



CHRISTCHURCH CITY COUNCIL AGENDA

THURSDAY 29 MARCH 2007

AT 9.30AM

IN THE COUNCIL CHAMBER, CIVIC OFFICES

Council: The Mayor, Garry Moore (Chairperson).
Councillors Helen Broughton, Sally Buck, Graham Condon, Barry Corbett, David Cox, Anna Crighton,
Carole Evans, Pat Harrow, Bob Parker, Bob Shearing, Gail Sheriff, Sue Wells and Norm Withers.

ITEM NO	DESCRIPTION
1.	APOLOGIES
2.	CONFIRMATION OF MINUTES - COUNCIL MEETING OF 23.3.2007
3.	DEPUTATIONS BY APPOINTMENT
4.	PRESENTATION OF PETITIONS
5.	CORRESPONDENCE
6.	MAYOR'S REPORT
7.	HUSSEY ROAD UPGRADE REVIEW
8.	PROGRESS REPORT ON CITY PLAN PROGRAMME 2006/07
9.	UNESCO WORLD HERITAGE MEETING
10.	APPLICATION TO ATTACH RADIO FREQUENCY EQUIPMENT TO COUNCIL ROAD ASSETS
11.	REVIEW OF THE LICENSED WASTE HANDLING FACILITIES BYLAW 2005
12.	REPORT OF THE BURWOOD/PEGASUS COMMUNITY BOARD: MEETING OF 21 FEBRUARY 2007
13.	REPORT BY THE CHAIRPERSON OF THE BURWOOD/PEGASUS COMMUNITY BOARD REGARDING PURCHASE OF CROWN LAND: PORRITT PARK
14.	REPORT OF THE FENDALTON/WAIMAIRI COMMUNITY BOARD: MEETING OF 13 FEBRUARY 2007
15.	REPORT OF THE HAGLEY/FERRYMEAD COMMUNITY BOARD: MEETING OF 14 FEBRUARY 2007
16.	REPORT OF THE HAGLEY/FERRYMEAD COMMUNITY BOARD: MEETING OF 24 FEBRUARY 2007

29. 3. 2007

- 2 -

ITEM NO	DESCRIPTION
17.	REPORT OF THE HAGLEY/FERRYMEAD COMMUNITY BOARD: MEETING OF 28 FEBRUARY 2007
18.	REPORT OF THE RICCARTON/WIGRAM COMMUNITY BOARD: MEETING OF 28 FEBRUARY 2007
19.	REPORT OF THE SHIRLEY/PAPANUI COMMUNITY BOARD: MEETING OF 21 FEBRUARY 2007
20.	REPORT OF SPREYDON/HEATHCOTE COMMUNITY BOARD: MEETING OF 20 FEBRUARY 2007
21.	NOTICES OF MOTION
22.	QUESTIONS
23.	RESOLUTION TO EXCLUDE THE PUBLIC

29. 3. 2007

- 3 -

1. **APOLOGIES**
2. **CONFIRMATION OF MINUTES - COUNCIL MEETING OF 23.3.2007**
To be separately circulated.
3. **DEPUTATIONS BY APPOINTMENT**
4. **PRESENTATION OF PETITIONS**
5. **CORRESPONDENCE**
6. **MAYOR'S REPORT**
Attached.

7. HUSSEY ROAD UPGRADE REVIEW

General Manager responsible:	General Manager City Environment, DDI 941 8656
Officer responsible:	Transport and Greenspace Manager
Author:	Stuart Woods, Principal Transport Planner

PURPOSE OF REPORT

1. The purpose of this report is to respond to the following resolution adopted by the Council on 30 November 2006:

“That the upgrading of Hussey Road (including the installation of footpaths) be considered for possible reprioritisation as an urgent work within the Council’s road reconstruction programme, and that the General Manager Corporate Services be requested to report back to the Council at its meeting on Thursday 14 December 2006 on possible sources of funding within existing budgets, including the possible substitution/reprioritisation of other programmed roading projects.”

2. This report presents a summary of assessed required works, presents a range of funding options and seeks Council support to progress with the planning for the implementation of safety improvement capital works on Hussey Road. The Council was informed at its 14 December 2006 meeting that an independent consultant assessment of Hussey Road was being undertaken, and that now forms the basis of the information in this report.

EXECUTIVE SUMMARY

3. Hussey Road was recently connected to the Northwood subdivision, creating a vehicle through route. The road has also been the subject of pedestrian and cyclist safety concerns by the local community and community board for several years.
4. Investigation of the road’s usage and layout indicates that the road is too narrow for modern rural road standards (particularly given its new levels of use), presents risks to cyclists and pedestrians owing to an absence of dedicated facilities or appropriate width road shoulder, and is subject to unsafe vehicle speeds and corner cutting at the Gardiners Road/Hussey Road intersection.
5. A range of improvements is possible for this road to improve safety and bring it up to modern rural road standards. These improvements include a dedicated shared pedestrian-cycle path, road widening both of the curves and straight sections, upgrading of the Gardiners Road/Hussey Road intersection, improvements outside Willowbank wildlife reserve, and kerb and channel improvements.
6. The investigation’s recommendations are to initially proceed with immediate safety improvements, namely provision of a cycle-pedestrian path and seal-widening on the curves. Subsequently other improvements should be assessed against other Council roading capital projects and prioritised accordingly.

FINANCIAL AND LEGAL CONSIDERATIONS

7. The recommended immediate improvements are estimated to cost \$280,000. Of this sum, approximately \$150,000 is programmed to be available in current or draft budgets. The remaining \$130,000 will need to be accommodated through substitutions within the capital programme. Options are presented later in this report, and the Council is asked to recommend a preferred solution.
8. The remaining \$524,000 of capital works will need to be entered into the programme of roading projects for prioritising through later LTCCP processes, and managed for implementation according to the overall programme.
9. There are no legal implications identified at this stage of the investigation.

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STAFF RECOMMENDATIONS

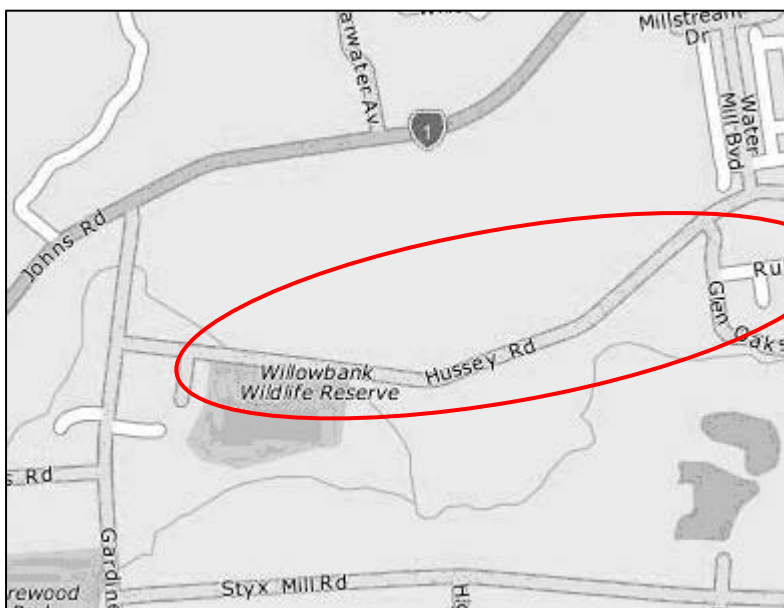
It is recommended that the Council:

- (a) Receive the information;
- (b) Approve the recommended approach of implementing at the earliest opportunity the shared cycle-pedestrian path and seal widening at the curves on Hussey Road.
- (c) Approve the substitution of the funds for the Hammersley/Orion/Quinns and Kensington projects (Neighbourhood Improvements budget category) to make up the funding shortfall to achieve the works proposed in recommendation (b) above.
- (d) Grant approval for the remaining proposed works and any substituted works to be introduced into the prioritised Capital Works Programme for the next LTCCP process.

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BACKGROUND ON HUSSEY ROAD UPGRADE

10. In 2004, Hussey Road was connected to the roading network in the Northwood subdivision. This has changed the nature of the traffic using the road and its function in the local road network. The Shirley/Papanui Community Board has expressed some concern over the general safety of pedestrians along Hussey Road for several years. A review of the road was initiated to examine the safety concerns and the change in road use, and assess potential improvements or upgrades (including costs) that would address current concerns and future requirements for the road.
11. The Hussey Road review followed the following steps:
- Determine current usage of Hussey Road
 - Determine condition and layout of Hussey Road
 - Assess capability of the condition and layout of the road to meet current and short term (10 year) future demand. (Other local network and land use developments will change the situation through and beyond this period, and issues arising through those will require further investigations at that time.)
 - Assess options to address any identified deficiencies
 - Rank and cost options.
12. The map below shows the location of Hussey Road.

**Current Usage of Hussey Road**

13. Usage information is as follows:
- From vehicle counts taken in 2004 (several months after the connection to Northwood), average daily vehicle counts varied between 1,800 and 2,500 vehicles per day. Numbers could be expected to be higher now, and continue to grow.
 - Mean speeds in the 50km/h section were approx 54km/h, while the mean speed in the 70km/h section was 67km/h.
 - Four collisions have been recorded in five years - all since the connection to Northwood opened (two serious, one minor, one non-injury)
 - Turning counts show high left turn movements from Hussey Road to Gardiners Road at all times of the day (higher during morning peak), and strong right turn movements from Gardiners Road to Hussey Road in evening peak.
 - No buses currently use Hussey Road, but ECan are evaluating its use as a bus route. Indications are that a decision on this is likely within the next few months.

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14. Observed behaviours include:

- High speed turning and corner cutting at Gardiners Road/Hussey Road intersection, leading to reasonably frequent near-misses.
- Pedestrians walking on Hussey Road carriageway, including on the low-visibility bends.
- Unpredictable behaviours related to parking and turning movements at Willowbank entrances.

Condition and Layout of Hussey Road

15. An overview of the condition and layout of Hussey Road, starting from the western end of Hussey Road, and considering the road in two sections based on the location of the speed restriction change to the east of the Willowbank entrance, is:

16. Section 1: Gardiners to east of Willowbank Entrance – 50km/h, 450m long.

- From Gardiners Road to the east of Springvale Gardens (end of the residential properties), the carriageway is 9.4m wide, with kerb and channel both sides and footpath on the south side.
- The T-intersection with Gardiners Road and Hussey Road has a give way control on the Hussey Road approach.
- From east of Springvale Gardens to east of Willowbank entrance, the carriageway varies from 6.0 to 6.2m. There is rural style adjacent land use. Historically the 50km/h area was extended to encompass the Willowbank entrance and exits to improve safety and slow vehicle speeds past these accessways.
- There are power poles located on the northern side of the road approximately three metres from the edge of seal.
- The delineation consists of a dashed white centre line throughout the section.
- The culvert near the Willowbank exit has a headwall located close to the road.

17. Section 2: East of Willowbank entrance to Glen Oaks Drive – 70km/h, 1080m long.

- The carriageway width is 6 metres wide with grass verges. The centre line marking is continuous, with edge lines and edge marker posts through the first curve east of Willowbank. The second curve only has centre line pavement marking.
- The two curves have restricted visibility in both directions and a lack of width on the shoulders for other road users. The western curve has a planted bank obscuring visibility for all users.
- There is a rural threshold located at the entrance to the Styx Mill subdivision. The 50km/h / 70km/h signs are located on power poles remote from the carriageway.
- The power poles extend along the northern side of the road and in places, particularly on the two curves, are located very close to the edge of seal.
- Property accessways have water ponding.

Meeting Current and Future Demand

18. Hussey Road is required to meet the following current and projected short term demands:

- Carrying capacity at appropriate safety standards for an estimated 2007 demand for 3000 vehicles per day, increasing at an estimated 2% to 2.5% per year.
- Safe facilities for increasing numbers of pedestrians and cyclists who travel to Willowbank, Styx
- Mill Reserve and to and through Northwood.
- Safe and predictable facilities for road users at Willowbank entrances and exits.
- Possible bus stops.

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19. The deficiencies and issues noted in the assessment of layout and usage in light of current and future demands that need to be addressed are as follows:
- Narrow throat to Hussey Road at Gardiners Road with lack of a right turn facility in Gardiners Road.
 - Narrow carriageway adjacent to Willowbank, a lack of a right turn facility, and parking on the grass verge outside Willowbank.
 - Sight visibility is poor on the inside line of both curves in the 70 km/h section, creating risks for pedestrians and cyclists particularly.
 - Inadequate delineation on the approaches to both curves and poor, inconsistent delineation along rural section
 - No footpath facilities east of Springvale Gardens and lack of road shoulders for the safe passage of pedestrians and cyclists.
 - Substandard rural threshold treatments at the 50/70 km/h changes in speed.
 - Poor general drainage around accessways and concern about proximity of a culvert headwall to the carriageway.

Options to Address Deficiencies

20. A range of treatments has been identified to address the deficiencies noted in the analysis thus far. Each of the individual treatments, their rationale and likely cost, is noted below:

Item	Component	Rough Order of Cost (\$)
A	HUSSEY/GARDINERS INTERSECTION IMPROVEMENTS: Includes widened exit lanes from Hussey Road to allow left- and right-turn exit lanes and splitter island; right-turn bay on Gardiners Road to improve turning safety.	\$39,960
B	WILLOWBANK ENTRANCES: Includes extend kerb and channel to 50/70km/h speed limit change on both sides of the road to reduce perception of rural-only environment; provides formal on-road parking outside Willowbank on southern side; rural threshold at speed limit change.	\$130,914
C	WESTERN CURVE: Widen carriageway on the curve between Willowbank & Styx Mill Reserve to provide standard carriageway width for road type, improve visibility and provide additional shoulder space for cyclists.	\$69,000
D	EASTERN CURVE: Widen carriageway on the curve east of Styx Mill Reserve to provide standard carriageway width for road type, improve visibility and provide additional shoulder space for cyclists	\$64,200
E	ENHANCE EXISTING THRESHOLD: Improve existing threshold at Northwood entrance to improve speed reduction into Northwood, and provide greater early warning of speed change area.	\$44,640
F	ACCESSWAY CULVERT IMPROVEMENTS: Improve drainage so that ponding does not obscure accessways or road surface/edges.	\$16,620
G	STYX MILL RECREATION RESERVE: Install flares at entrance to permit easier access from carriageway and reduce need for sharp braking on carriageway.	\$10,680
H	EXTEND CULVERT WEST OF WILLOWBANK EXIT: Extending culvert removes headwall from proximity of roadside.	\$25,200
I	OFF-ROAD SHARED PEDESTRIAN/CYCLE PATH: Pathway to provide safer passage and improved access for cyclists and pedestrians to and through area, by removing the need to walk on the carriageway.	\$146,400
J	ROAD WIDENING TO 9 METRES: Road widening of general carriageway to 9m is appropriate specification for environment and vehicle numbers/types.	\$256,800

21. It should be noted that with the exception of specifically identified bus stop locations and any minor treatments necessary for them, bus passage along Hussey Road can be facilitated within the range of improvements noted above.

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Currently Programmed Works

22. The Council's current capital programme has approximately \$50,000 allocated for Hussey Road cycle and pedestrian improvements from the subdivisions budget (New Assets – New Construction/New K&C/New Footpaths). Further, \$100,000 has been identified in the draft 2008/09 budget for widening of the two curves from the Transport & Greenspace Unit seal widening budget (Asset Improvement – Carriageway Seal Widening).
23. As may be seen from comparing the budgeted allocations in the LTCCP budgets and the rough order cost estimates in the above table (from the recent consultant assessments), there appears to be a funding shortfall of up to \$35,000 for the improvements to the two curves and up to \$96,000 for the shared cycle-pedestrian path.

OPTIONS

24. As the various treatments identified above to improve the safety and function of Hussey Road can effectively stand alone as individual packages, a range of options is available:
 - (a) Option 1: Do nothing
 - (b) Option 2: Minimum safety work requirements (items C, D and I)
 - (c) Option 3: Full road upgrade works
 - (d) Option 4: Minimum safety work requirements and prioritised implementation of other works.

PREFERRED OPTION

25. The preferred option (option 4) is to undertake the minimum requirements for the earliest improvement of key safety issues for all users, and then prioritise the remaining works to fit in with the overall roading capital and improvements programme in the city. This means completing the cycle and pedestrian path as programmed, and the corner seal widening and visibility improvements as per the draft programme. All other works will be considered alongside other safety and road upgrade improvement projects, prioritised against them, and budgeted and implemented at appropriate timings.

ASSESSMENT OF OPTIONS

26. Option 1 - the do nothing option is clearly not an acceptable option for the Council. Officers, elected representatives and the community recognise a need for safety improvement work on Hussey Road, particularly now that the road has become a through-road with increased usage from vehicles, pedestrians and cyclists. The do-nothing option will have no physical infrastructure costs but may see social and economic costs of crashes in the future, and will clearly run counter to community expectations.
27. Option 2 - implementing minimum safety work requirements only will meet the immediate safety needs of the road, and address the areas of highest risk (primarily to pedestrians and cyclists who currently use the carriageway), and all users with sight-line difficulties at the curves. However, there are clearly other needs for the road which will become increasingly important as traffic and other user volumes increase. If these additional needs for the road are not identified and programmed now, they will inevitably become higher priority matters into the future. Hence the option to implement **only** the minimum safety works currently required is inadequate and not acceptable. This option would cost \$280,000, utilising the available programmed \$50,000 and draft-programmed \$100,000, and require a further \$130,000.

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28. Option 3 - full implementation of all identified upgrades is the ideal option to meet all of the safety and road user needs for the short-term future. However, as indicated in the above table, the total capital cost of the full works is approximately \$804,000 and all but \$150,000 of this sits outside currently programmed and prioritised works. The reshuffling of the capital programme to accommodate the additional \$654,000 would have the potential to delay safety or improvement works that have a higher need, or to delay works for which there is currently Council or community expectation. The option to immediately programme all Hussey Road works for implementation within the next couple of years is not a pragmatic option when considering the context of the whole roading capital programme.
29. Option 4 - minimum safety works implementation and subsequent programming of the remaining works is the preferred option. This option meets the minimum safety requirements for the road, and places the remaining works in the roading capital programme at the appropriate time to deliver safety and access benefits when balanced against other demands on the capital programme. This option will however require the identification of a further \$130,000 within the capital programme (probably by substitution of existing projects) to complete delivery of the two programmed projects.
30. Options that the Council may wish to consider as substitutions to address the potential \$130,000 shortfall in options 2 and 4 and bridge the apparent funding gap are indicated in the table below. These options have been identified by having similar value, being programmed in the capital works programme within the next three years and being in the same broad community area.

Budget Category	Project Title	Programmed Year	Budget Allocation
Safety	Sawyers Arms at Cotswold Plus	2007/08	\$90,000
	Community Board Discretionary Funds	2007/08	\$40,000
	Or Kainga Rd Seal Widening	2010/11	\$52,000
Neighbourhood Improvement	Hammersley/Orion/Quinns Plus	2007/08	\$77,000
	Kensington	2007/08	\$83,000
Neighbourhood Improvement	Marshland/Turners	2008/09	\$25,000
		2009/10	\$250,000
Neighbourhood Improvement	Emmett Street	2008/09	\$200,000

31. The recommended option is the third (Hammersley/Orion/Quinns plus Kensington), as the Hammersley project is proposed for removal from the programme after further investigations found that the initiating issues were no longer present, and the Kensington project is on hold until the impacts of the works in the adjacent "Flockton" cluster of works are known.
32. Whichever option is chosen would be deferred until the next opportunity to prepare a prioritised LTCCP capital works programme, in which it would again be considered in its priority place. Any surplus, such as may occur through a choice of the latter two options, would be managed within those budget categories.

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The Preferred Option

33. The preferred option is option 4 - short term implementation of safety works and appropriate programming of further upgrade works.

	Benefits (current and future)	Costs (current and future)
Social	Safety improvements for road users and improved access to community facilities	Nil
Cultural	Nil	Nil
Environmental	Small improvements to drainage assists water management, otherwise nil	Nil
Economic	Economic value of safety improvements and improved access to be quantified.	Short term costs \$280,000, Future costs to be programmed \$524,000
<p>Extent to which community outcomes are achieved:</p> <p>Primary alignment with community outcome. <i>A Safe City</i> as the primary actions under this project are safety based.</p> <p>Also contributes to <i>A Well Governed City</i>. By ensuring the full upgrade works for Hussey Road are appropriately programmed and deliver benefits that are prioritised on a city wide basis.</p> <p>Impact on Council's capacity and responsibilities:</p> <p>All element of the project sits within current Council responsibilities and do not affect Council capacity.</p> <p>Effects on Maori:</p> <p>Nil.</p> <p>Consistency with existing Council policies:</p> <p>Fully consistent with Council policies, particularly by ensuring that road environment needs are identified, prioritised and funded within programmes that are developed according to policy.</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>At this stage of the project, affected persons have primarily raised issues through the Shirley/Papanui Community Board, which has contributed to the development of this project. It is anticipated that community views will be positive toward proposed action. Each individual component of the project is likely to receive standard consultation process in accordance with normal policy.</p> <p>Other relevant matters:</p> <p>Nil.</p>		

7 Cont'd

Maintain The Status Quo (If Not Preferred Option)

34. Maintaining the status quo is identified as option 1 – do nothing.

	Benefits (current and future)	Costs (current and future)
Social	Nil	Potential social costs of crashes and on-going community dissatisfaction with council inaction on identified safety issues.
Cultural	Nil	Nil
Environmental	Nil	Nil
Economic	Nil	Potential economic value of crashes. Nil \$\$ expenditure
<p>Extent to which community outcomes are achieved:</p> <p>Option does not align with any community outcomes. Runs counter to <i>A Safe City</i></p> <p>Impact on Council's capacity and responsibilities:</p> <p>Nil impact on council capacity, fails to live up to responsibilities related to road safety.</p> <p>Effects on Maori:</p> <p>Nil.</p> <p>Consistency with existing Council policies:</p> <p>Inconsistent with safety policies and council credo of 'customer driven organisation'</p> <p>Views and preferences of persons affected or likely to have an interest:</p> <p>Expressed views of community thus far are of a need to address safety concerns. This option runs counter to expressed preferences.</p> <p>Other relevant matters:</p> <p>Nil.</p>		

Other Options

35. Options 2 (safety improvements only) and option 3 (full upgrade) are options that offer only minor variations to the information contained in the assessment table for Option 4. As such, assessment tables for these options will offer little differentiating information that is not explained in earlier text. The tables are therefore not included.

8. PROGRESS REPORT ON CITY PLAN PROGRAMME 2006/07

General Manager responsible:	General Manager Regulation and Democracy Services, DDI 941-8549
Officer responsible:	Unit Manager Environmental Policy and Approvals
Author:	David Mountfort, City Plan Team Leader

PURPOSE OF REPORT

1. The purpose of this report is to provide a report on progress against the City Plan work programme approved by the Council on 27 June 2006

EXECUTIVE SUMMARY

2. This report reviews progress on the City Plan programme approved by Council last year. The Council requested that quarterly updates be provided. The report briefly describes the more significant matters that have been worked on in the last year and provides a detailed schedule of the entire programme. Two additional projects have been identified that should be commenced.

FINANCIAL AND LEGAL CONSIDERATIONS

3. Programme is being delivered within budget. Legal implications are meeting Environment Court requirements for progressing cases before the Court, and meeting the requirements of the Resource Management Act for the preparation and processing of changes and variations to the City Plan.

STAFF RECOMMENDATIONS

It is recommended that the Council:

- (a) Receive this report
- (b) Agree to add the following additional items to the approved work programme as a Priority 1 matters:
 - Preparation of a Change to the City Plan to provide for land between the primary and proposed secondary stopbanks on the Waimakariri River
 - Amendments to the Central City Edge zone to enable better development.

8 Cont'd

BACKGROUND

4. In June 2006 the Council adopted a programme of work for the City Plan Team to carry out to progress the reviews of the Christchurch City and Banks Peninsula District Plans. Of necessity this is a rolling programme looking ahead several years and is to be reviewed annually, with progress to be reported to Council periodically. This was the second such programme since the Council adopted this arrangement.
5. A copy of the schedule presented in 2006 is attached. This has been modified to include comments on progress on each project during 2006/07. The most significant items on the programme are briefly outlined below.

MAIN FEATURES

Urban Development Strategy

6. There has been significant involvement by 3 City plan staff in the UDS, with the Management Team, the Inquiry by Design Workshops, strategy drafting, RPS Change drafting, reporting on submissions. Adoption of the UDS and the RPS change will lead to City Plan changes commencing late 2007.

Area Plans

7. The Strategy and Planning Group has made significant progress on the South-west Area Plan, to the point where decisions will soon become possible on the zoning and timing of development in places such as Wigram, Awatea and South Halswell. City plan staff are regularly involved commenting on proposals, attending workshops and liaising with landowners. These will also be required as part of the implementation of the Urban Development Strategy. Timing of development in these areas will depend on the timing of upgrades to the roading, sewer and stormwater networks. Plan Change 12, rezoning part of the Wigram Airfield allows for a small amount of development (100 lots) which is calculated as the maximum available capacity in the sewer network.

Masham Urban Growth Case

8. This longstanding case was finally resolved in late 2006. It provides for a major new urban growth point, essential to meet UDS targets. A special complication of this site is its location over the relatively unconfined groundwater aquifer, with special stormwater management techniques required to protect the aquifer from contamination. The block will accommodate approximately 1100 households and a small commercial area. There are an entirely new set of zoning provisions, designed to achieve a higher overall density while providing a high standard of urban design. Traditional zoning rules have not been achieving the City Plan objectives and policies in this regard. This example will serve as a model for future urban growth rezoning under the UDS.

Belfast Urban Growth case

9. This is a very similar sized site as Masham and is proposed to be developed in a similar way. The major complication at Belfast is the effect on the traffic network, with Main North Road and Johns Rd already severely congested. The first round of Environment Court hearings was held in late 2006, concentrating on urban design aspects. The hearing was then adjourned to enable the parties to attempt to negotiate a resolution to traffic issues. A second round of hearings is commencing in March 2007 regarding the traffic issues if not settled before then.

8 Cont'd

Floodplains Variation 48 & City Plan references on floodplains

10. The Council decision has been issued, appeals received and Environment Court mediation will commence shortly. Useful discussions with Environment Canterbury have resulted in some of the ECAN appeals being withdrawn. At the Council hearings, staff advised that the computer modelling by Council of flooding in Henderson's Basin needed to be reviewed because of recent work. It has now been extensively reviewed and refined by consultants. Any alterations made necessary by the new work will need to be incorporated in any settlement of appeals or be subject to a further variation. In its submission and appeal ECAN seek the imposition of land use restrictions over the land between the existing main and proposed new secondary stopbank system. As this was not dealt with in Variation 48, the Council's position is that the request is outside the scope of the variation & appeal. However the Hearings Panel was not opposed in principle to the proposal and staff have agreed with ECAN staff that a possible way to resolve this would be for the Council to introduce a further plan change. ECAN are prepared to contribute 50% of the costs of a consultant to prepare this variation and it is suggested that the Council add this to the work programme and agree to fund the other half.

Retail Distribution Variation 86.

11. This is now at the appeal stage, with 11 appeals having been lodged with the Environment Court.

Heritage protection – Review of City Plan provisions

12. A consultant is assisting staff with the preparation of this plan change for Council consideration in mid 2007.

Higher Density Living zones (Living 3 and 4) - Review development controls

13. Following the Council seminar a public consultation document is about to be released.

Review of Elderly Person's Housing Provisions

14. A proposal to amend the City Plan provisions to provide a higher standard of amenity for EPH developments has been out for public consultation. Following analysis of consultation outcomes, a recommendation will be made to the Council on a way forward with this issue in about three months.

Motor Racing

15. Staff have been involved with a joint Council team investigating options for the relocation of the Carr's Road Raceway at Awatea and for resolving noise issues at the Ruapuna Raceway.

Review Special Amenity Areas

16. Investigations and discussions with interested parties have been carried out and it is likely a Council seminar will be conducted in mid 2007.

Banks Peninsula Landscape and Ecological Studies

17. Good progress with these consultant studies will enable proposals to be brought back to the Council and the parties to Environment Court appeals later in 2007.

Banks Peninsula Port Noise

18. The package of proposals agreed to by the parties (including the Council) at mediation has been publicly notified under section 293 of the RMA. A number of submissions have been received. Discussions with the submitters are to commence

8 Cont'd

Awatea

19. Steady progress continues to be made towards preparing a plan change to rezone the Awatea area. A separate report is being prepared for the Council on this.

PRIVATE PLAN CHANGES

20. Two private plan changes have been completed and made operative. These were minor rezonings, at Moorhouse Avenue and St Albans Street. These had minimal impact on staff resources. Three more significant applications have been received and are being reported to the Council. These are not likely to be significant enough trigger the Council's policy on rejecting private plan changes within two years of the City Plan becoming operative. Other potential applications for relatively minor rezonings have been discussed with parties. A number of significant rezoning requests are known to be in preparation. Some of these will not be formally applied for until after November 2007, when the two year period in which the Council may reject such plan changes will have lapsed. Other applications are likely to be received before November. The parties concerned are understandably paying a great deal of attention to the Urban Development Strategy and will also be interested in the forthcoming change to Environment Canterbury's Regional Policy Statement. The City Plan Team and other specialist teams within the Council are reaching the point where these cannot be processed without adversely affecting priority work and further applications may have to be referred to consultants to investigate and report on behalf of the Council. The cost of this can be recovered from the applicants.

COUNCIL PLAN CHANGES

21. Two Plan changes have been publicly notified during the current financial year, Changes 12 and 13, which rezone a part of Wigram Airfield and reduce the air-noise contours surrounding Wigram. The City Plan Activity Management Plan calls for 10 changes to be publicly notified. This is likely to be achieved with a number of projects in preparation.

MISCELLANEOUS MINOR CHANGES

22. This is a database of approximately 500 items which has been accumulated since the City Plan was first notified. These are mostly low priority, anything of higher priority has already been included in the schedule of major projects. The database has been sorted and a process developed for addressing it but there has been insufficient staff time available to start addressing most of the items. A current recruitment process may enable this to be restarted in the second quarter of 2007.

NEW PROJECTS ARISING

23. As discussed in paragraph 10 above, it is recommended that a new project be added to the City plan Work Programme, being a Plan Change to control land use in the area between the primary and secondary stopbanks on the Waimakariri River. The secondary bank is intended to contain water in the event of the primary banks being overtopped or washed out and redirect the water to the river in the vicinity of Belfast. Depending on the depth and velocity of the flows, it is proposed to either require elevated floor levels or prohibit houses being constructed in the affected areas. Environment Canterbury has offered to meet 50% of the costs of preparing this variation.
24. A further project has arisen in relation to the Central City Edge Zone. This zone was created in 2003 to enable the redevelopment of the Turners and Growers site in Madras Street. Discussions with the developer have revealed that there may be some controls which are unnecessarily restrictive and may hinder the best development of the site. This can be tested through a plan change, initially being led by the developer but which the Council may consider adopting as its own later in the process.

29. 3. 2007

- 17 -

8 Cont'd

Summary of Progress on the City Plan Programme

Items	Completed	Substantial progress	Commenced	Not progressed	Total
Priority 1	7	31	17	1	56
Priority 2	0	7	13	4	24
Priority 3	0	1	5		6
Total	7	39	34	5	85
New Projects	2		1		86

9. UNESCO WORLD HERITAGE MEETING

General Manager responsible:	General Manager Public Affairs, DDI 941- 8637
Officer responsible:	Marketing Manager
Author:	Julie Battersby, Civic and International Relations Manager

PURPOSE OF REPORT

1. The purpose of this report is to advise of a request received from the organising committee for the UNESCO World Heritage Meeting for the provision of a Mayoral welcome reception for delegates attending the meeting in Christchurch in June 2007. The request has been made to the Council by the Department of Conservation.

EXECUTIVE SUMMARY

2. The 31st World Heritage Committee meeting will be held in Christchurch from 23 June to 1 July 2007. The meeting is expected to be attended by between 600 and 800 participants and observers from the 21 countries on the Committee and the other 178 state parties to the World Heritage Convention. It is estimated that the event will provide a direct local economic impact of at least \$3 million to the local economy, as well as providing significant international media and stakeholder exposure for the city.
3. The UNESCO World Heritage Convention provides for the protection of landscapes and cultural places of outstanding universal importance, representing the best in the world for the type of heritage. The Convention was adopted by UNESCO in 1972, and to date 178 countries have ratified the treaty. New Zealand joined the Convention in 1984.
4. The Department of Conservation has been charged with the responsibility for conference organisation in New Zealand. The Department has contracted Conference Innovators, a Christchurch company to manage the day to day organisation.
5. A local steering committee, coordinated by the Christchurch City Council, is also meeting. This group is developing a programme of events and exhibitions to run alongside the World Heritage meeting, and to provide opportunities for delegates to experience Christchurch's heritage.
6. In the past the Council has agreed to support conferences of this magnitude with the provision of a civic welcome, usually in the form of a cocktail reception. Examples of previous events include TRENZ, APEC Trade Ministers and APEC SME meetings, and the Physiological Conference in 2001. The rationale for supporting such events is to maintain connections with Government agencies. Discussions have been held with Department of Conservation to determine if it will be possible to seek financial support from them in the provision of the event. They have agreed to meet some of the costs associated with the staging of the event and those costs have been removed from the budget.

UNESCO Steering Committee

7. A steering committee, chaired by Councillor Anna Crighton has been formed to help leverage this opportunity by welcoming delegates, act as a connection to DOC and ensure that delegates and international media experience a vibrant and hospitable stay in Christchurch. Discussion has been held between the steering committee and the Department of Conservation around the provision of a civic welcome to delegates.
8. To date, the Council has contributed no extra funding to this steering committee or event. In order to maximise the exposure of Christchurch's heritage values, Heritage Week (funded through strategy and planning operational budgets) has been moved to this time.

FINANCIAL AND LEGAL CONSIDERATIONS

9. The cost of a reception for 650 people at the Art Gallery is estimated at \$51,327 nett. There is no budget provision for this event. However, \$30,000 has been identified through savings across the year within the Civic Receptions budget which could be set aside for the event.

STAFF RECOMMENDATIONS

It is recommended that the Council select Option 1 and allocate \$30,000 to the UNESCO Conference Civic Welcome.

9 Cont'd

OPTIONS

10. Option 1: Allocate \$30,000 of savings to the UNESCO Conference Civic Welcome event. This option will require that the Conference Organisers reduce the number of invited delegates to this particular event. This does pose some problems as it has been identified in the programme that there will be a Welcome Reception for all delegates, so an expectation has been set.
11. Option 2: Allocate \$30,000 of savings to the UNESCO Conference Civic Welcome event and acknowledge there will be an unbudgeted over-expenditure of \$21,327 in the Civic Receptions line item. The final number of delegate registrations will determine the final cost of the event. While the registrations are expected to be 650 it is quite feasible this target will not be achieved and hence the variable costs of food and beverage will be reduced.
12. Option 3: Not support the provision of a Civic Welcome event for the UNESCO Conference as there is no specific budget for the event. This does pose a problem in that the programme sent to registered delegates includes a Civic Welcome hosted by the Christchurch City Council.

10. APPLICATION TO ATTACH RADIO FREQUENCY EQUIPMENT TO COUNCIL ROAD ASSETS

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Unit Manager Transport and Greenspace
Author:	Weng Kei Chen, Asset Policy Manager

PURPOSE OF REPORT

1. The purpose of this report is to seek the Council's Consent for Arc Innovations Limited to attach its equipment to existing Council road assets particularly street lighting standards, traffic signal poles, other sign supports, and on Orion's overhead support structures.

EXECUTIVE SUMMARY

2. The Council has received an expression of interest from Arc Innovations Limited to attach its equipment to the Council's streetlights standards, traffic signal poles, other sign supports, and also on Orion's electrical overhead reticulation supports.
3. The equipment will be used to operate a Radio Frequency network for the company's Advanced Meter Management system which will be used by Meridian to monitor and bill its electricity customers.
4. This equipment will provide a new Smart Metering system, which will allow Meridian Energy to remotely monitor and bill its electricity customers. The radio network consists of a series of antennae with one take out point antenna serving 10 to 12 Wangate antenna. This proposal is for 10 to 12 take out points. The appearance of these antennae are indicated on the attached plans.
5. This report seeks approval from the Council for this equipment to be attached to the Council's roading assets, with individual approval for each site location to be granted by the Corporate Support Manager under delegated authority, following the Council's current process for approval of cellular sites on legal road.

FINANCIAL AND LEGAL IMPLICATIONS

6. The technology will be installed at no cost to the Council.
7. The company requires the Council's consent to install its equipment on legal road. This consent can be administered by licence to occupy legal road similar to the arrangements already in place with telecommunications companies for their cellular networks equipment.
8. The terms of the licence will be negotiated by the Council Corporate Support Manager.
9. Staff are investigating the possibility of accessing the system for monitoring and controlling the Council's infrastructural networks. If the outcome of this investigation is positive, the access to the system will form one of the conditions in the terms of the licence.

STAFF RECOMMENDATION

It is recommended that the Council:

- (a) Grant approval for the use of the Council's road assets by Arc Innovations Limited for the purposes set out in this report.
- (b) That the Corporate Support Manager be delegated power to grant approval for individual sites.
- (c) That the Corporate Support Manager also be delegated power to finalise appropriate terms and conditions for a licence to occupy legal road, following negotiations with Arc Innovations Limited.

10 Cont'd

BACKGROUND

10. The staff of Arc Innovations Limited has been in discussion with staff from Christchurch City Council and Orion in the last six months enabling it to roll out its Advanced Meter Management (AMM) system.
11. The system is a Smart Metering technology and will be used by Meridian to its electricity customers for monitoring and to bill its electricity customers.
12. The Christchurch deployment will be an international showcase for the Smart Metering Technology.
13. The system is a radio frequency network and will be on the Council's street lighting networks on streets where there are no overhead reticulations and will be on Orion's network poles where overhead reticulations are present.
14. The radio frequency network will consist of approximately 10-12 take out points, each having approximately 10-13 wangles. The plans for this equipment are attached.
15. The first roll out is planned for the Shirley/Avondale area with a completion date of April 2007.
16. The existing Council asset can be modified to accommodate the attachments of the proposed equipment. The modification or upgrading of Council assets will be carried out at no cost to the Council.
17. Once a general consent has been approved by Council the individual site approvals can be considered following the current process for expression of interest for individual cellular sites and the Corporate Support Manager has the delegation to approve their locations on the road asset.
18. In addition Arc Innovations Limited is required to comply with the rules of the City Plan and this will follow a separate Resource Management Act process through the Council.

11. REVIEW OF THE LICENSED WASTE HANDLING FACILITIES BYLAW 2005

General Manager responsible:	General Manager City Environment, DDI 941-8656
Officer responsible:	Manager Transport and Greenspace
Author:	Zefanja Potgieter, Senior Planner

PURPOSE

1. The purpose of this report is to consider proposed amendments to the Christchurch City Licensed Waste Handling Facilities Bylaw 2005 in order to update the bylaw to remove reference to waste levies, and to make the bylaw applicable also to the Banks Peninsula area.

EXECUTIVE SUMMARY

2. Waste handling facilities (also called refuse stations) in the Christchurch City area operate under the Licensed Waste Handling Facilities Bylaw 2005. No such provisions exist for Banks Peninsula.
3. The purpose of the Waste Handling Facilities Bylaw 2005 is to licence all waste handling facilities and through the provisions of the licence regulate waste sorting to achieve a level playing field regarding diversion of recoverable materials from the waste stream. In addition operators are required to collect specified waste data to be passed on to the Council. It has not yet been necessary to implement the provisions regulating the sorting of waste. The requirement for collecting and passing on waste data to the Council works well and assists in planning for waste minimisation. It is advisable that the same rules apply also to Banks Peninsula. References to waste minimisation levies which are contained in the bylaw as it was passed in 2005 will be deleted in line with the High Court decision of March 2006.
4. The bylaw is an important tool in monitoring diversion of waste away from disposal in accordance with the Council's Solid & Hazardous Waste Management Plan 2006. It is also proposed to change the bylaw so it does not refer to the 2003 Waste Management Plan targets but rather to whatever waste management plan targets have been approved by the Council from time to time after a special consultative procedure for the waste management plan.
5. The proposed review process is as follows:
 - (a) The Council resolves that a bylaw is the most appropriate way to address the issue of managing waste handling facilities, and that there are no inconsistencies with the New Zealand Bill of Rights Act (See recommendations below);
 - (b) The Council approves the statement of proposal and summary of information and publicises it for public submissions, and appoints a hearings panel to hear submissions (See recommendations below);
 - (c) A special consultative procedure will run from 4 April to 9 May 2007.
 - (d) Hearing of submissions to take place late in May 2007; and
 - (e) The Council to receive a report from the Hearings Panel in July 2007 to consider the recommendations of the panel regarding the review of the bylaw.

Attachment A is the draft Statement of Proposal including the proposed draft bylaw, and Attachment B is the Summary of Information.

LEGAL CONSIDERATIONS

6. Section 146 of the Local Government Act 2002 provides a specific bylaw making power in respect of the regulating of waste management. Part XXXI of the Local Government Act 1974 is also still in force and applies to waste management issues and specifically provides for the power to make a bylaw under Section 542.

11 Cont'd

7. Section 155 of the Local Government Act 2002 ("the Act") requires the Council to determine whether the making of a bylaw (including the review of an existing bylaw) is "the most appropriate way to address the perceived problem". The problem in this particular instance is to achieve optimal recovery and/or diversion of material at waste sorting facilities and collect specified waste data.
8. Section 77 of the Act requires the Council, in the course of a decision making process on new objectives, to seek to identify and assess all reasonably practicable options for the achievement of the objectives. In August 2004 the Council determined that the following options existed:
 - (a) Do nothing ie allow refuse stations to continue sorting and consolidating waste without regulation or controls. This was deemed unacceptable by the Council in 2004, and the Bylaw has since proved to work well, however it does not apply to Banks Peninsula.
 - (b) Seek voluntary cooperation. This was deemed impractical by the Council in 2004, and the Bylaw has since proved to work well;
 - (c) Make a bylaw requiring refuse stations to obtain a licence in order to operate, with the licence conditions requiring appropriate sorting of refuse and reporting of specified waste data. This option was recommended in 2004. Under Section 538 of the Local Government Act 1974 councils have the duty to encourage efficient and effective waste management. It is considered that this option meets that duty more effectively than either of the other options. It is therefore proposed that the draft 2007 bylaw be authorised for special consultative procedure purposes.
9. After considering these options the Council in August 2004 resolved that, as is required in terms of Section 155 of the Local Government Act 2002, a bylaw was the most appropriate way to address the issues of (1) regulating waste sorting at all waste handling facilities, and (2) collecting waste minimisation levies (which was terminated by the Council as from 31 March 2006 after a High Court judgement).
10. The regulatory framework for councils has not changed since 2004, and it therefore follows that the need for retaining the bylaw still exists and that a similar resolution should be adopted in this instance where the aim is to update the bylaw and include the Banks Peninsula area.
11. There are no provisions in the New Zealand Bill of Rights Act 1990 which have a bearing on the draft Waste Handling Facilities Bylaw 2007 and therefore there are no inconsistencies between the draft bylaw and the statute.
12. The Local Government Act 2002 also requires the Council to determine the form of the Summary of Information and to determine the appropriate manner for distributing that summary. Section 89(c) requires that it be distributed as widely "as reasonably practicable....having regard to the matter to which the proposal relates". In this case as the bylaw only concerns waste handling facilities operators and relevant waste industry organisations it is considered appropriate to distribute the summary of information to those persons and organisations.

FINANCIAL CONSIDERATIONS

13. When the waste minimisation levy provision of the bylaw was declared ultra vires by the High Court in March 2006 it meant a loss of more than \$2 million per year for which adjustments had to be made in the 2006/07 budget. This current bylaw review process will not cause any further financial changes.

Summary

14. The report seeks to set in motion the process to review the Waste Handling Facilities Bylaw 2005 by approving the Statement of Proposal and Summary of Information for public consultation as set out in the report.

11 Cont'd

STAFF RECOMMENDATIONS

It is recommended that the Council resolves:

- (a) It has determined pursuant to Section 155 of the Local Government Act 2002, that a bylaw is the most appropriate way to address the issue of regulating waste sorting at all waste handling facilities and the collection of specified waste data.
- (b) There are no inconsistencies between the draft Licensed Waste Handling Facilities Bylaw 2007 and the New Zealand Bill of Rights Act 1990.
- (c) The attached Statement of Proposal and Summary of Information for the Draft Christchurch City Licensed Waste Handling Facilities Bylaw 2007 be publicly notified and be distributed to the current waste handling facilities operators and related waste industry organisations, in compliance with the Local Government Act 2002 special consultative procedure.
- (d) A hearings panel of three members be appointed to consider all submissions, and to report to the July 2007 meeting of the Council.

**12. REPORT OF THE BURWOOD/PEGASUS COMMUNITY BOARD:
MEETING OF 21 FEBRUARY 2007**

Attached.

**13. REPORT BY THE CHAIRPERSON OF THE BURWOOD/PEGASUS COMMUNITY BOARD
REGARDING PURCHASE OF CROWN LAND: PORRITT PARK**

Attached.

**14. REPORT OF THE FENDALTON/WAIMAIRI COMMUNITY BOARD:
MEETING OF 13 FEBRUARY 2007**

Attached.

**15. REPORT OF THE HAGLEY/FERRYMEAD COMMUNITY BOARD:
MEETING OF 14 FEBRUARY 2007**

Attached.

**16. REPORT OF THE HAGLEY/FERRYMEAD COMMUNITY BOARD:
MEETING OF 24 FEBRUARY 2007**

Attached.

**17. REPORT OF THE HAGLEY/FERRYMEAD COMMUNITY BOARD:
MEETING OF 28 FEBRUARY 2007**

Attached.

**18. REPORT OF THE RICcarton/WIGRAM COMMUNITY BOARD:
MEETING OF 28 FEBRUARY 2007**

Attached.

**19. REPORT OF THE SHIRLEY/PAPANUI COMMUNITY BOARD:
MEETING OF 21 FEBRUARY 2007**

Attached.

**20. REPORT OF SPREYDON/HEATHCOTE COMMUNITY BOARD:
MEETING OF 20 FEBRUARY 2007**

Attached.

21. NOTICES OF MOTION

(a) Definition Of Residential Units

To consider the following motion, notice of which has been given by Councillor Sally Buck pursuant to Standing Order 2.16.1:

"To give very high priority to make a change to the City Plan regarding clarification of the definition of residential units, and how residential activities that do not fall within the definition of a residential unit should be assessed under the relevant City Plan standards."

29. 3. 2007

- 26 -

22. QUESTIONS

23. RESOLUTION TO EXCLUDE THE PUBLIC

Attached.