



Council Workshop

AGENDA

Notice of Workshop Te Pānui o te Hui:

A Council Workshop will be held on:

Date: Tuesday 15 July 2025
Time: 9.30 am - 3.00 pm
Venue: HR Training Room, Level 1, Civic Offices,
53 Hereford Street, Christchurch
Open session will be recorded and published online
<https://councillive.ccc.govt.nz/meeting-calendar/>

Membership Ngā Mema

Chairperson	Mayor Phil Mauger
Deputy Chairperson	Deputy Mayor Pauline Cotter
Members	Councillor Kelly Barber
	Councillor Melanie Coker
	Councillor Celeste Donovan
	Councillor Tyrone Fields
	Councillor James Gough
	Councillor Tyla Harrison-Hunt
	Councillor Victoria Henstock
	Councillor Yani Johanson
	Councillor Aaron Keown
	Councillor Sam MacDonald
	Councillor Jake McLellan
	Councillor Andrei Moore
	Councillor Mark Peters
	Councillor Tim Scandrett
	Councillor Sara Templeton

11 July 2025

Principal Advisor

Mary Richardson

Chief Executive

Tel: 941 8999

mary.richardson@ccc.govt.nz

There will be no public admittance into the meeting room. The open session will be recorded and published online.

Note: This forum has no decision-making powers and is purely for information sharing.

To find upcoming meetings, watch a recording after the meeting date, or view copies of meeting Agendas and Notes, go to:

<https://www.ccc.govt.nz/the-council/meetings-agendas-and-minutes/>



TABLE OF CONTENTS NGĀ IHIRANGI

1. Apologies Ngā Whakapāha 3

INFORMATION SESSION/WORKSHOP ITEMS

2. New Footpath Programme 5

2.00pm-2.20pm

Presenter: Trudy Jones, Transport Planner

**3. Census 2023 Key Insights and Update on StatsNZ Modernising the Census
programme..... 19**

2.20pm-3.00pm

Presenter: Aimee Martin, Senior Research Analyst

4. Items Closed to the Public 21

1. Apologies Ngā Whakapāha

Apologies will be recorded at the meeting.

2. New Footpath Programme

Reference Te Tohutoro: 25/83980

Presenter(s) Te Kaipāhō: Trudy Jones, Transport Planner

1. Detail Te Whakamahuki

Purpose and Origin	- For Council to consider the draft New Footpaths Programme - Explain the methodology used for prioritisation - Show the draft list of candidates - The New Footpaths Programme was added during the 24-34 Long Term Plan, with the first year devoted to development of the programme, and delivery ramping up through years 2 & 3.
Timing	20 minutes
Outcome Sought	Ensure that elected members, community boards and public are well informed with progress on this Long Term Plan programme. This session is for information purposes, although feedback from Elected Members will be considered for the version for approval
ELT Consideration	The New Footpaths programme funding was approved by ELT to progress to programme development. This Information Session is to explain methodology for prioritising new footpath candidates, and show the draft list for delivery
Next Steps	Programme for delivery to be brought to Council and Community Boards
Key points / Background	- The programme is limited to construction of new footpaths rather than maintenance of existing assets - An evidence-based system has been developed to identify, evaluate, and prioritise new footpath requests - A Multi Criteria Analysis methodology has been used, with Safety, Populations and Destination and Deliverability as the key categories - All 66 footpath sections raised have been considered, and the list has been assessed and ranked - The methodology has allowed staff to generate a delivery programme, that will ensure Council optimises spending on sections of footpath which are most needed
Useful Links	

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	New Footpaths Programme Prioritisation Process	25/1045796	7
B  	Draft Prioritised Footpath List	25/1045821	14

Signatories Ngā Kaiwaitohu

Author	Trudy Jones - Transport Planner Sustainable Transport
Approved By	Jacob Bradbury - Manager Planning & Delivery Transport Lynette Ellis - Head of Transport & Waste Management

Connecting our Footpath Network

New Footpaths Programme #75051

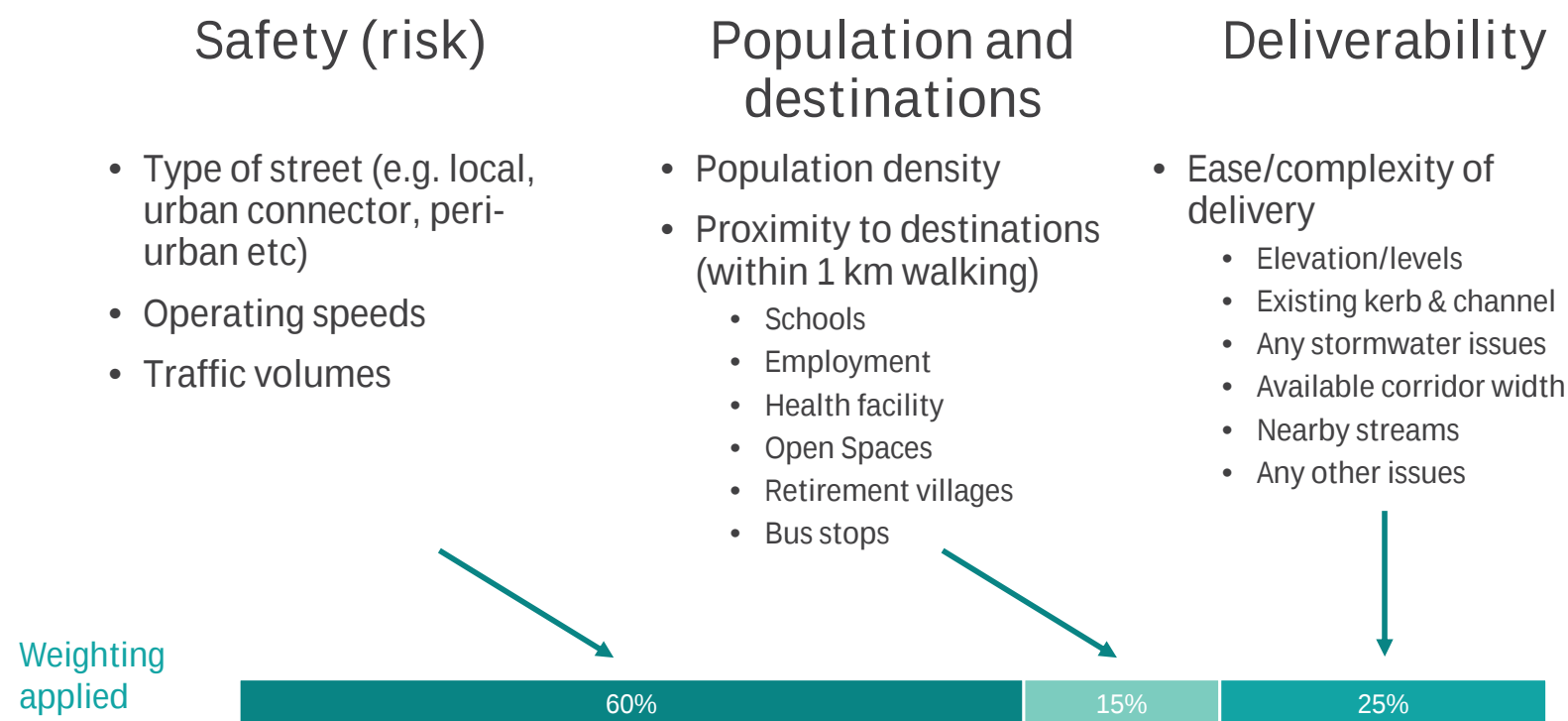
10th June

New Footpaths Programme

- First time funding made available to proactively provide new footpaths (\$19m over LTP period 2024-2034)
- Limited to construction of new footpaths only rather than maintenance of existing assets or provision of shared facilities
- Evidence-based system to identify, evaluate, and prioritise new footpath requests
- Multi criteria analysis used to create a delivery programme under the LTP designed to optimise our spending on the sections of footpath most needed to connect our existing network



Multi-criteria analysis methods (1/2)



Multi-criteria analysis methods (2/2)

All sections

66 footpath sections to be considered (Community Board, internal and external requests)



Long list

53 footpath sections



Ranked long list

53 footpath sections
Ordered by priority



Excluded from programme if:

- Already happening/programmed (3/66)
- To be completed by developer (10/66)

Connecting our Footpath Network

New Footpaths Programme #75051

Appendix:

1. Sources of data (for Multi Criteria Analysis)
2. Rough Order Costings

Appendix (1/2) multi-criteria analysis data sources

Safety (risk)	Population and destinations	Deliverability
• All sourced from MegaMaps, NZTA • Type of street (One Network Framework, MegaMaps) • Operating speeds assumed same as posted speed limit (MegaMaps) • Traffic volumes (MegaMaps)	• Population density (SA2 Census Usual Resident Population) • Proximity to destinations (within 1 km walking): • If a destination was accessible within a 1km walking catchment then the location received a point.	• Ease/complexity of delivery from subject matter experts • Elevation/levels • Existing kerb & channel • Any stormwater issues • Available corridor width • Nearby streams • Any other issues

Appendix (2/2) Rough Order Costings Calculation

- Assumed standard path width = 2 m
- Length (m) and unit cost (\$/m)
- Site set up costs (\$10,000)
- Traffic management (based on project length)
- Design / Supervision (14% of cost)
- Contingency (30% of cost)
 - Base contingency of 30% of cost.
 - Increased contingency of 40% for deliverability ratings of 'difficult' and 50% for 'very difficult'.
- Assumptions:
 - These rough order costings do not allow for "site specific" issues. (ie; lighting, coal tar, driveways, drainage, tree roots.)
 - Rough Order Costings are by nature a standardised formula. For more accurate costings an on-site assessment and preliminary design work will be required.

Rank	Location	Safety	Population and destinations	Deliverability Complexity	Comment	Existing footpaths (none or one-side)	Distance (m)
1	Bus Stop 15576 Outside 800 Ferry Road	Very high risk	High	Low	High risk due to 18,000 vehicles per day and speed limit of 50 km/h. Above average number of destinations including; school, health facility, open space, supermarket, retirement village	One	30
2	Sparks Road 1 (368 Sparks Road to Sutherlands Road)	Very high risk	High	Medium	High risk due to 11,600 vehicles per day and speed limit of 60km/hr. Destinations include open space and a low number of bus stops	One	400
3	Sparks Road 3 (Macartney Avenue to 478 Sparks Rd)	Very high risk	High	Medium	High risk due to 10,100 vehicles per day and speed limit of 60km/hr. Destinations include three schools and a high number of bus stops	One	260
4	Birmingham Drive (Craft Place to Hands Road)	Very high risk	Low	Low	High risk due to 15,500 vehicles per day and speed limit of 50km/hr. Destinations include a few bus stops	One	720
5	Main South Road (Canterbury St to opposite Garvins Rd)	Very high risk	Low	Low	High risk due to 17,800 vehicles per day and speed limit of 60km/hr. Low number of local destinations but several bus stops	One	500
6	Springs Road (Halswell Junction Rd to Boston Ave)	Very high risk	Medium	Medium	High risk due to 16,000 vehicles per day and speed limit of 60km/hr. Destinations include two schools, open space and a high number of bus stops	None	580
7	Awatea Road 1 (Wilmers Rd to Owaka Rd)	High risk	Very high	Low	Medium-high risk due to 7,600 vehicles per day and speed limit of 50km/hr. Destinations include two schools, open space and a very high number of bus stops	One	380
8	Awatea Road 2 (Owaka Rd to Barbara Joan Rd)	High risk	Very high	Low	Medium-high risk due to 12,000 vehicles per day and speed limit of 60km/hr. Destinations include two schools, open space and a very high number of bus stops	One	320
9	Gardiners Road 1 (111 Gardiners Rd to Claridges Rd)	Very high risk	High	High	High risk due to 7,800 vehicles per day and speed limit of 60km/hr. Average number of local destinations including two schools, open space, and bus stops	None	760
10	Waimairi Road (opposite 281 Waimairi Rd to 262 Waimairi Rd)	Very high risk	Very high	Very high	High risk due to 18,200 vehicles per day and speed limit of 50km/hr. Destinations include two schools and a high number of bus stops	One	330
11	Bus Stop 42148 Opposite 160 Port Hills Road	High risk	High	Low	Medium-high risk due to 5,600 vehicles per day and speed limit of 50 km/h. Average number of destinations including; school, open space and several bus stops	One	70
12	Wakefield Avenue (Nayland St to opposite #37 Wakefield)	High risk	High	Low	Medium-high risk due to 3,300 vehicles per day and speed limit of 50km/h	One	120
13	Linwood Ave/2A Buckleys Road south-east bound lane (Buckleys Ave to Cranley St)	Very high risk	High	Very high	Medium-high risk due to 9,700 vehicles per day and speed limit of 60km/h. Poor Level of Service for pedestrians currently, McDonalds has one existing footpath, through their carpark.	One	110

14	Hills Road (Innes Rd to East Ellington Dr)	Medium	Very high	Very low	Medium risk due to 3,200 vehicles per day and speed limit of 50km/hr. High number of local destinations including three schools, health facility, open space, and very high number of bus stops	One	230
15	Sawyers Arms Road (411 Sawyers Arms Rd to Waimakariri Rd)	High risk	High	Medium	Medium-high due to 11,800 vehicles per day and speed limit of 60km/hr	None	814
16	McCormacks Bay Road (Main Rd to #1 McCormacks Bay Rd)	Medium	High	Very low	Medium risk due to 3,400 vehicles per day and speed limit of 50 km/h. Average number of local destinations including health facility, open space, and bus stops	One	100
17	Main Road (Close to Church Lane, Allendale)	High risk	Medium	Medium	Medium-high risk due to 4,600 vehicles per day and speed limit of 50km/h. Destination; open space and no bus stops	None	300
18	Wilmers Road (Awatea Rd to Springs Rd)	Medium	Very high	Low	Medium-high risk due to 7,600 vehicles per day and speed limit of 50km/hr. Destinations include two schools, open space and a very high number of bus stops	One	1,050
19	Steadman Road (Retirement Village to Carmen Rd)	Medium	High	Low	Medium risk due to 3,500 vehicles per day and speed limit of 50km/hr. Destinations include open space and several bus stops	One	275
20	Cashmere Road 1 (Leistrella Rd - Hendersons Rd)	High risk	High	Very high	Medium-high risk due to 10,000 vehicles per day and speed limit of 50km/hr. Destinations include an early learning centre and medium number of bus stops. Limited destinations, access to ELC available on south side.	One	800
21	Jamell Place (Avonhead to end of street)	Low risk	Very high	Very low	Low-medium risk due to 90 vehicles per day and speed limit of 50 km/hr. Destinations are school and after school and a high number of bus stops	One	80
23	Gardiners Road 3 (Wilkinsons Rd to 290 Gardiners Rd)	High risk	Low	High	Medium-high risk due to 4,000 vehicles per day and speed limit of 50km/hr. Low number of local destinations; open space and bus stops	One	45
24	Cashmere Road 3 (424 Cashmere Rd to 486 Cashmere Rd)	High risk	Medium	Very high	Medium-high risk due to 2,000 vehicles per day and speed limit of 60km/hr. Destinations are limited to open space and bus stops	None	307
24	Gardiners Road 4 (323E Gardiners Rd to 344 Gardiners Rd)	High risk	Low	High	Medium-high risk due to 3,100 vehicles per day and speed limit of 80 km/h. Low number of local destinations; open space and bus stops	One	385
25	Treffers Road (Packhouse Road to Wigram Road)	Medium	Low	Low	Medium risk due to 4,900 vehicles per day and speed limit of 50km/hr. Destinations limited to a few bus stops	None	735
26	Hendersons Road (shoulder to Cashmere Road)	High risk	Medium	Very high	Medium-high risk due to 6,800 vehicles per day and speed limit of 50km/hr. Destinations include open space and several bus stops	None	145
27	Kennedys Bush Road (Entrance to Halswell Quarry Parking to Cashmere Road)	Medium	Medium	Medium	Medium risk due to 1,200 vehicles per day and speed limit of 50km/hr. Destinations include three schools, open space and several bus stops	One	500

28	Poranui Beach Road (unsealed paths) (SH75 to Birdlings Flat Beach)	Medium	Very low	Low	Medium due to low numbers of vehicles per day and speed limit of 60 km/h	None	1,550
29	Cashmere Road 2 (Hendersons Rd - 424 Cashmere Rd)	Medium	Medium	High	Medium risk due to 2,600 vehicles per day and speed limit of 50km/hr. Destinations include an early learning centre and medium number of bus stops. Destinations are limited to open space and bus stops	One	470
30	Marine Drive, (Bayview Rd to Black Pt Rd), Charteris Bay	Medium	Medium	High	Medium risk due to 2,200 vehicles per day and speed limit of 50km/h	None	1,050
31	Cresswell Avenue (Governors Bay), whole length	Low risk	Medium	Low	Low-medium risk due to 35 vehicles per day and speed limit of 50 km/hr. Destinations are school and open space	None	175
32	Bus Stop 36385 Opposite 30 St Andrew's Hill Road (The Brae to Marama Cres)	Medium	High	Very high	Medium risk due to 2,700 vehicles per day and speed limit of 50km/h	One	200
33	Gardiners Road 2 (Claridges Rd to Wilkinsons Rd)	Medium	Low	High	Medium risk due to 6,100 vehicles per day and speed limit of 60km/hr. Low number of local destinations; open space and bus stops	None	750
34	Ngatea Road (between Marine Dr and #6 Ngatea Rd)	Low risk	High	Medium	Low-medium risk due to 2,200 vehicles per day and speed limit of 50km/hr. Destinations include a school and pre school, open space but no bus stops	One	90
35	Cashmere 5 (Kitcheners Knoll - Sutherlands Rd)	Medium	Medium	Very high	Medium risk due to 1,500 vehicles per day and speed limit of 60 km/hr. Destinations are limited to open space and no bus stops	One	420
36	Cashmere 6 (Sutherlands Rd to Halswell Quarry carpark)	Medium	Medium	Very high	Medium risk due to 2,200 vehicles per day and speed limit of 60 km/hr. Destinations are limited to open space and no bus stops	None	600
37	Vickers Road 1 (Smyes Rd to Washbournes Rd)	Medium	Medium	Very high	Medium risk due to 2,300 vehicles per day and speed limit of 50 km/hr. Destinations are limited to open space and bus stops	One	85
38	Lower Styx Road (Te Korari St - Marshlands Rd)	Low risk	Low	Low	Low-medium risk due to 2,700 vehicles per day and speed limit of 60km/hr. Destinations include open space and bus stops	One	645
39	Summit Road (Harry Ell link to Sign of Kiwi)	Medium	Very low	High	Low risk due to 520 vehicles per day and speed limit of 60km/h	None	100
40	Governors Bay Road (Close to Sandy Beach Road)	Low risk	Medium	Medium	Low-medium risk due to 1,500 vehicles per day and speed limit of 50km/hr. Destinations include open space and one bus stop	None	110
41	Palatine Terrace (Buxton Terrace to 68 Palatine Terrace)	Low risk	Very high	Very high		None	96
42	Boonwood Close / Cashmere	Low risk	High	Very high	Low-medium risk due to 90 vehicles per day and speed limit of 50km/hr. Destinations include a school and pre school, open space but no bus stops	One	95
43	Governors Bay Road (Kaikomako Pl to Marriners Cove)	Very low risk	High	Medium	Low risk due to 1,500 vehicles per day and speed limit of 50km/hr. Destinations include open space and a couple of bus stops	None	155
44	Vickers Road 2 (Washbournes Rd to Lodestar Avenue)	Low risk	Medium	Very high	Low-medium risk due to 700 vehicles per day and speed limit of 50 km/hr. Destinations are limited to open space and bus stops	None	580

45	Waipapa Avenue (Purau Ave to 28 Waipapa Ave)	Low risk	Medium	Very high	Low-medium risk due to 600 vehicles per day and speed limit of 50km/hr. Destinations include health facility, open space, and bus stops	One	105
46	Cashmere Road 4 (486 Cashmere Rd to Kitcheners Knoll Rd)	Low risk	Low	Very high	Low-medium risk due to 2,200 vehicles per day and speed limit of 60km/hr. Destinations are limited to open space and no bus stops	None	1,750
47	Heyders Road (100 Heyders Rd - 150 Heyders Rd)	Very low risk	Very low	Medium	Low risk due to 210 vehicles per day and speed limit of 30km/hr (stopping place). No destinations	None	700
48	Kainga Road (74 Kainga Rd - 184 Kainga Rd)	Very low risk	Very low	Medium	Low risk due to 2,140 vehicles per day and speed limit of 50km/hr. Destinations include open space no bus stops	One	1,200
49	Governors Bay Road (Omaru Rd to Rapaki Dr)	Very low risk	Very low	Medium	Low risk due to 1,500 vehicles per day and speed limit of 50km/hr. Destinations include open space and one bus stop	None	60
50	Beach Road, Akaroa (line marking on road only)	Very low risk	Low	High	Low risk due to 3,300 vehicles per day and speed limit of 30 km/h	None	300
51	Pikes Track (Kainga Rd to end of street)	Very low risk	Very low	Very high	Low risk due to 20 vehicles per day and speed limit of 50km/hr. Destinations include open space no bus stops	None	122
52	Gillespies Road (Kainga Rd to end of street)	Very low risk	Very low	Very high	Low risk due to 15 vehicles per day and speed limit of 50km/hr. Destinations include open space no bus stops	None	169
53	Savage Street (Kainga Rd to end of street)	Very low risk	Very low	Very high	Low risk due to 80 vehicles per day and speed limit of 50km/hr. Destinations include open space no bus stops	One	157
54	Radcliffe Road 2 (railway to Blakes Rd)	Very high risk	High	Happening/programmed		None	705
55	Sparks Road 2 (Sutherlands Rd to Macartney Ave)	Very high risk	High	Developer		None	370
56	Mairehau Rd 1 (Concord Pl and Aviemore Dr)	Very high risk	High	Developer		None	280
57	Mairehau Road (Marshland Rd to Prestons Park Dr)	High risk	High	Happening/programmed		One	622
58	Prestons Road (Retirement Village to Mills Rd)	High risk	High	Developer		None	60
59	Johns Road (Groyne Dr to opposite 66 Johns Rd)	High risk	High	Developer		One	1,045
60	Mairehau Road 2 (Aviemore Dr and Prestons Park Dr)	High risk	High	Developer		One	850
61	Radcliffe Road 1 (Main North Rd to railway)	Medium	High	Happening/programmed		None	280
62	Sabys Road 1 (Quaifes Rd - Candys Rd)	High risk	Medium	Developer		None	550
63	Sabys Road 2 (Candys Rd – Trices Rd)	High risk	Medium	Developer		None	710
64	Quaifes Road 2 (Glengael Dr to Sabys Rd)	Medium	Very high	Developer		None	180
65	Quaifes Road 1 (Murphys Rd to Glengael Drive)	Medium	High	Developer		None	1,400
66	Milns Road (James Hight Drive to cycleway crossing)	Low risk	High	Developer		One	38



3. Census 2023 Key Insights and Update on StatsNZ Modernising the Census programme

Reference Te Tohutoro: 25/1234672

Presenter(s) Te Kaipāhō : Aimee Martin, Senior Research Analyst

1. Detail Te Whakamahuki

Purpose and Origin	- The purpose of this briefing is to provide the Council with an overview of the key demographic changes and trends from the 2023 census. - This was requested by the Council on a number of occasions during briefings on the Development Contributions Policy.
Timing	This information session is expected to last for 40 minutes (including questions).
Outcome Sought	- Council develops an understanding of the key outputs, demographic changes, and trends for Christchurch and Banks Peninsula. - Discuss upcoming changes to the Census. - This session is for information only.
ELT Consideration	Not applicable, information only.
Next Steps	2023 census data will be used to inform decision making until new information is available. - StatsNZ are currently reviewing their approach to the census. In mid-2024 they undertook early engagement on modernising the approach to the 2028 census, the Monitoring and Research team provided technical feedback to support this. - On 18 June 2025 StatsNZ announced that StatsNZ will be making sweeping changes to the census. The changes include moving to an admin-data-first census and publishing a monthly consumers price index (CPI), as well as a programme of work to meet new international standards for macroeconomic statistics. - The changes to the census will be significant. New Zealand’s next census will now take place in 2030 (subject to legislation amendments). The admin data-first approach to the census will be introduced in stages: - From late 2026, preliminary population data will be published for some measures (such as age, sex, location, and ethnicity) using admin data only. - From 2028, official key population measures using admin data only will be published. This will enable population insights and support critical functions but will not be an official census release. Official dwellings data will also be released.

	• In 2030, the first set of census data including population, dwellings, and relationships/households, will be produced using a combination of admin data and survey information. • From 2031, census data and statistics will be published every year. • The Monitoring and Research Team are still working to understand what this will mean (particularly in respect of the future of some census variables) but will continue to provide the Council with updates as further information becomes available.
Key points / Background	The approach builds on the combined survey and admin data models successfully used since the 2018 Census. Staff are still working on understanding what this means for the Council's data and information needs but will keep the Council updated as more information comes to light. Census data helps us understand who's living in our communities and how things are changing over time. It helps us tailor programmes to suit different groups, and make sure our services reflect the diverse needs of the people we're here to serve. It plays a role in supporting planning in a range of areas across the organisation. Data from the census also informs a range of council decision making, including the annual and long-term plans, strategic land use planning, and the development of other policies and strategies.

Attachments Ngā Tāpirihanga

There are no attachments to this coversheet.

Signatories Ngā Kaiwaitohu

Author	Aimee Martin - Senior Research Analyst
Approved By	Peter Ryan - Head of Corporate Planning & Performance Bede Carran - General Manager Finance, Risk & Performance / Chief Financial Officer

4. Items Closed to the Public

The information session/workshop items noted from the next page will not be open to the public under the sections of the Local Government Official Information and Meetings Act 1987 (LGOIMA) outlined in the table on the following page. The full wording of the noted LGOIMA sections is found in [section 6](#) or [section 7](#) of the Act.

In the Council's view, these reasons for exclusion are not outweighed by public interest considerations in section 7(1) favouring their release.

The public can ask the Ombudsman to review this decision. Information about how to make a complaint is available at www.ombudsman.parliament.nz or freephone 0800 802 602.

ITEM NO.	GENERAL SUBJECT OF EACH MATTER TO BE CONSIDERED	SECTION	SUBCLAUSE AND REASON UNDER THE ACT	PUBLIC INTEREST CONSIDERATION	POTENTIAL RELEASE REVIEW DATE AND CONDITIONS
5.	LYTTELTON PORT COMPANY LTD - UPDATE	S7(2)(A), S7(2)(H)	PROTECTION OF PRIVACY OF NATURAL PERSONS, COMMERCIAL ACTIVITIES	THE INFORMATION IN THE REPORT AND PRESENTATION COULD IDENTIFY INDIVIDUALS EMPLOYED BY LPC, THE PROTECTION OF WHOM OUTWEIGHS THE PUBLIC INTEREST.	30 JUNE 2026 ONCE ALL MATTERS REFERRED TO IN THE REPORT HAVE BEEN CONCLUDED.
6.	S17A REVIEW UPDATE	S7(2)(A), S7(2)(B)(II)	PROTECTION OF PRIVACY OF NATURAL PERSONS, PREJUDICE COMMERCIAL POSITION	CONSIDERATION HASD BEEN GIVEN TO THE PUBLIC INTEREST, HOWEVER THIS DOES NOT OUTWEIGH PROTECTING COMMERCIAL POSITIONS AND PRIVACY OF INDIVIDUALS.	31 JULY 2025 AT THE DISCRETION OF THE CHIEF EXECUTIVE
7.	UNSOLICITED BID RESPONSE	S7(2)(B)(II), S7(2)(H)	PREJUDICE COMMERCIAL POSITION, COMMERCIAL ACTIVITIES	THE RELEASE OF INFORMATION MAY IMPACT ON THE COUNCIL'S ABILITY TO NEGOTIATE COMMERCIAL OUTCOMES BENEFICIAL TO RATEPAYERS WHICH OUTWEIGHS THE PUBLIC INTEREST.	30 JUNE 2026 REVIEW AFTER A PROPERTY TRANSMISSION OCCURS
8.	CATHEDRAL AND CATHEDRAL SQUARE UPDATE	S7(2)(B)(II), S7(2)(C)(I)	PREJUDICE COMMERCIAL POSITION, PROTECTION OF SOURCE OF INFORMATION	IN GENERAL THIS ISSUE HAS HIGH PUBLIC INTEREST. HOWEVER, IT IS NOT CONSIDERED TO OUTWEIGH THE ABILITY OF STAFF TO PROVIDE A CONFIDENTIAL UPDATE TO COUNCIL CONTAINING COMMERCIALY SENSITIVE INFORMATION.	9 JANUARY 2026 FOLLOWING CONSULTATION WITH AFFECTED PARTIES.

