

Christchurch City Council

AGENDA

Notice of Meeting:

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

Date: Thursday 29 September 2016
Time: 11.30am
Venue: Council Chambers, Civic Offices,
53 Hereford Street, Christchurch

Membership

Chairperson	Mayor Lianne Dalziel
Deputy Chairperson	Deputy Mayor Vicki Buck
Members	Councillor Jimmy Chen
	Councillor Phil Clearwater
	Councillor Pauline Cotter
	Councillor David East
	Councillor Jamie Gough
	Councillor Yani Johanson
	Councillor Ali Jones
	Councillor Paul Lonsdale
	Councillor Glenn Livingstone
	Councillor Raf Manji
	Councillor Tim Scandrett
	Councillor Andrew Turner

26 September 2016

Principal Advisor

Dr Karleen Edwards
Chief Executive
Tel: 941 8554

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

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Council - Terms of Reference

Chair	The Mayor
Membership	The Mayor and all Councillors are members of Council
Quorum	Half of the members if the number of members (including vacancies) is even, or a majority of members if the number of members (including vacancies) is odd.
Meeting Cycle	To be separately considered

The Council has the power to: (these powers cannot legally be delegated)

- Make a rate
- Make a bylaw
- Borrow money, or purchase or dispose of assets, other than in accordance with the long-term plan
- Adopt a long-term plan, annual plan or annual report
- Appoint a Chief Executive
- Adopt policies required to be adopted and consulted on under the Local Government Act 2002 in association with the long term plan or the preparation of the local governance statement
- Adopt a remuneration and employment policy

The Council is also responsible for:

- Reviewing and making decisions, when required, on the District Plan
- Approving all Council strategy and policy, except that specifically delegated to a committee or subcommittee
- Adoption of, and amendment to, Committee Terms of Reference, Standing Orders and Code of Conduct
- Approving or amending the Triennial Agreement and Local Governance Statement
- Reviewing and making decisions on representation reviews
- Appointing and discharging trustees, directors or office holders to Council's Council-Controlled Organisations and Council Organisations, except where specifically delegated to a committee or officer, and determining the remuneration for trustees, directors or office holders
- Dealing with issues of significant community importance
- Monitoring progress on earthquake recovery
Considering recommendations from Council committees, subcommittees, Community Boards, the public, stakeholders and others, and making Council decisions with regard for the requirements of Sections 76 – 81 of the Local Government Act 2002

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1. Apologies

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

2. Declarations of Interest

Members are reminded of the need to be vigilant 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. Confirmation of Previous Minutes

That the minutes of the Council meeting held on [Thursday, 22 September 2016](#) be confirmed (refer page 5).

4. Public Participation

4.1 Public Forum

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

4.2 Deputations by Appointment

A period of up to 30 minutes for deputations that have made application and been approved by the Chairperson.

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

5. Presentation of Petitions

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

Christchurch City Council MINUTES

Date: Thursday 22 September 2016
Time: 9.39am
Venue: Council Chambers, Civic Offices,
53 Hereford Street, Christchurch

Present

Chairperson	Mayor Lianne Dalziel
Deputy Chairperson	Deputy Mayor Vicki Buck
Members	Councillor Jimmy Chen
	Councillor Phil Clearwater
	Councillor Pauline Cotter
	Councillor David East
	Councillor Yani Johanson
	Councillor Paul Lonsdale
	Councillor Glenn Livingstone
	Councillor Raf Manji
	Councillor Tim Scandrett
	Councillor Andrew Turner

22 September 2016

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The agenda was dealt with in the following order.

1. Apologies

Council Resolved CNCL/2016/00406

That the apologies for absence from Councillors Gough and Jones and the apology for lateness from Councillor Lonsdale be accepted.

Councillor Cotter/Councillor Scandrett

Carried

2. Declarations of Interest

There were no declarations of interest recorded.

3. Confirmation of Previous Minutes

Council Resolved CNCL/2016/00407

That the minutes of the Council meeting held on Thursday 8 September 2016 and Thursday 15 September 2016 be confirmed.

AND

That the Council receives the Minutes from the following:

- Akaroa/Wairewa Community Board meeting held 10 August 2016.
- Lyttelton/Mt Herbert Community Board meeting held 17 August 2016.
- Spreydon/Heathcote Community Board meeting held 6 September 2016.
- Burwood/Pegasus Community Board meeting held 15 August 2016.
- Burwood/Pegasus Community Board meeting held 5 September 2016.
- Fendalton/Waimairi Community Board meeting held 12 September 2016.
- Hagley/Ferrymead Community Board meeting held 16 August 2016.
- Hagley/Ferrymead Community Board meeting held 6 September 2016.
- Riccarton/Wigram Community Board meeting held 30 August 2016.
- Audit and Risk Management Committee meeting held 23 August 2016.
- Chief Executive and Employment Matters Committee meeting held 30 August 2016.
- Communities, Housing and Economic Development Committee meeting held on 1 September 2016.
- Infrastructure, Transport and Environment Committee meeting held 1 September 2016.
- Strategy and Finance Committee meeting held 15 September 2016.
- Te Hononga Council - Papatipu Runanga Committee meeting held 1 September 2016.
- Infrastructure, Transport and Environment Committee meeting held 16 September 2016.

Councillor Turner/Councillor Scandrett

Carried

66. Resolution to Include Supplementary Reports

Council Resolved CNCL/2016/00408

That the reports be received and considered at the Council meeting on Thursday, 22 September 2016.

- 67. Victoria Street An Accessible City Streetscape Improvements and Transport Changes
- 68. Infrastructure, Transport and Environment Committee Minutes - 16 September 2016
- 70. Proposed purchase of Linwood Park and Rawhiti Domain Temporary Village units
- 71. Options for Delivery of 3 Waters Capital Infrastructure

Councillor Livingstone/Councillor Turner

Carried

Items of business to lie on the table

Item 27 Proposed Council Housing Policy lie on the table and be considered at the first business meeting of the newly elected Council following the 2016 Election.

Item 32 Infrastructure Design Standard to lie on the table and be considered at a Council meeting following the 2016 Election.

Item 41 Revised Draft Relationship Agreement between Christchurch City Council and Nga Papatipu Rununga lie on the table and be considered at a Council meeting following the 2016 Election.

Item 44 Coastal Hazard Assessment - Land Information Memorandum Revision lie on the table and be considered at the Council Meeting on 29 September 2016.

Item 45 Work Programme to address Peer Review Panel's review of T&T Coastal Hazard Assessment Report, June 2015 lie on the table and be considered at the Council meeting on 29 September.

4. Public Participation

4.1 Public Forum

- 4.1.1 Geoffrey King spoke regarding the Organics Processing Plant. The Mayor noted that the resolutions relating to the report that Mr King mentioned in his presentation had been publicly released the day prior to the meeting.

4.2 Deputations by Appointment

- 4.2.1 Louisa Eades, Secretary of the Governors Bay Jetty Restoration Trust, will speak regarding item 8, Governors Bay Jetty.

8. Governors Bay Jetty

Council Resolved CNCL/2016/00409

That the Council:

1. Approves the sale of the Governors Bay jetty to the Governors Bay Restoration Trust with an agreement that the Trust will sell the jetty back to the Council upon completion of the restoration.
2. Delegates authority to the Head of Parks to enter into the contract to sell the chattel (being the jetty) and the contract to purchase the jetty from the Governors Bay Restoration Trust in accordance with the Terms and Conditions of the Agreement for the Transfer and Reconstruction of the Governors Bay Jetty, noting the provision of the iwi management plan.
3. Request staff to provide advice on the preferred mechanism for allocating the \$535,000 in the 2018/19 financial year towards the Governors Bay jetty renewal to be undertaken by the Governors Bay Restoration Trust.

Councillor Turner/Councillor Cotter

Carried

4.2 Deputations by Appointment

- 4.2.2** Netta Egoz of Mortlock McCormack Law and Julie Comfort of Davie Lovell-Smith will speak regarding item 48, Halswell Commons Homestead - Development Contributions Remission Application

48. Halswell Commons Homestead - Development Contributions Remission Application

Council Resolved CNCL/2016/00410

That the Council:

1. Approve the application for the remission of development contributions payable under application RMA/2016/1488 to convert Spreydon Lodge for use as a café/restaurant as part of the Halswell Commons exemplar medium density housing project.

Deputy Mayor/Councillor Chen

Carried

5. Presentation of Petitions

There was no presentation of petitions.

Report from Spreydon/Heathcote Community Board - 16 September 2016

10. Simeon Park - Deed of Lease Approval to Canterbury Playcentre Association

Council Resolved CNCL/2016/00411

That the Council:

1. Approve the granting of a lease to Canterbury Playcentre Association Incorporated over an area of 1367 m² being part of Simeon Park described as Part Rural Section 154 contained in Title CB138/79 and Part Rural Section 154 contained in Title CB143/38 at 178 Simeon Street for a lease term not to exceed 35 years less one day. Subject to:
 - a. The Canterbury Playcentre Association obtaining and meeting the conditions of all resource and building consents required to relocate the former Wainoni Playcentre building from Bickerton Reserve to Simeon Park, including all remedial work required to make good the Bickerton Reserve site.
 - b. Relocation of playground equipment within Simeon Park to the satisfaction of the Head of Parks or his designate.
2. Authorise the Property Consultancy Manager to conclude and administer the terms and conditions of the lease.

Mayor/Councillor Scandrett

Carried

Report from Burwood/Pegasus Community Board - 5 September 2016

13. Shirley Tennis Club Variation to Lease

Council Resolved CNCL/2016/00412

That the Council:

1. Approve a variation to the current lease area for Shirley Tennis Club Incorporated at Richmond Park, currently being 6021 m² of recreation reserve described as Reserve 4804 held in CFR CB657/53, to include an additional area of 1296m² to construct two tennis courts on the land described as being part Lot 1-2 Deposited Plan 11905 being 2372m² approximately held in Trust for Public Recreation (shown as Area F in Attachment A to this report), subject to:
 - a. Public notification under the Reserves Act 1977 being completed and no sustainable objections received.
2. In its capacity of holding the Minister of Conservation's Delegation, pending the outcome of advertising, give consent to the variation of the lease in accordance with 54(1)(b) and (c) of the Reserves Act 1977.
3. Authorise the Property Consultancy Manager to manage and conclude all issues and processes associated with the above resolutions including but not limited to:
 - a. In the event that there are objections through the notification process under section 119 of the Reserves Act that cannot be resolved and need to be determined through a Hearing, appoint a Hearings Panel comprised of an independent commissioner(s) that has the power to receive, consider, and determine any objections by rejection or upholding them.
 - b. To conclude and administer the terms and conditions of the lease.

Mayor/Councillor Scandrett

Carried

Report from Burwood/Pegasus Community Board - 5 September 2016

**14. Proposed Licence Agreement - Bickerton Reserve - Wainoni Avonside
Community Services Trust**

Council Resolved CNCL/2016/00413

That the Council:

1. In its capacity as a delegate of the Minister of Conservation, pending the outcome of the public notification, give consent to the granting of a licence agreement over that part of land described as being approximately 980 square meters at 884 Avonside Drive, Wainoni, being part of Lot 1 DP 10020 contained in certificate of title CB420/257 in accordance with section 54 of the Reserves Act 1977.
2. Authorise the Property Consultancy Manager to manage and conclude all issues and processes associated with the above resolutions including but not limited to:
 - a. In the event that there are objections through the notification process under section 119 of the Reserves Act that cannot be resolved and need to be determined through a Hearing, appoint a Hearings Panel comprised of an independent commissioner(s) that has the power to receive, consider, and determine any objections by rejection or upholding them.
 - b. To conclude and administer the terms and conditions of the lease.

Mayor/Councillor Scandrett

Carried

Report from Fendalton/Waimairi Community Board - 12 September 2016

17. Riccarton Leagues Club - Variation of Lease on Crosbie Park

Council Resolved CNCL/2016/00414

That the Council

1. Grants a variation to the lease for Riccarton Leagues Club Incorporated over Crosbie Park being Part Lot 2 Deposited Plan 11917 contained in Title CB34B/55 at 111 Withells Road, increasing the leased area by 167 metres squared to allow the Club to build changing rooms, bringing the total leased area to 515 metres squared as shown on the lease plan. Subject to:
 - a. The applicant being required to have the position of the easement for the Council-owned sewer main confirmed by formal survey at their cost prior to commencing any works on site.
 - b. The applicant being required to locate and confirm the in-ground position of the Council-owned sewer main pipe at their cost prior to commencing any works on site.
 - c. The applicant and their contractors contacting Council's Manager Reticulation and Maintenance prior to commencing any works on site.

Mayor/Councillor Scandrett

Carried

Report from Riccarton/Wigram Community Board - 13 September 2016

23. Te Hapua Halswell Centre Cafe - New Lease and Surrender

Board Resolved

Part C

That the Riccarton/Wigram Community Board resolved to:

1. Appoint Xin Ding Yi Limited as the preferred supplier for the Te Hāpua: Halswell Centre Café tenancy.
2. Approve the granting of a lease to Xin Ding Yi Limited over premises contained within Section 1 SO Plan 494103 (Certificate of Title Identifier 740889), under section 54 (1) (d) of the Reserves Act 1977, on terms as specified within the staff report.

Council Resolved CNCL/2016/00415

That the Council:

3. Exercise the powers of the Minister of Conservation referred to in the First Schedule of the Reserves Act 1977 and Instrument of Delegation for Territorial Authorities dated 12 June 2013, that pertain to granting a lease under section 54 (1) (d) and consent to the granting of a Deed of Lease to Xin Ding Yi Limited for a period of nine years over part of Section 1 SO Plan 494103 (Certificate of Title Identifier 740889).
4. Approve the full surrender of the current lease held by The Woodward Group Limited trading as "Wishbone", effective from a date negotiated by Council staff to coincide with the commencement of the new lease granted in Recommendation 2 above.
5. Grant delegated authority to the Manager Property Consultancy to conclude all necessary lease negotiations and documentation with respect to Recommendations 2 and 4 above.

Mayor/Councillor Scandrett

Carried

Report from Burwood/Pegasus Community Board - 5 September 2016

12. Breezes Road - School Patrol at Haeata Community Campus

Council Resolved CNCL/2016/00416

1. In pursuance of the powers vested in it by Section 8.3(1) of the Land Transport Rule- Traffic Control Devices 2004 (Rule 54002), and pursuant to the powers vested in it by the Local Government Act 1974 and 2002, the Christchurch City Council hereby authorises the head teacher of Haeata Community Campus to appoint appropriately trained persons to act as school patrols at the zebra pedestrian crossing at Breezes Road, located at a point more or less 16 metres northwest of its intersection with Hampshire Street.
2. Installation of a signalised crossing for Haeata Community Campus be included in the next Long Term Plan budget or from other available funds.

Councillor Livingstone/Councillor East

Carried

Report from Hagley/Ferrymead Community Board - 16 August 2016

19. Proposed Speed Limit Changes Hagley / Ferrymead Ward

Council Resolved CNCL/2016/00417

That the Council:

1. Approve that pursuant to Section 5 of the Christchurch City Council Speed Limits Bylaw 2010, speed limits be revoked and set as listed below in clauses 1.a to 1.c and include the resulting changes in the Christchurch City Register of Speed Limits and Speed Limit Maps:
 - a. Revoke the 70 kilometres per hour speed limit of Mount Pleasant Road from a point measured 300 metres southerly, generally from Moncks Spur Road to Summit Road.
 - b. Approve that the speed limit of Mount Pleasant Road be set at 50 kilometres per hour commencing at its intersection with Main Road and extending in a southerly direction, generally, to a point 50 metres south of its intersection with Upper Major Hornbrook Road.
 - c. Approve that the speed limit of Mount Pleasant Road be set at 70 kilometres per hour commencing at its intersection with Summit Road and extending in a northerly direction, generally, to a point 50 metres south of its intersection with Upper Major Hornbrook Road.
2. Approve that the speed limit changes listed above in clauses 1.a to 1.c come into force on 31 August 2016.

Councillor Johanson/Councillor Clearwater

Carried

Report from Communities, Housing and Economic Development Committee – 1 September 2016

26. Thomas Edmonds Band Rotunda - Options for Repair and Strengthening

Council Resolved CNCL/2016/00418

That the Council:

1. Endorse staff to proceed with the reconstruction and rebuild of the Band Rotunda as per option 4:
 - a. To reconstruct and rebuild the band rotunda to function as its original purpose, with retractable glazing as its preferred option, and Council notes there may be an additional funding requirement of approximately \$115,000.
2. Agrees that if a consent approval is not forthcoming then the Council's default position is option 1.

Councillor Johanson/Councillor Turner

Carried

The meeting adjourned at 10.30am and resumed at 10.43am.

Report from Infrastructure, Transport and Environment Committee - 1 September 2016

29. Drinking Water E. coli Testing and Risk Mitigation Processes

Council Resolved CNCL/2016/00419

That the Council:

1. Receive the information in this report.

Councillor East/Mayor

Carried

Councillor Livingstone returned to the meeting at 10.47am and Councillor Cotter returned at 10.51am.

50. Compliance with Drinking Water Standards - Northwest Christchurch

Council Resolved CNCL/2016/00420

The Council resolved:

1. That the drinking water supply well improvement programme for the northwest of Christchurch be brought forward for target completion in 2017, and that financial provision is made to match the accelerated delivery programme.
2. That the Council commence engagement and communication with the community and vulnerable water consumers (e.g. dialysis patients), in the affected zones about the measures that can be taken to reduce the public health risks in areas supplied from shallow groundwater aquifers. These measures are to include;
 - a. Undertaking a community education programme to raise awareness of the residual risks of untreated water supplies from shallow groundwater sources, particularly in relation to the very old and the very young.
 - b. Using water conservation measures to reduce reliance on shallow bore water supplies and feeding from more secure adjacent zones.
3. That staff report back to the Council by the end of November 2016 with the response from the Medical Officer of Health to these measures.

Mayor/Councillor Manji

Carried

Reports from Infrastructure, Transport and Environment Committee – 1 September 2016

30. Proposed Bus Shelter Manchester Street

Council Resolved CNCL/2016/00421

That the Council:

1. Approves the installation of a bus Super Stop shelter at 207 to 215 Manchester Street, to be constructed in accordance with **Attachment A** of the staff report.

Councillor Clearwater/Councillor Cotter

Carried

31. Proposed CBD 30kph Speed Limit Threshold Enhancements

Council Resolved CNCL/2016/00422

That the Council:

1. Approve the implementation of a 30 kilometres per hour speed limit threshold on Colombo Street at a point 33 metres north of its intersection with Oxford Terrace, in accordance with Attachment B.
2. Approve the implementation of a 30 kilometres per hour speed limit threshold on Gloucester Street at a point 9 metres east of its intersection with Latimer Square, in accordance with Attachment C.
3. Approve the implementation of a 30 kilometres per hour speed limit threshold on Hereford Street at a point 5 metres east of its intersection with Latimer Square, in accordance with Attachment D.
4. Approve that the stopping of vehicles be prohibited on the southern side of Hereford Street commencing at its intersection with Madras Street and extending in a westerly direction for a distance of 30 metres.
5. Approve the implementation of a 30 kilometres per hour speed limit threshold on Colombo Street at a point 29 metres south of its intersection with Bath Street, in accordance with Attachment E.
6. Approve the implementation of a 30 kilometres per hour speed limit threshold on Manchester Street at a point 49 metres south of its intersection with Kilmore Street, in accordance with Attachment F.
7. Approve the implementation of a 30 kilometres per hour speed limit threshold on Armagh Street at a point 22 metres west of its intersection with Madras Street, in accordance with Attachment G.
8. Approve the implementation of a 30 kilometres per hour speed limit threshold on Cashel Street at a point 15 metres west of its intersection with Madras Street, in accordance with Attachment H.
9. Approve the implementation of a 30 kilometres per hour speed limit threshold on Bedford Row at a point 10 metres west of its intersection with Madras Street, in accordance with Attachment I.

10. Approve the implementation of a 30 kilometres per hour speed limit threshold on Lichfield Street at a point 23 metres west of its intersection with Madras Street, in accordance with Attachment J.
11. Request staff to consider more creative and colourful 30 kilometre per hour speed limit threshold treatments including natural elements in this instance and report back to the Community Board/Council.

Councillor Johanson/Councillor Clearwater

Carried

33. Notice of Motion

Council Resolved CNCL/2016/00423

That the Council:

1. Receive the information in the Memorandum to the Infrastructure, Transport and Environment Committee, dated 10 August 2016 on the installation of a pedestrian refuge island on the Main North Road between Langdons Road and Harewood road on restricting traffic movements at Loftus street.
2. Note that following further staff investigation the installation of a pedestrian refuge on Main North Road between Langdons and Harewood Road would not provide a safe facility due to the reasons set out in the Memorandum to the Infrastructure, Transport and Environment Committee dated 10 August 2016. (Attachment A).
3. Note that following staff investigations restricting traffic movement at Loftus Street would not make the area more pedestrian friendly or viable as per the reasons set out in the Memorandum to the Infrastructure, Transport and Environment Committee dated 10 August 2016. (Attachment A).

Councillor Clearwater/Councillor Cotter

Carried

34. Mona Vale Gate House & Halswell Quarry - Commercial Premises Options

Council Resolved CNCL/2016/00424

That the Council:

Mona Vale

1. Note that the current repair works provide a unique opportunity for Council, subject to adequate protection of heritage values, to adapt the Mona Vale Gatehouse to achieve the aim of enhancing visitor experience.
2. Note that the conversion of the Mona Vale Gatehouse to a café or similar operation, is unlikely to be commercially viable for Council in respect of returning income to cover the cost of investment within a typical commercial investment time frame.
3. Recommends that, subject to consent approval, Council aims to adaptively reuse the Gatehouse to enhance Visitor experience opportunities.
4. Require staff to work with the Fendalton/Waimairi Community Board on the suggested use of the Mona Vale Gatehouse.

Halswell Quarry

5. Note that independent advice indicated that a food and beverage operation may be commercially viable at the Halswell Quarry and Council is keen to progress this;
6. Recommends that staff commence an Expression of Interest process in order to establish food and beverage operator interest for the potential licence(s) in proximity to the Singleman's House building and visitor car park on Halswell Quarry Park; on a trial and permanent basis.
7. Further investigate options and associated costs for a permanent, dedicated, stand-alone facility and report this back to Council.

Deputy Mayor/Councillor Clearwater

Carried

35. Medway Street renewal and adjustments to the Street Renewal programme.

Council Resolved CNCL/2016/00425

That the Council:

1. Endorse the inclusion of Medway Street kerb replacement (North Parade to Woodchester Street) in the 2016/17 Street Renewals Programme as a high priority due to the land drainage recovery project occurring in the street.

Councillor Cotter/Councillor Livingstone

Carried

**Report from Infrastructure, Transport and Environment Committee - 16
September 2016**

**67. Victoria Street An Accessible City Streetscape Improvements and Transport
Changes**

Council Resolved CNCL/2016/00426

That the Council approves the scheme designs and resolutions relating to the following *An Accessible City* (Victoria Street) project as detailed in **Attachment A**.

For the purposes of the following resolutions: (1) An intersection of roadways is defined by the position of the kerbs on each intersecting roadway; and (2) The resolutions are to take effect from the commencement of the physical road works associated with the project as detailed in this report; and (3) If the resolution states "note 1 applies", any distance specified in the resolution relates to the kerb line location referenced as exists on the road immediately prior to the final Council approval for this Victoria Street project; and (4) If the resolution states "note 2 applies", any distance specified in the resolution relates to the kerb line location on the road resulting from the Council resolutions contained within this Victoria street report as indicated in **Attachment A**.

Intersection- Durham Street North /Kilmore Street / Victoria Street

1. Approve that the concept layout for the Durham Street North / Kilmore Street /Victoria Street intersection as detailed on **Attachment A**, be confirmed through the Kilmore Street and Salisbury Street two-way conversion project.

Existing Durham Street North- Kilmore Street to northern extent of project: Parking & Stopping restrictions.

2. Approve that all parking and stopping restrictions on the east side of Durham Street North commencing at its intersection with Kilmore Street and extending in a northerly direction for a distance of 40 metres be revoked. Note 1 applies.
3. Approve that all parking and stopping restrictions on the west side of Durham Street North commencing at its intersection with Victoria Street and extending in a northerly direction for a distance of 31 metres be revoked. Note 1 applies.

New Durham Street North- Kilmore Street to northern extent of project: Parking & Stopping Restrictions.

4. Approve that the stopping of vehicles be prohibited at any time on the east side of Durham Street North commencing at its intersection with Kilmore Street and extending in a northerly direction for a distance of 40 metres. Note 2 applies.
5. Approve that the stopping of vehicles be prohibited at any time on the west side of Durham Street North commencing at its intersection with Victoria Street and extending in a northerly direction for a distance of 31 metres. Note 2 applies.

Existing Victoria Street- Kilmore Street to Peterborough Street (south eastern intersection): Traffic Control.

6. Approve that all traffic controls on Victoria Street from a point 40 metres northwest of its intersection with Kilmore Street, to its intersection with Peterborough Street (south eastern intersection) be revoked.

New Victoria Street- Kilmore Street to Peterborough Street (south eastern intersection): Traffic Control.

7. Approve the road marking changes, kerb alignment changes, and raised traffic platform on Victoria Street from a point 40 metres northwest of its intersection with Kilmore Street, to its intersection with Peterborough Street (south eastern intersection) as detailed on **Attachment A**. Note 2 applies.
8. Approve that a special vehicle lane for the use of southeast bound cycles only, commencing at its intersection with Peterborough Street (south eastern intersection) and extending in a south easterly direction for a distance of 84 metres, be established on Victoria Street. This special vehicle lane to be located against the north eastern kerb line and the north eastern parking lane as detailed in **Attachment A**. Note 2 applies. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
9. Approve that a special vehicle lane for the use of northwest bound cycles only, commencing at a point 40 metres northwest of its intersection with Kilmore Street and extending in a north westerly direction to its intersection with Peterborough Street (south eastern intersection), be established on Victoria Street. This special vehicle lane to be located against the south western kerb line and the south western parking lane as detailed on **Attachment A**. Note 2 applies. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.

Existing Victoria Street- Kilmore Street to Peterborough Street: Parking & Stopping Restrictions.

28. Approve that all parking and stopping restrictions on the southwest side of Victoria Street, commencing at a point 40 metres northwest of its intersection with Kilmore Street and extending in a north westerly direction to its intersection with Peterborough Street (north western intersection) be revoked. Note 1 applies. Note 3: Parking outside the Casino (north eastern side) has been considered in a separate report to the Parking Restrictions Sub Committee within the last month.

New Victoria Street- Kilmore Street to Peterborough Street: Parking & Stopping Restrictions.

10. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and be controlled by parking meters, (including Pay and Display machines or any approved means of payment) on the southwest side of Victoria Street, commencing at a point 40 metres northwest of its intersection with Kilmore Street and extending in a north westerly direction for a distance of 12 metres. Note 2 applies. This restriction is to apply between 9:00 am to 5:00 pm, Monday to Thursday inclusive, and to apply between 9:00 am to 8:30 pm, Friday to Sunday inclusive. Note 2 applies.
11. Approve that the stopping of all vehicles be prohibited at any time on the south west side of Victoria Street, commencing at a point 52 metres northwest of its intersection with Kilmore Street and extending in a north westerly direction for a distance of five metres. Note 2 applies.
12. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and be controlled by parking meters, (including Pay and Display machines or any approved means of payment) on the southwest side of Victoria Street, commencing at a point 57 metres northwest of its intersection with Kilmore Street and extending in a north westerly direction for a distance of 18 metres. Note 2 applies. This restriction is to apply between 9:00 am to 5:00 pm, Monday to Thursday inclusive, and to apply between 9:00 am to 8:30 pm, Friday to Sunday inclusive. Note 2 applies.
13. Approve that a Motorcycle Stand be created on the southwest side of Victoria Street, commencing at a point 75 metres northwest of its intersection with Kilmore Street and extending in a north westerly direction for a distance of three metres. This parking area is to be further restricted to 90 degree angle parking (in relation to the kerb line). Note 2 applies.
14. Approve that the stopping of all vehicles be prohibited at any time on the south west side of Victoria Street, commencing at a point 78 metres northwest of its intersection with Kilmore Street and extending in a north westerly direction for a distance of 24 metres. Note 2 applies.
15. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and be controlled by parking meters, (including Pay and Display machines or any approved means of payment) on the southwest side of Victoria Street, commencing at a point 102 metres northwest of its intersection with Kilmore Street and extending in a north westerly direction for a distance of 18 metres. Note 2 applies. This restriction is to apply between 9:00 am to 5:00 pm, Monday to Thursday inclusive, and to apply between 9:00 am to 8:30 pm, Friday to Sunday inclusive. Note 2 applies.
16. Approve that the stopping of all vehicles be prohibited at any time on the south west side of Victoria Street, commencing at a point 120 metres northwest of its intersection with Kilmore Street and extending in a north westerly direction to its intersection with Peterborough Street (north western intersection). Note 2 applies.

Existing Intersection- Peterborough Street (south eastern intersection) / Victoria Street.

17. Approve that all intersection traffic controls at the intersection of Peterborough Street (south eastern intersection) and Victoria Street be revoked.

New Intersection- Peterborough Street (south eastern intersection) / Victoria Street.

18. Approve the road marking changes, kerb alignment changes, island and raised traffic platform at the intersection of Peterborough Street (south eastern intersection) and Victoria Street as detailed on **Attachment A**.
19. Approve that a Give Way control be placed against the Peterborough Street (south eastern intersection-east approach) at its intersection with Victoria Street as detailed on **Attachment A**.

Existing Peterborough Street – Victoria Street to eastern extent of project: Traffic Control.

20. Approve that all traffic controls on Peterborough Street from its south eastern intersection with Victoria Street, to a point 53 metres east of its south eastern intersection with Victoria Street be revoked. Note 1 applies.

New Peterborough Street – Victoria Street to eastern extent of project: Traffic Control.

21. Approve the road marking changes and kerb alignment changes on Peterborough Street from its south eastern intersection with Victoria Street, to a point 46 metres east of its south eastern intersection with Victoria Street as detailed on **Attachment A**. Note 2 applies.

Existing Peterborough Street – Victoria Street to eastern extent of project: Parking & Stopping Restrictions.

22. Approve that all parking and stopping restrictions on the south side of Peterborough Street, commencing at its south eastern intersection with Victoria Street and extending in a north easterly and then easterly direction for a total distance of 44 metres, be revoked. Note 1 applies.
23. Approve that all parking and stopping restrictions on the north side of Peterborough Street, commencing at its south eastern intersection with Victoria Street and extending in an easterly direction for a distance of 53 metres be revoked. Note 1 applies.

New Peterborough Street – Victoria Street to eastern extent of project: Parking & Stopping Restrictions.

24. Approve that the stopping of all vehicles be prohibited at any time on the south side of Peterborough Street, commencing at its south eastern intersection with Victoria Street and extending in a north easterly then easterly direction for a total distance of 37 metres. Note 2 applies.
25. Approve that the stopping of all vehicles be prohibited at any time on the north side of Peterborough Street, commencing at its south eastern intersection with Victoria Street and extending in an easterly direction for a distance of 22 metres. Note 2 applies.
26. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and be reserved for vehicles with an approved disabled person's parking permit, prominently displayed in the vehicle, in accordance with section 6.4 (1A) of the Land Transport (Road User) Rule 2004. This restriction to apply at any time and be located on the north side of Peterborough Street, commencing at a point 22 metres east of its south eastern intersection with Victoria Street and extending in an easterly direction for a distance of six metres. This parking area is to be further restricted to 90 degree angle parking (in relation to the kerb line). Note 2 applies.
27. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and be controlled by parking meters, (including Pay and Display machines or any approved means of payment) on the north side of Peterborough Street, commencing at a point 28 metres east of its south eastern intersection with Victoria Street and extending in an easterly direction for a distance of 14 metres. This parking area is to be further restricted to 90 degree angle parking (in relation to the kerb line). Note 2 applies. This time limit restriction and "Pay and display" restriction is to apply between 9:00 am to 5:00 pm, Monday to Thursday inclusive, and to apply between 9:00 am to 8:30 pm, Friday to Sunday inclusive. Note 2 applies.
28. Approve that a Motorcycle Stand be created on the north side of Peterborough Street, commencing at a point 42 metres east of its south eastern intersection with Victoria Street and extending in an easterly direction for a distance of four metres. This parking area is to be further restricted to 90 degree angle parking (in relation to the kerb line). Note 2 applies.

Existing Victoria Street- Peterborough Street (north western intersection) to Peterborough Street (south eastern intersection): Traffic Control.

29. Approve that all traffic controls on Victoria Street from its intersection with Peterborough Street (north western intersection) to its intersection with Peterborough Street (south eastern intersection), be revoked.

New Victoria Street- Peterborough Street (north western intersection) to Peterborough Street (south eastern intersection): Traffic Control.

30. Approve the road marking changes, kerb alignment changes, and raised traffic platform on Victoria Street from its intersection with Peterborough Street (north western intersection), to its intersection with Peterborough Street (south eastern intersection) as detailed on **Attachment A**. Note 2 applies.
31. Approve that a special vehicle lane for the use of northwest bound cycles only, be established on Victoria Street commencing at its intersection with Peterborough Street (south eastern intersection) and extending in a north westerly direction to its intersection with and Peterborough Street (north western intersection). This special vehicle lane to be located against the south western kerb line as detailed on **Attachment A**. Note 2 applies. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
32. Approve that a special vehicle lane for the use of south eastbound cycles only, be established on Victoria Street commencing at its intersection with Peterborough Street (north western intersection) and extending in a south easterly direction to its intersection with Peterborough Street (south eastern intersection). This special vehicle lane to be located against the south western kerb line as detailed on **Attachment A**. Note 2 applies. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.

Existing Intersection- Peterborough Street (north western intersection) / Victoria Street.

33. Approve that all intersection traffic controls at the intersection of Peterborough Street (north western intersection) and Victoria Street be revoked.

New Intersection- Peterborough Street (north western intersection) / Victoria Street.

34. Approve the road marking changes and kerb alignment changes, at the intersection of Peterborough Street (north western intersection) and Victoria Street as detailed on **Attachment A**.
35. Approve that a Give Way control be placed against the Peterborough Street (north western intersection-west approach) at its intersection with Victoria Street as detailed on **Attachment A**.

Existing Peterborough Street – Victoria Street to western extent of project: Traffic Control.

36. Approve that all traffic controls on Peterborough Street from its north western intersection with Victoria Street, to a point 35 metres west of its north western intersection with Victoria Street be revoked. Note 1 applies.

New Peterborough Street – Victoria Street to western extent of project: Traffic Control.

37. Approve the road marking changes, kerb alignment changes and road surface changes on Peterborough Street from its north western intersection with Victoria Street, to a point 41 metres east of its north western intersection with Victoria Street as detailed on **Attachment A**. Note 2 applies.

Existing Peterborough Street – Victoria Street to western extent of project: Parking & Stopping Restrictions.

38. Approve that all parking and stopping restrictions on the south side of Peterborough Street, commencing at its north western intersection with Victoria Street and extending in a westerly direction for a distance of 39 metres be revoked. Note 1 applies.
39. Approve that all parking and stopping restrictions on the north side of Peterborough Street, commencing at its north western intersection with Victoria Street and extending in a south westerly then westerly direction for a total distance of 35 metres be revoked. Note 1 applies.

New Peterborough Street – Victoria Street to western extent of project: Parking & Stopping Restrictions.

40. Approve that the stopping of all vehicles be prohibited at any time on the south side of Peterborough Street, commencing at its north western intersection with Victoria Street and extending in a westerly direction for a distance of 41 metres. Note 2 applies.
41. Approve that the stopping of all vehicles be prohibited at any time on the north side of Peterborough Street, commencing at its north western intersection with Victoria Street and extending in a south westerly then westerly direction for a total distance of 35 metres. Note 2 applies.

Existing Victoria Street- Peterborough Street (north western intersection) to Salisbury Street: Traffic Control.

42. Approve that all traffic controls on Victoria Street from a point 27 metres southeast of its intersection with Salisbury Street and Montreal Street, to its intersection with Peterborough Street (north western intersection) be revoked.

New Victoria Street- Peterborough Street (north western intersection) to Salisbury Street: Traffic Control.

43. Approve the road marking changes, kerb alignment changes and road surface changes on Victoria Street, from a point 27 metres southeast of its intersection with Montreal Street and Salisbury Street and extending in a south easterly direction to its intersection with Peterborough Street (North western intersection) as detailed on **Attachment A**. Note 2 applies.
44. Approve that a special vehicle lane for the use of northwest bound cycles only be established on Victoria Street, commencing at its intersection with Peterborough Street (north western intersection) and extending in a north westerly direction to its intersection with Montreal Street and Salisbury Street. This special vehicle lane to be located against the south western kerb line and south west side parking lane as detailed on **Attachment A**. Note 2 applies. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
45. Approve that a special vehicle lane for the use of southeast bound cycles only be established on Victoria Street, commencing at its intersection with Montreal Street and Salisbury Street and extending in a south easterly direction to its intersection with Peterborough Street (south eastern intersection). This special vehicle lane to be located against the north eastern kerb line and north east side parking lane as detailed on **Attachment A**. Note 2 applies. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.

Existing Victoria Street- Peterborough Street (north western intersection) to Salisbury Street: Parking & Stopping Restrictions.

46. Approve that all parking and stopping restrictions on the southwest side of Victoria Street, commencing at its intersection with Salisbury Street and Montreal Street and extending in a

south easterly direction to its intersection with Peterborough Street (north western intersection) be revoked. Note 1 applies.

47. Approve that all parking and stopping restrictions on the northeast side of Victoria Street, commencing at its intersection with Salisbury Street and Montreal Street and extending in a south easterly direction to its intersection with Peterborough Street (south eastern intersection) be revoked. Note 1 applies.

New Victoria Street- Peterborough Street (north western intersection) to Salisbury Street: Parking & Stopping Restrictions.

48. Approve that the stopping of all vehicles be prohibited at any time on the southwest side of Victoria Street, commencing at its intersection with Peterborough Street (north western intersection) and extending in a north westerly direction for a distance of six metres. Note 2 applies.
49. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and be controlled by parking meters, (including Pay and Display machines or any approved means of payment) on the southwest side of Victoria Street, commencing at a point six metres northwest of its intersection with Peterborough Street (north western intersection) and extending in a north westerly direction for a distance of 25 metres. This restriction is to apply between 9:00 am to 5:00 pm, Monday to Thursday inclusive, and to apply between 9:00 am to 8:30 pm, Friday to Sunday inclusive. Note 2 applies.
50. Approve that a Taxi Stand be created on the southwest side of Victoria Street, commencing at a point six metres northwest of its intersection with Peterborough Street (north western intersection) and extending in a north westerly direction for a distance of 25 metres. This restriction is to apply between 10:00 pm to 6:00 am the following day, on any day. Note 2 applies.
51. Approve that the stopping of all vehicles be prohibited at any time on the southwest side of Victoria Street, commencing at a point 31 metres northwest of its intersection with Peterborough Street (north western intersection) and extending in a north westerly direction for a distance of 12 metres. Note 2 applies.
52. Approve that a Bus Stop be created on the southwest side of Victoria Street, commencing at a point 43 metres northwest of its intersection with Peterborough Street (north western intersection) and extending in a north westerly direction for a distance of 14 metres. Note 2 applies.
53. Approve that the stopping of all vehicles be prohibited at any time on the southwest side of Victoria Street, commencing at a point 57 metres northwest of its intersection with Peterborough Street (north western intersection) and extending in a north westerly direction for a distance of nine metres. Note 2 applies.
54. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and be controlled by parking meters, (including Pay and Display machines or any approved means of payment) on the southwest side of Victoria Street, commencing at a point 66 metres northwest of its intersection with Peterborough Street (north western intersection) and extending in a north westerly direction for a distance of 32 metres. This restriction is to apply between 9:00 am to 5:00 pm, Monday to Thursday inclusive, and to apply between 9:00 am to 8:30 pm, Friday to Sunday inclusive. Note 2 applies.
55. Approve that the stopping of all vehicles be prohibited at any time on the southwest side of Victoria Street, commencing at a point 98 metres northwest of its intersection with Peterborough Street (north western intersection) and extending in a north westerly direction to its intersection with Montreal Street and Salisbury Street. Note 2 applies.

56. Approve that the stopping of all vehicles be prohibited at any time on the northeast side of Victoria Street, commencing at its intersection with Salisbury Street and extending in a south easterly direction for a distance of 27 metres. Note 2 applies.
57. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and be controlled by parking meters, (including Pay and Display machines or any approved means of payment) on the northeast side of Victoria Street, commencing at a point 27 metres southeast of its intersection with Salisbury Street and extending in a south easterly direction for a distance of 27 metres. This restriction is to apply between 9:00 am to 5:00 pm, Monday to Thursday inclusive, and to apply between 9:00 am to 8:30 pm, Friday to Sunday inclusive. Note 2 applies.
58. Approve that the stopping of all vehicles be prohibited at any time on the northeast side of Victoria Street, commencing at appoint 54 metres southeast of its intersection with Salisbury Street and extending in a south easterly direction for a distance of 12 metres. Note 2 applies.
59. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and be controlled by parking meters, (including Pay and Display machines or any approved means of payment) on the northeast side of Victoria Street, commencing at a point 66 metres southeast of its intersection with Salisbury Street and extending in a south easterly direction for a distance of 19 metres. This restriction is to apply between 9:00 am to 5:00 pm, Monday to Thursday inclusive, and to apply between 9:00 am to 8:30 pm, Friday to Sunday inclusive. Note 2 applies.
60. Approve that the stopping of all vehicles be prohibited at any time on the northeast side of Victoria Street, commencing at appoint 85 metres southeast of its intersection with Salisbury Street and extending in a south easterly direction for a distance of five metres. Note 2 applies.
61. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and be controlled by parking meters, (including Pay and Display machines or any approved means of payment) on the northeast side of Victoria Street, commencing at a point 90 metres southeast of its intersection with Salisbury Street and extending in a south easterly direction for a distance of 12 metres. This restriction is to apply between 9:00 am to 5:00 pm, Monday to Thursday inclusive, and to apply between 9:00 am to 8:30 pm, Friday to Sunday inclusive. Note 2 applies.
62. Approve that the stopping of all vehicles be prohibited at any time on the northeast side of Victoria Street, commencing at appoint 102 metres southeast of its intersection with Salisbury Street and extending in a south easterly direction for a distance of 13 metres. Note 2 applies.
63. Approve that a Bus Stop be created on the northeast side of Victoria Street, commencing at appoint 115 metres southeast of its intersection with Salisbury Street and extending in a south easterly direction for a distance of 14 metres. This Bus Stop restriction is to apply from 6:00 am to 12:00 midnight, on any day. Note 2 applies.
64. Approve that a Taxi Stand be created on the northeast side of Victoria Street, commencing at appoint 115 metres southeast of its intersection with Salisbury Street and extending in a south easterly direction for a distance of 14 metres. Note 2 applies. This restriction is to apply from 12:00 midnight to 6:00 am, on any day. Note 2 applies.
65. Approve that the stopping of all vehicles be prohibited at any time on the northeast side of Victoria Street, commencing at appoint 129 metres southeast of its intersection with Salisbury Street and extending in a south easterly direction to its intersection with Peterborough Street (south eastern intersection). Note 2 applies.

Intersection- Montreal Street / Salisbury Street / Victoria Street.

66. Approve that the concept layout for the Montreal Street /Salisbury Street /Victoria Street intersection as detailed on **Attachment A** be confirmed through the Kilmore Street and Salisbury Street two-way conversion project.

Existing Montreal Street- Salisbury Street to Bealey Avenue: Traffic Control.

67. Approve that all traffic controls on Montreal Street from its intersection with Salisbury Street and Victoria Street to its intersection with Bealey Avenue be revoked . Note 1 applies.

New Montreal Street- Salisbury Street to Bealey Avenue: Traffic Control.

68. Approve the road marking changes and kerb alignment changes on Montreal Street from its intersection with Salisbury Street and Victoria Street to its intersection with Bealey Avenue, as detailed on **Attachment A**. Note 2 applies.
69. Approve that Montreal Street be one way south to north, from its intersection with Salisbury Street and Victoria Street to its intersection with Bealey Avenue, as detailed on **Attachment A**. This one way section is to be added to the register of One Way Streets in the Traffic and Parking Bylaw 2008. Note 2 applies.
70. Approve that a special vehicle lane for the use of northbound cycles only, commencing at its intersection with Salisbury Street and Victoria Street and extending in a northerly direction for a distance of 198 metres, be established on Montreal Street against the western kerb line and against the western side parking lane as detailed on **Attachment A**. Note 2 applies. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
71. Approve that a special vehicle lane for the use of northbound cycles only, commencing at a point 198 metres north of its intersection with Salisbury Street and Victoria Street and extending in a northerly direction to its intersection with Bealey Avenue, be established on Montreal Street between the left turn and right turn vehicle lanes as detailed on **Attachment A**. Note 2 applies. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.

Existing Montreal Street- Salisbury Street to Bealey Avenue: Parking & Stopping Restrictions.

72. Approve that all parking and stopping restrictions on the east side of Montreal Street commencing at its intersection with Salisbury Street and Victoria Street and extending in a northerly direction to its intersection with Bealey Avenue be revoked. Note 1 applies.
73. Approve that all parking and stopping restrictions on the west side of Montreal Street commencing at its intersection with Salisbury Street and Victoria Street and extending in a northerly direction to its intersection with Bealey Avenue be revoked. Note 1 applies.

New Montreal Street- Salisbury Street to Bealey Avenue: Parking & Stopping Restrictions.

74. Approve that the stopping of vehicles be prohibited at any time on the west side of Montreal Street commencing at its intersection with Salisbury Street and Victoria Street extending in a northerly direction for a distance of 35 metres. Note 2 applies.
75. Approve that the parking of vehicles be restricted to a maximum period of 10 minutes on the west side of Montreal Street commencing at a point 35 metres north of its intersection with Salisbury Street and Victoria Street extending in a northerly direction for a distance of 11 metres. Note 2 applies.
76. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes and be controlled by parking meters, (including Pay and Display machines or any approved means of payment) on the west side of Montreal Street, commencing at a point 46 metres north of its

- intersection with Salisbury Street and Victoria Street and extending in a northerly direction for a distance of 92 metres. Note 2 applies. This restriction is to apply from 9:00 am to 5:00 pm, Monday to Friday inclusive.
77. Approve that the stopping of vehicles be prohibited at any time on the west side of Montreal Street commencing at a point 138 metres north of its intersection with Salisbury Street and Victoria Street extending in a northerly direction for a distance of 10 metres. Note 2 applies.
78. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes on the west side of Montreal Street, commencing at a point 148 metres north of its intersection with Salisbury Street and Victoria Street and extending in a northerly direction for a distance of 86 metres. Note 2 applies. This restriction is to apply from 9:00 am to 6:00 pm, Monday to Sunday inclusive.
79. Approve that the stopping of vehicles be prohibited at any time on the west side of Montreal Street commencing at a point 234 metres north of its intersection with Salisbury Street and Victoria Street extending in a northerly direction to its intersection with Bealey Avenue. Note 2 applies.
80. Approve that the stopping of vehicles be prohibited at any time on the east side of Montreal Street commencing at its intersection with Salisbury Street and Victoria Street, and extending in a northerly direction for a distance of 57 metres. Note 2 applies.
81. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes and be controlled by parking meters, (including Pay and Display machines or any approved means of payment) on the east side of Montreal Street, commencing at a point 57 metres north of its intersection with Salisbury Street and Victoria Street and extending in a northerly direction for a distance of 34 metres. Note 2 applies. This restriction is to apply from 9:00 am to 5:00 pm, Monday to Friday inclusive.
82. Approve that the stopping of vehicles be prohibited at any time on the east side of Montreal Street commencing at a point 91 metres north of its intersection with Salisbury Street and Victoria Street extending in a northerly direction to its intersection with Conference Street. Note 2 applies.
83. Approve that the stopping of vehicles be prohibited at any time on the east side of Montreal Street commencing at its intersection with Conference Street and extending in a northerly direction for a distance of four metres. Note 2 applies.
84. Approve that the parking of vehicles be restricted to vehicles displaying residents permits only at any time on the east side of Montreal Street, commencing at a point 49 metres north of its intersection with Conference Street and extending in a northerly direction for a distance of 12 metres. Note 2 applies.
85. Approve that the stopping of vehicles be prohibited at any time on the east side of Montreal Street commencing at a point 61 metres north of its intersection with Conference Street and extending in a northerly direction to its intersection with Beveridge Street. Note 2 applies.
86. Approve that the stopping of vehicles be prohibited at any time on the east side of Montreal Street commencing at its intersection with Beveridge Street and extending in a northerly direction for a distance of seven metres. Note 2 applies.
87. Approve that the stopping of vehicles be prohibited at any time on the east side of Montreal Street commencing at a point 51 metres north of its intersection with Beveridge Street and extending in a northerly direction to its intersection with Bealey Avenue. Note 2 applies.

Existing Victoria Street- Salisbury Street to Dorset Street: Traffic Control.

88. Approve that all traffic controls on Victoria Street from a point 50 metres northwest of its intersection with Salisbury Street and Montreal Street, to its intersection with Dorset Street be revoked.

New Victoria Street- Salisbury Street to Dorset Street: Traffic Control.

89. Approve the road marking changes, kerb alignment changes, and raised traffic platforms on Victoria Street from a point 50 metres northwest of its intersection with Salisbury Street and Montreal Street, to its intersection with Dorset Street as detailed on **Attachment A**. Note 2 applies.
90. Approve that a special vehicle lane for the use of northwest bound cycles only be established on Victoria Street, commencing at a point 50 metres northwest of its intersection with Salisbury Street and Montreal Street and extending in a north westerly direction to its intersection with Dorset Street. This special vehicle lane to be located against the south western kerb line and southwest side parking lane as detailed on **Attachment A**. Note 2 applies. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
91. Approve that a special vehicle lane for the use of southeast bound cycles only be established on Victoria Street, commencing at its intersection with Dorset Street (south eastern side of intersection) and extending in a south easterly direction for a distance of 163 metres. This special vehicle lane to be located against the north eastern kerb line and northeast side parking lane as detailed on **Attachment A**. Note 2 applies. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.

Existing Victoria Street- Salisbury Street to Bealey Avenue: Parking & Stopping Restrictions.

92. Approve that all parking and stopping restrictions on the southwest side of Victoria Street, commencing at its intersection with Salisbury Street and extending in a north westerly direction to its intersection with Bealey Avenue be revoked. Note 1 applies.
93. Approve that all parking and stopping restrictions on the northeast side of Victoria Street, commencing at its intersection with Montreal Street and extending in a north westerly direction to its intersection with Bealey Avenue be revoked. Note 1 applies.

New Victoria Street- Salisbury Street to Bealey Avenue: Parking & Stopping Restrictions.

94. Approve that the stopping of vehicles be prohibited at any time on the southwest side of Victoria Street commencing at its intersection with Salisbury Street extending in a north westerly direction for a distance of 66 metres. Note 2 applies.
95. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and be controlled by parking meters, (including Pay and Display machines or any approved means of payment) on the southwest side of Victoria Street, commencing at a point 66 metres northwest of its intersection with Salisbury Street and extending in a north westerly direction for a distance of 19 metres. This restriction is to apply between 9:00 am to 5:00 pm, Monday to Thursday inclusive, and to apply between 9:00 am to 8:30 pm, Friday to Sunday inclusive. Note 2 applies.
96. Approve that the stopping of vehicles be prohibited at any time on the southwest side of Victoria Street commencing at a point 85 metres northwest of its intersection with Salisbury Street extending in a north westerly direction for a distance of 21 metres. Note 2 applies.
97. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and be controlled by parking meters, (including Pay and Display machines or any approved means of payment) on the southwest side of Victoria Street, commencing at a point 106 metres

- northwest of its intersection with Salisbury Street and extending in a north westerly direction for a distance of 25 metres. This restriction is to apply between 9:00 am to 5:00 pm, Monday to Thursday inclusive, and to apply between 9:00 am to 8:30 pm, Friday to Sunday inclusive. Note 2 applies.
98. Approve that the stopping of vehicles be prohibited at any time on the southwest side of Victoria Street commencing at a point 131 metres northwest of its intersection with Salisbury Street extending in a north westerly direction for a distance of 18 metres. Note 2 applies.
99. Approve that a Motorcycle Stand be created on the southwest side of Victoria Street, commencing at a point 149 metres northwest of its intersection with Salisbury Street and extending in a north westerly direction for a distance of three metres. This parking area is to be further restricted to 90 degree angle parking (in relation to the kerb line). Note 2 applies.
100. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and be controlled by parking meters, (including Pay and Display machines or any approved means of payment) on the southwest side of Victoria Street, commencing at a point 152 metres northwest of its intersection with Salisbury Street and extending in a north westerly direction for a distance of 18 metres. This restriction is to apply between 9:00 am to 5:00 pm, Monday to Thursday inclusive, and to apply between 9:00 am to 8:30 pm, Friday to Sunday inclusive. Note 2 applies.
101. Approve that the stopping of vehicles be prohibited at any time on the southwest side of Victoria Street commencing at a point 170 metres northwest of its intersection with Salisbury Street extending in a north westerly direction for a distance of 11 metres. Note 2 applies.
102. Approve that a Loading Zone be created and be restricted to a maximum period of five minutes, on the southwest side of Victoria Street commencing at a point 181 metres northwest of its intersection with Salisbury Street extending in a north westerly direction for a distance of nine metres. Note 2 applies.
103. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and be controlled by parking meters, (including Pay and Display machines or any approved means of payment) on the southwest side of Victoria Street, commencing at a point 190 metres northwest of its intersection with Salisbury Street and extending in a north westerly direction for a distance of 13 metres. This restriction is to apply between 9:00 am to 5:00 pm, Monday to Thursday inclusive, and to apply between 9:00 am to 8:30 pm, Friday to Sunday inclusive. Note 2 applies.
104. Approve that the stopping of vehicles be prohibited at any time on the southwest side of Victoria Street commencing at a point 203 metres northwest of its intersection with Salisbury Street extending in a north westerly direction for a distance of nine metres. Note 2 applies.
105. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and be controlled by parking meters, (including Pay and Display machines or any approved means of payment) on the southwest side of Victoria Street, commencing at a point 212 metres northwest of its intersection with Salisbury Street and extending in a north westerly direction for a distance of 12 metres. This restriction is to apply between 9:00 am to 5:00 pm, Monday to Thursday inclusive, and to apply between 9:00 am to 8:30 pm, Friday to Sunday inclusive. Note 2 applies.
106. Approve that the stopping of vehicles be prohibited at any time on the southwest side of Victoria Street commencing at a point 224 metres northwest of its intersection with Salisbury Street extending in a north westerly direction to its intersection with Dorset Street. Note 2 applies.

107. Approve that the stopping of vehicles be prohibited at any time on the southwest side of Victoria Street commencing at its intersection with Dorset Street and extending in a north westerly direction for a distance of 14 metres. Note 2 applies.
108. Approve that a Bus Stop be created on the southwest side of Victoria Street commencing at a point 14 metres northwest of its intersection with Dorset Street and extending in a north westerly direction for a distance of 14 metres. Note 2 applies.
109. Approve that the stopping of vehicles be prohibited at any time on the southwest side of Victoria Street commencing at a point 28 metres northwest of its intersection with Dorset Street and extending in a north westerly direction for a distance of 20 metres. Note 2 applies.
110. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and be controlled by parking meters, (including Pay and Display machines or any approved means of payment) on the southwest side of Victoria Street, commencing at a point 48 metres northwest of its intersection with Dorset Street and extending in a north westerly direction for a distance of 11 metres. This restriction is to apply between 9:00 am to 5:00 pm, Monday to Thursday inclusive, and to apply between 9:00 am to 8:30 pm, Friday to Sunday inclusive. Note 2 applies.
111. Approve that the stopping of vehicles be prohibited at any time on the southwest side of Victoria Street commencing at a point 59 metres northwest of its intersection with Dorset Street and extending in a north westerly direction for a distance of 11 metres. Note 2 applies.
112. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and be controlled by parking meters, (including Pay and Display machines or any approved means of payment) on the southwest side of Victoria Street, commencing at a point 70 metres northwest of its intersection with Dorset Street and extending in a north westerly direction for a distance of seven metres. This restriction is to apply between 9:00 am to 5:00 pm, Monday to Thursday inclusive, and to apply between 9:00 am to 8:30 pm, Friday to Sunday inclusive. Note 2 applies.
113. Approve that the stopping of vehicles be prohibited at any time on the southwest side of Victoria Street commencing at a point 77 metres northwest of its intersection with Dorset Street and extending in a north westerly direction to its intersection with Bealey Avenue. Note 2 applies.
114. Approve that the stopping of vehicles be prohibited at any time on the northeast side of Victoria Street commencing at its intersection with Bealey Avenue and extending in a south easterly direction for a distance of 59 metres. Note 2 applies.
115. Approve that a Bus Stop be created on the northeast side of Victoria Street commencing at a point 59 metres southeast of its intersection with Bealey Avenue and extending in a south easterly direction for a distance of 14 metres. Note 2 applies.
116. Approve that the stopping of vehicles be prohibited at any time on the northeast side of Victoria Street commencing at a point 73 metres southeast of its intersection with Bealey Avenue and extending in a south easterly direction for a distance of eight metres. Note 2 applies.
117. Approve that a Loading Zone be created and be restricted to a maximum period of five minutes, on the northeast side of Victoria Street commencing at a point 81 metres southeast of its intersection with Bealey Avenue and extending in a south easterly direction for a distance of 10 metres. Note 2 applies.
118. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and be controlled by parking meters, (including Pay and Display machines or any approved means of payment) on the northeast side of Victoria Street, commencing at a point 91 metres southeast of its intersection with Bealey Avenue and extending in a south easterly direction for a distance

- of 13 metres. This restriction is to apply between 9:00 am to 5:00 pm, Monday to Thursday inclusive, and to apply between 9:00 am to 8:30 pm, Friday to Sunday inclusive. Note 2 applies.
119. Approve that the stopping of vehicles be prohibited at any time on the northeast side of Victoria Street commencing at a point 104 metres southeast of its intersection with Bealey Avenue and extending in a south easterly direction for a distance of 55 metres. Note 2 applies.
120. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and be controlled by parking meters, (including Pay and Display machines or any approved means of payment) on the northeast side of Victoria Street, commencing at a point 159 metres southeast of its intersection with Bealey Avenue and extending in a south easterly direction for a distance of 12 metres. This restriction is to apply between 9:00 am to 5:00 pm, Monday to Thursday inclusive, and to apply between 9:00 am to 8:30 pm, Friday to Sunday inclusive. Note 2 applies.
121. Approve that the stopping of vehicles be prohibited at any time on the northeast side of Victoria Street commencing at a point 171 metres southeast of its intersection with Bealey Avenue and extending in a south easterly direction for a distance of 43 metres. Note 2 applies.
122. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and be controlled by parking meters, (including Pay and Display machines or any approved means of payment) on the northeast side of Victoria Street, commencing at a point 214 metres southeast of its intersection with Bealey Avenue and extending in a south easterly direction for a distance of 26 metres. This restriction is to apply between 9:00 am to 5:00 pm, Monday to Thursday inclusive, and to apply between 9:00 am to 8:30 pm, Friday to Sunday inclusive. Note 2 applies.
123. Approve that the stopping of vehicles be prohibited at any time on the northeast side of Victoria Street commencing at a point 240 metres southeast of its intersection with Bealey Avenue and extending in a south easterly direction for a distance of five metres. Note 2 applies.
124. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and be controlled by parking meters, (including Pay and Display machines or any approved means of payment) on the northeast side of Victoria Street, commencing at a point 245 metres southeast of its intersection with Bealey Avenue and extending in a south easterly direction for a distance of 23 metres. This restriction is to apply between 9:00 am to 5:00 pm, Monday to Thursday inclusive, and to apply between 9:00 am to 8:30 pm, Friday to Sunday inclusive. Note 2 applies.
125. Approve that the stopping of vehicles be prohibited at any time on the northeast side of Victoria Street commencing at a point 268 metres southeast of its intersection with Bealey Avenue and extending in a south easterly direction for a distance of 18 metres. Note 2 applies.
126. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and be controlled by parking meters, (including Pay and Display machines or any approved means of payment) on the northeast side of Victoria Street, commencing at a point 286 metres southeast of its intersection with Bealey Avenue and extending in a south easterly direction for a distance of 26 metres. This restriction is to apply between 9:00 am to 5:00 pm, Monday to Thursday inclusive, and to apply between 9:00 am to 8:30 pm, Friday to Sunday inclusive. Note 2 applies.
127. Approve that the stopping of vehicles be prohibited at any time on the northeast side of Victoria Street commencing at a point 312 metres southeast of its intersection with Bealey Avenue and extending in a south easterly direction for a distance of 24 metres. Note 2 applies.
128. Approve that the parking of vehicles be restricted to a maximum period of 60 minutes and be controlled by parking meters, (including Pay and Display machines or any approved means of

payment) on the northeast side of Victoria Street, commencing at a point 336 metres southeast of its intersection with Bealey Avenue and extending in a south easterly direction for a distance of 26 metres. This restriction is to apply between 9:00 am to 5:00 pm, Monday to Thursday inclusive, and to apply between 9:00 am to 8:30 pm, Friday to Sunday inclusive. Note 2 applies.

129. Approve that a Taxi Stand be created on the northeast side of Victoria Street, commencing at a point 336 metres southeast of its intersection with Bealey Avenue and extending in a south easterly direction for a distance of 26 metres. This restriction is to apply between 10:00 pm to 6:00 am the following day, on any day. Note 2 applies.
130. Approve that the stopping of vehicles be prohibited at any time on the northeast side of Victoria Street commencing at a point 362 metres southeast of its intersection with Bealey Avenue and extending in a south easterly direction to its intersection with Montreal Street. Note 2 applies.

Existing Intersection- Dorset Street /Victoria Street.

131. Approve that all intersection traffic controls at the intersection of Dorset Street and Victoria Street be revoked.

New Intersection- Dorset Street /Victoria Street.

132. Approve that a Give Way control be placed against the Dorset Street approach at its intersection with Victoria Street.
133. Approve the road marking changes, kerb alignment changes and raised road surface at the Dorset Street and Victoria Street intersection as detailed on **Attachment A**. Note 2 applies.

Existing Dorset Street- Victoria Street to south western extent of project: Traffic Control.

134. Approve that all traffic controls on Dorset Street from its intersection with Victoria Street to a point 12 metres southwest of its intersection with Victoria Street be revoked . Note 1 applies.

New Dorset Street- Victoria Street to south western extent of project: Traffic Control.

135. Approve the road marking changes, kerb alignment changes and road surface changes on Dorset Street from its intersection with Victoria Street to a point 14 metres southwest of its intersection with Victoria Street as detailed on **Attachment A**. Note 2 applies.

Existing Dorset Street- Victoria Street to south western extent of project: Parking & Stopping Restrictions.

136. Approve that all parking and stopping restrictions on the southeast side of Dorset Street commencing at its intersection with Victoria Street and extending in a south westerly direction for a distance of 16 metres be revoked. Note 1 applies.
137. Approve that all parking and stopping restrictions on the northwest side of Dorset Street commencing at its intersection with Victoria Street and extending in a south westerly direction for a distance of 12 metres be revoked. Note 1 applies.

New Dorset Street- Victoria Street to south western extent of project: Parking & Stopping Restrictions.

138. Approve that the stopping of vehicles be prohibited at any time on the southeast side of Dorset Street commencing at its intersection with Victoria Street and extending in a south westerly direction for a distance of 18 metres. Note 2 applies.
139. Approve that the stopping of vehicles be prohibited at any time on the northwest side of Dorset Street commencing at its intersection with Victoria Street and extending in a south westerly direction for a distance of 14 metres. Note 2 applies.

Existing Victoria Street- Dorset Street to Bealey Avenue: Traffic Control.

140. Approve that all traffic controls on Victoria Street from its intersection with Dorset Street to its intersection with Bealey Avenue be revoked.

New Victoria Street- Dorset Street to Bealey Avenue: Traffic Control.

141. Approve the road marking changes, kerb alignment changes, raised traffic platform and road surface changes on Victoria Street, from its intersection with Dorset Street to its intersection with Bealey Avenue as detailed on **Attachment A**. Note 2 applies.
142. Approve that a special vehicle lane for the use of northwest bound cycles only be established on Victoria Street, commencing at its intersection with Dorset Street and extending in a north westerly direction for a distance of 108 metres. This special vehicle lane to be located against the south western kerb line and southwest side parking lane as detailed on **Attachment A**. Note 2 applies. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
143. Approve that a special vehicle lane for the use of southeast bound cycles only be established on Victoria Street, commencing at its intersection with Bealey Avenue and extending in a south easterly direction to its intersection with Dorset Street. This special vehicle lane to be located against the north eastern kerb line and northeast side parking lane as detailed on **Attachment A**. Note 2 applies. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
144. Approve that a special vehicle lane for the use of northwest bound buses only be established on Victoria Street, commencing at a point 108 metres northwest of its intersection with Dorset Street and extending in a north westerly direction to its intersection with Bealey Avenue. This special vehicle lane to be located between the left hand vehicle lane and the shared straight through and right turn vehicle lane as detailed on **Attachment A**. Note 2 applies. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.

Existing Intersection- Bealey Avenue / Papanui Road /Victoria Street.

145. Approve that all intersection traffic controls including traffic signals at the intersection of Bealey Avenue, Papanui Road and Victoria Street be revoked.

New Intersection- Bealey Avenue / Papanui Road /Victoria Street.

146. Approve that the intersection of Bealey Avenue, Papanui Road and Victoria Street be controlled by traffic signals in accordance with the Land Transport Act- Traffic Control Devices: 2004 as detailed on **Attachment A**.
147. Approve that the kerb alignment changes and road marking changes at the intersection of Bealey Avenue, Papanui Road and Victoria Street as detailed on **Attachment A**.
148. Approve that all motor vehicles using the Bealey Avenue left hand lane on its eastern approach, at its intersection with Victoria Street and Papanui Road, be restricted to left turn only.
149. Approve that all motor vehicles using the Bealey Avenue left hand lane on its western approach, at its intersection with Victoria Street and Papanui Road, be restricted to left turn only.
150. Approve that the U turn movement be prohibited on the Bealey Avenue west approach to its intersection with Papanui Road and Victoria Street as detailed on **Attachment A**.

151. Approve that the U turn movement be prohibited on the Bealey Avenue east approach to its intersection with Papanui Road and Victoria Street as detailed on **Attachment A**.

Existing Bealey Avenue- Victoria Street to western extent of project: Traffic Control.

152. Approve that all traffic controls on Bealey Avenue from its intersection with Victoria Street and Papanui Road Street to a point 60 metres west of its intersection with Victoria Street and Papanui Road be revoked . Note 1 applies.

New Bealey Avenue- Victoria Street to western extent of project: Traffic Control.

153. Approve that the kerb alignment changes and road marking changes on Bealey Avenue from its intersection with Victoria Street and Papanui Road Street to a point 60 metres west of its intersection with Victoria Street and Papanui Road as detailed on **Attachment A**. Note 2 applies.

Existing Bealey Avenue- Victoria Street to western extent of project: Parking & Stopping Restrictions.

154. Approve that all parking and stopping restrictions on the south side of Bealey Avenue commencing at its intersection with Victoria Street and extending in a westerly direction for a distance of 62 metres be revoked. Note 1 applies.

155. Approve that all parking and stopping restrictions on the north side of Bealey Avenue commencing at its intersection with Papanui Road and extending in a westerly direction for a distance of 43 metres be revoked. Note 1 applies.

New Bealey Avenue- Victoria Street to western extent of project: Parking & Stopping Restrictions.

156. Approve that the stopping of vehicles be prohibited at any time on the south side of Bealey Avenue commencing at its intersection with Victoria Street and extending in a westerly direction for a distance of 23 metres. Note 2 applies.
157. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes on the south side of Bealey Avenue, commencing at a point 23 metres west of its intersection with Victoria Street and extending in a westerly direction for a distance of 39 metres. This restriction is to apply between 9:00 am to 6:00 pm, Monday to Sunday inclusive. Note 2 applies.
158. Approve that the stopping of vehicles be prohibited at any time on the north side of Bealey Avenue commencing at its intersection with Papanui Road and extending in a westerly direction for a distance of 43 metres. Note 2 applies.

Existing Bealey Avenue- Victoria Street to Montreal Street: Traffic Control.

159. Approve that all traffic controls on Bealey Avenue from its intersection with Victoria Street and Papanui Road to its intersection with Montreal Street be revoked. Note 1 applies.

New Bealey Avenue- Victoria Street to Montreal Street: Traffic Control.

160. Approve that the kerb alignment changes and road marking changes on Bealey Avenue from its intersection with Victoria Street and Papanui Road to its intersection with Montreal Street as detailed on **Attachment A**. Note 2 applies.
161. Approve that a special vehicle lane for the use of eastbound cycles only be established on Bealey Avenue, commencing at its intersection with Papanui Road and extending in an easterly direction to its intersection of Montreal Street. This special vehicle lane to be located against the northern kerb line and northern side parking lane as detailed on **Attachment A**. Note 2 applies. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
162. Approve that a special vehicle lane for the use of westbound cycles only be established on Bealey Avenue, commencing at its intersection with Montreal Street and extending in a

westerly direction for a distance of 14 metres. This special vehicle lane to be located against the southern kerb line and southern side parking lane as detailed on **Attachment A**. Note 2 applies. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.

Existing Bealey Avenue- Victoria Street to Montreal Street: Parking & Stopping Restrictions.

163. Approve that all parking and stopping restrictions on the north side of Bealey Avenue commencing at its intersection with Papanui Road and extending in an easterly direction to its intersection with Montreal Street be revoked. Note 1 applies.
164. Approve that all parking and stopping restrictions on the south side of Bealey Avenue commencing at its intersection with Victoria Street and extending in an easterly direction to its intersection with Montreal Street be revoked. Note 1 applies.

New Bealey Avenue- Victoria Street to Montreal Street: Parking & Stopping Restrictions.

165. Approve that the stopping of vehicles be prohibited at any time on the north side of Bealey Avenue commencing at its intersection with Papanui Road and extending in an easterly direction for a distance of 32 metres. Note 2 applies.
166. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes on the north side of Bealey Avenue commencing at a point 32 metres east of its intersection with Papanui Road and extending in an easterly direction for a distance of 18 metres. This restriction is to apply from 9:00 am to 6:00 pm, Monday to Sunday inclusive. Note 2 applies.
167. Approve that the stopping of vehicles be prohibited at any time on the north side of Bealey Avenue commencing at a point 50 metres east of its intersection with Papanui Road and extending in an easterly direction for a distance of 39 metres. Note 2 applies.
168. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes on the north side of Bealey Avenue commencing at a point 89 metres east of its intersection with Papanui Road and extending in an easterly direction for a distance of 52 metres. This restriction is to apply from 9:00 am to 6:00 pm, Monday to Sunday inclusive. Note 2 applies.
169. Approve that the parking of vehicles be restricted to a maximum period of five minutes on the north side of Bealey Avenue commencing at a point 141 metres east of its intersection with Papanui Road and extending in an easterly direction for a distance of six metres. Note 2 applies.
170. Approve that the stopping of vehicles be prohibited at any time on the north side of Bealey Avenue commencing at a point 147 metres east of its intersection with Papanui Road and extending in an easterly direction to its intersection with Stoneyhurst Street. Note 2 applies.
171. Approve that the stopping of vehicles be prohibited at any time on the north side of Bealey Avenue commencing at its intersection with Stoneyhurst Street and extending in an easterly direction to its intersection with Montreal Street. Note 2 applies.
172. Approve that the stopping of vehicles be prohibited at any time on the south side of Bealey Avenue commencing at its intersection with Victoria Street and extending in an easterly direction for a distance of 42 metres. Note 2 applies.
173. Approve that the parking of vehicles be restricted to a maximum period of 120 minutes on the south side of Bealey Avenue commencing at a point 42 metres east of its intersection with Victoria Street and extending in an easterly direction for a distance of 13 metres. This restriction is to apply from 9:00 am to 6:00 pm, Monday to Sunday inclusive. Note 2 applies.

174. Approve that the stopping of vehicles be prohibited at any time on the south side of Bealey Avenue commencing at a point 55 metres east of its intersection with Victoria Street and extending in an easterly direction to its intersection with Montreal Street. Note 2 applies.

Existing Intersection- Bealey Avenue / Montreal Street.

175. Approve that all intersection traffic controls including traffic signals at the intersection of Bealey Avenue and Montreal Street be revoked.

New Intersection- Bealey Avenue / Montreal Street.

176. Approve that the intersection of Bealey Avenue and Montreal Street be controlled by traffic signals in accordance with the Land Transport Act- Traffic Control Devices: 2004 as detailed on **Attachment A**.

177. Approve the road marking changes and kerb alignment changes at the intersection of Bealey Avenue and Montreal Street as detailed on **Attachment A**.

178. Approve that the right turn movement into Montreal Street be prohibited on the Bealey Avenue west approach to its intersection with Montreal Street as detailed on **Attachment A**.

179. Approve that the U turn movement be prohibited on the Bealey Avenue west approach to its intersection with Montreal Street as detailed on **Attachment A**.

180. Approve that the U turn movement be prohibited on the Bealey Avenue east approach to its intersection with Montreal Street as detailed on **Attachment A**.

181. Approve that the left turn movement into Montreal Street be prohibited on the Bealey Avenue east approach to its intersection with Montreal Street as detailed on **Attachment A**.

Existing Bealey Avenue- Montreal Street to Durham Street North: Traffic Control.

182. Approve that all traffic controls on Bealey Avenue from its intersection with Montreal Street to its intersection with Durham Street North be revoked . Note 1 applies.

New Bealey Avenue- Montreal Street to Durham Street North: Traffic Control.

183. Approve that the kerb alignment changes and road marking changes on Bealey Avenue from its intersection with Montreal Street to its intersection with Durham Street North as detailed on **Attachment A**. Note 2 applies.

184. Approve that a special vehicle lane for the use of westbound cycles only be established on Bealey Avenue, commencing at its intersection with Durham Street North and extending in a westerly direction to its intersection with Montreal Street. This special vehicle lane to be located against the southern kerb line and southern side parking lane as detailed on **Attachment A**. Note 2 applies. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.

185. Approve that a special vehicle lane for the use of eastbound cycles only be established on Bealey Avenue, commencing at its intersection with Montreal Street (northwest corner) and extending in an easterly direction for a distance of 194 metres. This special vehicle lane to be located against the northern kerb line and northern side parking lane as detailed on **Attachment A**. Note 2 applies. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.

Existing Bealey Avenue- Victoria Street to Montreal Street: Parking & Stopping Restrictions.

186. Approve that all parking and stopping restrictions on the south side of Bealey Avenue commencing at its intersection with Montreal Street and extending in an easterly direction to its intersection with Durham Street North be revoked. Note 1 applies.

187. Approve that all parking and stopping restrictions on the north side of Bealey Avenue commencing at its intersection with Montreal Street (north east corner) and extending in an easterly direction to its intersection with Durham Street North be revoked. Note 1 applies.

New Bealey Avenue- Victoria Street to Montreal Street: Parking & Stopping Restrictions.

188. Approve that the stopping of vehicles be prohibited at any time on the south side of Bealey Avenue commencing at its intersection with Durham Street North and extending in a westerly direction for a distance of 25 metres. Note 2 applies.
189. Approve that the stopping of vehicles be prohibited at any time on the south side of Bealey Avenue commencing at a point 179 metres west of its intersection with Durham Street North and extending in a westerly direction to its intersection with Montreal Street. Note 2 applies.
190. Approve that the stopping of vehicles be prohibited at any time on the north side of Bealey Avenue commencing at its intersection with Durham Street North and extending in a westerly direction for a distance of 51 metres. Note 2 applies.
191. Approve that the stopping of vehicles be prohibited at any time on the north side of Bealey Avenue commencing at a point 63 metres west of its intersection with Durham Street North and extending in a westerly direction to its intersection with Springfield Road. Note 2 applies.
192. Approve that the stopping of vehicles be prohibited at any time on the north side of Bealey Avenue commencing at its intersection with Springfield Road and extending in a westerly direction for a distance of 15 metres. Note 2 applies.
193. Approve that the stopping of vehicles be prohibited at any time on the north side of Bealey Avenue commencing at a point 74 metres west of its intersection with Springfield Road and extending in a westerly direction to its intersection with Montreal Street. Note 2 applies.

Existing Intersection- Bealey Avenue / Durham Street North.

194. Approve that all intersection traffic controls including traffic signals at the intersection of Bealey Avenue and Durham Street North be revoked.

New Intersection- Bealey Avenue / Durham Street North.

195. Approve that the intersection of Bealey Avenue and Durham Street North be controlled by traffic signals in accordance with the Land Transport Act- Traffic Control Devices: 2004 as detailed on **Attachment A**.
196. Approve the road marking changes and kerb alignment changes at the intersection of Bealey Avenue and Durham Street North as detailed on **Attachment A**.
197. Approve that all motor vehicles using the Bealey Avenue left hand lane on its western approach, at its intersection with Durham Street North, be restricted to left turn only as detailed on **Attachment A**.
198. Approve that the U turn movement be prohibited on the Bealey Avenue west approach to its intersection with Durham Street North as detailed on **Attachment A**.
199. Approve that the U turn movement be prohibited on the Bealey Avenue east approach to its intersection with Durham Street North as detailed on **Attachment A**.

Existing Bealey Avenue- Durham Street North to eastern extent of project: Traffic Control.

200. Approve that all traffic controls on Bealey Avenue from its intersection with Durham Street North to a point 21 metres east of its intersection with Durham Street North be revoked . Note 1 applies.

New Bealey Avenue- Durham Street North to eastern extent of project: Traffic Control.

201. Approve that the kerb alignment changes and road marking changes on Bealey Avenue from its intersection with Durham Street North to a point 21 metres east of its intersection with Durham Street North as detailed on **Attachment A**. Note 2 applies.

Existing Bealey Avenue- Durham Street North to eastern extent of project: Parking & Stopping Restrictions.

202. Approve that all parking and stopping restrictions on the north side of Bealey Avenue commencing at its intersection with Durham Street North and extending in an easterly direction for a distance of 13 metres be revoked. Note 1 applies.
203. Approve that all parking and stopping restrictions on the south side of Bealey Avenue commencing at its intersection with Durham Street North and extending in an easterly direction for a distance of 21 metres be revoked. Note 1 applies.

New Bealey Avenue- Durham Street North to eastern extent of project: Parking & Stopping Restrictions.

204. Approve that the stopping of vehicles be prohibited at any time on the north side of Bealey Avenue commencing at its intersection with Durham Street North and extending in an easterly direction for a distance of 13 metres. Note 2 applies.
205. Approve that the stopping of vehicles be prohibited at any time on the south side of Bealey Avenue commencing at its intersection with Durham Street North and extending in an easterly direction for a distance of 21 metres. Note 2 applies.

Existing Papanui Road- Bealey Avenue to north western extent of project: Traffic Control.

249. Approve that all traffic controls on Papanui Road from its intersection with Bealey Avenue to a point 70 metres northwest of its intersection with Bealey Avenue be revoked. Note 1 applies.

New Papanui Road- Bealey Avenue to north western extent: Traffic Control.

250. Approve that the kerb alignment changes and road marking changes on Bealey Avenue from its intersection with Bealey Avenue to a point 70 metres northwest of its intersection with Bealey Avenue as detailed on **Attachment A**. Note 2 applies.
251. Approve that a special vehicle lane for the use of north westbound cycles only be established on Papanui Road, commencing at its intersection with Bealey Avenue and extending in a north westerly direction for a distance of 70 metres. This special vehicle lane to be located against the south western side kerb line as detailed on **Attachment A**. Note 2 applies. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.
252. Approve that a special vehicle lane for the use of south eastbound cycles only be established on Papanui Road, commencing at a point 70 metres northwest of its intersection with Bealey Avenue and extending in a south easterly direction to its intersection with Bealey Avenue. This special vehicle lane to be located between the left turn and shared through & right turn vehicle lanes as detailed on **Attachment A**. Note 2 applies. This special vehicle lane is authorised under clause 13 of the Christchurch City Council Traffic and Parking bylaw 2008, and is therefore to be added to the Register of Roads or Traffic Lanes Restricted to Specific Classes of Vehicles.

Existing Papanui Road- Bealey Avenue to north western extent of project: Parking & Stopping Restrictions.

253. Approve that all parking and stopping restrictions on the southwest side of Papanui Road commencing at its intersection with Bealey Avenue and extending in a north westerly direction for a distance of 70 metres be revoked. Note 1 applies.

254. Approve that all parking and stopping restrictions on the northeast side of Papanui Road commencing at its intersection with Bealey Avenue and extending in a north westerly direction for a distance of 70 metres be revoked. Note 1 applies.

New Papanui Road- Bealey Avenue to north western extent of project: Parking & Stopping Restrictions.

255. Approve that the stopping of vehicles be prohibited at any time on the southwest side of Papanui Road commencing at its intersection with Bealey Avenue and extending in a north westerly direction for a distance of 70 metres. Note 2 applies.
256. Approve that the stopping of vehicles be prohibited at any time on the northeast side of Papanui Road commencing at its intersection with Bealey Avenue and extending in a north westerly direction for a distance of 70 metres. Note 2 applies.
257. That Council staff prepare a Corridor Operational Plan for Victoria Street in close consultation with Environment Canterbury for subsequent implementation by the Christchurch Transport Operations Centre (CTOC).
258. Note the recommendations received from the Hagley/Ferrymead Community Board, the Fendalton/Waimairi Community Board and the Shirley/Papanui Community Board.
259. Note that the goal is to decrease car volume in Victoria Street and to prioritise public transport and increase amenity and safety for pedestrians and cyclists.

Councillor Cotter/Councillor Clearwater

Carried

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

Reports from Strategy and Finance Committee - 15 September 2016

37. Development Contributions Policy 2015 - Proposed Amendments (2016)

Council Resolved CNCL/2016/00427

That the Council:

1. Approve the amendments to the Development Contributions Policy 2015 (Attachment 1 of the report)
2. Agree that the amendments be effective from 1 July 2016.
3. Request staff to provide a briefing to the incoming Council on the DC Policy and provide options for increased oversight.

Note: That the GST charges have been updated since the agenda was printed and the updated figures are attached to the Minutes (Attachment A).

Councillor Turner/Councillor Livingstone

Carried

Attachments

- A Item 37 Updated GST figures were tabled at the meeting.

38. Final 2017-19 Statements of Intent for Council Controlled Organisations

Council Resolved CNCL/2016/00428

That the Council:

1. Accepts the Statements of Intent for the Council Controlled Organisations that are owned directly by the Council.

Councillor Manji/Mayor

Carried

39. Chairperson's Report: Capital Endowment Fund Working Group

Council Resolved CNCL/2016/00429

That the Council:

1. Maintain the current status of the Capital Endowment Fund, including the current practice of the Fund lending internally to the Council.
2. Request advice from Christchurch City Holdings Limited on potential options for investing the Capital Endowment Fund in assets held by Christchurch City Holdings Limited, to be reviewed by the appropriate Council Committee before the end of this calendar year.
3. Confirm the need for a report on the process for distribution of funds from the Capital Endowment Fund by the end of 2016.

Councillor Turner/Councillor Johanson

Carried

43. Review of Temporary Accommodation Standards

Council Resolved CNCL/2016/00430

That the Council resolve:

1. That the policy be amended as set out in the Attachment A of the report.
2. That all permitted standards be removed so that all temporary accommodation applications be considered as a site specific notice against the policy.
3. That a public notice under clauses 7(3)(a) and 8(3)(a) of the Canterbury Earthquake (Resource Management Act Permitted Activities) Order 2011 be advertised by staff to give effect to 1. and 2. above.
4. That otherwise the process remains the status quo with consultation undertaken with the local Community Board and decisions made by commissioners and that the positions of Head of Resource Consents and Planning Administration Manager be added to the list of decision makers.

Mayor/Councillor Turner

Carried

46. St Pauls Trinity Pacific Presbyterian Church - Grant Change of Purpose Request

Council Resolved CNCL/2016/00431

That the Council:

1. Defer making a decision and ask staff to work with St Pauls Trinity Pacific Presbyterian Church to align more with the original request (noting the project management approach taken with the facility at Mount Pleasant).

Mayor/Councillor Clearwater

Carried

47. Governance matters

Council Resolved CNCL/2016/00432

That the Council resolves:

1. To receive the information in the report;
2. To authorise the chief executive, subject to the limitations set out in clause 32(1) of Schedule 7 of the Local Government Act 2002, to make decisions on behalf of the Council and community boards during the period between the declaration of election results and elected members being sworn into office, in respect of urgent matters and, where the Mayor-elect is known, in consultation with the Mayor-elect;
3. That the committees, sub-committees, subordinate decision-making bodies, and joint committees set out in Attachment A are not discharged on the coming into office of the members of the Council elected or appointed at, or following, the October 2016 triennial general elections;
4. To delegate to the following Community Boards the responsibilities, duties, and powers set out in Attachment B (which are the same responsibilities, duties and powers of the current eight Community Boards):
 - a. Banks Peninsula;
 - b. Coastal-Burwood;
 - c. Fendalton-Waimairi-Harewood;
 - d. Halswell-Hornby-Riccarton;
 - e. Linwood-Central-Heathcote;
 - f. Papanui-Innes;
 - g. Spreydon-Cashmere.
5. That the delegations in paragraph 4 come into force on the day after the day on which the official result of the election is declared by public notice.
6. To authorise the Legal Services Unit to amend the Delegations Register in the manner set out in Attachment C:

Councillor Turner/Councillor Clearwater

Carried

Councillor Turner left the meeting at 11.36am

49. Adoption of the Annual Report for ARLA for period ending 30 June 2016

Council Resolved CNCL/2016/00433

That the Council:

1. Receive the information in this report, and
2. Adopt the attached 2015/16 Annual Report to the Alcohol Regulatory and Licensing Authority pursuant to section 199 of the Sale and Supply of Alcohol Act 2012.

Councillor Scandrett/Councillor Livingstone

Carried

Councillor Lonsdale joined the meeting at 11.37am.

Councillor Turner returned to the meeting at 11.41am.

51. Submission from the Christchurch City Council on 'Better Urban Planning - draft report prepared by the NZ Productivity Commission.

Council Resolved CNCL/2016/00434

That the Council:

1. Requests that the amended submission be brought back to Council on the 29 September for final approval.

Councillor Scandrett/Councillor East

Carried

52. Cranford Regeneration Plan

Council Resolved CNCL/2016/00435

That the Council:

1. Delegate to the Chief Executive and the Mayor or Mayor Elect the power to approve the Draft Outline for the Cranford Regeneration Plan prepared in accordance with the Greater Christchurch Regeneration Act so that it can be submitted to Regenerate Christchurch for review.

Mayor/Councillor East

Carried

6. Chief Executive's Report

Council Resolved CNCL/2016/00436

That the Council:

1. Receive the report.

Councillor East/Councillor Cotter

Carried

53 Resolution to Exclude the Public

Council Resolved CNCL/2016/00437

That Rob Hall, Chief Executive, James Stewart, Steve Clarke and Johnny McFarlane of Development Christchurch Limited remain after the public have been excluded for Item 64 of the public excluded agenda as they have knowledge that is relevant to that item and will assist the Council.

AND

That at 12.07pm the resolution to exclude the public set out on pages 940 to 942 of the agenda and pages 173 to 174 and 5 to 6 of the supplementary agendas number 1 and 2 be adopted.

Mayor/Deputy Mayor

Carried

The public were re-admitted to the meeting at 3.59pm at which time the meeting concluded.

CONFIRMED THIS 29TH DAY OF SEPTEMBER 2016

MAYOR LIANNE DALZIEL
CHAIRPERSON

6. Coastal Hazard Assessment - Land Information Memorandum Revision

Reference: 16/1119082

Contact: Brendan Anstiss brendan.anstiss@ccc.govt.nz

941 8999

1. Purpose of Report

- 1.1 This report is for the Council to receive the revised coastal hazard notation on Land Information Memoranda (LIMs) following the Council's receipt of the *Peer Review of the Christchurch Coastal Hazard Assessment Report*.

2. Staff Recommendations

That the Council:

1. Receive the information in this report.
2. Note that staff will review and revise the coastal hazard Land Information Memoranda notations again following the completion of the revised Coastal Hazard Assessment Stage Two Report 2015 in accordance with the recommendations of the peer review panel. This is expected to occur in late 2016.

3. Key Points

- 3.1 This report arises from paragraph 3 (in bold) of Council resolution CNCL/2016/00353 on 25 August 2016:

That the Council:

1. Receive the Independent Peer Review report of the Tonkin & Taylor Ltd 2015 Coastal Hazard Assessment Stage Two Report.
2. Request that staff provide a report back within one month to a Council meeting detailing the programme of work that will be undertaken in response to the recommendations in the Independent Expert Panel's report.
3. **Noting the advice of the Peer Review Panel to remove the hazard maps "until the legal requirements of the New Zealand Coastal Policy Statement are complete because the current mapping may be legally unsound" (bullet points 2 & 3 of 'The Way Forward') direct the Chief Executive to urgently review the Coastal Hazard information that have been placed on Land Information Memoranda and report back to the next council meeting.**

Also of relevance to this report is an earlier resolution of Council on 10 December 2015 resolution CNCL/2015/00102:

That the Council:

1. Receive the report on the Council's response to the Parliamentary Commissioner for the Environment's report *Preparing New Zealand for rising seas: certainty and uncertainty*.
- 2(a). Direct staff to seek a further peer review of the Coastal Hazards Assessment (Tonkin & Taylor 2015)
- (b). The peer review be conducted as soon as practicable by a panel of scientific experts, the details of which will be determined after consultation with affected communities.

- (c). That LIM notations following receipt of the peer review report be reviewed acknowledging the findings of the report.
- 3. Direct staff to review the wording of the LIM notation for properties potentially affected by coastal inundation and coastal erosion to ensure that the information provided is fair, clear and accurate.

3.2 There is a statutory requirement for Council to make available information it holds on natural hazards:

A LIM provides certain mandatory information (and may also include discretionary information) that a council holds on a particular piece of land and is prepared in accordance with s44A of the Local Government Official Information and Meetings Act 1987. A LIM *must* provide information identifying each (if any) special feature or characteristic of the land concerned, including *potential* natural hazards, that is known to the Council, but is not apparent from the District Plan.

Much of the residential land in Christchurch is subject to some type of 'potential natural hazard' with associated notations on the LIM – including, for example, flooding, slope instability and soft ground. This information assists people with making informed decisions on buying, building, repairing or investing in property. The Council has no discretion over including such information in LIMs, only discretion on the wording used to explain the information.

3.3 Previous coastal hazard notations on LIMs:

The following notations (there were earlier variations) are currently used if a LIM is requested for one of the properties (around 18,000 properties) in Christchurch District, identified in the *Coastal Hazard Assessment Stage Two Report* prepared for the Council by Tonkin & Taylor Ltd. in June 2015:

Coastal Erosion Hazard - 50 years: The Council has a report that indicates this property or part of this property is located in an area likely to be susceptible to coastal erosion and/or daily tidal inundation over the next 50 years to 2065; see Coastal Hazard Assessment - Stage 2 report. A copy of the report and other coastal hazard information can be found at www.ccc.govt.nz/coastalhazards. The report will be subject to further review through planning processes and as a result the coastal erosion information recorded on the LIM for this property may change in the future.

Coastal Erosion Hazard - 100 years: The Council has a report that indicates this property or part of this property is located in an area potentially susceptible to coastal erosion and/or daily tidal inundation over the next 100 years to 2115; see Coastal Hazard Assessment - Stage 2 report. A copy of the report and other coastal hazard information can be found at www.ccc.govt.nz/coastalhazards. The report will be subject to further review through planning processes and as a result the coastal erosion information recorded on the LIM for this property may change in the future.

Coastal Inundation Hazard - 50 year storm event: The Council has a report that indicates this property or part of this property is located in an area susceptible to coastal inundation (flooding by the sea) in a 1-in-50 year storm event, taking into account 0.4 metres of sea level rise over the next 50 years; see Coastal Hazard Assessment - Stage 2 report. A copy of the report and other coastal hazard information can be found at www.ccc.govt.nz/coastalhazards. The report will be subject to further review through planning processes and as a result the coastal inundation information recorded on the LIM for this property may change in the future.

Coastal Inundation Hazard - 100 year storm event: The Council has a report that indicates this property or part of this property is located in an area susceptible to coastal inundation (flooding by the sea) in a 1-in-100 year storm event, taking into account 1 metre sea level rise over the

next 100 years; see Coastal Hazard Assessment - Stage 2 report. A copy of the report and other coastal hazard information can be found at www.ccc.govt.nz/coastalhazards. The report will be subject to further review through planning processes and as a result the coastal inundation information recorded on the LIM for this property may change in the future.

- 3.4 The Council received information on the legal implications for LIM notations at its meeting on 10 December 2015 on the Parliamentary Commissioner for the Environment report. That information is also relevant to the peer review report, and its findings in relation to the Tonkin & Taylor Ltd 2015 Coastal Hazard Assessment Stage Two Report. Some of the paragraphs from that report are repeated below:

*"...6.6 The PCE report noted that 'when hazard information is put on a LIM, it must be clear'. This statement is consistent with recent case law, which notes that information on LIMs must be accurate, state the position fairly, and not mislead: *Weir v Kapiti Coast District Council* [2013] NZHC 3522.*

*6.7 The *Weir* case (together with *Marlborough District Council v Altimarloch Joint Venture Ltd* [2012] NZSC 11) also confirmed that where a Council holds a report that identifies potential hazards, in alerting a LIM recipient to the existence of the report a Council is not warranting the accuracy of the opinions in the report. It is simply disclosing the information it holds on the hazards identified in the report. Appropriately worded disclosure of a report then allows a LIM reader to review that information and obtain other relevant information they consider may be required. In the *Weir* case the Court also noted at paragraph 64 that to satisfy section 44A(2)(a): 'The Council needs to know about the report but it does not need to believe that the predictions in them are accurate or even probably accurate.'*

*6.8 In relation to this sentence in *Weir*, advice to the Council notes that 'it is acceptable for a LIM to alert recipients to a report even though a Council may have doubts about its accuracy. This then becomes a matter of fact and degree as to how the information is fairly and not misleadingly provided on the LIM. We suspect there is a broad spectrum of possibilities. For example we could envisage a situation where a discredited report known to Council no longer requires mention. As an alternative to Council being assured about the science behind a report (which may sometimes be difficult to be categorical about) reference to alternative reports or positions could be made, or an appropriate qualifying notation could be included.'"*

- 3.5 Revised coastal hazard notation on LIMs following the peer review report:

The current four LIM notations were decided on by reference to the Tonkin & Taylor 2015 report. As noted above the peer review report has raised concerns with some aspects of the coastal hazards assessment, and it is therefore prudent to review the LIM notation to ensure it is accurate and balanced. However, we are not in a situation where the entire Tonkin & Taylor report has been discredited. The Council's approach needs to be one that provides an appropriately worded disclosure of the information it holds on the potential hazards identified in the report on relevant properties, which will allow the LIM recipient to review the information and make any further enquiries or obtain other relevant information they consider may be required.

Council staff have therefore developed a fair and accurate coastal hazard LIM notation that meets the Council's statutory obligations (and recent case law), while reflecting the further technical work still to be completed by the Council. We believe the changes to the LIM notation are significant and accurately and prudently represent information known to the Council. The

revised LIM notation has been approved by the Chief Executive. Councillors were advised of this decision on Monday 5th of September 2016.

The following coastal hazard notation has replaced the previous four notations described in para 3.3:

"The Council has a report (Coastal Hazard Assessment Stage Two Report 2015) that indicates this property or part of this property may be susceptible to coastal hazards. The Council obtained a peer review of the 2015 report (Peer Review of the Christchurch Coastal Hazard Assessment Report, 2016) that identifies some issues with the report and makes recommendations for further work to be completed by the Council. A copy of the 2015 report, the peer review report, and other coastal hazard information can be found at www.ccc.govt.nz/coastalhazards. The Council is carrying out further work as recommended in the peer review report to update the coastal hazard report. As a result the coastal hazard information recorded on the LIM for this property may change in the future."

3.6 Revision of Coastal Hazard Assessment Stage 2 Report 2015

The peer review report (2016) provides a suite of recommendations (paragraphs 221 - 227) that the Council needs to address 'now'. Paragraphs 222 - 225 relate specifically to updating the coastal hazard report (2015). This work has commenced and is targeted to be completed by December 2016. More detail on the work programme to meet the recommendations of the peer review report will be reported to Council on 22 September 2016. Following the completion of the revised coastal hazard report, the Council will again review the LIM notations in accordance with the updated report.

Attachments

There are no attachments for this report.

Signatories

Authors	Peter Kingsbury - Principal Advisor Natural Resources Judith Cheyne - Senior Solicitor
Approved By	Helen Beaumont - Head of Strategic Policy Rob Goldsbury - Head of Legal Services Brendan Anstiss - Acting General Manager Consenting and Compliance

7. Work programme to address Peer Review Panel's review of T&T Coastal Hazard Assessment Report, June 2015

Reference: 16/1119102

Contact: Brendan Anstiss brendan.anstiss@ccc.govt.nz

941 8999

1. Purpose of Report

- 1.1 This report updates the Council on the technical investigation work programme to address the findings of the Peer Review Panel's review of the Coastal Hazard Assessment Report (June 2015).

2. Staff Recommendations

That the Council:

1. Note that the *Coastal Hazard Assessment Report- Stage 2* (June 2015) will be revised in accordance with the recommendations of the *Peer Review of the Christchurch Coastal Hazards Assessment Report* (August 2016).
2. Receive the technical investigation work programme (as directed in Council resolution CNCL/2016/00353) which will address all of the relevant recommendations of the peer review panel.

3. Key Points

- 3.1 This report arises initially from part of Council resolution CNCL/2015/00102 10 December 2015;

'That the Council:

...

- 2(a). Direct staff to seek a further peer review of the Coastal Hazards Assessment (Tonkin and Taylor 2015).
- 2(b). The peer review be conducted as soon as practicable by a panel of scientific experts, the details of which will be determined after consultation with affected communities;

...'

and more recently from part of Council resolution CNCL/2016/00353 25 August 2016;

'That the Council:

...

2. Request that staff provide a report back within one month to a Council meeting detailing the programme of work that will be undertaken in response to the recommendations in the Independent Expert Panel's report.

...'

Background

- 3.2 The Council engaged GHD in March 2016 to independently project manage a second peer review of the Coastal Hazards Assessment report (Tonkin and Taylor, June 2015). A peer review panel was formed and a draft copy of the panel's report was made publically available on 25 July 2016.

Following a workshop held on 5 August 2016 and a meeting with Councillors on 15 August 2016, the report was finalised on 18 August 2016. The Council received the final Peer Review Panel report on 25 August 2016 and directed Council staff to report back with a programme of work to address the peer review panel's recommendations. This report details the recommendations and the specific technical work that will be carried out to address the recommendations.

- 3.3 The peer review panel make a series of recommendations for work that needs to be undertaken immediately to revise the Coastal Hazard Assessment Report and associated maps (paragraphs 222 – 227). They also make a series of suggestions for further research that could be incorporated into the first re-assessment of the coastal hazard zones in 10 years' time (paragraphs 228 - 235).
- 3.4 The peer review panel's immediate recommendations (detailed on pages 59 – 60 of the *Peer Review of the Christchurch Coastal Hazards Assessment Report* [August 2016]) relevant to the revision of the Coastal Hazard Assessment Report (June 2015) are given below;
- Recommendations [222] to [225] are directed at the revision of the technical information.
 - Recommendations [226] and [227] relate to the development of the policy framework through statutory planning documents, to be developed by the Council and/or Environment Canterbury, and are included here for completeness.

*[222] We recommended that the **open coast CEHZ (Coastal Erosion Hazard Zone) maps** are revised before they are used for planning purposes as follows:*

- a. The short-term (ST and long term (LT) component values should be reassessed as indicated in this report. Specifically, ST and LT component estimates should be evaluated based on the measured probability distribution (ST) and a normal distribution (LT). Normal, rather than triangular, distributions should be considered for the other components in the probability analysis.*
- b. The Monte-Carlo simulations should be re-run taking into account the new ST and LT component estimates, and these should be based on individual coastal cell distributions.*
- c. We recommend that probabilistic modelling is undertaken for the sediment budget component – a range of sediment budget scenarios should be considered, with the current 'no change' scenario forming the middle scenario.*

*[223] For the **harbour coast CIHZ (Coastal Inundation Hazards Zone)**, with respect to the Avon-Heathcote Estuary TUFLOW model, the calculations to justify the value of 0.4m allowance for wave and wind set-up should be included in the Report.*

*[224] We recommended that for **all harbour coast sites that the CEHZ** mapping is re-assessed, including the following:*

- a. The harbour CEHZ as currently mapped in the Report should be discarded.*
- b. More attention should be paid to detail and on-ground inspections, and profile slopes should be reviewed.*
- c. The 'high tide translation' method values should be discarded and only the 'equilibrium profile' values considered.*
- d. The zones should not extend up small inlets.*

[225] In addition to the above hazard and zone specific scientific recommendations, the Report needs to be revised taking into account the requirements of Policy 24(1)(a)-(h) and to include results for more than one IPCC scenario.

[226] We recommend that a revised report, including the additional scenario assessments, be used as a technical starting point for the subsequent adaptive planning exercises needed to produce coastal hazard maps to be included in the CRDP (replacement Christchurch District Plan).

[227] It is recommended that some thought be given to NZCPS (New Zealand Coastal Policy Statement) Policy 4 Integration, a directive that should apply around coastal hazards and climate change. Both ECan and CCC together could well benefit.

Work programme

- 3.5 The recommendations in paragraphs [222] to [225] of the peer review report have been read and considered in conjunction with the more detailed explanations given in the main body of the peer review panel report. An outcome of the peer review is that there will be significantly more coastal maps than in the original report, with these maps presenting a broad range of possible scenarios.
- 3.6 The cost of completing the full suite of the peer review panel coastal erosion and inundation recommendations is approximately \$190,000. This cost will be met through reprioritisation of the existing Strategic Policy work programme.
- 3.7 It is anticipated that the full scope of all technical work will be completed by March 2017. We have deliberately factored in additional time to respond as necessary with the content of Ministry for the Environment guidance for councils on coastal hazards (which is due to be released by the Dec 2016). While we are not yet privy to the final content of the Ministry for the Environment guidance, we think it is prudent to allow sufficient time for any consequential issues to be worked through. The revised Coastal Hazards Assessment Report will be also be peer reviewed as we proceed to ensure the report adequately addresses the recommendations of the original peer review panel.
- 3.8 The work programme is broken down into three parts:

Part 1: Revision of the open coast coastal erosion hazard maps – in response to peer review panel narrative at [18], [19], [21], [24] – [31], and recommendation [222].

Task 1: Re-assess short-term component – beach profile data will be reviewed using the same delineation of the open coast as for the long-term trend. Storm erosion for each defined cell will also be evaluated.

Task 2: Evaluate potential to use alternative distribution for long-term trend analysis.

Task 3: Consideration of sediment budget component – a review of sediment budget information will be carried out and the distribution of sediment transport and effects of long-term transport trends using one line beach approximations will be determined.

Task 4: Re-run simulation taking into account new component estimates and more refined cell delineations, and prepare revised report and maps – this will include the location and condition status of seawalls and other structures. The simulation will provide a range of probabilities for present day, 2065 and 2116.

Part 2: Harbour coast coastal erosion hazard maps – in response to peer review panel recommendation [224].

Task 1: Site inspections and measurement of individual beach slopes and other characteristics.

Task 2: Profile slopes will be reviewed and the equilibrium profile approach will be updated. An assessment of erosion rates for four climate change scenarios will be completed.

Task 3: Update report and maps with a range of erosion extents.

Part 3: Harbour coast coastal inundation hazard – in response to peer review panel recommendation [223].

While the peer review panel made only one specific recommendation relating to the inner harbour coastal inundation hazard zone, the Council will complete a more thorough inundation model that integrates river flows (rainfall driven) with sea level conditions, which includes barometric uplift. This is in recognition that low pressure systems (when storm surges occur) usually result in rainfall and increased river flow. The Tonkin & Taylor TUFLOW model will be used for an initial assessment of inundation.

The inundation assessment will be used as an input to calculation and mapping of the coastal erosion hazard zone. The coastal erosion zones will be published taking into account the peer review panel recommendations relating to calculation and plotting of the coastal erosion lines.

Once the 'city-wide Council' flood model is fully developed, flood inundation extents based on design scenarios will be produced.

Next steps

- 3.9 Following the completion of the revised Coastal Hazards Assessment Report, expected in March 2017 - and the release of the Ministry for the Environment *Guidance for Local Government on Coastal Hazards and Climate Change* (expected in late 2016) - the Council will embark on a broad programme of engagement with the Christchurch community on adapting to coastal hazards and climate change. The revised Report will provide the technical background information for that engagement. Broader hazard and risk management concepts will be included as part of the community engagement process.
- 3.10 On the 19th of September 2016 Council staff will meet with the Community Reference Group to discuss, amongst other matters, the technical investigation work programme, the formation of a broad based 'community advisory group', a programme of community engagement on coastal matters, and the district plan change process.
- 3.11 Subject to those discussions it is anticipated that a community advisory group could be established and a community engagement programme developed. The community engagement programme would be implemented through to the end of 2017. A formal plan change process for the replacement Christchurch District Plan is likely to begin in 2018.
- 3.12 Environment Canterbury are the lead agency for gathering and providing information on natural hazards and they are leading a regional natural hazards work programme. The programme is a collaborative initiative involving all local authorities in the region and the Canterbury Civil Defence Emergency Management. The Council and the other organisations participating in the development and implementation of the regional programme will benefit through greater efficiencies in achieving their own hazard and risk management outcomes. The first stage of the regional programme (2016-2017) is focused on key issues and opportunities relating to roles and responsibilities, collaboration and coordination, regional research, and communication and engagement. This first stage will form the basis to develop a more comprehensive and longer term programme of research and hazard planning and management initiatives.
- 3.13 As noted earlier, the Ministry for the Environment is updating its *Guidance for Local Government on Coastal Hazards and Climate Change*. This guidance will complement the Department of Conservation guidance on the implementation of the New Zealand Coastal Policy Statement, expected to be released later this year, and the proposed National Policy Statement on Natural Hazards, expected to be completed in 2018.

Summary of response to recommendations

Peer review panel recommendation	Work programme
[222] Revision of the open coast coastal erosion hazard zone maps	<p>Agree, action as follows:</p> <ul style="list-style-type: none"> (a) Re-assessment of the short-term component considering approaches set out in paragraphs [18] and [19] of the peer review panel report (b) Evaluation of the potential to use alternative distribution for long-term trend analysis (c) Consideration of sediment budget component (considering approaches set out in paragraphs [24] to [31]. (d) Re-run simulation taking into account new component estimates and more refined cell delineations and prepare revised report and maps.
[223] Revision of harbour coast coastal inundation hazard zones	<p>Agree, action as follows:</p> <ul style="list-style-type: none"> (a) Development of a more thorough inundation model that integrates river flows (rainfall driven) with sea level conditions. The Tonkin & Taylor TUFLOW model will be used for an initial assessment of inundation. (b) Once the 'city-wide Council' flood model is fully developed, flood inundation extents based on design scenarios will be produced.
[224] Reassessment of all harbour coast coastal erosion hazard zones	<p>Agree, action as follows:</p> <ul style="list-style-type: none"> (a) Site specific inspections and measurement of individual beach slopes and characteristics. (b) Review profile slopes and update equilibrium profile approach. (c) Update erosion maps for various time periods.
[225] Include results for more than one IPCC scenario	<p>Agree, action as follows:</p> <ul style="list-style-type: none"> (a) Included as part of [222] (d) above.
[226] Revised report to be used as a technical starting point for planning for district plan purposes	<p>Agree, action as follows:</p> <ul style="list-style-type: none"> (a) The Council is developing a programme of work on community engagement for 2017. (b) It is anticipated that a formal district plan change process will begin in 2018.
[227] Recommendation for integrated approach between	<p>Agree, action as follows:</p>

Christchurch City Council and Environment Canterbury	<ul style="list-style-type: none">(a) The Council will begin discussions with Environment Canterbury on the review of the Regional Coastal Environment Plan in September 2016.(b) On-going participation in the regional hazards work programme with Environment Canterbury.
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Attachments

There are no attachments for this report.

Signatories

Author	Peter Kingsbury - Principal Advisor Natural Resources
Approved By	Helen Beaumont - Head of Strategic Policy Emma Davis - Acting General Manager Strategy and Transformation

8. Submission from the Christchurch City Council on 'Better Urban Planning - draft report prepared by the NZ Productivity Commission.

Reference: 16/1125368

Contact: Richard Osborne Richard.Osborne@ccc.govt.nz

9418407

1. Purpose and Origin of Report

Purpose of Report

- 1.1 The purpose of this report is to seek the Council's approval to lodge the attached submission to the above draft document.

Origin of Report

- 1.2 This report is staff generated.

2. Significance

- 2.1 The decision in this report is medium significance in relation to the Christchurch City Council's Significance and Engagement Policy.

- 2.1.1 The level of significance was determined by the discretionary status of this submission. The Draft report has no statutory status, but is highly likely to help shape Government's urban planning policies which will directly impact on Christchurch City.

- 2.1.2 No community engagement and consultation has been undertaken.

3. Staff Recommendations

That the Council:

1. Approves the Submission (Attachment A) attached to the report.

4. Key Points

- 4.1 The Draft paper is the one of most comprehensive commentaries on urban planning in New Zealand prepared by the Government for many years. It stems from the view that there is a disconnect between different statutes that impact on urban development, and that there is a case for reviewing planning related legislation to 'reduce the costs, complexity and uncertainty' associated with the interaction of planning processes under the Local Government Act, Resource Management Act and the Land Transport Management Act. The report is found at the following link:

<http://www.productivity.govt.nz/inquiry-content/2682?stage=3>

- 4.2 The purpose of this inquiry is to review New Zealand's planning system and to identify the most appropriate system for allocating land use through this system to support desirable social, economic, environmental and cultural outcomes.
- 4.3 Officers consider that most of the findings are expressed in either imprecise language, are unsubstantiated, or both. For example, F7.8 – the planning system is *too often* blind to price signals leading to poor responsiveness and under supply of development capacity, and misdirection of effort. There is no evidence presented in the document of a causal link between 'being blind to price signals' and 'undersupply of development capacity' created by the planning system. It is the experience of Christchurch that, notwithstanding delays caused through planning processes, shortages in development capacity are more likely to be caused either by land owners

and developers not bringing zoned land and housing to the market fast enough to keep prices down; or some of the land that is zoned is expensive to develop.

- 4.4 Other findings have been known for a long time eg F7.10 that councils are forced to rely heavily on regulation due to the absence of fiscal and other tools; and F713 –the Government lacks the capacity to effectively engage with local authorities on planning issues.
- 4.5 The recommendations that arise from this inquiry are wide ranging both in their scope, and potential impact on councils' planning functions. They broadly fall into five categories: streamlining processes, supporting national policies, better integration between central and local government, more robust policy analysis, and better tools for infrastructure delivery. These are all potential areas for improvement in the planning system, but as the proposed submission points out, councils as the local planning authority are the ones answerable to the community. It is reassuring however that there are several recommendations promoting greater collaboration between councils and central government, and more central government support to councils for developing alternative implementation tools.
- 4.6 It is appropriate, given its significant contribution to urban planning over many decades, and as one of New Zealand's largest urban areas, that the Council continues to be involved in this process on its own account, as well as contributing to the UDS submission. Officers have prepared a submission which aligns with the points raised by the UDS partners, but is somewhat more detailed on some matters.
- 4.7 The main areas of concern are recommendations that promote:
- i) Establishing a permanent hearings panel to consider new plans, plan variations and private plan changes – the Christchurch experience suggests that IHPs can be very costly
 - ii) More central government powers over land use planning;
 - iii) Using information about land pricing as a central policy and monitoring tool. Land prices can be a useful indicator but should not be used to automatically drive policy decisions everywhere and all of the time.

5. Context/Background

- 5.1 The Government has asked the Productivity Commission to undertake an inquiry into New Zealand's urban planning system. The purpose of the inquiry is 'to review New Zealand's Planning system and to identify...the most appropriate system for allocating land use... to support desirable social economic environmental and cultural outcomes'. This inquiry sits alongside other Government initiatives to improve housing affordability, increase development capacity and simplify and streamline the RMA. A major tenant of this inquiry is that the current system of urban planning and associated regulations, is not responsive to changing demands, and could be stifling national economic development and innovation. Submissions close on 3 October, with the final report to Government due for release on 30 November 2016.
- 5.2 The terms of reference for the inquiry sought a 'first principles' review of the current urban planning system (including the RMA, LGA and LTMA) and so the draft report has sections covering:
- drivers of high-performing cities
 - rationale for planning and its contribution to wellbeing
 - urban trends in New Zealand
 - diagnosis of the current system and its outcomes

5.3 The draft report then moves on to consider what needs to change and identifies:

- clearer distinctions between the built and natural environment
- greater prioritisation
- more responsive infrastructure provision
- a more restrained approach to land use regulation
- stronger capabilities within councils and central government

5.4 Finally the report considers the high-level elements considered necessary within a new planning framework, citing:

- a presumption that favours development in urban areas, subject to clear limits
- a clearer set and hierarchy of priorities for the natural environment
- more robust, environmental management tools
- infrastructure pricing and funding that more accurately reflects actual costs, use and impacts
- rezoning and regulatory change that adapts more rapidly to circumstances
- a focus on those directly affected by change, not third parties
- a different role for the Environment Court
- more representative, less rigid consultation
- continued recognition and protection of Māori interests
- spatial planning as a core, and fully integrated, component
- central government as a more active partner in the planning process

5.5 As well as comprising 20 detailed questions, 85 findings and 23 recommendations the draft report highlights two key issues still to be resolved for which feedback is also sought:

- legislative separation of planning and environmental protection?
- centralisation of environmental enforcement, or greater oversight of regional councils?

5.6 The Draft Report follows an Issues paper released in December 2015, and the UDS partners submitted on that document incorporating the Council's concerns. It is appropriate, given its significant contribution to urban planning over many decades, and as one of New Zealand's largest urban areas, that the Council continues to be involved in this process on its own account, as well as contributing to the UDS submission. Officers have prepared a submission which aligns with the points raised by the UDS partners, but is somewhat more detailed on some matters.

Attachments

No.	Title	Page
A ↓	CCC Better Urban Planning Draft Submission	57

Confirmation of Statutory Compliance

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

(a) This report contains:

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

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

Signatories

Author	Ivan Thomson - Team Leader City Planning
Approved By	Richard Osborne - Head of Planning and Strategic Transport Emma Davis - Acting General Manager Strategy and Transformation



30 September 2016

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Better Urban Planning Inquiry
New Zealand Productivity Commission
PO Box 8036
The Terrace
WELLINGTON 6143

Dear Sir/Madam

Re: Christchurch City Council submission on Better Urban Planning Draft Report, August 2016

1.0 Introduction

The Christchurch City Council (the Council) welcomes the opportunity to submit on the New Zealand Productivity Commission's (the Commission) inquiry into better urban planning in New Zealand. The Council would also like to inform the Commission that it has contributed to and supports the submission made by the Greater Christchurch Urban Development Strategy Forum.

2.0 Context

The Council is, to some extent, at the forefront of urban planning in New Zealand. This is influenced through our experience of:

- [Delivery of a](#) replacement district plan within 3 years. The plan will enable development and reduce transaction costs through minimising built form standards, increasing the use of permitted, controlled and restricted discretionary activity status. The plan also includes new methods such as certification. To some extent, the matters traversed in the draft report have already been at the forefront in the development of the Replacement District Plan as those matters are included in the Canterbury Earthquakes (Christchurch Replacement District Plan) Order 2014 and more specifically in the Statement of Expectations in that Order. The effectiveness of the plan will be closely monitored but its success or otherwise will not be evident for a few years;
- A collaborative co-governance approach to sub-regional spatial planning through the Greater Christchurch Urban Development Strategy since 2007;
- Extensive use of area plans to co-ordinate residential growth areas with infrastructure and community facilities;
- New models for infrastructure such as the alliance model for infrastructure rebuild through SCIRT (the Stronger Christchurch Infrastructure Rebuild Team); and
- Provision of what is considered to be a sufficient residential, commercial and industrial land supply through to at least 2028.

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The recent experience in Christchurch following the earthquakes has left a community that feels disempowered as a result of processes and decisions around the rebuild. The Council would be concerned with any proposals to further erode decision making ability for urban planning at the local level and it should be approached with caution along with a strong evidence base.

3.0 Correction needed to Box 5.2 - the Auckland and Christchurch Independent Hearings Panel (page 96-97)

Box 5.2 does not correctly reflect the Christchurch IHP process which differs to Auckland in that the IHP makes decisions, not recommendations. Also the heading should be "Christchurch" not "Canterbury" as the Order in Council is specific to Christchurch.

Box 5.2 and the paragraph above recommendation R7.7 (page 189) should be amended to reflect these differences.

4.0 Overall comments



Overall the report provides an economist's view of cities as systems and places of exchange and productivity, with a heavy focus on Auckland. This is simply one narrow view of cities and there are many other theoretical perspectives to look at cities including those anchored in social theory or an environmental view i.e. cities as solutions to global problems such as climate change. Ultimately cities are places for people and they are made successful by people. In terms of readability, the report of 395 page is voluminous and repetitive to an extent that the key messages within the document are lost.

Lack of New Zealand examples

The report spends a lot of time talking about the failings of urban planning in New Zealand. However, there are few real life examples or evidence of what the authors consider to be successful or unsuccessful planning in New Zealand. Much of it is anecdotal or quoting from other sources, without any critique of the documentation quoted, independent research and analysis. If there are to be substantial changes to the urban planning system then making general statements does not provide a sound evidence base on which to make changes, including what has and has not worked in New Zealand and why.

Links with other reforms going on

While continual improvement and innovation is essential to urban planning, the Council is concerned with the cumulative implications of multiple reviews and reforms that are currently underway related to local government and urban planning. These reviews and reforms all have a similar theme of reducing local democracy and decision making powers, including recent national policy directions such as the proposed National Policy Statement on Urban Development Capacity and Local Government Act 2002 Amendment Bill (No 2) which the Council has made submissions on. It would be useful for the report to have a summary or touch on other legislative reforms being considered that have implications for urban planning.

Impact of technology

Emerging and new technologies will also influence how we live and move around our cities and subsequently urban planning, such as driverless cars and SMART cities. This is not directly addressed in the report.

5.0 Specific response to findings, recommendations and questions

Attachment A provides the Council's specific response to relevant findings, recommendations and questions in the report.

6.0 Concluding comments

The Council again thanks the New Zealand Productivity Commission for the opportunity to make a submission on this Better Urban Planning inquiry.

The Council welcomes further discussions or investigations in terms of the Christchurch experience to share its urban planning experiences.

If you require clarification on the points raised in this submission or additional information, please contact Richard Osborne, Head of Planning and Strategic Transport on 03 941 8407 or email richard.osborne@ccc.govt.nz.

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Christchurch
City Council 

Yours faithfully

Dr Karleen Edwards
CHIEF EXECUTIVE
Christchurch City Council

Hon. Lianne Dalziel
MAYOR
Christchurch City Council

DRAFT

Attachment A: Christchurch City Council specific response to findings, recommendations and questions

	Chapter	Comment
	Chapter 7 – Regulating the built environment	
R7.1	<i>Future urban planning legislation should clearly prioritise responding to growth pressures, providing land use flexibility, and supporting the ability of residents to easily move through their city.</i>	The Council accepts this recommendation and considers that the Christchurch Replacement District Plan, along with the Canterbury Regional Policy Statement (CRPS) and the Greater Christchurch Urban Development Strategy (GCUDS) prioritise responses to these. However it is unclear what 'land use flexibility' means and in what quantum would this be. While flexibility may be useful a degree of certainty is also needed for land owners and developers.
R7.2	<i>Information about land price should be a central policy and monitoring tool in any future planning system, and should drive decisions on the release, servicing and rezoning of development capacity</i>	<p>Land price comparisons are certainly a useful tool for monitoring and research purposes, and to help inform decision making processes (both for Council's and developers). However, land price differentials should not be the only driver of decisions on accommodating growth. Land value will be determined by a range of factors that are not limited to growth pressures. Accounting for all variables and influences within the data on land prices will be problematic. Potentially this may lead to greater uncertainty in decision making or more drawn-out processes as the nuances of land price determinates are challenged and debated.</p> <p>Who determines an appropriate price trigger and over what timeframe? How would it be determined? Access would be required to robust data and methodology around land pricing and monitoring.</p> <p>What mechanisms would be put in place to ensure that the market does not distort land prices to artificially escalate land prices thereby driving a premature or inappropriate rezoning of land? The practice of land banking is already recognised as a market response that the existing regulatory and policy tools are unable to address.</p> <p>Infrastructure decisions are driven by household and population demand. For Christchurch this has not led to disconnect between demand and supply.</p>
R7.3	<i>A future planning system should allow for more responsive rezoning, in which land use controls can be set in anticipation of predetermined and objective triggers and activated once those triggers are reached.</i>	Any planning system that allows for use of a full range of methods to respond to changing circumstances is appropriate. However it should not be a requirement.



	Chapter	Comment
		In terms of the discussion related to this recommendation, the current planning system has not prevented Christchurch, and Greater Christchurch, from co-ordinating it's zoning of residential and business land and infrastructure decisions, and ensuring responsive planning. This integrated approach has been undertaken for at least the last 10 years through the GCUDS. Christchurch has been implementing greenfield priority areas and housing targets through the development of area plans e.g. the South West Christchurch and Belfast Area Plans . These non-statutory plans are multi-disciplinary and multi- organisational, including central government departments. They are developed under the LGA involving consultation with the community. Council's infrastructure programmes are aligned to implement the area plans. The key to success is a commitment to aligning processes in decision making.
R7.4	<i>A future planning system should focus urban notification requirements (and any associated appeal rights) on those directly affected, or highly likely to be directly affected, by a proposed development. This would better align the planning system with the fundamental purpose of managing negative externalities.</i>	The Council accepts this recommendation on the basis that it would depend on the scale and significance of any project.
Q7.1	<p><i>Would it be worth moving to common consultation and decision-making processes and principles for decisions on land use rules, transport and infrastructure provision? How could such processes and principles be designed to reflect both:</i></p> <ul style="list-style-type: none"> <i>the interest of the general public in participating in decisions about local authority expenditure and revenue; and</i> <i>the particular interest of property owners and other parties affected by changes to land use controls?</i> <p><i>Do the consultation and decision-making processes and principles in the Local Government Act adequately reflect these interests?</i></p> 	<p>The Council supports opportunities to improve engagement, consultation and decision making processes where there is a need for integration. Common processes would enable more rigorous analysis and direct linking of costs and benefits in terms of infrastructure provision. However not all decisions on land use rules will involve transport and infrastructure provision, although they may have some effects.</p> <p>Any such processes and principles would need to be able to reflect differences within neighbourhoods in the same city. Often there is a need to tailor approaches to community engagement and outcomes (an understanding of and reference to the IAP2 approaches would be useful in this context).</p> <p>How does this common consultation and decision making process relate to establishing an IHP (as per recommendation R7.7)? Would this require any IHP to have experience in infrastructure provision and expenditure decisions? Are Councils able to give such power away, even in terms of recommendations from an IHP? Or would the IHP only be making recommendations in relation to land use, which would seem to undermine the aim of achieving integration?</p>

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	Chapter	Comment
		<p>Both the current RMA and LGA processes deal with broad range of interests from those at a more strategic (i.e. expenditure) to those at a property level (i.e. land use changes). Councils have experience in managing these broad ranges of interest. As noted above, the development in Greater Christchurch of an overall plan (incorporated into Chapter 6 of the Regional Policy Statement) along with area plans has ensured that the provisions of infrastructure (from local stormwater provision through to the development of the Christchurch International Airport) is intimately integrated with land use development.</p> <p>It is noted that common consultation principles already exist in the clause 3(4) in Schedule 1 RMA requires consultation to be undertaken in accordance with s82 LGA. Coordinating RMA and LGA consultation and decision making does not necessarily mean that they have to be undertaken at the same time, but should be undertaken in a manner that the consultation undertaken under one process can be used for both purposes. This same comment applies to the decision making process.</p>
R7.5	<i>Any appeal rights on Plans in a future system should be limited to people or organisations directly affected by proposed plan provisions or rules.</i>	Yes this would follow on from the previous recommendation (R7.4).
R7.6	<p><i>Consultation requirements under a future planning system should:</i></p> <ul style="list-style-type: none"> <i>• give councils flexibility to select the most appropriate tool for the issue at hand;</i> <i>• allow councils to notify only affected parties of Plan changes that are specific to a particular site;</i> <i>• encourage and enable participation by people affected, or likely to be affected, by a decision; and</i> <i>• encourage the use of tools that ensure the full spectrum of interests is understood in council decision-making processes, and that allow the public to understand the trade-offs involved in decisions.</i> 	The Council accepts this recommendation and welcomes any opportunity to improve and expand the tools used for consultation. Technology is one area where this is continually changing and providing new opportunities.
R7.7	<i>A permanent Independent Hearings Panel should be established to consider and review new Plans, Plan variations and private Plan changes across the country. As with the Auckland and Christchurch IHPs:</i>	It is not clear what the term 'review' means in this context and how it relates to the standard RMA Schedule 1 process. Would this mean an additional step in the process? Or would a Panel hear and make recommendations/decisions on plan changes etc?



	Chapter	Comment
	<ul style="list-style-type: none"> councils should retain the rights to accept or reject recommendations from the permanent Independent Hearings Panel; and once a council accepts a recommendation from the permanent Independent Hearings Panel, appeal rights should be limited to points of law. 	<p>In terms of the IHP process in Christchurch, the Council did not have any decision making powers in relation to the decisions on the district plan such as Auckland. The Council would support a process that enables councils to retain the right to accept or reject recommendations from any IHP.</p> <p><u>The Council is of the view that IHP's are not necessarily fully independent as its members are appointed by Central Government and there is no accountability for decisions to the local community. The biggest flaw with the IHP process in the Christchurch experience is the inability of communities to participate in any meaningful consultation on land use decisions that affect them and being able to advance matters that the community considers are important in making their city successful. In the Christchurch experience, an IHP process does not promote conversations with the community.</u></p>
Q7.2	Should all Plan changes have to go before the permanent Independent Hearings Panel for review, or should councils have the ability to choose?	<p>Councils should have the ability to choose. Not all plan changes will be of significance that it is necessary to go to an IHP. Plan changes of local or minor scope, such as adding or removing items from a schedule, would not be cost effective if there was an additional step to go to an IHP.</p> <p>In the Christchurch experience operating an IHP is expensive. As a result of both the speed and formality of the hearings process it has been expensive and difficult for the community to be involved.</p>
R7.9	Central government should develop processes to more clearly signal the national interest in planning, and have protocols to work through the implications of these national interests with local authorities. It should also monitor the overall performance of the planning system in meeting national goals (i.e. flexibility, sufficient development capacity and accessibility).	The Council accepts this and welcomes opportunities for central government to improve clarity around national interest in planning and protocols for working with local authorities.
R7.10	<p>In a future planning system, central government should have the power to</p> <ul style="list-style-type: none"> override local plans in a limited set of circumstances, co-ordinate or require common land use approaches to specific issues, and direct council infrastructure units or CCOs to increase their supply, where the differential between 	<p>The Council supports further investigation into this recommendation but would caution against greater powers to override local plans and direct council infrastructure units. Any override powers should be in a limited set of circumstances such as emergencies.</p> <p>In terms of directing council infrastructure what is an acceptable price differential and who determines this?</p>

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	Chapter	Comment
	<i>the price of developable and undevelopable land exceeds a pre-determined threshold.</i>	
Q7.3	<i>Would the features proposed for the built environment in a future planning system (eg, clearer legislative purposes, narrower appeal rights, greater oversight of land use regulation) be sufficient to discourage poor use of regulatory discretion?</i>	Features to encourage the appropriate use of regulatory discretion are supported.
Q7.4	<i>Would allowing or requiring the Environment Court to award a higher proportion of costs for successful appeals against unreasonable resource consent conditions be sufficient to encourage better behaviour by councils? What would be the disadvantages of this approach?</i>	The Environment Court should be encouraged to award higher proportion of costs. It may not however encourage better behaviour. Resource consent conditions can only be imposed in respect of matters set out in the relevant legislation or planning document. The emphasis and effort should be on good plan drafting thereby clearly setting out the matters that resource consent conditions should be addressing. The disadvantages of such an approach is that councils become highly risk averse and the delivery of community visions. This could increase the costs of consents with an overly cautious approach. It could also increase reliance on regulation through rules in plans.
Q7.5	<i>Would it be worthwhile requiring councils to pay for some, or all, costs associated with their visual amenity objectives for private property owners? Should councils only rely on financial tools for visual amenity objectives, or should they be combined with regulatory powers?</i>	<p>There is a risk of creating even greater complexity in administration for what are often minor matters. This may result in both increased costs of administration and ultimately increased rates for the community. Council's already make a considerable contribution to amenity. These contributions provide many positive impacts for both the community and for private property owners and developers. Some of these can be measured financially.</p> <p>Good amenity does not benefit the public alone. It also benefits the property owner, particularly collectively. People prefer to live in, work in and spend time in environments that are functional, safe, and visually attractive. A reading of the annual Christchurch quality of life surveys clearly illustrates this. Functional, safe, pleasant environments are all contributed to by visual amenity.</p> <p>The problem is ultimately about finding the balance between prioritising the short-term minimisation of expense (or the maximisation of profit) over the long term benefits to the community (which can include the long-term economic viability of a community). The long-term benefits to the community must be recognised both by Council's and developers alike.</p>
	Chapter 8 – Urban planning and the natural environment	



	Chapter	Comment
Q8.1	<i>What should be the process for developing a Government Policy Statement (GPS) on Environmental Sustainability? What challenges would developing a GPS present? How could these challenges be overcome?</i>	Challenges would be getting agreement on what is environmental sustainability, what to prioritise, what limits are appropriate. Other challenges would be ensuring it is a balanced policy development process and outcome, which does not get captured by any one group. Given the experience to date in the length of time to develop a NPS on indigenous biodiversity, the development of a GPS is likely to be a significant challenge.
Q8.2	<i>Would a greater emphasis on adaptive management assist in managing cumulative environmental effects in urban areas? What are the obstacles to using adaptive management? How could adaptive management work in practice?</i>	Rather than adaptive management, the emphasis should be on recognising the inflexibility of the built urban form and ensuring that potential cumulative environmental effects are integrated into that form. For example, establishing transport corridors based on a hierarchy that can accommodate changes in transport patterns and modes.
R8.2	<i>Before attempting to use urban planning as a means of reducing GHG emissions in New Zealand, a more robust empirical research base should be developed reflecting New Zealand circumstances. Specifically, research should aim to improve the government's understanding of local factors that shape urban GHG emissions in New Zealand, and the extent to which urban planning can influence these factors.</i>	The Council adopted its Climate Smart Strategy 2010-2025 in 2010 <u>and considers that cities have a role in contributing to reducing GHG emissions,</u>
R8.3	<i>Central and local government should develop an agreed set of principles to govern the development of national regulations that have implications for the local government sector. This should be along the lines of the 'Partners in Regulation' protocol recommended in the Commission's report Towards Better Local Regulation (2013).</i>	The Council supports this recommendation and any mechanisms that improve collaboration between local and central government.
R8.4	<i>When regulating urban spillovers affecting the natural environment, a future planning system should provide government bodies access to the full suite of policy tools including market-based tools.</i>	This would be appropriate but any market based tools need to be supported by acceptance of systems. While additional tools may be useful, are the financial and local government systems set up to allow for these tools. There is no point enabling a suite of policy tools if they cannot be implemented due to impediments beyond council control or influence.
Chapter 9 – Urban planning and infrastructure		
Q9.1	<i>Which components of the current planning system could spatial plans replace? Where would the greatest benefits lie in formalising spatial plans?</i>	The question is whether spatial plans are replacing anything or is there currently a vacuum? The greatest benefit in formalising spatial plans is the ability to establish a statutory overall vision and long term planning of land use, infrastructure and community

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	Chapter	Comment
		<p>facilities. Spatial plans are documents that currently link the LGA, RMA and LTMA. Provided these have gone through a robust evidence based consultation process then there should be a simple process to include these within relevant statutory documents.</p> <p>For the development of the Christchurch Replacement District Plan, the GCUDS was embedded in the Land Use Recovery Plan and then the CRPS. Detailed place based planning was undertaken through area plans, where the relevant community of interest could be involved. The benefit of this is that it removes arguments relating to overall spatial vision for the city and the role of the district plan was to give effect to it. It removes the strategic discussions from the local level where they are concerned with the overall urban form and aligning infrastructure.</p>
	Chapter 10 – Infrastructure: funding & procurement	
Q10.1	Is there other evidence that either supports or challenges the view that “growth does not pay for growth”?	<p>The response to this depends on whether it is a financial question, a practicality question or an equity issue?</p> <p>If financial: This is not a simple calculation as much of the costs and returns of growth are spread over the long-term – 30 years for capital investment to service growth and that is loan funded versus the long term increase in rates revenue. The immediate-term costs and returns associated with growth can to some extent be analysed through LTP financials. Comparing growth-driven capital expenditure with the growth in the rating base (additional revenue theoretically available if Council expenditure remained the same, existing ratepayers paid the same rates and additional rates revenue from growth was on top).</p> <p>If practicality: Councils will normally invest in infrastructure to service growth before the growth occurs – sometimes a long time before growth occurs. This time lag is further complicated if growth is lumpy or unpredictable, which could lead to a significant time lag between infrastructure provision and the ability to recover the costs of growth through development contributions or rates.</p> <p>This time lag has costs associated with servicing the capital required to fund the growth-related infrastructure, which is rate-funded if there are no other more appropriate revenue streams operating. The longer the gap between the investment and cost recovery, the more likely there will be a higher charge on the existing community through rates.</p>

	Chapter	Comment
		<p>If equity: It is difficult for Councils to safely recover 100% of growth costs as there are risks associated with over collecting that encourage councils to have a buffer between true costs and recovered costs. Over-collecting through development contributions is expensive as the over collection is required to be refunded and the Council incurs reputational costs through developers and the wider community losing confidence in Council processes.</p> <p>Most Councils are under pressure from developers to reduce or eliminate development contributions. This is particularly the case going in to and during periods of low construction demand when developers (and some councillors) believe development contributions are an unreasonable impediment to growth.</p>
Q10.2	<i>Would there be benefit in introducing a legislative expectation that councils should recover the capital and operating costs of new infrastructure from beneficiaries, except where this is impracticable?</i>	<p>There seems little point in introducing a legislative expectation that is impracticable to achieve.</p> <p>The method of funding infrastructure for growth should remain a policy decision that councils make for themselves. Some low or no growth districts fund the costs of new infrastructure from rates in the hope this will attract development. Others provide a partial or total rebate of development contributions (with the shortfall funded from rates) to achieve wider community benefits. An example is the development contribution rebates (100%) provided by Christchurch City Council for residential and non-residential development in the central city area.</p> <p>This is provided because the Council believes there are benefits to the community from having a vibrant medium to high density residential area and a vibrant business centre in the downtown area that outweigh the cost of providing the rebate.</p> <p>There could be a case for a legislative requirement for councils to be as transparent as practicable around the expected cost recovery associated with provision of growth infrastructure and the reasons for any under-recovery of costs.</p>
Q10.3	<i>Would alternative funding systems for local authorities (such as local taxes) improve the ability to provide infrastructure to accommodate growth? Which funding systems are worth considering? Why?</i>	<p>Alternative funding mechanisms need to be efficient and local property or income taxes are unlikely to achieve a level of efficiency that makes them viable. Having the Government provide councils with a share of the GST generated as a result of growth would be an efficient method of revenue collection as it utilises an existing and highly efficient taxation mechanism.</p>

	Chapter	Comment
		A spatial approach would help set clearer priorities that the market can respond to. There is also a <u>strong</u> case for Government to make a contribution to local growth by investing or underwriting infrastructure investment. A contestable process with different Auckland, Regional City (and e.g. rural node) pots could be <u>a</u> tool to drive more efficient projects and showcase best practice.
Q10.4	Would there be benefit in allowing councils to auction and sell a certain quantity of development rights above the standard controls set in a District Plan? How should such a system be designed?	This amounts to rationing development opportunities that may be appropriate during the rare times development supply is roughly in equilibrium with demand but is unlikely to generate much if any revenue in demand times and will be perceived as an unnecessary impediment to development in high demand times.
Q10.5	Should a requirement to consider public-private partnerships apply to all significant local government infrastructure projects, not just those seeking Crown funding?	<p>This could be trialled to see if it results in any increase in the take-up of PPPs by councils and results in cost savings or other benefits. This requirement may simply add unnecessary cost to infrastructure projects, depending on the level of consideration required.</p> <p>Scale is undoubtedly an issue for councils to attract interest from potential PPP partners. The suggestion of consolidated procurement seems unlikely to be viable. Councils would need to subject themselves to infrastructure delivery timing and design constraints to fit into an integrated procurement approach. This seems impractical and risks resulting in councils having infrastructure that doesn't best meet their community needs.</p> <p>The consolidated advice and assistance option may be a better approach and could be combined with a trial to require consideration of PPPs for certain infrastructure projects.</p> <p>Until 2010 the LGA required all councils to have a PPP policy and most would still have a policy in place despite it no longer being a legislative requirement. The requirement to have a PPP policy does not appear to have resulted in many projects being progressed using the PPP model.</p> <p>Joint procurement is something most councils are pursuing to some extent and may result in economies and/ or efficiencies in infrastructure procurement.</p>
	Chapter 11 – Urban planning and the Treaty of Waitangi	

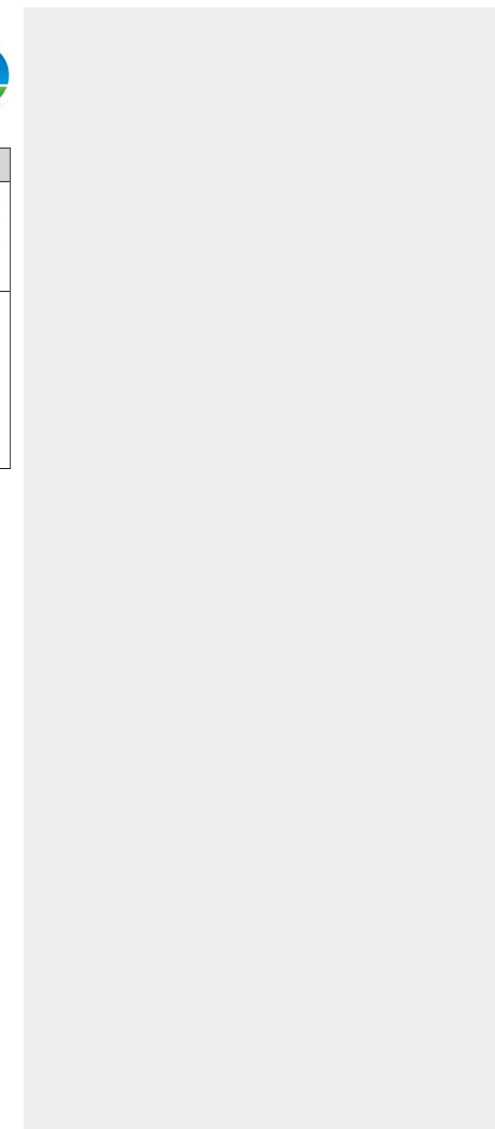
	Chapter	Comment
Q11.1	<i>What policies and provisions in district plans are required to facilitate development of papakāinga?</i>	<p>Enabling policies that provide the flexibility necessary for papakāinga and eliminate obstacles.</p> <p>The Council has worked closely with Ngāi Tahu in the development of provisions for the Christchurch Replacement District Plan. The decision from the IHP on the Papakāinga/Kāinga Nohoanga Zone applies to Māori land. The decision in part discusses the relationship between Te Ture Whenua Act and RMA and can be found at: http://www.chchplan.ihp.govt.nz/wp-content/uploads/2015/03/Decision-37-Papakāinga-Kāinga-Nohoanga-Zone-26-08-2016.pdf</p>
Q11.2	<i>How can processes involving both the Te Ture Whenua Act 1993 and the Resource Management Act 1991 be better streamlined?</i>	<p>The aspirations of tangata whenua in combination with the purposes that different Māori land is held and the timeframe in which the issues around the development of that land need to be resolved, means that RMA provisions need to provide a framework that provides flexibility to accommodate the outcomes of the process. In many instances the approach to managing the adverse effects of development will be addressed through tikanga Māori and this needs to be incorporated within provisions.</p>
Q11.3	<i>Do councils commonly use cultural impact assessments to identify the potential impact of developments on sites and resources of significance to Māori? How do councils set the thresholds for requiring a cultural impact assessment? Who sets the fees for a cultural impact assessment and on what basis? What are the barriers to cultural impact assessments being completed in good time and how can those barriers best be addressed?</i>	<p>Cultural impact assessments are undertaken to identify and provide solutions to potential issues. The approach favoured by both Ngāi Tahu and Council has been to undertake cultural impact assessments early on in the assessment of suitability of land for urban development, along with other assessments (eg geotechnical). Cultural impact assessments can only be undertaken by those who have been delegated the responsibility. Such people are likely to hold numerous roles and responsibilities. Ngāi Tahu and Council have sought to address the barriers to undertaking these assessments through agreements with and financing of the environmental agency Mahaanui Kurataiao Ltd, along with early engagement in the plan making process.</p>
Q11.4	<i>What sort of guidance, if any, should central government provide to councils on implementing legislative requirements to recognise and protect Māori interests in planning? How should such guidance be provided?</i>	<p>Guidance is useful for implementing legislative requirements. There is already a wealth of guidance material available.</p> <p>However, such guidance needs to recognise the different situations applying throughout Aotearoa New Zealand. Ngāi Tahu have played an important partnership role in the Christchurch District Plan review. Their interests are strongly reflected throughout the plan in general, at the strategic direction level,</p>

	Chapter	Comment
		through the Papakāinga/Kāinga Nohoanga Zone and Sties of Ngāi Tahu cultural significance. The release and provisions of the Mahaanui Iwi Management Plan 2013 provides the guidance in natural resource and environmental management as it relates to the takiwā, thereby enabling other agencies to understand issues of significance to tāngata whenua and how those issues can be resolved in a manner consistent with cultural values and interests.
Q11.5	<i>In what way, if any, and through what sort of instrument, should legislative provisions for Māori participation in land-use planning decisions be strengthened?</i>	The development of strategic or spatial plans should be undertaken with Māori participation on the basis of collaborative planning processes that recognise them as partners.
	Chapter 12 – Culture and capability	
R12.1	<i>A future planning system should place greater emphasis on rigorous analysis of policy options and planning proposals. This will require councils to build their technical capability in areas such as environmental science and economics. It would also require strengthening soft skills – particularly those needed to engage effectively with iwi/Māori.</i>	The Council supports these recommendations and is particularly supportive of rigorous analysis of policy options and planning proposals. It needs to be acknowledged that such analysis takes time and resources, which when under truncated timeframes can be difficult to balance. Building capability in terms of environmental science in territorial authorities overlaps with capabilities of regional councils and other agencies that undertake research (eg NIWA). One option is around improved collaboration between regional and district councils and sharing of science?
R12.2	<i>Central government should improve its understanding of urban planning and knowledge of the local government sector more generally. An improved understanding will help promote more productive interactions between central and local government.</i>	The absence of policy at a national level has resulted in a wide spectrum of plan regulation rather than all being guided to create just shades of 'one colour'. This may be symptomatic of a lack of capacity and knowledge at a central Government level. Government must enter the foray in helping set a national planning agenda that is less laissez-faire where there are obvious market failures - e.g. Auckland growth, climate change impacts, housing affordability, infrastructure investment, water and air quality. To achieve this will require the building of knowledge and skills within central Government.
	Chapter 13 – A future planning framework	
Q13.1	<i>What are the strengths and weaknesses of these two approaches to land use legislation? Specifically:</i>	There is not sufficient information or thinking around how these two options would work which makes it difficult to comment. Is this dealing with the urban

	Chapter	Comment
	<ul style="list-style-type: none"> <i>What are the strengths and weaknesses in keeping a single resource management law, with clearly-separated built and natural environment sections?</i> <i>What are the strengths and weaknesses in establishing two laws, which regulate the built and natural environment separately?</i> 	<p>environment or the built environment? The two are not necessarily the same. What is urban? Where would the rural productive environment or small towns or villages fit? What about infrastructure in the rural environment? The urban/built environment is exceedingly difficult to separate taking into account factors such as water resources, landfills, gravel resources, and recreation resources all being outside the urban/built environment. The urban and rural environment are integrated. The assumption that a built environment does not contain natural environments within it is fundamentally flawed (e.g Waitakere). The rural environment is often where the natural environment and built environment conflict and can have the most impact. There are potentially issues with the interface of urban and rural areas, or where activities in rural areas may have a significant and long-term impact in urban areas. For example, urban water supply.</p> <p>The strength of retaining a single resource management law is the integrated approach to managing the built and natural environments.</p> <p>The strength of the second option could be the ability to focus legislation on the built environment.</p> <p>The Council prefers the first option to retain a single piece of legislation.</p> <p>Regardless either option should be approached with caution and based on robust discussion and evidence. As with any new legislation there would be an adjustment period in terms of practice and capability, governance, development of the legislation and of case law. This would carry with it substantial costs of implementation and changing processes.</p> <p>Has consideration been given to monitoring of the costs and benefits of the processes and the implementation of the Auckland and Christchurch experience? Would it be appropriate to monitor the outcomes of these two plans to determine the benefits of changes to the urban planning system? The Council is developing a monitoring programme/framework for the Replacement District Plan and would welcome discussion around this.</p> <p><u>The regeneration planning process under the Greater Christchurch Regeneration Act 2016 could provide an alternative model in certain circumstances. This is seen as a positive framework for regeneration in Christchurch which builds in community</u></p>

	Chapter	Comment
		<u>engagement, collaboration with strategic partners (including central government) and alignment with the LGA and LTMA. It provides for ministerial approval where consistent with the purpose of the Greater Christchurch Regeneration Act, and the provisions of the RMA do not apply.</u>
Q13.2	<i>Which of these two options would better ensure effective monitoring and enforcement of environmental regulation?</i> <ul style="list-style-type: none">• <i>Move environmental regulatory responsibilities to a national organisation (such as the Environmental Protection Authority).</i>• <i>Increase external audit and oversight of regional council performance</i>	With greater central government guidance on environmental sustainability through a GPS there would be benefit in moving monitoring and enforcement of regulations to a national organisation. The Council agrees that this would enable consistency, sufficient resourcing and remove the opportunity of elected officials being involved in monitoring and enforcement decisions.

DRAFT



9. 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
10	PUBLIC EXCLUDED COUNCIL MINUTES - 22 SEPTEMBER 2016			REFER TO THE PREVIOUS PUBLIC EXCLUDED REASON IN THE AGENDAS FOR THESE MEETINGS.	
11	APPOINTMENT OF DIRECTORS TO CHRISTCHURCH DEVELOPMENT CORPORATION HOLDINGS LIMITED	S7(2)(A)	PROTECTION OF PRIVACY OF NATURAL PERSONS	UNTIL THE APPOINTMENTS ARE APPROVED IT IS REASONABLE FOR THE NAME OF PEOPLE TO BE KEPT CONFIDENTIAL AS IT COULD DAMAGE THEIR REPUTATION AND PERSONAL PRIVACY IF THE COUNCIL CHOOSES NOT TO APPROVE THE APPOINTMENT.	Individual dates as per the Council resolution.