rolleston. These will be developed to meet increased demand in a timely and affordable manner.
- We have resource consent to extensively reclaim additional land over the next 30 years. Our intention is to turn this area into our primary container terminal facility, as demand requires it.
- We have an asset maintenance and replacement programme to maintain our assets.

Deliver infrastructure to meet capacity needs in a timely way

- Given the projected growth of the Canterbury economy, the volumes at the port are forecast to grow in the future. With this demand forecast to grow, we will need to invest in new infrastructure in the future.
- This work will be driven by demand, and the programme will be developed in a way that is affordable and delivers an appropriate level of return.

Objectives	Key Performance Measures	Draft Targets		
		2022	2023	2024
Financial	Revenue (\$m)	149	153	169
	Net Profit After Tax (\$m)	13	14	23
	Shareholder Funds to Total Assets	60	61	63
	Interest cover ratio	8	9	5
	Debt (\$m)	210	209	210
	Dividend Proposed (\$m)	10	11	11
Operational	Ship Rate (as measured by Ministry of Transport)	65.0	65.0	65.0
	Coal load out rate (tonnes per day)	25,000	25,000	25,000

Forecast volatility

LPC operates in a dynamic commercial environment and is continually enhancing our long-term plan. While LPC makes every attempt to provide accurate forecasts, volatility is unavoidable. The situation of an on-going COVID-19 global pandemic greatly increases the uncertainty at this time.

It is the Board's intention to use any surplus funds that are not in the forecast to manage debt levels.

Operational targets

The ship rate combines the gross crane rate with the number of cranes used on a vessel and the time labour is active on the vessel. This indicates how many containers are moved per hour over the whole vessel, rather than a particular crane. It is the key customer measure of the length of time it takes us to unload and load a vessel at the port.

2. People

LPC is committed to playing our role as a responsible employer and being a supportive and collaborative member of the community.

We have a workforce of 600 dedicated and committed staff who are focused on delivering the highest levels of service and performance to the people and businesses of the South Island who depend on the port.

During 2020, we engaged Maria Dew QC to conduct an independent review into our workplace culture, following internal feedback and media comments by staff. The review clearly laid out the need for cultural change at LPC. The review terms of reference covered allegations relating to bullying, racial and sexual discrimination, harassment and unfair selection of family members for roles. The review covered the 3-year period from 2017 to 2020.

As a result, our major focus over the period of this SOI will be the implementation of the recommendations of the review and publicly reporting on our progress.

We will also maintain our focus on the continual development of our people, increasing our attractiveness as an employer and delivering on our people and performance strategy.

LPC has developed a range of initiatives to support the health, safety and wellbeing of our people, and we see health and safety as an enabler of great business performance. We have identified five critical risks, established baseline systems and implemented a PCBU framework.

As part of the role we play as a citizen of Lyttelton Harbour, we work hard to be a responsible and supportive part of the community.

LPC has developed a range of initiatives to support the health safety and wellbeing of our people, and we see health and safety as an enabler of great business performance. We have identified five critical risks, established baseline systems, and implemented a PCBU framework. We have launched our new Health, Safety and Wellbeing Policy and Framework.

As part of the role we play as a citizen of Lyttelton Harbour, we work hard to be a responsible and supportive part of the community.



Our People

Cultural change

As part of the Leading the Way priority of whanaungatanga and as a result of the findings of the independent review into workplace culture at LPC, cultural change will be a major focus for us over the period. We will develop a plan to implement all 32 of the recommendations of the review and build on the foundation provided by our diversity and inclusion policy.

These are the five focus areas covered by the review's recommendations:

- **Persistent dignity and respect:** Employees repeatedly said it is important that LPC leaders consistently demonstrate dignity and respect.
- **Address diversity and inclusion:** Improve diversity and inclusion, recognising the review has identified diversity as central to improving workplace culture at LPC.
- **People accountability and investment:** Improve accountability for poor conduct and, at the same time, invest in the performance and development of people.
- **Immediate conduct concerns:** Investigations into immediate conduct concerns raised in the report are now under way.
- **Reduce 'them and us' barriers:** Provide structured opportunities for LPC staff to work together to break down barriers that exist between teams.

LPC will be publicly releasing regular 6-monthly updates on progress on the implementation of the recommendations as well as further measures taken to support organisational cultural change at LPC.

We will also be investing in the resources required to deliver this change and the specialist training that will be required.

We will also continue our work to implement LPC's diversity and inclusion policy for. The purpose of the policy is to build and grow a diverse and inclusive workforce, which is essential to driving sustainable commercial success and creating a high-performance culture.

In order to deliver this, LPC will:

- monitor and report on agreed diversity statistics to the Board and CEO
- establish and monitor recruitment, selection and promotion processes to ensure LPC's diversity and inclusion principles are being followed
- ensure that remuneration and other benefits are only influenced by factors pertinent to the job itself
- establish and maintain mechanisms for employees to provide feedback about their inclusion experiences
- ensure there is support in place for those employees who feel that their diversity factors are not acknowledged and respected.

The Board will be responsible for conducting an annual assessment of this policy, its objectives and the progress made towards achieving them. All staff will have an awareness of LPC's commitment to diversity and inclusion.

Our People

Effective workforce

LPC's people and performance strategy is focused on attracting great people, developing a collaborative and stable workplace environment and creating a diverse and inclusive workforce.

The key areas of focus for our people and performance strategy are:

- talent management
- engagement, participation, diversity and inclusion
- leadership development
- learning and development.

This work over the period will be heavily guided and informed by the recommendations from the review of workplace culture.

We have also commenced the development of a High Performance High Engagement Charter with the four unions that represent staff at LPC and aim to have it in place before FY23. This is part of the development of a more collaborative partnership model at LPC and builds upon various working groups developed during FY21 to collaborate on solutions for specific issues and projects.

Key Performance Measures	Draft Targets		
	2022	2023	2024
Organisational culture change	Establish Culture and Transformation Team Develop plan for implementation of workplace culture review findings	Deliver initiatives	Deliver initiatives
Leadership and development	Redesign LPC leadership programme to reflect workplace culture review findings	Deliver leadership programme	Deliver leadership programme
Gender balance male/female	85/15	80/20	75/25
Engagement score	72	73	74

Health, safety and wellbeing

Our approach to health and safety focuses on visible safety leadership at all levels of the organisation, fundamental risk management and simplified systems and processes.

We care for our people, and we are committed to working safely. We protect the environment and our assets, and we act when we observe hazards or unsafe behaviours.

1. Visible safety leadership from LPC leaders:

- Lead by example and ensure that safety has a high status and is prioritised.
- Actively and collaboratively engage with LPC's employees, health and safety representatives and union partners to ensure we are preventing and controlling hazards and risks.
- Involve employees by allowing the contribution of ideas for health and safety improvement.
- Encourage employees to look out for each other, working as one LPC team to ensure we all go home safe every day.
- Value feedback and use this to make meaningful improvements.
- Adopt a learning teams approach to understanding significant incidents, identifying successful control and implementing learnings.
- Work with LPC's employees to enhance their wellbeing at work and at home.

2. Simplified systems and processes

- Continually improve the way our systems support our safe operations.
- Constantly focus on simplifying our systems.
- Continue to influence the safety performance of our contractors and other PCBU's working at the port.
- Aligned to ISO 45001 standards and internally and externally audited.

3. Fundamental risk management

- A critical control assurance programme is in place to monitor the effectiveness our critical risks.
- Strong reporting is in place for hazard identification and incidents/events.
- Effective incident investigations are in place.
- Safe equipment and work environments are fundamental to how we manage risk.
- Constant review of our equipment and workplace to identify safer alternatives.

Critical Risks

Falling Objects People vs Plant Uncontrolled Energy Release

Working at Height Working on or Near Water

Key Performance Measures	Draft Targets		
	2022	2023	2024
Reportable Injuries/Incidents	0	0	0
Total recordable injury frequency rate	5.4	5.4	5.4
Lost-time injury frequency rate	<2.66	<2.39	<2.15
Health and safety interactions per calendar month	>30	>40	>50

Our Community

Our ambition is to grow social capital by creating long-term meaningful value for our communities across a range of parameters.

We want to continue to grow trust by effectively engaging with our communities. We will review our sponsorship programme to deliver meaningful long-term value and encourage programmes that link our staff with community programmes. We will deliver on the community aspiration of more focus on youth and schools in local areas.

LPC also continues to support Christchurch's Antarctic Gateway Strategy with particular focus on two of the four priorities of the strategy. We provide world-class logistics for Antarctic vessels and have a clear focus on sustainability as demonstrated in this SOL.

We will continue to place importance on our partnership with iwi in Whakaraupō. The Manawhenua Advisory Group (MAG) has been an important engagement forum for LPC and Te Hapū o Ngāti Wheke since 2014. The purpose of MAG is to provide a regular forum for conversations between LPC and Te Hapū o Ngāti Wheke to recognise and provide the shared vision for Lyttelton Harbour/Whakaraupō.

Our sponsorships range from one-off donations to ongoing partnerships with leading organisations, such as the Canterbury West Coast Air Rescue Trust and the Banks Peninsula Conservation Trust. We currently support a number of local sporting clubs, community groups, projects and other local organisations.

We will continue our regular community engagement, including:

- free monthly port boat tours
- our community newspaper, LPC Update, delivered to nearly 10,000 homes and regular monthly email newsletters to the community and key stakeholders
- the Port Liaison Committee will continue to meet to discuss community issues and includes representatives from the local community, port users, Environment Canterbury and Christchurch City Council.

As outlined in the Port Lyttelton Plan, we are committed to moving the port's operations east over the long term to free up land and provide increased public access to the waterfront. A great example of this objective becoming a reality is the establishment of Te Ana Marina, Canterbury's first walk-on floating marina providing public access to the waterfront. We are now focused on opening up this area further, with increased public pedestrian access and future plans around direct vehicle access from Norwich Quay.

3. Planet

Our sustainability strategy recognises three key priorities for LPC: climate change, waste and biodiversity.

Our climate change target is to positively contribute to addressing climate change and achieve net-zero carbon emissions for our operations by 2050.

We recognise the importance of collaboration and partnering with our peers, including CCHL companies. We are committed to working with the CCHL Group to determine appropriate carbon emissions reduction targets.

We will also continue our involvement in the Sustainable Business Council, the New Zealand Climate Leaders Coalition, World Ports Sustainability Programme and New Zealand ports network.

We will also work with suppliers of our plant and machinery to understand their future plans and work to inform them of our requirements as a customer.

LPC's goal is to transition to zero waste to landfill by 2040 by avoiding waste, focusing on making better purchasing decisions, collaborating with suppliers and considering how we deal with products at end of life.

Our goal is for LPC's net biodiversity impact to be positive for the environment. We will have a net restorative and regenerative approach on our harbour environment. This is an extremely ambitious goal, and we know of no port that has such a bold target.

Within the next 3 years, we will focus on:

- implementing the carbon reduction plan developed in FY21 to start the transition to net-zero carbon emissions
- setting science-based targets for our emissions reduction pathway to align with government policy around a 1.5°C warming scenario
- work with CCHL on conducting a risk assessment against the Task Force on Climate-related Financial Disclosures criteria
- conducting a materiality assessment to ascertain our material issues relevant for future sustainability reporting and monitoring
- developing a carbon offsetting strategy and actively contributing to the CCHL Group reduction strategy in line with the Christchurch City Council's carbon reduction strategy.
- setting up our energy efficiency team focused on identifying saving through energy efficiency opportunities
- ongoing implementation of the Whaka-Ora/Healthy Harbour Plan aimed at restoration of the ecological and cultural health of Lyttelton Harbour/Whakaraupō
- completing the ongoing updating of LPC's environmental management system and having it certified with Toitū Envirocare
- preparing a natural capital evaluation outlining LPC's impacts and dependencies on nature from our operations
- investigating the use of incentive schemes to promote the use of more-sustainable vessels by customers
- implementing the action plan for the biodiversity positive strategy to move LPC towards having a net positive effect on biodiversity
- continuing ecological enhancement of LPC land including the 17 ha Port Saddle site in Lyttelton in partnership with Banks Peninsula Conservation Trust
- developing a strategic partnership with Banks Peninsula Conservation Trust to help further our biodiversity ambitions
- implementing a framework for valuing and enhancing biodiversity values in port operations and developments
- developing a sustainable procurement process/plan including updating our purchasing policy and associated guidance for suppliers
- conducting waste assessments for all the operational areas and setting area-specific goals for waste reduction that can be owned by the operational teams
- conducting a trial of biodiesel use in major plant or vessels.

Key Performance Measures	Draft Targets		
	2022	2023	2024
Carbon Reduction	3% reduction in scope 1 and 2 operational emissions or carbon intensity from baseline year 2018	5% reduction in scope 1 and 2 operational emissions or carbon intensity from baseline year 2018 Electrify >50% of the LPC light vehicle fleet	Electrify >70% of the light vehicle fleet
Waste	7% increase in diversion rates (operational waste) from landfill from base-line FY18	10% increase in diversion rates (operational waste) from landfill from baseline year of FY18	12% increase in diversion rates (operational waste) from landfill from baseline year of FY18
Biodiversity Positive	Evaluate and report on biodiversity as part of natural capital in the integrated report 50% of all LPC Lyttelton non-operational land is actively managed for key predators Increase in area of non-operational land actively managed for terrestrial weeds	Publish our biodiversity impacts and dependencies analysis 75% of all LPC Lyttelton non-operational land is actively managed for key predators	–
Responsible Sourcing	50% of operational product suppliers >\$50k/annum evaluated against responsible sourcing criteria	75% of operational product suppliers >\$50k/annum evaluated against responsible sourcing criteria	–
Reporting	Publish first full integrated report Conduct risk assessment against the Task Force on Climate-related Financial Disclosures criteria	Integrated reporting ongoing	–

Other Important Information

Corporate governance

LPC is committed to having best-practice governance. LPC'S Code of Corporate Governance has adopted eight key principles:

1. Ethical standards
2. Board composition and performance
3. Board committees
4. Reporting and disclosure
5. Remuneration
6. Strategy and risk management
7. Auditors
8. Shareholder relations and stakeholder interests

Remuneration and shareholder relations and stakeholder interests are detailed below, as they are required to be included in this document. Our full Code of Corporate Governance can be found on our website (www.lpc.co.nz).

Remuneration

The LPC Board has a clear policy for setting executive remuneration. Remuneration is fair and reasonable and competitive in the market for the skills, knowledge and experience required. The company believes all employees should have the opportunity to reach their potential and thrive in an inclusive and diverse workplace. The Board monitors established reporting and trend analysis on age profile, gender profile and employment tenure. The Board is committed to a policy that the remuneration of management be transparent, fair and reasonable.

The company is conscious of its public responsibilities in the setting of remuneration for senior executives, which is closely managed by the Board and made publicly available via the Annual Report. No executives decide their own remuneration.

The Board recognises the importance of full, fair and transparent disclosure of the Chief Executive Officer's (CEO's) salary. The CEO receives a total remuneration that reflects his skills, experience and contribution to the company and is referenced to the market. It does not include any incentive-related payments. Full disclosure of the CEO's remuneration is made in the annual financial statements.

The executive leadership team receive total remuneration that reflects their skills, experience and contribution to the company and is referenced to the market. Their remuneration does not include any incentive-related payments.

The shareholder, by ordinary resolution from time to time, sets a total maximum aggregate annual amount payable to the directors in their capacity as directors. That aggregate sum is divided among the directors as they consider appropriate. The fees paid to each of the directors in the previous financial year are detailed in the directors' interests section of the company's Annual Report.

LPC discloses its remuneration policy to shareholders via the annual SOI.

LPC pays all staff at least the living wage, unless they are involved in a training scheme.

Shareholder relations and stakeholder interests

LPC maintains a positive and proactive relationship with CCHL. As part of our annual SOI, the Board includes clear policies for our communications and interactions with CCHL. The Board endeavours to ensure CCHL is informed of all major developments affecting the company's state of affairs, while at the same time recognising commercial sensitivity may preclude certain information from being made public. Information is communicated to CCHL through a 'no surprises' policy on issues of importance as they may arise as well as through formal communications, discussed further below.

Annual Report

The Annual Report is provided direct to shareholders, and it includes audited financial statements and other details that are required to permit an informed assessment of LPC's performance and financial position during the reporting period.

Half-year and quarterly reporting

Half-year and quarterly reporting contains unaudited information.

Statement of Intent

The SOI is prepared based on the requirements within the Port Companies Act 1988 and the Company's Constitution. The directors include any other information they consider appropriate.

Briefings

The company provides briefings to CCHL and its Board and others as required.

CCHL bonds

LPC acknowledges its responsibilities under the continuous disclosure regime in relation to CCHL bonds and has implemented a policy to manage those disclosure requirements.

LPC publishes up-to-date information on the LPC website providing:

- a comprehensive description of its business and structure
- commentary on its goals, strategies and performance
- key corporate governance documents.

LPC has a clear focus on the needs of its key stakeholders (including customers, employees, the public, the Council and government) and recognises it is critical to meet their needs to ensure LPC has a successful business.

LPC takes account of stakeholder interests by:

- having clear policies for LPC's relationships with significant stakeholders
- regularly assessing compliance with these policies to ensure conduct towards stakeholders complies with its code of ethics and the law
- checking that conduct towards stakeholders aligns with current accepted social, environmental and ethical norms.

Shareholder returns

LPC will work closely with CCHL to provide assurance that the remaining Port Development Programme, together with other business initiatives, will add shareholder value.

LPC continues to focus on creating long-term shareholder value by:

- keeping a continuing focus on improvement in underlying business performance
- our commitment to sustainable operations and policies
- investing in infrastructure to meet future demand
- ensuring all business investment decisions are subject to rigorous commercial scrutiny.

In discussion with CCHL, LPC intends to:

- continue to strengthen our position as a leading and highly competitive New Zealand port servicing the South Island's importers and exporters
- seek feedback from CCHL on major capital development spend.

Dividend policy

LPC is seeking to maximise shareholder value through investing available LPC cash resources at the highest and best use, while balancing the needs of its shareholder for cash dividends.

Subject to meeting the solvency requirements of the Companies Act 1993, the Board will continue to assess distributions based on:

- the interests of shareholders
- working capital
- capital expenditure
- the timing of reinstatement and development projects
- free cash flow available for distribution.

The company's current dividend policy is to pay 50% of normalised net profit after tax to the shareholder each year.

Estimate of commercial value of shareholder's investment

An independent assessment of the value of the company's fixed assets was conducted for the year ended 30 June 2020. This valuation placed the company's equity at \$356 million. The valuation method for assets used a discounted cash flow model to estimate the fair market value of LPC's assets.

Inherently, there is uncertainty about LPC's current value, due to the large capital expenditure forecasted over the next 10 years. The valuation is sensitive to the timing and quantum of capital expenditure.

Acquisition and divestment policy

The subscription or acquisition of securities in any company or organisation or a divestment of part of the existing business will only be considered where it is consistent with the long-term commercial objectives of LPC. When the subscription, acquisition or divestment is considered by directors to be significant to the company's business operations, it will be subject to consultation with the shareholders.

Post-investment review process

All capital investments over \$250k are eligible for a post-investment review. The Board is presented with a list from which significant capital investments are chosen for review. This review is completed by an external professional services firm, and the results are presented to the Board.

Innovation, disruption and new technology

LPC is continually investigating a range of new technologies. In recent times, we have adopted a number of new technologies, including:

- A new vehicle booking system that improves the flow of road traffic to and from the port. This technology has delivered operational efficiencies and improved customer experience.
- A dynamic under keel clearance (DUKC) e-navigation system that optimises vessel draughts and sailing times. The implementation of this system and the designing of the project won a Port Innovation Award for OMC International at the Dredging and Port Construction Awards 2018.
- The seawall armouring of our new Cruise features the use of 2,000 rock bags holding over 8,000 tonnes of stone. This is the first time this innovative technology has been used in New Zealand. The rock bags are made from 100% recycled polyester (PET). This is very similar material to geotextile fabric, which is used in most construction and infrastructure projects, and accelerated testing confirms they have a 50-year plus lifespan with 100% of strength remaining.
- Our four new state-of-the-art reefer towers highlight our significant investment and support of the South Island's refrigerated freight market. Each tower is 60 metres long and stands at 10 metres high and includes the world's most advanced reefer monitoring system, providing real time data on temperature and energy consumption. The towers introduce hard engineered separation between our Reefer Care team, and the straddles operating in the Container Terminal.

LPC is also an active member of the CCHL Emerging Technology and Innovation (ETI) group, and we are committed to intra-group innovation work.

Scope of activities

LPC is the fully integrated operator of Lyttelton Port, which includes the South Island's largest coal export facility and two inland ports including MidlandPort and CityDepot. Our activities include:

- container terminal handling services – receipt, delivery, transit storage and stevedoring of a wide range of import and export cargoes
- the receipt, delivery and loading of coal
- marine services – pilotage, towage and lines
- providing wharves, land, facilities, plant and labour for the receiving, delivery, stockpiling, stacking and shipment of a wide range of products
- maintenance of wharves, plant and machinery
- ownership of land and facilities necessary to maintain LPC's commercial assets
- provision of dry dock facilities associated with the repair and servicing of vessels
- ownership and operation of walk-on marina facilities at Lyttelton
- operation of two inland ports, which involve the storage, receipt and delivery, repair and washing of containerised cargo.

Accounting policies

LPC has adopted accounting policies that are consistent with New Zealand International Financial Reporting Standards and generally accepted accounting practice and in accordance with the Companies Act 1993 and the Financial Reporting Act 1993 and any amendments thereto.

A full statement of LPC's accounting policies is included in LPC's Annual Report for 30 June 2020 (available on LPC's website at www.lpc.co.nz).

Engagement with stakeholders

Intra-group co-operation and procurement

LPC recognises the importance CCHL places on intra-group co-operation. LPC continues to utilise all-of-government contracts.

We are committed to the CCHL Emerging Technology and Innovation (ETI) group, the sustainability action team and the human capital collaboration meetings.

We will actively engage in CCHL's 2021 Group programme of work which will include Group-wide initiatives with respect to:

- optimising performance
- accelerating innovation
- enhancing community impact
- expanding and leveraging capability.

We are actively involved in the Te Whāriki digital platform, which is aimed at sharing cross-company expertise and experience across the Group. LPC intends to work with CCHL and the rest of the group to strengthen the use of the platform and drive greater inter-group collaboration.

LPC has commercial relationships within the following CCC group entities:

- **Orion and Connetics** – electricity suppliers to the port and maintenance contractors on high voltage systems.
- **Citycare** – facilities management and civil construction works.

Role in the growth of the regional economy

The substantial investment resulting from the Development Plan has delivered Christchurch world-class port facilities. There are significant and substantial opportunities for Cantabrians to participate in these projects.

LPC has responsibilities under the Civil Defence Emergency Management Act to build and maintain resilient infrastructure. This has been demonstrated by the performance of the assets after seismic events. LPC will rebuild the port to appropriate standards to ensure its assets are resilient to possible future events.

Contact Details

Lyttelton Port Company Ltd
registered office is at:
Waterfront House
37-39 Gladstone Quay
Lyttelton

**Contact details for both the Chairperson
and Chief Executive Officer are:**

Address
Private Bag 501, Lyttelton, 8841
Telephone
(03) 328 8198
Website
www.lpc.co.nz





28 February 2021

Paul Munro
Chief Executive
Christchurch City Holdings Limited
PO Box 73049
CHRISTCHURCH 8154

Via email

Dear Paul

Draft 2022 Statement of Intent

Please find attached the Enable Services Limited (**Enable**) draft 2022 Statement of Intent (**draft Sol**).

The draft Sol is based on our early FY22-25 business planning work and the preliminary FY22-25 forecasts provided to you on 31 January 2021.

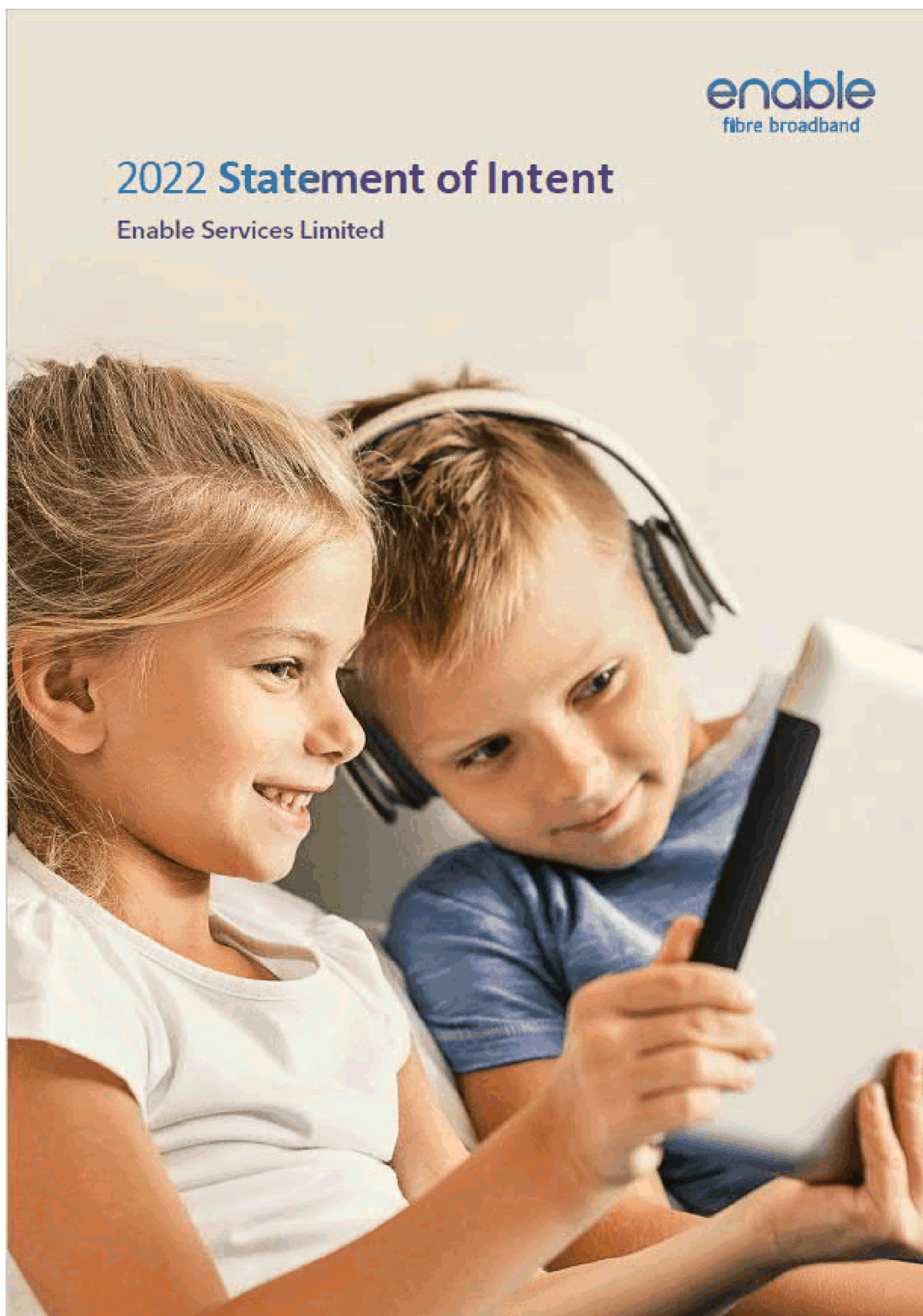
In preparing the draft Sol we have considered and, where possible, addressed the items identified in the Shareholder Expectations letter dated 18 December 2020.

Yours sincerely



Steve Fuller
Chief Executive
Enable Services Limited

Ask for fast, ask for fibre, ask for Enable.
enable.net.nz



CONTENTS

Directory	3
Introduction	3
Objectives	4
Nature and Scope of Activities	5
Contribution to Growth Strategies for Greater Christchurch	5
Growing a Strong Business	8
A Sustainable Future: Environment, Social and Governance (ESG)	9
Environment	11
Social	12
Our People Strategy	12
Our Community Strategy	13
Governance	14
Best Practice Governance	15
Executive Remuneration	16
Collaboration with the CCHL Group	16
Information to be Provided to Shareholders	16
Compensation Sought from Local Authorities	17
Acquisition / Divestment Procedures	17
Estimate of Commercial Value	17
Accounting Policies	17

DIRECTORY

Address	PO Box 9228, Christchurch
Registered office	Enable House, 2 nd Floor, 106 Wrights Road, Addington, Christchurch
Board	Mark Bowman (Chair) Craig Elliott Kathy Meads Scott Weenink Mark Petrie Justin Murray
Chief Executive	Steve Fuller
Telephone	03 335 1765
Website	enable.net.nz
Email	steve.fuller@enable.net.nz

INTRODUCTION

This 2022 Statement of Intent (**Sol**) is submitted by the Board of Directors of Enable Services Limited (**ESL**) and is prepared in accordance with Section 64(1) of the Local Government Act 2002.

ESL owns 100% of Enable Networks Limited (**ENL**). Both ESL and ENL (collectively, **Enable**) are council-controlled trading organisations (**CCTO**) for the purposes of the Local Government Act 2002 and this Sol covers the activities of Enable.

The Sol specifies the objectives, the nature and scope of the activities to be undertaken, and the performance targets and other measures by which the performance of Enable may be judged in relation to its objectives, amongst other requirements.

The process of determination of an acceptable Sol is a public and legally required expression of the accountability relationship between Enable and its shareholder, Christchurch City Holdings Limited (**CCHL**). The Sol is reviewed annually with CCHL and covers a three-year period.

OBJECTIVES

Enable's vision is:

Our fibre network is the essential enabler of an economically and socially vibrant, connected, innovative and globally competitive greater Christchurch

Our vision is significantly strengthened by our purpose:

Connecting Our Community with Unlimited Opportunity

Access to world-class broadband connectivity is now a necessity, an expectation, and considered a fundamental requirement for societal growth and advancement.

The COVID-19 pandemic has made the critical nature of world-class broadband even more evident, as every aspect of our daily lives became dependent on it in 2020 – working, connecting with family and friends, accessing services, learning, shopping and being entertained.

- Fast, reliable broadband services empower businesses within our community to innovate and grow in almost every way, locally and globally.
- Individuals and families depend on broadband services for entertainment, connection with each other, education, and other online services.
- Essential service providers – Councils, Government agencies (such as Health and Education) and community support organisations – are reinventing how they deliver services to our community using broadband connectivity.
- Cities themselves are being transformed through Smart City initiatives – in areas such as Data Management, Internet of Things and Artificial Intelligence, to name a few – to deliver greater community value, a better living experience for residents and a sustainable future.

Alarming, an estimated 7.5 percent of our community remain isolated from the digital world and all its benefits due to access, skills, motivation and trust digital equity barriers¹ present within our community.

Our vision and purpose define our role as the kaitiaki of the essential enabling broadband infrastructure that empowers our greater Christchurch community. We must be successful in meeting or exceeding our committed objectives.

- Operate and manage all aspects of our fibre broadband network to a high level ensuring the delivery of broadband services with a positive customer experience and keeping ahead of customer demand.
- Drive sensible commercial customer growth (increased fibre broadband connections) through effective market-led strategies based around product development, outstanding internet service provider relationships and customer marketing activity.
- Maximise our fibre broadband network asset performance to secure commercial returns on investment that meet or exceed the cost of capital, considering the long-term nature of this infrastructure investment.

¹ As defined in the The Digital Inclusion Blueprint.

- Advocate the enormous potential of fibre broadband to businesses, consumers, and community groups within our community to truly embrace and realise unlimited opportunities.
- Support more of our community to participate fully in and benefit from our digital society through initiatives focused on digital equity.
- Protect and enhance our community's future through sustainable business practice.

NATURE AND SCOPE OF ACTIVITIES

Our core business is to provide wholesale fibre broadband services delivered over our fibre broadband network infrastructure. Our wholesale fibre services form the basis of retail fibre broadband, voice, internet, TV, content, gaming, and IT services provided to customers (such as homes, businesses, and schools).

We were established in 2007 as the commercial need for businesses to access fibre broadband services in Christchurch became clear. Our parent company, CCHL, established Enable in alignment with its intent 'to own and manage key strategic infrastructure investments' that make Christchurch internationally competitive.

Today our fibre network reaches 200,000 homes, businesses and schools in Christchurch, Rangiora, Rolleston, Woodend, Kaiapoi, Lincoln, Templeton and Prebbleton, Tuahiwi, Ohoka and Tai Tapu.

We are focused on ensuring our connected customers (of more than 131,000) [to be updated 28 May 2021] constantly enjoy world-class fibre connectivity that exceeds their needs and expectations in terms of speed, reliability, performance, and overall customer experience. Furthermore, we are connecting more customers to grow our business and deliver on our purpose for more people within our community. We want to earn the trust and loyalty of all Christchurch broadband customers.

We continually seek to provide the greater Christchurch community with more value and new opportunities to benefit from our fibre broadband capability.

CONTRIBUTION TO GROWTH STRATEGIES FOR GREATER CHRISTCHURCH

We directly contribute to the Christchurch City Council's Strategic Framework (the **Framework**) and particularly the Council's vision of "Christchurch is a city of opportunity for all".

We conduct our business by:

- providing affordable wholesale fibre broadband services;
- ensuring our services support the increasing demand for quality high speed connectivity from our community;
- providing efficient access to fibre broadband services for local businesses and schools;
- ensuring new Greenfield developments (subdivisions) nearby our network

- have access to fibre broadband network;
- ensuring our network infrastructure is deployed in a way that minimises the impact to the environment; and
- maximising the opportunity to ensure the large numbers of new commercial and residential buildings in greater Christchurch are designed and built with provision for our network included.

We work closely with key stakeholders in Christchurch to ensure our investment in and the availability of wholesale fibre broadband services supports wider community growth and wellbeing. We add additional value to our community through appropriate partnerships aimed at delivering greater digital equity.

All activities are carried out in line with the objective of securing and growing shareholder value and fulfilling our purpose.

Christchurch City Council –Strategic Framework

Our ownership of a fibre broadband network aligns with and supports the rebuild, recovery and long-term growth plans of local and central Government for greater Christchurch. Fibre broadband services are fundamental to the future growth of the economic and social wellbeing of the people of Christchurch.

Our investment in fibre broadband is a key input into many of the outcomes sought under the Community Outcomes – Resilient Communities, Liveable City, Healthy Environment and Prosperous Economy – and the five Strategic Priorities described in the Framework.

Our fibre broadband services being available across greater Christchurch are having a dramatic impact on the Council's – as well as the community's – ability to deliver on these outcomes.

Resilient Communities

The digital world, accessed through our fibre broadband services, is a vital enabler of community connection; participation in civic life; access to support, education, and health services; organisations connecting with voices from across our community and the sharing of information to our community.

Enable is committed to partnering to address digital equity in our community to ensure more people can benefit from the digital world – therefore, strengthening our community. We are particularly focused on addressing digital inequity amongst our community living in social housing, where up to 61% of people are unable to participate in or benefit from the digital world.

Liveable City

Access to fibre broadband services also underpins almost all aspects of the city's focus on being a very liveable city.

All schools and hospitals within our coverage area are now connected and nearly 70 [to be updated 28 May 2021] percent of the total fixed broadband services within our coverage area now use our network. Fibre broadband is essential for a range of services that form a vital part of our central city and urban environments – including mobile and WiFi connectivity, crime cameras and traffic management systems.

The urban designs of tomorrow will rely even more heavily on access to fibre broadband services as residents and visitors demand and consume even more connected services as they live, work, and play in Christchurch.

Healthy Environment

Fibre broadband provides the opportunity for businesses and organisations to employ technology solutions that reduce their environmental impact, such as video conferencing and remote working, and this has been accelerated by the impact of Covid-19.

It also provides the underpinning connectivity required to monitor, manage, and reduce the environmental impact of organisations and individuals. Programmes from the SmartView app to rubbish bin sensors are made possible through high quality connectivity.

In addition, we are committed to actively contributing – through our core business activity and strategic partnerships and new initiatives – to the medium-term Strategic Priorities set out in the proposed Strategic Framework. Some of our community contribution activity set out below highlights how we are already making a difference in “maximising opportunities to develop a vibrant, prosperous and sustainable 21st century city.”

Prosperous Economy

Access to modern and resilient infrastructure – of which our fibre broadband network is one such infrastructure – is recognised as essential if Christchurch is to reach its economic growth goals.

Our fibre broadband network is providing world-class services to thousands of businesses right across the city – catering for their ever-increasing demand for data, and providing the opportunity to grow, increase efficiency and reach new customers. Ubiquitous access to fibre broadband services is also an essential ingredient in attracting new businesses to establish in the city.

It is also supporting businesses to transform how they operate and support the next generation of flexible workers in our community, whether they are in the office, working from home, or on the move.

Strategic Priorities

Enable actively invests in and supports the Council’s Strategic Priorities set out in the Framework to help drive the short and medium-term improvements targeted.

Access to world-class fibre broadband right across our city and to nearby towns, aligns Christchurch with some of the most technologically advanced global cities. Fibre broadband access supports the goal of ***accelerating the momentum the city needs***.

Our fibre broadband services in homes and essential businesses enabled levels of business continuity during the COVID-19 pandemic that would not have been possible even five years earlier. This empowered our entire community to limit any lost growth momentum in 2020 and supports the recovery in 2021.

At a specific initiative level, we are a major sponsor of the Canterbury Employers’ Chamber of Commerce with a focus on supporting local businesses to maximise the

potential of technology to grow and the next generation of business leaders to develop, and we sponsor the Christchurch chapter of Future Leaders in Technology.

We are **enabling active citizenship and connected communities** through our fibre broadband services by empowering people to connect through the digital world.

All local schools have access to a Gigabit fibre broadband service to connect students and educators with each other, the community, and the world. We are also working to address digital inclusion in our community.

We are acutely aware of the Council's commitment to **ensuring rates are affordable and sustainable** and we have been working to ensure Enable is a financially successful strategic asset that can support this strategic priority through its dividends. Enable recently announced its plans to return its first dividend in June 2021, a year ahead of schedule. We will continue to drive business growth and efficiency to maximise these returns.

We have developed and are implementing a sustainability strategy that is directly contributing to Council's environmentally focused priority of **meeting the challenge of climate change through every means available**.

GROWING A STRONG BUSINESS

We are committed to growing our core business, with focus on customer retention and meeting the competitive threat of other broadband technologies (such as fixed wireless), to maximise shareholder value while ensuring the maximum number of people within our community are benefitting from our fibre broadband services. The maturing of our business will ensure we have the operational and financial foundations to deliver even greater value to our community in the future.

Customer Connection and Network Operation Performance

We are now beyond the period of peak uptake of our fibre broadband services and nearly 70 percent [to be updated 28 May 2021] of all fixed broadband connections within our coverage area are delivered over our network.

We are focused on delivering a consistently excellent experience for the more than 131,000 [to be updated 28 May 2021] customers already connected to our network. This includes delivering outstanding customer service and network service reliability and performance and continuing to innovate to ensure our fibre broadband services are always exceeding the needs and expectations of our customers.

We recognise the role we need to play in ensuring our customers are getting all the support they need to maximise their broadband experience and continuing to connect the remainder of our addressable market to fibre. We need to ensure our community has a deep understanding of who we are and what we mean to them and will be evolving our brand to help develop this understanding.

Enable - YE 30 June	2022	2023	2024
Number of connections (cumulative) ⁽¹⁾	140,467	148,540	153,383
Connection SLA achievement ⁽²⁾	>95%	>95%	>95%
Total network availability ⁽³⁾	>99.97%	>99.97%	>99.97%

1. The number of connections (cumulative) includes Digital Equity connections totaling X,XXX (2022), X,XXX (2023) and X,XXX (2024).
2. Connection SLA achievement pertains to the delivery of operational services within contracted SLAs.
3. Total network availability pertains to all components of our fibre broadband network and is set at the contracted performance of a maximum average customer down time of 120 minutes per year (excludes customer caused down time).

Financial Performance

Our financial performance targets demonstrate that we have reached a point of financial maturity, after a period of significant capital investment building the network and connecting customers. We will continue to see customer connection growth in the coming years and the profitability and returns to Shareholders will increase accordingly.

We will hold a strong market position with consistent dependable cash flows being received over many years.

Financial Targets (\$m)	2022	2023	2024
Gross Telecommunications Revenue	88.0	94.5	99.6
NPAT	19.5	21.7	24.8
Total Assets	686.4	680.1	669.7
Debt	294.4	294.4	294.4
Equity	311.6	304.7	293.5
Shareholder's Funds to Total Assets Ratio	45.4%	44.8%	43.8%

Dividend to our Shareholder

The dividends payable to the shareholder will be determined by the Board after consideration of future funding requirements and the requirement to meet the solvency test under the provisions of the Companies Act 1993 and shareholder expectations.

No debt will be repaid during the Sol period, with dividend payments being maximised, at the request of our shareholder.

Shareholder Return Target (\$m)	2022	2023	2024
Dividends	17.0	28.5	36.0

A SUSTAINABLE FUTURE: ENVIRONMENT, SOCIAL and GOVERNANCE (ESG)

Enable is committed to operating all aspects of its business with a focus on protecting and enhancing our community today and in the future through sustainable environmentally responsible business practices, social contribution and good governance (ESG)².



We have also assessed our areas of environmental and social focus against the specific targets and indicators set under each of United Nations' Sustainable Development Goals (SDGs). The programme of work below aligns to seven specific SDGs – (5) Gender Equality; (8) Decent Work and Economic Growth; (9) Industry, Innovation and Infrastructure; (10) Reduced Inequalities; (12) Responsible Consumption and Production; (13) Climate Action; and (17) Partnerships for the Goals.


² Environment, Social and Government, referred to as ESG, is a globally accepted criteria for assessing a company's progress towards sustainability.


ENVIRONMENT – operate our business in an environmentally responsible way towards achieving net zero emissions and zero waste.

To address environmental challenges, we will:

- continually strive towards achieving, maintaining and moving beyond net zero emissions in ways that make financial sense;
- apply 'circular economy' principles to reduce waste; and
- embed sustainability considerations (including ethical considerations) in a culture of excellence across the entire business.

Our initial focus is on improvements in our direct operations (scope 1) and purchased energy (scope 2) before expanding our sustainability goals to our partners and suppliers (indirect – scope 3).

FY2022 Plan and Targets – by 30 June 2022	
<p>Climate change</p> 	<p>Scope 1 emissions</p> <ul style="list-style-type: none"> • Finalise fleet conversion plan to hybrid and electric vehicles – for full implementation by June 2023. • Rationalise domestic travel to essential only. • Limit international travel to essential only. <p>Target:</p> <ol style="list-style-type: none"> 1. <i>Reduce FY21 carbon emissions of 98 to 62 tonnes – a 37% reduction.</i> <p>Scope 2 emissions</p> <ul style="list-style-type: none"> • 100% of energy purchased from renewable energy sources. • Next generation network equipment achieving greater energy efficiency per Giga-Byte of data transmitted. • Establish a model for measuring emissions efficiency of Enable's network (and operations) that can be utilised by consumers to make sustainable connectivity decisions. <p>Target:</p> <ol style="list-style-type: none"> 2. <i>Reduce FY21 carbon emissions in corporate operations of 27.5 to 18 tonnes – a 34% reduction.</i> 3. <i>All electricity to be purchased from an energy provided committed to 100% renewable energy.</i> 4. <i>Energy consumed per Giga(or Tera/Peta)-Byte of data transmitted from X to Y.</i> <p>Scope 3 emissions</p> <ul style="list-style-type: none"> • Finalise a plan (in partnership with our direct contractors) to reduce their carbon emissions. <p>Target:</p> <ol style="list-style-type: none"> 5. <i>A net zero carbon emission plan established.</i> <p>Overall:</p> <ul style="list-style-type: none"> • Finalise a plan to achieve net zero carbon emissions by 2030 (in partnership with our contractors) to reduce overall carbon emissions. <p>Target:</p> <ol style="list-style-type: none"> 6. <i>Plan and targets established by 31 December 2021 to achieve net zero carbon emission by 2030.</i>

<p>Resource use</p> 	<p>Corporate consumption and waste</p> <ul style="list-style-type: none"> Continue to invest in smart working tools to reduce paper and stationery use. Continue to rationalise catering and food consumption. Establish landfill, organic and recycling waste benchmarks to form the basis of a waste reduction strategy. Establish an operational equipment management programme that will support specific target setting on circular lifecycle management of all equipment. <p>Targets:</p> <ol style="list-style-type: none"> Reduce consumption by an average of 25%. Benchmark established by 31 December 2021, and reduction targets in place for the second half of the year. Establish circular economy principle(s) and criteria for Enable that will be used in the operations of Enable. <p>Network operations consumption and waste</p> <ul style="list-style-type: none"> Establish a plan for measuring, managing and reducing operational network waste in partnership with our contractors and vendors. <p>Target:</p> <ol style="list-style-type: none"> Plan and targets established by 30 June 2022.
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SOCIAL – continue to grow our positive contribution to the Christchurch community as a business, employer and contributor to the broader community.

OUR PEOPLE – consisting of Employee Outcomes; Diversity and Inclusions; and Health Safety and Wellness

We are implementing our people strategy to:

- retain and attract diverse, talented people across our organisation to address business challenges and meet the needs of our community;
- embrace diversity – including gender, gender identity, age, ethnicity, disability, beliefs, sexual orientation, family responsibilities, work style and experience, socio-economic background, thinking style and personality type – across our business and support our customers, partners, suppliers and other stakeholders to do the same;
- better understand and grow the diversity of thought within Enable as we believe in the potential of greater diversity to deliver better decision making and therefore better outcomes for our business and community;
- actively work to provide an environment where everyone feels they can fully participate at work and where each person is valued for their unique perspectives, skills, and experiences; and
- continue to deliver Health, Safety and Wellness (HSW) for our people that goes well beyond regulatory obligations and compliance with a whole-of-business commitment to looking after our people, partner organisations and their people, customers, and community.

FY2022 Plan and Targets – by 30 June 2022	
<p>Employee Outcomes</p> 	<p>Living wage</p> <ul style="list-style-type: none"> Maintain provision of the living wage for all Enable employees. Work with all Enable contractors to establish a living wage benchmark and plan for all people contributing directly to Enable's business. <p>Target:</p> <ol style="list-style-type: none"> Living wage provided to 100% of Enable's employees. Plan established for direct contractors to pay living wage by an agreed date. <p>Employee engagement</p> <ul style="list-style-type: none"> Continue to evolve our people strategy in terms of engagement; employee benefits; and performance management, recognition and reward to lift employee engagement. <p>Target:</p> <ol style="list-style-type: none"> Employee net promoter score (eNPS) of +X.
<p>Diversity & Inclusion</p>  	<p>Female/male leadership ratio:</p> <ul style="list-style-type: none"> Balance Enable's female/male leadership ratio. <p>Target:</p> <ol style="list-style-type: none"> Increase female in leadership from 23% to over 30% by 30 June 2022. <p>Gender (and other diversity factors) pay ratio</p> <ul style="list-style-type: none"> Develop and implement a plan to ensure there is no ratio inequality in Enable. <p>Target:</p> <ol style="list-style-type: none"> Ensure all Enable people are equally remunerated on experience, expertise and performance, relative to Enable roles. <p>Relationship with mana whenua</p> <ul style="list-style-type: none"> Work with mana whenua to build knowledge and better understand Enable's relationship with the land and how we can support the Christchurch community. <p>Target:</p> <ol style="list-style-type: none"> Relationship established with mana whenua and first partnership initiatives completed by 31 December 2021.
<p>Health, Safety and Wellbeing</p> 	<p>Continue to deliver a best practice Health, Safety and Wellbeing model that ensure that our people, partner organisations' people, customers and community are kept safe and well.</p> <p>Targets:</p> <ol style="list-style-type: none"> Total recordable injuries (TRI) below 6. Incur no serious harm injuries. Number of sites visited deemed safe >98%.

OUR COMMUNITY – consisting of Community Partnerships and Community Value generation

We are working to generate greater community value with the long-term ambition to create digital equity for everyone in our community. We are working towards this by:

- embracing new and responding to advancing technology innovations and exploring disruptive ways to solve societal challenges, through innovation and partnership; and
- continuing to leverage our existing partnerships and assets to support community growth and exploring new business and social good opportunities to grow the value of Enable to our community.

Digital Equity

We are particularly focused on providing digital equity for residents of social housing and school students without access to the internet at home. We understand the need to partner to remove all digital inclusion barriers including access (connectivity and devices), skills and motivation and trust to ensure the real social benefits are realised.



These benefits include individual and family wellbeing benefits, individual and family economic benefits, community benefits, business benefits and governments benefits. We are committed to ensuring all benefits are realised and measured in real terms.

We are initially working with [REDACTED] to address digital equity for its tenants. Currently [REDACTED] tenants are not able to access the internet – making this potentially the most digitally excluded group in our community.

City WIFI

We are also focused on helping position Christchurch as a smart city through the establishment of a [REDACTED] WIFI in the city, in partnership with the Christchurch City Council in high foot traffic areas. This initiative is aimed at delivering significant tourism and major events benefits, local business benefits and community connectivity.

FY2022 Plan and Targets – by 30 June 2022	
Community Partnerships 	<p>Maintain key strategic partnerships and smaller sponsorships aimed at supporting an environment of growth and innovation in Christchurch.</p> <p>Targets:</p> <ol style="list-style-type: none"> 1. Maintain our Major Sponsorship with the Canterbury Employers' Chamber of Commerce. 2. Maintain our Future Leaders in Technology sponsorship. 3. Deliver on 10 to 12 small sponsorship initiatives that directly positively impact our community.
Community Value	<p>Digital Equity initiatives</p> <ul style="list-style-type: none"> • Work with our partners to complete the implementation of our [REDACTED] Digital Equity initiative aimed at providing equitable digital opportunity for [REDACTED] tenants. • Business cases completed for solutions to address digital equity in [REDACTED] social housing and for school children without access to the internet.

	<p>Target:</p> <ol style="list-style-type: none"> 1. █████ residents' units built to and █████ residents benefitting from access to the internet.
	<p>City WIFI initiative</p> <ul style="list-style-type: none"> • Work with our partners to deliver a █████ WIFI service in key central Christchurch locations that will ensure maximum economic growth, visitor and community benefits. <p>Target:</p> <ol style="list-style-type: none"> 2. The first █████ WIFI hotspots deployed and operating in the city.

GOVERNANCE – govern Enable through best practice to ensure the business delivers the best possible outcomes for the Christchurch community.

Directors and management are committed to best practice governance. Governance requires competent people with a commitment to good governance and an effective set of systems and processes. This provides the shareholder and other stakeholders with the assurance that Enable is appropriately governed.

Good governance involves continual changes to meet the shifting dynamics of the business. This is particularly the case with Enable as we grow and change throughout our growth lifecycle. We have experienced rapid growth, and new systems, processes and positions have been established over the last three years to meet the future needs of the business.

We ensure that the benefits of these changes are maximised and that we are operating as efficiently and effectively as possible.

Directors and management recognise the need to have high-calibre people, backed by excellent systems and processes, for Enable to be a world-class service-led organisation.

BEST PRACTICE GOVERNANCE

Role of the Board

The Board is ultimately responsible for setting the strategic direction of Enable and overseeing the management of our business, with the aim being an increase in shareholder value and the development of communications infrastructure for the economic and social benefit of the people of greater Christchurch. The Board is accountable to its shareholder for the performance of Enable.

Responsibilities of the Board

In carrying out its principal function, the Board's specific responsibilities include:

- reviewing, and approving Enable's business strategies and objectives;
- reviewing and approving Enable's budgets and business/operating plans and monitoring the management of capital, including the progress of any major capital expenditure, acquisitions or divestments;
- providing leadership of Enable within a framework of prudent and effective

- controls, which enable risk to be assessed and managed;
- providing health, safety and wellness leadership by understanding, directing and monitoring Enable's health, safety and wellness framework, management system and performance ensuring prudent and effective controls are in place;
- identifying the principal risks faced by Enable and taking reasonable steps designed to ensure that appropriate internal controls and monitoring systems are in place to manage and, to the extent possible, reduce the impact of these risks;
- monitoring the operational and financial position and performance of Enable;
- requiring that financial and other reporting mechanisms are put in place by the executive which result in adequate, accurate and timely information being provided to the Board and the shareholder to ensure they are fully informed of all material developments relating to Enable;
- reviewing and approving Enable's remuneration policies;
- establishing procedures to ensure that financial results are appropriately and accurately reported on a timely basis in accordance with all legal and regulatory requirements;
- adopting appropriate procedures to ensure compliance with all laws, governmental regulations and accounting standards;
- approving and regularly reviewing Enable's internal decision making and compliance policies and procedures, including any codes of conduct, the Board Charter and the charters of the Board's committees;
- ensuring that Enable's internal decision making, and compliance policies and procedures are adhered to, to ensure that the business of Enable is conducted in an open and ethical manner, and
- leading (with the support of Management) the relationship with Enable's shareholder.

Delegation of Responsibilities to Management

The Board has delegated management of the day-to-day affairs of Enable to the Chief Executive to deliver the strategic direction and goals determined by the Board. The Board has also reserved several powers and responsibilities to the Board.

Delegation of Responsibilities to Committees

The Board may, from time to time, establish committees to assist it in carrying out its responsibilities. For each committee, the Board adopts a formal Terms of Reference that sets out the delegated functions and responsibilities for, and the composition and any administrative matters relating to, that committee.

Current operational committees include a Health, Safety, Wellness and People Sub-Committee, an Audit and Risk Committee, and a Future Technology and Products Sub-Committee.

The Board is responsible for the oversight of its committees. This oversight includes, in relation to each committee, determining and reviewing its composition and structure and regularly reviewing its performance.

EXECUTIVE REMUNERATION

We remunerate our people at a competitive market rate, noting that we are especially conscious of our public responsibilities in setting senior executives' salaries and Board remuneration, and this is closely monitored by the Board and

reported in the Annual Report. We ensure all our people are remunerated at or above the living wage.

COLLABORATION WITH THE CCHL GROUP

We recognise, as a wholly owned subsidiary of CCHL, there may be commercial and community benefit opportunities in greater collaboration with other group companies. We actively participate in all CCHL cross-business forums and initiatives to ensure these opportunities are realised.

We are particularly focused on growing Enable's contribution to CCHL's Emerging Technology & Innovation and Sustainability forums.

INFORMATION TO BE PROVIDED TO SHAREHOLDERS

An Annual Report will be submitted to the shareholder. The Annual Report will include audited financial statements and such other details as are necessary to permit an informed assessment of the company's performance and financial position during the reporting period.

The Sol will be submitted to the shareholder for consultation annually, as required by the Local Government Act 2002. The directors will include any other information they consider appropriate. Where appropriate, revised forecasts will be submitted to the shareholder.

Enable will provide regular updates to our shareholder on the ongoing performance of the entity which may include financial, strategic, risk and operational updates for any given period.

The company will operate on a "no surprises" basis in respect of significant shareholder related matters, to the extent possible in the context of commercial sensitivity and confidentiality obligations.

The company will provide information requested by the shareholder in accordance with the requirements of the Local Government Act 2002 and continuous disclosure requirements of the NZX.

COMPENSATION SOUGHT FROM LOCAL AUTHORITIES

At the request of the shareholder, the company may undertake activities that are not consistent with normal commercial objectives.

ACQUISITION / DIVESTMENT PROCEDURES

The subscription or acquisition of securities in any company or organisation, or a divestment of part of the existing business, will only be considered where it is consistent with the long-term commercial objectives of Enable.

When the subscription, acquisition or divestment is considered by directors to be significant to the company's business operations, it will be subject to consultation with and, where required, approval of, the shareholder.

Major transactions as defined in the Companies Act 1993, s129(2), will be subject to shareholders' approval by special resolution.

ESTIMATE OF COMMERCIAL VALUE

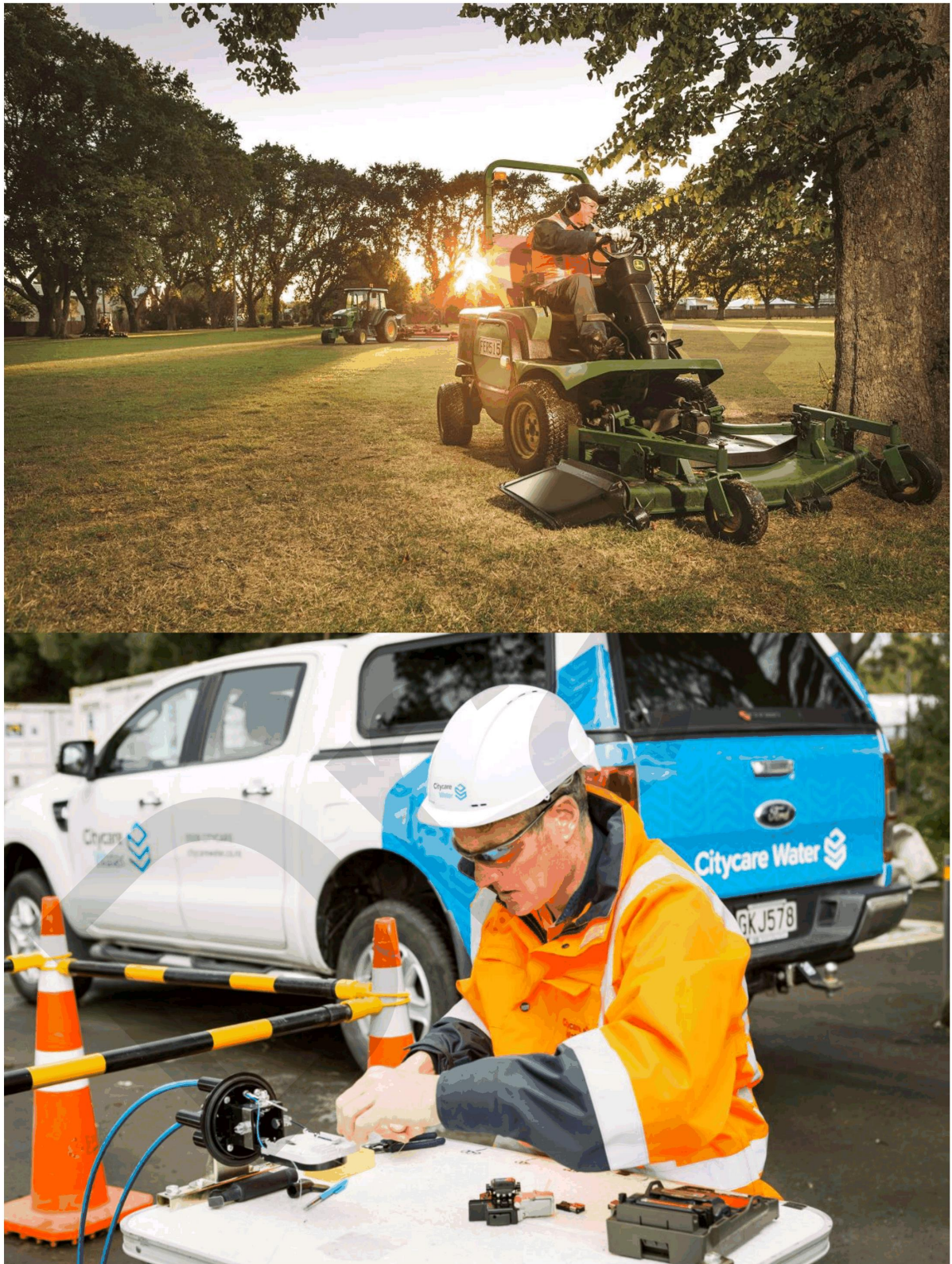
The estimated fair value of UFB network assets at 30 June 2020 was \$625 million. Further information on this asset valuation is provided in the 2020 Annual Report.

The commercial value is considered by the directors to be at least the equity contributed by the shareholder as recorded in the financial statements.

ACCOUNTING POLICIES

Enable has adopted accounting policies that are consistent with New Zealand International Financial Reporting Standards, generally accepted accounting practice and the policies adopted by the Christchurch City Council group. The detailed accounting policies are available in our most recent Annual Report as published on our company website, refer www.enable.net.nz





Statement of Intent 2021/22

Citycare Group 

1	INTRODUCTION (RĀRANGI ŪPOKO)	4
2	OBJECTIVES (NGĀ WHĀINGA)	4
2.1.	VALUES	4
2.2.	STRATEGIC PRIORITIES	4
3	NATURE AND SCOPE OF ACTIVITIES (TE ĀHUA O NGĀ MAHI)	5
4	KAITIAKITANGA	5
4.1	FINANCIAL AND COMMERCIAL PERFORMANCE	5
4.2	STRONGER COMMUNITIES	5
4.3	PROVISION OF ESSENTIAL SERVICES	6
4.4	TE WHĀRIKI	6
5	MANA	6
5.1	INNOVATION, AND NEW TECHNOLOGIES	6
5.2	CCHL GROUP PROGRAMME OF WORK	6
5.3	STRATEGIC FOCUS	6
5.4	COMPANY GOVERNANCE	7
5.5	BOARD ROLE AND RESPONSIBILITY	7
5.6	BOARD COMPOSITION	7
5.7	CONFLICTS OF INTEREST	8
5.8	NOMINATIONS AND APPOINTMENT OF NEW DIRECTORS	8
5.9	BOARD MEETINGS	8
5.10	DIRECTOR INDUCTION AND EDUCATION	8
5.11	BOARD PERFORMANCE REVIEW	9
5.12	BOARD-MANAGEMENT RELATIONSHIP	9
5.13	CHIEF EXECUTIVE PERFORMANCE REVIEW	9
5.14	DIRECTOR AND OFFICER INSURANCE	9
5.15	BOARD COMMITTEES	10
5.16	NO SURPRISES	11
5.17	SOI REPORTING	11
5.18	REGULAR SHAREHOLDER REPORTING	11
5.19	ANNUAL REPORT	11
6	FINANCIAL	12
6.1	REVENUE	12
6.2	NET PROFIT AFTER TAX	12
6.3	RETURN ON AVERAGE EQUITY	12

6.4	SHAREHOLDER FUNDS TO TOTAL ASSETS	13
6.5	DEBT MANAGEMENT	13
6.6	IGFF AS A SOURCE OF DEBT FUNDING	13
6.7	DIVIDEND PAYMENTS	13
6.8	CAPITAL INVESTMENT	13
6.9	CONTROLLING AND MANAGING RISK	13
6.10	INSURANCE	14
6.11	ESTIMATE OF COMMERCIAL VALUE OF SHAREHOLDER'S INVESTMENT	14
6.12	ACCOUNTING POLICIES	14
6.13	ACQUISITION/DIVESTMENT PROCEDURES	14
7	SUSTAINABILITY	14
7.1	ENVIRONMENTAL LEADERSHIP	15
7.2	GREENHOUSE GASES	15
8	PEOPLE	17
8.1	HEALTH AND SAFETY	17
8.2	REMUNERATION	17
8.3	LIVING WAGE	17
8.4	DIVERSITY	17
9	TARGETS	18
9.1	PERFORMANCE TARGETS	18



1 INTRODUCTION (RĀRANGI ŪPOKO)

Nau mai ki te Pānui Whāinga o Citycare 2021/22.

Kei roto i tēnei puka ngā whāinga me te āhua o ngā mahi kua oti i a mātou o Citycare.

Ka mea atu hoki te puka nei i ngā paearu me ngā paeine e tohu nei mēnā rānei kua tutuki ngā whāinga o te Kamupene nei.

The Statement of Intent (Sol) is a public and legally required document, reviewed and agreed annually with the Shareholder, Christchurch City Holdings Ltd (CCHL) and covering a three-year period. The Statement of Intent (Sol) is prepared in accordance with Section 64(1) of the Local Government Act 2002.

Citycare is a Council Controlled Trading Organisation (CCTO) for the purposes of the Local Government Act 2002.

The Sol specifies the objectives, nature and scope of activities, performance targets and other measures by which the performance of City Care Limited (Citycare or the Company) may be judged for the period 1 July 2021 to 30 June 2024.

It should be noted that in November 2020, City Care Group formalised their previously signalled business objective of evolving sector strategies that reinforce the autonomous nature of their two business units – Citycare Water and Citycare Property. As a result, Tim Gibson was appointed Chief Executive of Citycare Water and Peter Lord was appointed Chief Executive of Citycare Property, with the integration of the Citycare Civil business. This change enables each sector to better work to their core strengths and deliver optimal performance to customers.

Contact details for the Executive Chair and Chief Executive Officers are City Care's registered office:

Address: 100C Orchard Road, Harewood, Christchurch
PO Box 7669, Christchurch
Telephone: 03 941 7200
Web: www.citycare.co.nz
Email: citycare@citycare.co.nz

2 OBJECTIVES (NGĀ WHĀINGA)

Citycare is a leading national provider of infrastructure maintenance, asset management/optimisation and construction services.

2.1. Values

Citycare's values are: **We Discover. We Deliver. We Care.**

Nāia ngā uara o Citycare: **Ka Tūhuratia Mātou. Ka Puakina Mātou. Ka Kumanutia Mātou.**

These values support and guide the organisation in all our dealings with stakeholders and with the communities we work in.

2.2. Strategic Priorities

Citycare's key strategic priorities and objectives are to:

- Deliver profitable and sustainable growth across all areas of the Citycare business. The Company's operational focus is on generating strong financial returns and dividend streams for the Shareholder.
- Deliver operational excellence that meets or exceeds client expectations and drives greater customer loyalty and value.

- Continue Citycare's 100% commitment to the safety and wellbeing of our employees, subcontractors, suppliers and the public we work with.
- Reflect our commitment to Te Reo, Iwi engagement and embrace Treaty of Waitangi principles in our business activities.
- Facilitate a company culture that delivers workplace diversity, cultural competency and that acknowledges Treaty relationships in the most appropriate way.
- Identify, roll out and maximise opportunities to develop vibrant, prosperous and sustainable communities.
- Expand the Company sustainability agenda through support of social enterprises, active involvement in local communities and environmental change leadership.
- Actively explore and develop innovative technologies that enhance the products, processes and services provided to Citycare customers and that connect the communities we operate in.
- Engage effectively with national water reforms and position Citycare Water to benefit from the outcome of Central Government reform to maximise growth and continue with successful delivery in the 3 Waters space.
- Work collaboratively across the CCHL Group of companies to maximise gains and participate in shared business opportunities

3 NATURE AND SCOPE OF ACTIVITIES (TE ĀHUA O NGĀ MAHI)

The Citycare sector-led, operational delivery model includes:

- Citycare Water delivers 3 Waters design, construction and maintenance solutions, asset management and optimisation services, network management and resilience solutions ensuring a safe and sustainable 3 Waters network.
- Citycare Property delivers asset and facilities management, property maintenance and trade services, open space and parks maintenance, building construction and capital works including roading, landscapes and subdivision construction as well as project management services.

Citycare has a 75% shareholding in Apex Environmental Limited and is open to exploring collaborative working partnerships, joint ventures and subsidiary company ownership models.

The Company's current area of operations is New Zealand however, Citycare will explore opportunities in Australia and the Pacific where there are synergies with our existing business.

4 KAITIAKITANGA

4.1 Financial and Commercial performance

Delivery of a strong financial performance and a return to our shareholder, relative to sector benchmarking and competitor performance, is a core measurement of Citycare's business success. The Company goal is to deliver a commercial rate of return on equity without compromising Citycare's commitment to prosperous communities.

4.2 Stronger Communities

Strong communities and relationships are at the core of Citycare's operations. The Company places significant value on community engagement programmes and delivery of community initiatives. The Company will continue to prioritise this aspect of operations because it makes good business sense with regard to attracting and retaining both clients and staff.

Citycare's focus is on facilitating and enabling community partnerships and action, that is aligned with Local Government interest in positive community, social, cultural, environmental and economic outcomes.

4.3 Provision of Essential Services

Citycare's role as a provider of essential services came to the fore during the Covid-19 pandemic. Citycare Water and Citycare Property were responsible for ensuring the provision of 3 Waters services across the country and the maintenance and management of key infrastructure assets required by the community to minimise disruption. The Company will continue with this commitment, ensuring communities can depend on key infrastructure during times of uncertainty and instability.

4.4 Te Whāriki

Citycare is committed to Te Whāriki which creates opportunities for the Company to explore new ways of working with other CCHL entities to develop capabilities, manage capacity, access specialised skills and expertise and deliver in a more collaborative way on projects and work programmes.

5 MANA

In support of building trust within the communities where Citycare works, the Company aim is to be open and transparent in our actions and reporting while maintaining the sensitivities of our commercial position.

5.1 Innovation, and New Technologies

Citycare is committed to exploiting the growing convergence between OT (Operational Technology) and IT (Information Technology) and to demonstrate leadership that enables Citycare to optimise its customer service offerings and drive productivity benefits through maximising the potential in this space. One example of this is the investment in the Company's unique job management platform EventManager. The platform enhances the customer service experience and the IP connected with the platform is unique to Citycare.

5.2 CCHL Group Programme of Work

Citycare acknowledges challenges that continue to emerge and demand response in the current environment. To deliver an appropriate response in this fast moving and resource intensive environment requires that Citycare continues to take advantage of the benefits provided through engagement in CCHL Group Programmes of Work including those identified for 2021:

- Optimising performance;
- Accelerating innovation;
- Enhancing community impact; and
- Expanding and leveraging capability.

Citycare acknowledges that there is strength in the Group approach to these activities that are designed to deliver mutual benefits based on our shared commitment to values and accountability.

5.3 Strategic Focus

The Board sets the strategic direction of the Company and participates in developing strategic plans, approves budgets and monitors Company performance monthly.

Citycare's strategic focus 2021-24 is to improve profitability, enhance customer relationships and to establish a more complete sustainability footprint, through delivery against the strategic priorities laid out in Section 2.2.

A focus for Citycare Water will be understanding, engagement and delivery against central government water reform while continuing with the roll out of operational excellence and efficiencies.

The focus for Citycare Property will be seamless integration of the Civil operations into the Property sector and identification and pursuit of growth opportunities that position Property well for the future. The provision of customer value through innovative products and services will be key.

The Group is committed to improvement of our safety performance and the prioritisation of the health, safety and general wellbeing of all Citycare employees and supply partners.

5.4 Company Governance

Citycare's Board of Directors is responsible for corporate governance of the Company. The Board and management are committed to ensuring the Company operates to the recognised principles of best practice governance and adheres to high ethical standards.

5.5 Board Role and Responsibility

Citycare's Board of Directors is appointed by the Shareholder and is responsible for the direction and control of the Company's activities. The primary objective of the Board is to build long-term Shareholder value with due regard to other stakeholder interests. The Board does this by setting strategic direction and context and focusing on issues critical for its successful execution.

The role and responsibilities of the Board are formalised in the Board Charter, which is reviewed periodically. The purpose of the Board Charter is to provide high standards of corporate governance and to clarify the Board's role and responsibilities. Some of the Board's responsibilities are delegated to Board Committees. The roles of the committees are described in Section 5.15.

The Board has delegated to the Chief Executive Water and the Chief Executive Property the day-to-day leadership and management of Citycare Water and Citycare Property respectively. The Chief Executive Officers have formally delegated authorities to direct reports and have established a formal delegated authority framework for those direct reports to sub-delegate as appropriate.

The Board endorses and adheres to the principles of the Institute of Directors of New Zealand and the Four Pillars of Governance Best Practice for New Zealand Directors.

5.6 Board Composition

The Company's Constitution provides that the Board will consist of a maximum of seven Directors. The Board currently comprises an Executive Chair and five independent non-executive Directors. The Company supports the Shareholder's Associate Director Programme which aims to enhance the governance capability of senior leaders who are embarking on a governance career, offering emerging directors the opportunity to accelerate their boardroom experience through a 12-18 month period as an Associate Director on one of the CCHL group of companies' boards.

Directors retire and are eligible for re-election by rotation in accordance with CCHL Policy on Appointment and Remuneration of Directors September 2007. Retiring Directors are eligible for re-election.

The Shareholder has the right to appoint a Chair and, if it considers appropriate, a Deputy Chair for such periods as it sees fit. If the Shareholder does not exercise that right, then the Board may elect their own Chair or Deputy Chair.

The Chair's role is to manage and provide leadership to the Board and to facilitate the Board's interface with the Chief Executive of Water and Chief Executive of Property. This relationship is outlined in more detail in section 5.12 Board Management Relationship.

The Chief Executive of Water and Chief Executive of Property are not members of the Board.

5.7 Conflicts of Interest

The Board is conscious of its obligations to ensure that Directors avoid conflicts of interest (both real and apparent) between the Company and their own interests. The Board Charter outlines the Board's policy on conflicts of interest. Where conflicts of interest do exist at law, then the Director/s concerned must disclose their interest, excuse themselves from any Board discussions and not receive any Board papers in respect of those interests.

The Company maintains a Board and Management Interests Register and reviews this register at each Board meeting. Citycare's Conflict of Interest Policy clearly outlines corporate and employee expectations related to actual and potential conflicts of interest and provides a substantive framework to manage this.

5.8 Nominations and Appointment of New Directors

The procedures for appointing and removing Directors are governed by the Company's Constitution. When considering candidates to act as Director, the Shareholder considers such factors as it deems appropriate, including the experience, qualifications, availability and judgement of a candidate, and the candidate's ability to work alongside other Directors. The Shareholder also considers skills required by the Board to ensure effective delivery of their duties across the spectrum of requirements.

5.9 Board Meetings

The Board has regular meetings throughout the year and also meets as/if required between scheduled meetings.

The Chair and the Chief Executives of Citycare Water and Citycare Property establish meeting agendas to ensure adequate coverage of all key issues. The Directors generally receive Board papers one week in advance of Board meetings, except in the case of special meetings for which the time period may be shorter.

The Board encourages scheduled presentations at Board meetings by managers who can provide additional insight into items being discussed or who have future potential that could or should be demonstrated to the Board.

Directors are entitled to have access, at all reasonable times to all relevant Company information and to the Company's management team. Any Director is entitled to obtain independent professional advice relating to the affairs of the Company or to his or her other responsibilities as a Director. If a Director considers such advice necessary, the Director shall first gain the approval of the Chair, and having done so, shall be free to proceed.

The Board meets regularly in Director-only sessions, without the Chief Executives or other management present.

5.10 Director Induction and Education

Upon appointment to the Board, all new Directors undergo a tailored induction programme appropriate to their experience to familiarise them with Citycare's business and strategy. The programme includes one-on-one meetings with management and visits to key Company sites.

Directors are expected to keep themselves informed of changes and trends in the Company's business and in the environment and markets in which the Company operates.

All Directors undertake continuous development so that they may appropriately and effectively perform their duties.

5.11 Board Performance Review

The Board reviews its own performance and the performance of the Chief Executives of Citycare Water and Citycare Property regularly. The process includes one-on-one meetings between the Chair and each Director, as well as regular Board discussions on governance and performance issues.

5.12 Board-Management Relationship

The Board links the company's governance and management functions through the CEs. All Board authority conferred on management is delegated through the CEs so that the authority and accountability of management is considered to be the authority and accountability of the CEs so far as the Board is concerned. The Board will agree with each CE to achieve specific results directed towards the company's overall goals. This will usually take the form of an annual performance plan with relevant targets under which the CEs are authorised to make any decision and take any action within the management limitations, directed at achieving the company goals.

Between Board meetings the Chair will maintain informal communication between the Board and the CEs, expects to be kept informed by the CEs on all important matters, and is available to the CEs to provide counsel and advice where appropriate. Only decisions of the board, acting as a body, are binding on the CEs. Decisions or instructions of individual members, officers or committees should not be given to the CEs and are not binding in any event except in those instances where specific authorisation is given by the Board.

During their first year of appointment as CEs of Property and Water, the Board will give additional support and guidance to the new CEO's by designating the Chair to act in an Executive Chair position, in which he will provide additional time to undertake the responsibilities detailed above along with advancing with the CEs the transition of the company to separate Property and Water businesses as efficiently as possible, in order to enhance the value of the company for the Shareholder.

5.13 Chief Executive Performance Review

The Board will review the performance of the Chief Executive Citycare Water and Chief Executive Citycare Property against key performance objectives at least once a year.

5.14 Director and Officer Insurance

The Company has arranged liability insurance for Directors and Officers. This insurance ensures that, generally, Directors will incur no monetary loss as a result of actions undertaken by them as Directors of the Company arising out of acts or omissions of Directors and employees in their capacity as such. Insurance is not provided for dishonest, fraudulent, malicious or wilful acts or omissions.

The Company indemnifies the Directors and holds them harmless, to the extent possible by law and as allowed under the Company's Constitution, against any proceedings incurred, suffered or expended by or threatened against the Directors with respect to any act or omission in their capacity as a Director. The indemnity excludes: gross negligence or wilful default, deliberate action outside the scope of the delegated authority, criminal liability, breaches of duty under section 131 of the Companies Act 1993 and any other liability for which giving an indemnity is prohibited by law.

5.15 Board Committees

The Board has three formally constituted committees: the Risk, Audit and Finance Committee, the Health and Safety Committee, and the People and Culture Committee. These committees all have Board-approved Terms of Reference outlining the committees' authority, duties, responsibilities and relationship with the Board. Other committees may be established as, and when, required.

Risk, Audit and Finance Committee

The objective of the Risk, Audit and Finance Committee is to provide independent assurance and assistance to the Board on the Company's risk, control and compliance framework, and its external accountability and reporting responsibilities.

The Risk, Audit and Finance Committee is chaired by a Director who is not the Board Chair. It comprises of non-executive members of the Board as appointed by the Board from time to time. The Chief Executives and Executive General Manager Finance and Administration also attend meetings but are not members of the committee. Any non-executive Directors who are not committee members may also attend meetings of the committee.

The Risk, Audit and Finance Committee shall assist the Board in discharging its responsibility to exercise due care, diligence and skill in relation to risk management and systems of internal control, general business practice assurance, reporting of financial information and regulatory disclosure requirements (including all related audit matters) and financial management.

Meetings are scheduled during the year to coincide with the timing of the various responsibilities of the committee. The committee has direct communication with and unrestricted access to the external and internal auditors.

In fulfilling its responsibilities, the Risk, Audit and Finance Committee receives regular reports from management as well as the internal and external auditors. The Risk, Audit and Finance Committee meets (at least) annually with the external auditor without the presence of management.

The committee makes recommendations to the Board for its consideration regarding insurance, dividends, external audit, banking facilities and other matters that the Risk, Audit and Finance Committee may defer to the Board.

Health and Safety Committee

The objective of the Health and Safety Committee is to provide independent assurance and assistance to the Board and Chief Executives on the Company's health and safety performance, systems and processes, compliance and reporting responsibilities.

The Health and Safety Committee comprises two non-executive Directors of the Board as appointed by the Board. The Chief Executive Citycare Water, the Chief Executive Citycare Property, relevant general managers, HSQE managers and no less than three field staff are required to attend the Health and Safety Committee meetings but are not members of the committee. Any non-executive Directors who are not committee members may also attend Health and Safety Committee meetings.

The Health and Safety Committee shall assist the Board in discharging its responsibilities to exercise due care, diligence and skill in relation to its strategy, policy, systems oversight, monitoring and corporate governance responsibilities in relation to health and safety matters arising out of Citycare's activities as they affect employees, contractors, visitors, customers and the communities in which Citycare operates.

Four meetings are held each year and members of the Committee will also undertake site visits.

In fulfilling its responsibilities, the Health and Safety Committee receives regular reports from management through the Board reporting process. It also receives incident information whenever

significant events occur. The need for access to auditors, legal or independent professional advice is to be determined by the committee as and when required to fulfil its obligations.

The committee makes recommendations to the Board for its consideration if required.

People and Culture Committee

The objective of the People and Culture Committee is to provide independent assurance and assistance to the Board on the Company remuneration strategy, the Company's people related strategies and Chief Executives' employment conditions and remuneration

The People and Culture Committee comprises three non-executive members of the Board as appointed by the Board – currently the committee Chair is the Board Chair. Other internal advisors provide information and attend as required.

The frequency of meetings is determined by the committee Chair to align with the Company remuneration cycles.

In fulfilling its responsibilities, the People and Culture Committee seeks and receives independent advice and timely evaluation reports on current market remuneration information.

The committee makes recommendations to the Board for its consideration.

5.16 No Surprises

Noting that CCHL has debt securities listed on the NZX, Citycare acknowledges that, as a CCHL subsidiary, it is under continuous disclosure requirements as set out in Section 10.1 of the NZX rules, as it would apply to the CCHL group.

Further to this, the Company will continue to operate on a 'no surprises' basis in respect of significant Shareholder-related matters, notwithstanding the context related to matters of commercial sensitivity and/or with confidentiality obligations. This is to include as much advance notification as possible pertaining to issues that may:

- have a material financial impact on the Shareholder;
- have adverse implications on the Company or the Shareholder's reputation; or
- give rise to unsolicited or adverse media enquiries/content.

5.17 Sol Reporting

In accordance with the Local Government Act 2002, the Company will submit to the Shareholder a draft Sol by 26 February 2021, for the coming financial year. The Sol sets out the objectives, activities, intentions, financial and performance targets.

After due consideration and discussion with the Shareholder and completion of the annual business planning and budgeting, the final Sol is approved by the Board of Directors and delivered to the Shareholder in June 2021.

5.18 Regular Shareholder Reporting

Citycare will provide regular updates to our shareholder in accordance with the Local Government Act 2002 Amendment Bill No. 2 on the ongoing performance of the entity against the Sol targets. The Company may also provide the Shareholder with strategic updates.

5.19 Annual Report

An Annual Report will be submitted to the Shareholder and will include audited financial statements and such other information as necessary to permit an informed assessment of the Company's performance and financial position during the reporting period.

The reports will outline the Company's objectives and performance in terms of financial, environmental and social inputs, outputs and outcomes, as well as performance against the stated Sol targets.

Citycare will provide further information requested by the Shareholder in accordance with the requirements of the Local Government Act 2002.

6 FINANCIAL

The consolidated Company financial performance targets as detailed in Table 1 show the revenue, profit and key financial ratio expectations for the period 2021 - 2024.

Table 1 – Medium-term Financial Targets

\$'000's	2021/2022	2022/23	2023/24
Revenue (Group)	315,820	333,429	365,464
Net Profit After Tax (Group)	5,709	6,628	8,084
Return on Average Equity (Group)	9.5%	10.4%	11.9%
Shareholder Funds to Total Assets (Group)	51%	52%	53%
Net Funds	6,141	10,108	14,139

Table 2 – Medium term Financial targets for Apex Environmental Ltd.

'000's	2021/22	2022/23	2023/24
Net Profit after Tax	1,168	1,268	1,664

6.1 Revenue

The SOI period sees modest growth in Revenue across both Citycare Property and Citycare Water.

6.2 Net Profit After Tax

The reporting period sees pressure continuing on margins, particularly with local councils where pressure on costs is being experienced. The outcome of the current Central Government Water Reforms is unknown giving rise to a period of uncertainty for the water sector over the next three years. However, company cost reductions are assisting with maintaining earnings over the reporting period.

6.3 Return on Average Equity

During the three year forecast period, the Company's financial gearing is expected to remain at an acceptable level which results in a strong balance sheet to support funding of future growth opportunities and appropriate investment in new technologies, plant and equipment as these opportunities arise.

6.4 Shareholder Funds to Total Assets

The Shareholder Funds to Total Assets ratio includes the IFRS 16 Lease adjustment where an asset called the Right of Use Asset is included in Total Assets (with an off-setting lease liability) and this asset is circa \$12m. This has increased our total assets base.

The Shareholder Funds to Total Assets remains above 50% in the forecast period.

6.5 Debt Management

During the forecast period, excluding any major investments or acquisitions, the Company is expected to report a modest net cash surplus.

6.6 IGFF as a Source of Debt Funding

The Company has taken advantage of the funding lines provided by CCHL and in July 2019 drew down \$10m of a \$15m facility. The \$10m is fixed for 2 years. This IGFF has worked extremely well and seen a reduction in both the Company interest rate and bank facility fees. Discussions are underway with CCHL to extend this facility prior to current expiry.

6.7 Dividend Payments

The Directors have considered the dividend policy and, having regard for the current financial position and the investment required for the business over the forecast period, consider that a dividend policy of 50% of NPAT is sustainable.

Ordinary dividends are paid in two instalments, in March of each financial year and October of the following financial year. Any dividends will be paid to the Shareholder after taking into account the Company's profitability and future investment requirements. The Board will determine the dividends payable after considering the Company's funding requirements and the requirement to meet the solvency test under the provisions of the Companies Act 1993.

To assist the Shareholder with budgeting, the forecast ordinary dividends payable to the Shareholder over the period 2021- 2024 are detailed in Table 3.

Table 3 – Shareholder Dividend Distribution

\$000's	2021/22	2022/23	2023/24
Dividend Paid	2,548	3,085	3,678
Declared Dividend 50% of NPAT	2,854	3,314	4,042

6.8 Capital Investment

In line with the delegated authorities, all new capital investment via tenders or acquisitions require presentation of a sound business case, including the associated risk profile and projected ROI and NPV.

6.9 Controlling and Managing Risk

The Company has a formal risk management framework which identifies the key risks and outlines appropriate risk management and mitigation plans. The risk management framework is reported to, and reviewed by, the Board quarterly and delegated to the Risk, Audit and Finance and Health and Safety Committees where appropriate. Mitigation plans are controlled and administered by Management.

6.10 Insurance

The Board satisfies itself that adequate insurance is in place for the Company's size and risk profile. External advice is received by the Board as appropriate.

6.11 Estimate of Commercial Value of Shareholder's Investment

Citycare estimates the commercial value of our Shareholder's investment in the Citycare Group is at least that which is stated as Shareholder's equity in our audited financial statements. The Company reassesses this value annually during preparation of audited financial statements.

6.12 Accounting Policies

Citycare has adopted accounting policies that are consistent with New Zealand International Financial Reporting Standards, generally accepted accounting practice and the policies adopted by the Christchurch City Council group. The detailed accounting policies are available in the Company's most recent Annual Report, which is published on the Company website.

6.13 Acquisition/Divestment Procedures

The subscription or acquisition of securities in any company or organisation, or a divestment of part of the existing business, will only be considered where it is consistent with the long-term commercial objectives of Citycare. When the subscription, acquisition or divestment is considered by the Board to be significant to the Company's business operations, it will be subject to consultation with the Shareholder. Major transactions as defined by the Companies Act 1993, Section 129(2), will be subject to the Shareholder's approval by special resolution. In this instance, the Shareholder will be consulted with as much lead-time as is commercially practicable in the prevailing circumstances.

Where the Company decides to incorporate or subscribe for shares in subsidiaries to undertake its commercial activities, the Company will ensure effective management. Board control of any subsidiary is exercised by Citycare's Directors and staff.

7 SUSTAINABILITY

Citycare will continue to progress work towards achievement of relevant UN Sustainable Development Goals where these demonstrate relevant sustainability leadership. Continued success in this space requires close collaboration with key customers subcontractors and suppliers, increasingly basing supplier and partner procurement decisions on aligned sustainability and environmental leadership goals.

This approach recognises the importance of the economic wellbeing of Citycare's customer relationships, the engagement and diversity of our workforce and Citycare's commitment to climate action and responsible environmental consumption.



The Company's commitment to creating healthy environments, prevention of pollution and sustainability of natural resources is reflected through our ISO14001 environmental management certification.

Citycare will update its 10-year Sustainability Goals following confirmation of the 2021 Business Strategy. The Sol will be updated to reflect the Strategy.

7.1 Environmental Leadership

Citycare is committed to taking action to contribute to New Zealand targets under the Paris Agreement to reduce greenhouse gas emissions by 30 per cent below gross emissions for the period 2021-2030. The Company will also work towards contributing to the Climate Change Response (Zero Carbon) Amendment Act domestic 2050 target.

Citycare commits to participation in the CCHL working group that will develop a Group wide measurable carbon emissions target and to commit to this target as part of the Company's SOI targets which will be confirmed as part of the 2021 Business Strategy.

7.2 Greenhouse Gases

Citycare is committed to the annual measurement and reduction of Greenhouse Gas emissions with the goal of being net carbon neutral by 2030. With over 90% of the Company's current reported emissions generated by fossil fuelled vehicles and plant we will continue our policy to replace these, where practical, with electric, hybrid or low emission alternatives. In addition, Citycare will continue to investigate and adopt new technologies and methodologies to reduce our emissions.

The Company's Greenhouse Gases reduction targets are detailed in Section 9, Table 5 of this Sol.

10 Year Sustainability Goals To be Updated once business planning is complete
To be included post Strategy sessions.

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8 PEOPLE

Citycare will continue to build a culture of diversity, equality and inclusion to support the company vision and values. This will include being an employer of choice in the infrastructure space, ensuring our people are trained, kept safe and have room to grow within their roles.

8.1 Health and Safety

To keep our people safe, the focus has been on placing individuals at the centre of their own safety environment and ensuring that all employees have the required competencies to perform their tasks safely. Critical risk is the primary focus of all Citycare teams who take responsibility for identifying and mitigating the areas and activities with the most potential for harm. The Company uses controls to manage critical risks and a safety culture approach to non-critical risk management.

The Board reviews health and safety performance at every Board meeting. This is further supported by the Board Health and Safety Committee which reviews Company health and safety policies, risk management assessments, and regularly monitors the Company's health and safety performance.

To ensure our systems are constantly assessed against industry standards we are a tertiary level member of the ACC Accredited Employer Programme and accredited with ISO45001. One way we measure progress is by monitoring the number of incidents reported to and investigated by WorkSafe.

8.2 Remuneration

Citycare is conscious of its public accountability in the setting of remuneration which is closely managed by the Board.

The key principles related to Citycare employee remuneration are to ensure that the remuneration level continues to provide the ability to attract, retain and motivate suitably competent employees whilst also being fair and equitable, flexible and transparent.

In support of this transparency, Citycare:

- delegates financial authorities for hiring of new employees and remuneration setting;
- undertakes an annual staff appraisal and remuneration review process; and
- subscribes to and participates in the Strategic Pay market remuneration surveys.

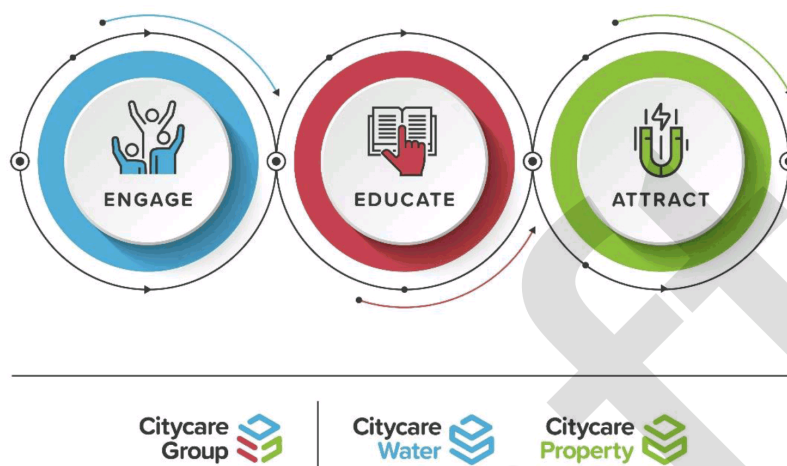
8.3 Living Wage

Citycare is currently reviewing the Living Wage with CCHL and will provide an update for the finalisation of this document.

8.4 Diversity

In 2019 Citycare developed a framework to help achieve the Company's diversity goals. Citycare will continue to progress this strategy through the engage, educate, attract model provided in more detail below.

- **Engage** – we have initiated a structured programme of **engagement** with the communities that we want to attract and with partners that can help make that happen.
- **Educate** – we focus on **educating** the future workforce on the importance of our work through our partnership with SVA.
- **Attract** – we support a range of initiatives and partnerships designed to **attract** people to the range of training and workplace opportunities we offer.



9 TARGETS

9.1 Performance Targets

The performance targets outlined in Table 5 below act as specific progress metrics against the articulated growth strategy for Citycare.

Table 5 – Performance Targets

Target	Performance Measure short term (2021-22)	Performance Measure mid term (2022/23)	Performance Measure long term (2021/25)
Client Satisfaction	<ul style="list-style-type: none"> Positive Net Promotor Score (NPS) based on an annual customer survey 	<ul style="list-style-type: none"> Positive Net Promotor Score (NPS) based on an annual customer survey 	<ul style="list-style-type: none"> Positive Net Promotor Score (NPS) based on an annual customer survey
Environmental	<ul style="list-style-type: none"> 100% of new (non-operational) passenger vehicles purchased or leased to be hybrid or EV (excludes vehicles procured through acquisitions) (subject to vehicle availability) Annual reduction of Company-wide greenhouse gas emissions normalised against annual turnover to reach 2030 goals 	<ul style="list-style-type: none"> 100% of new (non-operational) passenger vehicles purchased or leased to be hybrid or EV (excludes vehicles procured through acquisitions) (subject to vehicle availability) Annual reduction of Company-wide greenhouse gas emissions normalised against annual turnover to reach 2030 goals 	<ul style="list-style-type: none"> 100% of new (non-operational) passenger vehicles purchased or leased to be hybrid or EV (excludes vehicles procured through acquisitions) (subject to vehicle availability) Annual reduction of Company-wide greenhouse gas emissions normalised against annual turnover to reach 2030 goals

Health and Safety	<ul style="list-style-type: none"> <10 incidents requiring notification to WorkSafe annually <1 WorkSafe investigation annually 	<ul style="list-style-type: none"> <10 incidents requiring notification to WorkSafe annually <1 WorkSafe investigation annually 	<ul style="list-style-type: none"> <10 incidents requiring notification to WorkSafe annually <1 WorkSafe investigation annually
Employee engagement / Diversity	<ul style="list-style-type: none"> Incremental increase in the number of women in leadership roles Increase in youth in the workforce measured by higher % of staff under 25 years More than 50 people in registered training annually 	<ul style="list-style-type: none"> Incremental increase in the number of women in leadership roles Incremental increase in the number of Māori/Pasifika in leadership roles Increase in youth in the workforce measured by higher % of staff under 25 years More than 50 people in registered training annually 	<ul style="list-style-type: none"> Incremental increase in the number of women in leadership roles Incremental increase in the number of Māori/Pasifika in leadership roles Increase in youth in the workforce measured by higher % of staff under 25 years More than 50 people in registered training annually
Living Wage	<ul style="list-style-type: none"> TBA 	<ul style="list-style-type: none"> TBA 	<ul style="list-style-type: none"> TBA
System Management	<ul style="list-style-type: none"> Maintain current ISO-accredited systems 	<ul style="list-style-type: none"> Maintain current ISO-accredited systems 	<ul style="list-style-type: none"> Maintain current ISO-accredited systems
Community	<ul style="list-style-type: none"> Collaborate with community stakeholders to deliver the safe coordination of >15,000 volunteer hours 	<ul style="list-style-type: none"> Collaborate with community stakeholders to deliver the safe coordination of >15,000 volunteer hours 	<ul style="list-style-type: none"> Collaborate with community stakeholders to deliver the safe coordination of >15,000 volunteer hours

Table 6 – Performance Targets (Apex Environmental Ltd)

Target	Performance Measure short term (2020/21)	Performance Measure mid term (2021/22)	Performance Measure long term (2022/23)
Client Satisfaction	<ul style="list-style-type: none"> Positive Net Promotor Score (NPS) 	<ul style="list-style-type: none"> Positive Net Promotor Score (NPS) 	<ul style="list-style-type: none"> Positive Net Promotor Score (NPS)
Innovation	<ul style="list-style-type: none"> Identify two new products or technologies to bring to market 	<ul style="list-style-type: none"> Identify two new products or technologies to bring to market 	<ul style="list-style-type: none"> Identify two new products or technologies to bring to market



Statement of Intent

For the year ended 30 June 2022



Statement of Intent - 2022 - Draft V4.docx
Page 1



Contents

1. Introduction
2. Contact Details
3. Objectives
4. Key Initiatives and Innovation
5. Nature and Scope of Activities
6. Governance
7. Performance Targets
8. Accounting Policies
9. Distributions
10. Information to be provided to the Shareholder
11. Acquisition/Divestment Policy
12. Compensation Sought from Local Authority
13. Estimate of Commercial Value
14. Community Focus
15. Sustainable Business Practices
16. Innovation



1. Introduction

This Statement of Intent (SOI) is prepared in accordance with Section 64(1) of the Local Government Act 2002 (LGA).

The SOI specifies for EcoCentral Limited (ECL), the objectives, the nature and scope of the activities to be undertaken, and the performance targets and other measures by which the performance of the company may be judged in relation to its objectives, amongst other requirements.

The process of negotiation and determination of an acceptable SOI is a public and legally required expression of the accountability relationship between the company and its Shareholder, Christchurch City Holdings Limited (CCHL) & its ultimate owner, being the Christchurch City Council (CCC).

ECL is made up of three divisions:

1. EcoSort – The materials recovery facility (MRF) that the Company owns and operates at Parkhouse Road. It processes recyclable materials collected from the wider Canterbury Region such as paper, glass, plastics, metals and sells the output product commercially to external parties. Ownership of the facility passes back to CCC in 2024.
2. EcoDrops – ECL is contracted to operate on behalf of CCC the three solid waste transfer stations at Parkhouse Road, Metro Place, and Styx Mill Road. The facilities are open to the public along with commercial customers for the disposal of most household waste and commercial general waste.
3. EcoShop – This provides a reuse retail warehouse which runs in conjunction with the EcoDrops. All types of previously-owned goods are collected from EcoDrops, carefully sorted, priced and then sold to the Christchurch public at our location on Blenheim Road.

The SOI is reviewed annually with CCHL & CCC, and covers a three-year period. EcoCentral Ltd is a Council-Controlled Trading Organisation (CCTO) for purposes of the Local Government Act 2002.



2. Contact Details

Address and Registered office

Level 1,
9 Baigent Way
Middleton
Christchurch 8442

Board

Mark Jordan (Chair)
Sinead Horgan
Ben Reed
Mark Christensen

Chief Executive

Craig Downie

Telephone

03 336 0080

Web

www.ecocentral.co.nz

Email

admin@ecocentral.co.nz



3. Mission

EcoCentral's mission is to take a leadership role in the South Island for waste minimisation and recycling. We are centrally located with supportive connections to local councils and have a strong asset base to grow from. We make use of commercial relationships through our business connections working with like-minded partners. We will build collaboration between industry, community, national and local governments to develop and implement solutions to current and future challenges.

4. Objectives

EcoCentral Limited is responsible for the operation of the EcoSort (Materials Recovery Facility) and the refuse and recycling EcoDrops which includes drop-off centres that assist in the handling, separating and disposal of all waste types. These facilities receive refuse and provide recycling collection options throughout the city for both households and commercial premises.

Additionally, ECL operates the EcoShop on 191 Blenheim Road. This facility receives resalable material from the EcoDrops, prepares that material for sale and retails it to the public. This thereby diverts that material from landfill supporting the circular economy.

The objectives of ECL are:

Facility Objectives

- To receive and process a high proportion of controlled waste (within the Canterbury region) into usable resources, with a target of minimising the residual waste to landfill.
- To ensure that the EcoSort, EcoShop and EcoDrops are available and fully operational throughout the entire year to achieve this objective.

Environmental Objectives

- To encourage sustainable resource use and provide facilities to divert waste from the landfill that can be economically converted into resources and products that can be reused with minimal environmental impact.
- To support the CCHL Group's carbon reduction goals by reducing the Company's carbon footprint.
- To operate all facilities in compliance with consents governing their operation.

Economic Objectives

- Ensure that the operation is run in a cost effective manner, returning an annual profit that translates into a dividend being paid back to the shareholder.
- To provide sound strategic and financial planning to ensure that capacity is available to meet the recycling processing needs of Christchurch City and the wider Canterbury region in a commercially viable manner.

Social Objectives

- To protect and ensure the safety and wellbeing of all staff, customers and contractors visiting our sites by driving a safety focused culture, adopting best-practice processes and equipment available to the industry
- To provide safe and clean facilities for staff, contractors and customers at all times.



- To train and upskill our staff, providing meaningful career pathway opportunities.
- To educate, empower and encourage the community in their recycling activities.

5. Key Initiatives and Innovation

A resilient EcoCentral is a key part of a waste and resource recovery system that minimises waste generation, maximises resource recovery, and works towards zero waste going to landfill. EcoCentral's resilience is inherent in its commitment to continuous improvement through innovation and the introduction of new processes and technologies that improve the efficiency of the waste stream. EcoCentral is aware of the essential service it provides Christchurch City and the need to ensure a stable, future focused waste minimisation business.

Waste and recycling continues to undergo global change and EcoCentral recognises that it must respond by continually looking to identify and adopt or partner in new technologies that will benefit EcoCentral, CCHL and the wider Canterbury region.

EcoCentral key initiatives and innovation strategy will include the following:

Major Investment in New Sorting Technology for Recyclables

In August 2020, EcoCentral received confirmation of \$16.8m in government funding to enhance the EcoSort recycling capability for mixed plastics and mixed fibre. The project will see the installation of the latest optical and mechanical sorting technology, enabling separation of plastics into individual resin types and significantly improving sorted fibre purity. The project is expected to commence during 2021/22 and will take up to two years to complete. It will ensure Canterbury recycling meets international 'best practice' and is equipped to meet current and future global quality standards.

Sustainability Targets and Carbon Footprint Reduction

EcoCentral acknowledges its obligations to assessing and managing climate risk. As part of this it will commit to the following:

- Support the CCHL Group to develop Group wide sustainability targets.
- Implement changes to reduce its carbon footprint.
- Seek to identify other sustainability targets that it can report against.
- Focus on continuous improvement of the Company's activities to ensure efficient and economic utilization of available resources.

Public Education / Reducing Contamination in Recycling

Contamination in the recycling streams poses a significant risk for EcoCentral's continued ability to sell its recyclable commodities in the global markets. EcoCentral will continue to respond to this risk by:

- Supporting CCC in its monitoring of kerbside bins through roadside auditing.
- Identifying and rejecting contaminated loads being delivered to the MRF.
- Engaging the public through various education initiatives, including advertising campaigns, social media participation, and strategic partnerships.
- Providing unbiased expert advice to Central and Local Government regarding innovation, future opportunities and risks to the recycling industry.



During 2020/21 EcoCentral's new website went live. This represented a significant investment by the Company in its marketing and public education strategy. As part of this initiative the Company also established its presence on the LinkedIn and Twitter Platforms. During the current year EcoCentral will attempt to leverage these online facilities to deploy its marketing and public education strategies.

As part of its public education strategy, EcoCentral will continue to seek opportunities to engage local schools, and present its recycling message to various community groups. It will also continue to assist other business's by advising recycling best practice and assisting with key information.

EcoCentral will also continue to build on its strategic partnership with public transport providers to remove financial barriers to schools participating in the CCC Learning Through Action, "A Waste of Time", education programme. Schools that meet qualifying criteria will have the transport to the recycling programme provided to them at no cost by EcoCentral. This support to schools assists in promoting key waste reduction messages and improving recycling knowledge throughout the community.

Participation of National Advisory Boards

EcoCentral will maintain its involvement in a number of key advisory roles, with the key aims of seeking to improve recycling behaviours and enhancing the circular economy at a national level. These involvements include:

- Participation in the WasteMINZ advisory panel to the Ministry for the Environment – to assist in the standardisation of recycling practices throughout New Zealand.
- Participation in the stewardship advisory group to WasteMINZ - aimed at holding suppliers to account for those products that are not easily recycled in the current environment, such as batteries, tyres and e-waste.
- Involvement with a collective of New Zealand based recyclers providing guidance to the Ministry for the Environment on the proposed container return scheme.

Electric / Hybrid Vehicles

EcoCentral will continue to follow its policy of prioritising viable electric/hybrid alternatives when purchasing new vehicles.

6. Nature and Scope of Activities

ECL is a Council-Controlled Trading Organisation (CCTO) for the purposes of the Local Government Act 2002 and the Companies Act 1993.

ECL holds a contract with CCC to:

1. Operate the EcoSort. The ownership of this facility transfers back to council at the end of the contract term in 2024; and
2. Run the CCC owned three EcoDrops at Styx Mill Road, Metro Place and Parkhouse Road.

ECL also operates the EcoShop at 191 Blenheim Road which receives material from the recycling centres based at the EcoDrop sites. The EcoShop site is leased long term from a commercial third party.



ECL is regarded as a 'for profit' CCTO.

7. Governance

EcoCentral's Board of Directors is responsible for the corporate governance of the company. The Board and management are committed to ensuring the company operates to the recognised principles of best practice governance and adheres to high ethical standards.

This Statement presents an overview of the main corporate governance policies of the company.

Role of the Board of Directors

The Board is responsible for the proper direction and control of the company's activities. The Board guides and monitors the business and affairs of the company on behalf of the shareholder, CCHL, to whom it is accountable. CCHL is in turn responsible to its shareholder, CCC.

The primary function of the Board is to ensure that the company meets its objectives and requirements as listed in the SOI. Additionally, the Board has obligations under the Local Government Act 2002 to deliver an annual Statement of Intent and relevant half-yearly and annual reports to the Shareholder.

All Directors endorse and are required to comply with the New Zealand Institute of Directors' Code of Proper Practice for Directors.

Conflict of Interest

The Board is conscious of its obligations to ensure that Directors avoid conflicts of interest (both real and apparent) between the company and their interests. Where conflicts do exist, then the Directors concerned must disclose their interest, excuse themselves from any Board discussions and not receive any Board papers in respect of those interests.

Board Composition

The directors of ECL are appointed by the shareholder CCHL for terms of up to three years. Board membership currently consists of four non-executive directors.

The Board has delegated to the Chief Executive the day-to-day leadership and management of the company. The Chief Executive has formally delegated certain authorities to direct reports and has established a formal delegated authority framework for those direct reports to sub-delegate as appropriate.

The company may also make use of external advisors from time to time.

The Board is responsible for reviewing the company's accounting policies, reporting practices and resultant financial statements. It also considers external audit reports; audit relationship matters and fees as well as delegated authorities.



Board Committees

Audit & Risk Committee

Membership of the committee consists of at least two members of the Board, the committee is regulated by approved terms of reference that address membership, functions, responsibilities, authorities and reporting procedures. The committee is chaired by a director who is not the Board Chairman. The ECL Audit and Risk Committee monitors risk management processes, oversees the findings of external auditors and monitors legislative compliance.

Remuneration Committee

The Remuneration Committee is conducted by the full board. The committee convenes at least annually to review the performance of the Chief Executive and the recommended pay reviews of the Chief Executive's direct reports. The committee then makes recommendations to the board on the Chief Executive's remuneration package. In considering the remuneration policy, the Company is especially conscious of its public responsibilities in the setting of remuneration for senior executives, which is closely managed by the Board and made publicly available via the annual report.

ECL ensures remuneration levels are set at responsible limits to enable the Company to attract and retain the people it needs to manage and operate its business.

Health and Safety

The issue of health & safety is deemed the responsibility of the full Board on a continuing basis.

Controlling and Managing Risk

The Board has a formal risk assessment framework identifying potential risks to the company and adopting appropriate mitigating measures to minimize or eliminate the risk.

8. Performance Targets

Financial Performance Targets

The financial performance targets for the company are as follows:

	2022 \$'000	2023 \$'000	2024 \$'000
Total Revenue	37,101	37,478	37,853
Net Profit After Tax	753	720	686
Return on Equity	7.4%	6.7%	6.1%



The forecast ratio of Shareholders' funds to total assets for the next three years is:

	2022	2023	2024
Shareholders Equity%	53.9%	55.1%	56.1%

This is calculated as the equity of ECL divided by the total assets of ECL expressed as a percentage as at the end of the financial year.

The forecast capital structure for the next three years is:

	2022 \$'000	2023 \$'000	2024 \$'000
Equity	10,471	10,942	11,377
Debt to CCHL	-	-	-
Total Assets	19,413	19,871	20,293



Operational Performance Targets

In addition to the above financial performance measures, ECL will use the following measures to assess its performance of the 2021/22 financial year:

Performance Targets	Performance Measure 2021 / 22
EcoDrop	
Waste Minimisation	Divert at least 75,000 tonnes from landfill
EcoSort	
MRF plant improvement	Deliver on completion of MFE and Plastic 2 year capital improvement projects within agreed schedule.
Waste %	<11%
EcoShop / Resource Recovery	
Number of Customer sales	120,000 per annum
Total Resource Recovery tonnes diverted from landfill	At least 8,000 tonnes
Health & Safety	
Safe work observations	>100
Corrective Actions	Remedy and close out corrective actions: >90% within 8 weeks of initiation
Critical Risk Management	Complete Bowtie investigation and mitigation analysis of Critical Risks in conjunction with HSR's.
Sustainable Business Practices	
Improve operational efficiency of machinery and plant to reduce greenhouse gas emissions	Reduced kilowatt hours per tonne Reduction in ECL Carbon Footprint from FY2018/19
Community Recycling Education	Provide >80 recycling education sessions to schools, community groups and businesses



9. Distributions

ECL will consider a dividend to the shareholder CCHL from residual cash after operating cash flow is applied to necessary capital expenditure, finance costs and maintaining reserves sufficient to meet the company's future obligations. ECL recognises that a significant portion of its revenues are susceptible to commodity and foreign exchange price fluctuations. For this reason, the directors consider it prudent for the company to maintain cash reserves and/or borrowing capacity to ensure the company can withstand unfavourable short-term commodity and foreign exchange movements. The dividends payable to the shareholder CCHL will be determined by the ECL Board after consideration of the company's funding requirements and the requirement to meet the solvency test under the provisions of the Companies Act 1993.

The normal dividend policy is to forecast payments of one instalment in October of each financial year.

	2022 \$'000	2023 \$'000	2024 \$'000
Dividend Paid	250	250	250

10. Information to be provided to the Shareholder

An annual report will be submitted to the Shareholders. The annual report will include audited financial statements and such other details as are necessary to permit an informed assessment of the company's performance and financial position during the reporting period provided to the Shareholder.

EcoCentral will provide regular updates to our shareholder on the ongoing performance of the entity which may include financial, strategic, risk and operational updates for any given period.

Half-yearly reports will also be provided to the Shareholder. These reports will contain unaudited information and comply with NZ IAS 34.

Annual reports will be produced and will provide

- a comparison of the performance of ECL with the statement of intent; and
- an explanation of any material variances between that performance and the statement of intent.

The statement of intent will be submitted to the Shareholder for consultation annually, as required by the Local Government Act 2002. The Directors will include any other information they consider appropriate. Where it is appropriate, revised forecasts will be submitted to the Shareholder.

The company will operate on a "no surprises" basis in respect of significant Shareholder-related matters, to the extent possible in the context of commercial sensitivity and confidentiality obligations.



The company will provide information requested by the Shareholder in accordance with the requirements of the Local Government Act 2002.

11. Acquisition and Divestment Policy

The subscription or acquisition of securities in any company or organization, or a divestment of part of the existing business, will only be considered where it is consistent with the long-term commercial objectives of ECL.

When the subscription, acquisition or divestment is considered by Directors to be significant to the company's business operations, it will be subject to consultation with the Shareholder. Any significant investment or acquisition is subject to a post investment review.

12. Compensation Sought from Local Authority

At the request of the Shareholder, the Company may undertake activities that are not consistent with normal commercial objectives. Specific financial arrangements will be entered into to meet the full commercial cost of providing such activities.

Currently, no such activities are undertaken or envisaged.

13. Community Focus

Through its stewardship of Council resources, ECL plans to deliver the following to the local community:

- Working to maximise resource recovery and reuse.
- Management of infrastructure, assets and resources in a way that supports economic growth of the city providing employment for local staff, supporting local waste minimisation initiatives and seeking additional waste diversion opportunities.
- Ensuring infrastructure, assets and financial resources are well-managed and used efficiently.
- Identifying partnering opportunities to enhance educational outcomes to increase recycling in the community.
- Demonstrate environmental leadership by using infrastructure, assets and resources in a sustainable manner which values natural resources and aims to reduce waste to landfill.



14. Sustainable Business Practices

ECL will continue to pursue opportunities to innovate and improve efficiency within the EcoSort plant as equipment upgrades occur considering better energy consumption and efficiency. The pursuit of sustainable, reliable alternative mobile plant including electric and other fuel options will be part of the capital review programme for the Company in 2022, supporting the extensive changes already achieved in this area to date.

15. Innovative/Disruptive and New Technologies

ECL will continue to seek further opportunities to utilise technology and engineering improvements to enhance the efficiency and productivity of the EcoSort and to provide a better customer experience at the EcoDrops. It will also consider the opportunity to incorporate emerging technologies that expand recycling solutions and improve output quality.

16. Estimate of Commercial Value

The Board estimates the commercial value of ECL to be at least that which is stated as shareholders' equity in the Company's audited financial statements.

17. Accounting Policies

ECL has adopted accounting policies that are consistent with New Zealand International Financial Reporting Standards, and generally accepted accounting practice. The detailed accounting policies are available in our most recent annual report as published on Christchurch City Holdings' website.

Refer <https://www.cchl.co.nz/annual-reports>

RBL Property Ltd

Statement of Intent

For the year ended 30 June 2022



Page

Contents

Important Note for reading of this Sol	3
Performance targets.....	4
Governance	5
Remuneration policy	6
Distributions.....	6
Information to be provided to shareholder	6
Acquisition/divestment procedures.....	7
Compensation sought from local authority.....	7

Introduction

This Statement of Intent (Sol) is prepared by RBL Property Ltd (RBLPL) in accordance with Section 64(1) of the Local Government Act 2002. The Sol specifies for RBLPL the objectives, the nature and scope of the activities to be undertaken, and the performance targets and other measures by which the performance of the company may be judged in relation to its objectives.

The Sol is a public and legally required document, reviewed and agreed annually with its shareholder Christchurch City Holdings Ltd (CCHL) and covers a three-year period.

This Sol covers the period from 1 July 2021 to 30 June 2024.

Contact details for both the Executive Chair at RBLPL's registered office are:

Address: C/- CCHL, level 1, 151 Cambridge Terrace, Christchurch
Telephone No: +64 3 941 8475
Email: tony.king@rblproperty.co.nz

RBLPL Ltd is a council-controlled trading organisation (CCTO) for the purposes of the Local Government Act 2002.

RBLPL Partners

- Christchurch City Council
- Christchurch City Holdings Ltd and subsidiaries
-
- Ngāi Tahu and local hapu

Important Note for reading of this Sol

This Sol relates to the company RBL Property Ltd (formerly named Red Bus Ltd). In December 2020, Red Bus sold its operating business to Ritchies Transport Holdings Ltd. This sale followed the loss of contracts in the recent Environment Canterbury tender and consequent reduction in size and scale of the business. Due to the material nature of the transaction, the sale was approved in principle in advance by Christchurch City Council, and the actual sale by Christchurch City Holdings Ltd, the shareholder of Red Bus Ltd.

On the completion of the sale, the company was renamed to RBL Property Ltd reflecting that the primary asset remaining was the property on Ferry Rd that was the main depot and office. The other remaining assets were surplus buses not required for ongoing operations by the new owners. These were being sold during the 2020/21 year.

Nature and scope of activities

For the purposes of this Sol, it is assumed that the only commercial activities undertaken by RBLPL are the leasing and management of the property that comprises the company's main asset. This holding is a block of approximately 27,000m² bounded by Ferry Road, Fitzgerald Avenue and Morehouse Avenue.

A decision on the long term ownership of the site, will be made by CCHL and the Christchurch City Council. Due to the nature of the transitional process described above, the Sol period relates only to the financial year ended 30 June 2022, and this Sol maybe updated during this period if remaining functions of RBLPL as an land owner change.

Our objectives

RBLPL is committed to being a responsible landowner and landlord until the final ownership of the site is determined and implemented. We will maintain community, environment, people and financial initiatives commensurate with the size and scale of the business.

Kaitiakitanga

RBLPL is 100% owned by the people of Christchurch.

The council's strategic priorities are *"to meet our community's aspirations of a liveable city, with strong connected communities, a healthy environment and a prosperous economy"*.

Our key objective is to work with CCHL and CCC to establish the preferred long term ownership of the site.

Mana

RBLPL will be a responsible land owner in the city, and professional and constructive landlord for our tenants.

Sustainability

We will ensure that site environmental management is maintained to a high standard.

People

RBLPL has no employees. Activities are undertaken by part time contractors and supported by CCHL.

Financial

RBLPL is a council-controlled trading organisation (CCTO), operating for the purpose of making a profit.

Key objectives for our **Financial** focus:

- maximise the return from leasing the land consistent with not encumbering the land to the extent that options for the owners are constrained.
- return all surplus cash to our shareholder

Performance targets

Key assumptions

- All surplus assets except for the land have been sold in the 2020/21 financial year
- RBLPL is purely a holding company and landlord for the Ferry road site
- There is a reduction in lease income as a consequence of demand, and restricting the tenure available to provide flexibility to owners.

Financial Forecasts

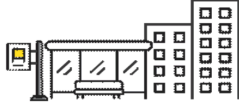

The financial forecasts for the year ended 30 June 2022 have been based on the following assumptions:

- All surplus assets except for the land have been sold in the 2020/21 financial year
- RBLPL is purely a holding company and landlord for the Ferry road site
- There is a reduction in lease income as a consequence of demand, and restricting the tenure available to provide flexibility to owners.

	2022 Forecast
	\$M
Revenue	\$0.3
NPAT	\$0.05

	2022 Forecast
Shareholder Funds to total assets	96%

Non-Financial Targets

	Performance targets	Performance Measures
Our Mana Relationships and partnerships with the people who power us. 	Constructive relationship with owners regarding future of land holding	RBLPL will work with CCHL and in turn with CCC to establish the future for the Ferry Road site, and to then implement whatever is required to give effect to the desired outcome.
Our Kaitiakitanga Kaitiakitanga – how we will manage the impact on our environment 	Site environmental management maintained to acceptable standard	Site maintained in compliance with consents and lease arrangements

Governance

Role of the Board of Directors

The board is responsible for approving RBLPL's strategic direction, for overseeing the management of the company and for delivering its business strategy. The board's ultimate aim is to increase shareholder value, while ensuring the obligations of the company are met.

RBLPL directors comply with a formal code of ethics, which is consistent with the New Zealand Institute of Directors' Four Pillars of Governance to ensure best practice governance.

Responsibility to the Shareholder

In accordance with section 64 of the Local Government Act 2002, the company submits a Sol for the coming financial year to the shareholder. The Sol sets out the company's overall objectives, intentions and financial and performance targets.

Board Composition

The directors of RBLPL Ltd are appointed by the shareholder Christchurch City Holdings Limited (CCHL). Board membership currently consists of one contracted executive director and one non-executive director.

Board Committees

There are currently no Board committees. The board can establish committees on an as-needed basis, to deal with issues as they arise.

Accounting policies

RBLPL Ltd has adopted accounting policies that are consistent with New Zealand International Financial Reporting Standards, generally accepted accounting practice and the policies adopted by the CCHL group. The detailed accounting policies are available in RBLPL's most recent annual report, as published on the CCHL website:

Remuneration policy

RBLPL contractor remuneration is:

- Based on market rates for the role performed
- Determined by the characteristics of the position without gender or other discrimination
- Subject to an annual review.

Distributions

RBLPL Ltd will pay dividends to the shareholder after taking into account the company's financial position, profitability, working capital requirements and future investment requirements. The dividends payable to the shareholder will be determined by the board after consideration of the company's funding requirements and the requirement to meet the solvency test under the provisions of the Companies Act 1993.

Information to be provided to shareholder

Information Flows

The Board aims to ensure that CCHL is informed of all major developments affecting the Company's state of affairs, while at the same time recognising that commercial sensitivity may preclude certain information from being made public.

Statutory Information Requirements:

Statement of Intent:

Under the Local Government Act 2002, the Company submits a draft Statement of Intent (Sol) for the coming financial year for consideration by CCHL and the Council. This Sol sets out the Company's overall objectives, intentions and financial and performance targets. Having considered any comments on the Sol by CCHL and Council, the Company issues the Sol in final form.

Annual Report:

RBLPL will submit an annual report to its shareholder which will be available for Council and the public. The annual report will include audited financial statements and such other details as are necessary to permit an informed assessment of the Company's performance and financial position during the reporting period and to comply with the requirements of the Companies Act and Financial Reporting Act.

Acquisition/divestment procedures

The subscription or acquisition of securities in any company or organisation, or a divestment of remaining parts of the existing business, will only be considered where it is requested by CCHL or Council.

Major transactions as defined in the Companies Act 1993, s129 (2), will be subject to shareholder approval by special resolution.

Compensation sought from local authority

This Statement of Intent contains no specific requirements for compensation by CCHL or Council. It is noted that there may be a need to obtain funding from CCHL for the delivery of specific additional work or reinvestment that is identified. This will be formally agreed and contracted between CCHL and DCL.

Estimate of commercial value of shareholder's investment

The board estimate that the commercial value of our shareholder's investment is at least that which is stated as shareholders' equity, in the audited financial statements.

The major assets of RBLPL are the the property at 120 Ferry Road.

DCL

DCL STATEMENT OF INTENT FY-2022

Directory

Postal Address:	Development Christchurch Limited Level 1, 151 Cambridge Terrace Christchurch 8140 New Zealand
Registered office:	Development Christchurch Limited Level 1, 151 Cambridge Terrace Christchurch 8140 New Zealand
DCL Board:	Greg Campbell (Chair) Paul Munro

Introduction

This Statement of Intent (Sol) is prepared in accordance with Section 64(1) of the Local Government Act 2002.

The Sol specifies for Development Christchurch Limited (DCL or Company), the purpose statement, strategic objectives, nature and scope of the activities to be undertaken and the measures by which the performance of DCL may be judged against its objectives and the achievement of Community Outcomes outlined by the Christchurch City Council's Long Term Plan (LTP).

The process of negotiation and determination of an acceptable Sol is a public and legally required expression of the accountability relationship between the Company and its shareholder, Christchurch City Holdings Ltd (CCHL).

The Sol is reviewed annually with Christchurch City Council (the Council) and covers the period through to 30th June 2022.

DCL is a Council Controlled Trading Organisation (CCTO) for the purposes of the Local Government Act 2002.

Nature and Scope of Activities

DCL was established by Council in 2015, with its purpose being to accelerate development activities in Christchurch's built environment to achieve positive social outcomes that lead to a prosperous local economy.

In mid-2020 Council requested DCL to prepare a plan to transition all its ongoing projects and functions to local agencies given the changing economic drivers in the city both post COVID-19 lockdown and as it nears a decade since the first Canterbury earthquake.

DCL will retain ownership of its assets, but Christchurch City Council has determined that the operations and functions of DCL will be transitioned to CNZ with CNZ then providing services in relation to the assets that remain in DCL ownership. It is intended that the Services be provided by CNZ to DCL in the interim while Council, CNZ and other stakeholders consider the establishment of a new urban development function within CNZ.

This transfer happened in October 2020 with DCL and CNZ entering into a services level agreement. DCL continues to hold land assets, and holds the equity investment in Christchurch Adventure Park on behalf of the Council.

Due to the nature of the transitional process described above, the Sol period relates only to the financial year ended 30 June 2022, and this Sol maybe updated during this period if remaining functions of DCL as an asset owner change.

Performance Targets and Measures

The DCL Board will use the following measures to assess its performance over the 2021/22 financial year:

	Objective	Performance Targets for 2021-2022
1.	DCL's will work closely with CNZ to continue to dispose of land held for resale on commercial terms.	Confirmed sale and purchase agreements on all property held for resale which achieve appropriate outcomes for the city
2.	Monitor the investment of Christchurch Adventure Park	Monitor investment and establish appropriate ownership model for Council's stake in the Christchurch Adventure Park

Financial Forecasts

Financial forecasts for the year ended 30 June 2022 will be included prior to completion of the final SOI in June 2021. This will take into account any ongoing direction regarding urban development work within CNZ following finalisation and adoption of the Council 2022/32 LTP.

Distributions

DCL consider the payment of dividends to the shareholder after taking into account the company's financial position, profitability, working capital requirements and future investment requirements. The dividends payable to the shareholder will be determined by the board after consideration of the company's funding requirements and the requirement to meet the solvency test under the provisions of the Companies Act 1993.

Accounting Policies

DCL will adopt accounting policies that are consistent with New Zealand International Financial Reporting Standards, generally accepted accounting practices and the policies adopted by the CCHL/Christchurch City Council group.

Corporate Governance

DCL's constitution allows the DCL Board to make decisions that are in the best interests of the shareholder, notwithstanding that they may not necessarily be in the best interest of the company. Accordingly, the DCL Board has agreed with the CCHL Board that any significant decisions impacting on DCL will be referred to the CCHL Board for final approval. Accordingly, the DCL corporate governance practices and processes adopted or followed by the DCL Board will be aligned with those adopted by CCHL.

Board Composition

The directors of DCL are appointed by the shareholder (CCHL). DCL Board membership currently consists of a current CCHL Independent Director and the CCHL CEO.

Role of the Board of Directors

The Board is responsible for the proper direction and control of the Company's activities. The Board guides and monitors the business and affairs of DCL on behalf of the shareholder. All directors are required to comply with a formal Code of Conduct, which is based on the New Zealand Institute of Directors' Principles of Best Practice.

The Board of DCL have been appointed by CCHL to undertake the management and monitoring of the service level agreement with CNZ. Any material decision making including the disposal of land and assets will be made by the CCHL Board following recommendation and input by DCL Directors.

Responsibility to Shareholder

Information Flows

The Board aims to ensure that CCHL is informed of all major developments affecting the Company's state of affairs, while at the same time recognising that commercial sensitivity may preclude certain information from being made public.

Statutory Information Requirements:

Statement of Intent:

Under the Local Government Act 2002, the Company submits a draft Statement of Intent (Sol) for the coming financial year for consideration by CCHL and the Council. This Sol sets out the Company's overall objectives, intentions and financial and performance targets. Having considered any comments on the Sol by CCHL and Council, the Company issues the Sol in final form.

Annual Report:

DCL will submit an annual report to its shareholder which will be available for Council and the public. The annual report will include audited financial statements and such other details as are necessary to permit an informed assessment of the Company's performance and financial position during the reporting period and to comply with the requirements of the Companies Act and Financial Reporting Act.

Health and Safety

DCL take a risk-based approach to health and safety. DCL maintains a fit-for-purpose health and safety management process encompassing the following:

- Board and management reporting;
- Incident investigation, applying any lessons learnt;
- Proactive identification and management of hazards and risks;
- A culture of continuous improvement;
- Compliance with legislation.

Sustainability and Our Environment

DCL will operate in a way that is supportive of the Council's aim of becoming carbon neutral by 2030.

Activities for which Compensation is sought from Any Local Authority

This Statement of Intent contains no specific requirements for compensation by CCHL or Council. It is noted that there may be a need to obtain funding from CCHL for the delivery of specific additional work or reinvestment that is identified. This will be formally agreed and contracted between CCHL and DCL.

Acquisition/Divestment Policy

The subscription or acquisition of securities in any company or organisation, or a divestment of part of the existing business (other than land held as inventory), will only be considered where it is requested by CCHL or Council.

Major transactions as defined in the Companies Act 1993, s129 (2), will be subject to shareholder approval by special resolution.

Estimate of commercial value of shareholder's investment

The board estimate that the commercial value of our shareholder's investment is at least that which is stated as shareholders' equity, in the audited financial statements.

Draft



11 February 2021

Mr Jeremy Smith
Chair
Christchurch City Holdings Ltd
P O Box 1151
Christchurch
Email: jeremy@seamountnz.com

Dear Jeremy

Letter of Expectations 2021/22

This letter sets out the Council's expectations of Christchurch City Holdings Ltd (CCHL) and its subsidiaries for the 2021/22 financial year.

This letter includes expectations articulated in prior year letters of expectations and reflect their ongoing importance to the Council.

The Council asks that you incorporate these expectations into CCHL's 2021/22 Statement of Intent (SOI) and that you request the CCHL subsidiaries to do the same.

Prosperous economy

In view of the ongoing economic challenges posed by COVID-19, the Council asks that CCHL focus its subsidiaries on their own recovery as well as to consider what contribution they may be able to make to the city's economic and social recovery.

The Council requests that the Group's SOIs present a road map to recovery, with measurable targets and identified risks taking into account prioritisation of those activities that will make the biggest contribution to Christchurch's ongoing recovery from the COVID-19 impacts including meeting any obligations acquired through the Ōtautahi Christchurch Economic Recovery Plan. They should also focus on value for money and efficiency including whether investment in, any of the group's assets could provide a meaningful contribution to the Council's strategic priorities and community outcomes.

The Council requests that CCHL maximises dividend distributions. However, we acknowledge that the CCHL group may, from time to time be presented with, or may identify opportunities that could create longer term social, environmental, cultural and/or economic value for Christchurch. CCHL should make such trade-offs as it considers appropriate from a whole-of-Christchurch perspective.

Meeting the challenge of climate change and other risks

The Council is strongly committed to addressing climate change and the impact of the Council group's activities on the environment, the need to build resilience and understand and manage risk. A target for the district has been set of zero greenhouse emissions (excluding methane) by 2045.

The Council is taking a leadership role on this matter and is asking all members of its wider group to target carbon neutrality by 2030.

We note the progress that the CCHL group has made in the development of planning and reporting frameworks for identifying and addressing climate change impacts and look forward to the Group's SOIs demonstrating ongoing progress and would welcome the opportunity to work closer with yourself and your subsidiaries to ensure an effective and aligned approach.

The Council requests that CCHL provide a briefing on its internal Resource Efficiency and Greenhouse Gas Emission work programme, the internal structures it has or will put in place to deliver this work programme, targets, risks and risk management strategies towards building long term resilience and its monitoring plan to identify progress in reducing emissions.

Governance

Diversity of board membership is very important to the Council. We ask that a report and briefing be presented from you on the process you conduct to appoint members to boards, including the way in which you approach the issue of diversity and the mechanism used to source candidates.

For appointments to the CCHL group's boards, we ask that you include discussion about diversity of the board to which the appointee is proposed, and how they complement the balance of the board.

As always, we expect the CCHL group to exercise restraint in the level of senior executive total remuneration, this could be best demonstrated by narrowing the gap between the highest and lowest remuneration. Also develop and show leadership in innovative practices, and remunerate directors on a fair and reasonable basis taking into account the public service nature of the positions.

We acknowledge your advice that CCHL will always give priority to senior executive ability over salary and request that you stress the importance to the CCHL subsidiary boards of holding their senior executives to account. Remuneration packages should reflect that the companies are public sector organisations and have a risk-based component that is linked to performance.

Engagement

Open and effective communication with the Council's elected members and staff, and between CCHL and other Council entities is sought. In particular, the Council seeks to be fully apprised of the ongoing impacts of COVID-19 on an ongoing basis. We would like you to continue to work closely with ChristchurchNZ Holdings Ltd to ensure strong strategic alignment between the two agencies.

Reporting

Over the course of the 2021/22 financial year we ask that you brief us on specific issues including those mentioned in this letter, as well as progress of achieving remuneration expectations across the group, implementing the living wage, benchmarking performance against other similar organisations and the group's recovery plans and financial strategy. Council staff will arrange workshops for these briefings.

The timetable for completing the 2021/22 Statement of Intent (SOI) is as follows:

Item	Due Date
Draft SOIs	1 March 2021
Workshop on draft SOIs	By end March 2021
Comments from Council on draft SOIs	By 1 May 2021
Final SOIs	By 30 June 2021
SOIs to be published on CCO websites	By 31 July 2021

We acknowledge the LOE is later than usual. The LGA allows the Council to approve a time extension for delivery of the draft SOI by one month. If CCHL requires an extension to the due date, we are able to provide that. This will mean the draft SOI would be due by 1 April. Please advise Council staff if you wish to take up this extension.

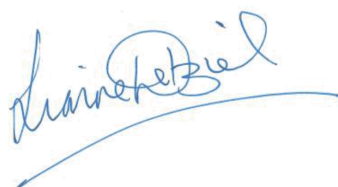
We appreciate the work that CCHL undertook in 2019 to complete the strategic review of Development Christchurch Ltd in response to the Council's request in its 12 December 2019 LOE. We also acknowledge the input CCHL has provided to transition DCL's current functions and priority projects for the remainder of the 2020/21 financial year.

We ask that you to publish this LOE on your website as soon as possible after receiving it. Should you wish to withhold any of the content, please ensure it is permitted by the Local Government Official Information and Meetings Act 1987 and please request the same of your subsidiary companies.

In closing, we ask that CCHL continues to engage with Council staff as the Long Term Plan (LTP) for 2021-31 is developed between January and June 2021. We expect the Group's SOIs to reflect the strategic directions that the LTP underpins.

Please contact Dawn Baxendale if you wish to discuss the content of this letter.

Yours sincerely



Lianne Dalziel

Mayor

c.c. Paul Munro, Chief Executive, CCHL – email paul.munro@cchl.co.nz

21. Resolution to Exclude the Public

Section 48, Local Government Official Information and Meetings Act 1987.

I move that the public be excluded from the following parts of the proceedings of this meeting, namely items listed overleaf.

Reason for passing this resolution: good reason to withhold exists under section 7.

Specific grounds under section 48(1) for the passing of this resolution: Section 48(1)(a)

Note

Section 48(4) of the Local Government Official Information and Meetings Act 1987 provides as follows:

- “(4) Every resolution to exclude the public shall be put at a time when the meeting is open to the public, and the text of that resolution (or copies thereof):
- (a) Shall be available to any member of the public who is present; and
 - (b) Shall form part of the minutes of the local authority.”

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public are as follows:

ITEM NO.	GENERAL SUBJECT OF EACH MATTER TO BE CONSIDERED	SECTION	SUBCLAUSE AND REASON UNDER THE ACT	PLAIN ENGLISH REASON	WHEN REPORTS CAN BE RELEASED
8.	381 HALSWELL ROAD (OLD HALSWELL LIBRARY) - FUTURE USE				
	ATTACHMENT D - HCP FINANCIAL INFORMATION	S7(2)(A), S7(2)(B)(II)	PROTECTION OF PRIVACY OF NATURAL PERSONS, PREJUDICE COMMERCIAL POSITION	FINANCIAL DETAILS COMMERCIALY SENSITIVE TO HCP	NOT TO BE RELEASED AS THIS CONTAINS COMERCIAL INFORMATION AND IN PARTICULAR PERSONAL INFORMATION I.E. SALARIES
22.	PUBLIC EXCLUDED COUNCIL MINUTES - 8 APRIL 2021			REFER TO THE PREVIOUS PUBLIC EXCLUDED REASON IN THE AGENDAS FOR THESE MEETINGS.	