



MINUTES

MINUTES OF A MEETING OF THE CHRISTCHURCH CITY COUNCIL HELD AT 9.30AM ON THURSDAY 24 JUNE 2010

PRESENT: The Mayor, Bob Parker (Chairperson).
Councillors Helen Broughton, Sally Buck, Ngaire Button, Barry Corbett, David Cox,
Yani Johanson, Claudia Reid, Bob Shearing, Gail Sheriff, Mike Wall, Sue Wells and
Chrissie Williams.

1. APOLOGIES

An apology for absence was received and accepted from Councillor Norm Withers.

3. DEPUTATIONS BY APPOINTMENT

This item was taken at this stage of the meeting.

Dean Marshall made a deputation to the Council regarding item 11 the tram extension project, proposed parking changes and street modifications.

Rod Hair made a deputation to the Council regarding item 11 the tram extension project, proposed parking changes and street modifications.

Antony Gough, Chairman Central City Business Association made a deputation to the Council regarding item 11 the tram extension project, proposed parking changes and street modifications.

Lyall Hood made a deputation to the Council regarding item 11 the tram extension project, proposed parking changes and street modifications.

Don Clarke made a deputation to the Council regarding item 15 kerbside parking limit lines.

2. CONFIRMATION OF MINUTES

COUNCIL MEETING OF 27 MAY 2010

It was **resolved** on the motion of the Mayor, seconded by Councillor Shearing, that the open minutes of the Council meeting held on Thursday 27 May 2010 be confirmed.

COUNCIL MEETING OF 10 JUNE 2010

It was **resolved** on the motion of the Mayor, seconded by Councillor Shearing, that the open minutes of the Council meeting held on Thursday 10 June 2010 be confirmed.

4. PRESENTATION OF PETITIONS

Nil.

5. SPARC RURAL TRAVEL FUND FOR BANKS PENINSULA WARD

It was **resolved** on the motion of Councillor Reid, seconded by Councillor Buck, that the Council make a grant of \$1,121 from the 2009/10 SPARC Rural Travel Fund to the Banks Peninsula Netball Club as a contribution towards the travel costs of their junior netball teams.

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6. DRAFT PANEL REPORT TO THE GARDEN OF TĀNE SCENIC RESERVE MANAGEMENT PLAN HEARINGS PANEL

It was **resolved** on the motion of Councillor Reid, seconded by Councillor Corbett, that the Council adopt the final Garden of Tāne Scenic Reserve Management Plan March 2010 (Attachment 2) of the agenda as recommended from the Hearings Panel as the operative plan.

7. BROOKLANDS LAGOON AREA DRAFT PARKS MASTER AND MANAGEMENT PLANS

It was **resolved** on the motion of Councillor Button, seconded by Councillor Williams, that the report lie on the table.

8. DELEGATION OF POWERS TO TEMPORARILY CLOSE A PARK FOR A PERIOD LONGER THAN FORTY DAYS PER YEAR; FOR LONGER THAN SIX CONSECUTIVE DAYS; AND FIX CHARGES THAT MAY BE MADE TO ENTER THE CLOSED AREA OF A RECREATION RESERVE

Councillor Shearing moved, seconded by Councillor Sheriff,

That the Council delegate its powers as detailed below to the Chief Executive Officer.

(a) *To determine to temporarily close part or all of a recreation reserve (noting that the Chief Executive must seek consent from the Minister of Conservation as required by section 53(1)(d) or 53(1)(e) of the Reserves Act 1977 where it is proposed to close part or all of the recreation reserve:*

(i) *For a total of number of days in excess of 40 days in any year;*

(ii) *For a single period in excess of six consecutive days.*

(b) *The responsibility to specify the maximum, and specific charges that may be charged for admission to the closed area of a recreation reserve as required under section 53(1)(e) of the Reserves Act 1977.*

(c) *The responsibility to approve such other charges being made with respect to a specific reserve either generally or with respect to a specified occasions except for the park temporary hire charges which are part of the LTCCP process.*

The above delegations are subject to the following conditions.

(i) *Liaising with organisations that have programmed organised activities on the park or reserve, which will be affected by the temporary closure, to temporarily relocate their activities to another area of the park, or another park for the duration of the temporary closure.*

(ii) *Liaising with other organisations whose activities will be disrupted by the temporary closure of the park to minimise disruption to their activities by finding acceptable alternatives for the duration of the park closure.*

Councillor Wells moved by way of amendment,

(d) *That staff report through the quarterly performance report on decisions exercised under this delegation.*

The amendment was seconded by Councillor Corbett and when put to the meeting was declared **carried** on division No. 1 by 8 votes to 5, the voting being as follows:

For (8): Councillors Broughton, Buck, Corbett, Johanson, Reid, Shearing, Wells and the Mayor.

Against (5): Councillors Button, Cox, Sheriff, Wall and Williams.

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The amendment was then put as part of the substantive motion and on being put to the meeting was declared **carried** on division No. 2 by 10 votes to 3, the voting being as follows:

For (10): Councillors Buck, Button, Corbett, Cox, Reid, Shearing, Sheriff, Wall, Wells and the Mayor.

Against (3): Councillors Broughton, Johanson and Williams.

9. CHRISTCHURCH CITY PROPOSED NEW OR AMENDED SPEED LIMITS

It was **resolved** on the motion of Councillor Wells, seconded by Councillor Sheriff,

- (a) That consultation now be undertaken in respect of the proposed new or amended speed limits, as set out in the table attached to this report (Attachment 2);
- (b) That in each case, the persons required to be consulted be given not less than four weeks in which to make submissions on the proposals;
- (c) That consultation be undertaken with the Selwyn District Council being a Road Controlling Authority that is responsible for roads that join or are near to city roads on which it is proposed that the speed limit be changed;
- (d) That consultation be undertaken with the Waimakariri District Council being a Road Controlling Authority that is responsible for roads that join or are near to city roads on which it is proposed that the speed limit be changed;
- (e) That consultation is undertaken with New Zealand Transport Agency being a Road Controlling Authority that is responsible for roads that join or are near to city roads on which it is proposed that the speed limit be changed;
- (f) That for the purposes of consultation, "any local community" shall be those persons or organisations referred to in paragraph 27.
- (g) That Cashmere Road not be included in the table of roads for a speed limit change and that other avenues for addressing speed on Cashmere Road be pursued;
- (h) That the Council request the New Zealand Transport Agency to review with a view to reducing the speed limit on State Highway 75 through the township of Little River.

10. HEREFORD STREET – PROPOSED CHANGES TO PARKING FOR NEW CIVIC OFFICES.

It was **resolved** on the motion of Councillor Wall, seconded by Councillor Buck, that the Council:

1. Revoke the following:
 - (a) That all existing parking restrictions on the north and south side of Hereford Street between Cambridge Terrace and Montreal Street be revoked.
 - (b) That all existing parking restrictions on the western side of Cambridge Terrace commencing at its intersection with Hereford Street and extending south for 34 metres be revoked.
2. Approve the following parking restrictions on the north side of Hereford Street:
 - (a) That the stopping of vehicles be prohibited at any time on the north side of Hereford Street commencing at its intersection with Montreal Street and extending in a easterly direction for a distance of 7.5 metres.
 - (b) That Parking Meters with a time limit of 60 minutes be installed on the north side of Hereford Street commencing at a point 7.5 metres east from its intersection with Montreal Street and extending in a easterly direction for a distance of 36.5 metres. This restriction to apply from Monday to Sunday and from 9am to 6pm.

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- (c) That a Mobility Parking space in which parking meters with a time limit of 60 minutes operating from Monday to Sunday from 9am to 6pm be installed on the north side of Hereford Street commencing at a point 44 metres east from its intersection with Montreal Street and extending in a easterly direction for a distance of 13.5 metres. The restriction that these spaces be restricted for Mobility Parking only is to apply at any time.
 - (d) That the stopping of vehicles be prohibited at any time on the north side of Hereford Street commencing 57.5 metres from its intersection with Montreal Street and extending in a easterly direction for a distance of 24 metres.
 - (e) That the parking of vehicles be restricted to a maximum period of 10 minutes on the north side of Hereford Street commencing at a point 81.5 metres east from its intersection with Montreal Street and extending in a easterly direction for a distance of 24.5 metres. This restriction is to apply at any time.
 - (f) That a time limited Loading Zone-Goods Vehicles Only (maximum period of five minutes) be installed on the north side of Hereford Street commencing at a point 106 metres east from its intersection with Montreal Street and extending in a easterly direction for a distance of 10 metres. This restriction to apply at any time.
 - (g) That the stopping of vehicles be prohibited at any time on the north side of Hereford Street commencing 116 metres from its intersection with Montreal Street and extending in a easterly direction for a distance of 53 metres to the intersection with Cambridge Terrace.
3. Approve the following parking restrictions on the south side of Hereford Street:
- (a) That the stopping of vehicles be prohibited at any time on the south side of Hereford Street commencing at its intersection with Cambridge Terrace and extending in a westerly direction for a distance of 13 metres.
 - (b) That parking meters with a time limit of 60 minutes be installed on the south side of Hereford Street commencing at a point 13 metres west from its intersection with Cambridge Terrace and extending in a westerly direction for a distance of 96 metres. This restriction to apply from Monday to Sunday and from 9am to 6pm.
 - (c) That the parking of vehicles be restricted to a maximum period of 10 minutes on the south side of Hereford Street commencing at a point 109 metres west from its intersection with Cambridge Terrace and extending in a westerly direction for a distance of 24.5 metres. This restriction is to apply at any time.
 - (d) That the stopping of vehicles be prohibited at any time on the south side of Hereford Street commencing 133.5 metres west from its intersection with Cambridge Terrace and extending in a westerly direction for a distance of 37 metres to the intersection with Montreal Street.
4. Approve the following parking restrictions on the west side of Cambridge Terrace:
- (a) That the stopping of vehicles be prohibited at any time on the western side of Cambridge Terrace commencing at its intersection with Hereford Street and extending in a southerly direction for a distance of 14 metres.
 - (b) That the parking of vehicles be restricted to a maximum period of 10 minutes on the western side of Cambridge Terrace commencing at a point 14 metres south from its intersection with Hereford Street and extending in a southerly direction for a distance of 13 metres. This restriction is to apply at any time.
 - (c) That the stopping of vehicles be prohibited at any time on the western side of Cambridge Terrace commencing 27 metres south from its intersection with Hereford Street and extending in a southerly direction for a distance of six metres.

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11. TRAM EXTENSION PROJECT – PROPOSED PARKING CHANGES AND STREET MODIFICATIONS IN LICHFIELD STREET, MANCHESTER STREET, HIGH STREET, TUAM STREET, ASH STREET, BEDFORD ROW AND OXFORD TERRACE

Councillor Buck declared an interest in this item and took no part in this item.

Councillor Corbett moved, seconded by Councillor Sheriff,

- (a) *That Option A in the staff report be adopted with any necessary changes to parking and street modifications and be forwarded to the New Zealand Transport Agency as the Council's preferred option.*
- (b) *That the Council resolves the proposed changes (i) to (v) and (viii) to (xxxiv) to parking and street modifications as shown in the Tram Extension Project plan Attachment 1 (TG103640, Issue 2), as follows:*

Location A

- (i) *That all existing parking restrictions on the east side of Manchester Street commencing at its intersection with Bedford Row and extending in a southerly direction for a distance of 16 metres, be revoked.*
- (ii) *That the parking of vehicles be prohibited at all times on the east side of Manchester Street, commencing at its intersection with Bedford Row and extending in a southerly direction for a distance of six metres.*
- (iii) *That the parking of vehicles be restricted to a maximum of 30 minutes (at any time) on the east side of Manchester Street commencing at a point 6 metres south of its intersection with Bedford Row and extending in a southerly direction for a distance of 10 metres.*
- (iv) *That all existing parking restrictions on the south side of Bedford Row commencing at a point 10 metres east of its intersection with Manchester Street and extending in an easterly direction for a distance of 3 metres, be revoked.*
- (v) *That a 90 degree angled mobility park, be created for disabled persons, displaying the appropriate Operation Mobility Card on their vehicle, and further restricted to a maximum of 60 minutes parking, be created on the south side of Bedford Row commencing at a point 10 metres east of its intersection with Manchester Street and extending in an easterly direction for a distance of three metres. This restriction to apply at any time.*

Location C

- (viii) *That all existing parking restrictions on the south side of Lichfield Street commencing at its intersection with Poplar Street and extending in a westerly direction for a distance of 19 metres, be revoked.*
- (ix) *That the parking of vehicles be prohibited at all times on the south side of Lichfield Street commencing at its intersection with Poplar Street and extending in a westerly direction for a distance of 19 metres.*

Location D

- (x) *That all existing parking restrictions on the south side of Lichfield Street commencing at its intersection with Poplar Street and extending in an easterly direction for a distance of 10 metres, be revoked.*
- (xi) *That the parking of vehicles be prohibited at all times on the south side of Lichfield Street commencing at its intersection with Poplar Street and extending in an easterly direction for a distance of one metre.*
- (xii) *That a Loading Zone, restricted to a maximum period of 5 minutes and further restricted to Goods Vehicles Only, be created on the south side of Lichfield Street commencing at a point 1 metre east of its intersection with Poplar Street and extending in an easterly direction for a distance of nine metres.*

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Location E

- (xiii) *That all existing parking restrictions on both sides of Poplar Street for its entire length (between Lichfield Street and Tuam Street), be revoked.*
- (xiv) *That the parking of vehicles be prohibited at all times on the west side of Poplar Street commencing at its intersection with Tuam Street and extending in a northerly direction to its intersection with Lichfield Street.*
- (xv) *That the parking of vehicles be prohibited at all times on the east side of Poplar Street commencing at its intersection with Tuam Street and extending in a northerly direction to its intersection with Ash Street.*
- (xvi) *That the parking of vehicles be prohibited at all times on the east side of Poplar Street commencing at its intersection with Ash Street and extending in a northerly direction to its intersection with Lichfield Street.*

Location F

- (xvii) *That all existing parking restrictions on the north side of Ash Street, commencing at a point 6.5 metres east of its intersection with Poplar Street and extending in an easterly direction for a distance of 11.5 metres be revoked.*
- (xviii) *That the parking of vehicles be restricted to a maximum of five minutes (at any time), on the north side of Ash Street commencing at a point 6.5 metres east of its intersection with Poplar Street and extending in an easterly direction for a distance of 11.5 metres.*

Location I and J

- (xix) *That all existing parking restrictions on the south side of Tuam Street commencing at its intersection with the High Street south east approach, and extending in a westerly direction for a distance of 45 metres, be revoked.*
- (xx) *That the parking of vehicles be prohibited at all times on the south side of Tuam Street commencing at its intersection with the High Street south east approach, and extending in a westerly direction for a distance of 45 metres.*

Location L

- (xxi) *That all existing parking restrictions on the north side of Tuam Street commencing at its intersection with the High Street north west approach and extending in a westerly direction for a distance of 58 metres, be revoked.*
- (xxii) *That the parking of vehicles be prohibited at all times on the north side of Tuam Street commencing at its intersection with the High Street north west approach, and extending in a westerly direction for a distance of 31 metres.*

Location M

- (xxiii) *That the parking of vehicles be restricted to a maximum of 10 minutes on the north side of Tuam street, commencing at a point 31 metres west of its intersection with the High Street north west approach, and extending in a westerly direction for a distance of 27 metres.*

Location N

- (xxiv) *That all existing parking restrictions on the south west side of High Street, commencing at a point 34 metres north west of its intersection with Tuam Street and extending in a north westerly direction for a distance of 13 metres, be revoked.*
- (xxv) *That the parking of vehicles be prohibited at all times on the south west side of High Street, commencing at a point 34 metres north west of its intersection with Tuam Street and extending in a north westerly direction for a distance of 13 metres.*

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2. *That the Council resolves for the proposed Give Way and Stop control changes at the High Street (south-east) / Poplar street / Tuam street intersection as follows.*
- (xxvi) *That the Give Way control on the High Street, southeast approach to its intersection with Poplar Street and Tuam Street, be revoked.*
- (xxvii) *That a Stop control be placed against the High Street, southeast approach at its intersection with Poplar Street and Tuam Street.*
- (xxviii) *That a Stop control be placed against Poplar Street at its intersection with Tuam Street and High Street.*
3. *That the Council resolves for the proposed following changes to Oxford Terrace, as shown in Attachment 2 (TG103646, Issue 1).*
- (xxix) *That all existing parking restrictions on the west side of Oxford Terrace commencing at its intersection with Hereford Street and extending in a northerly direction to its intersection with Worcester Street, be revoked.*

Location A

- (xxx) *That the parking of vehicles be prohibited at all times on the west side of Oxford Terrace, commencing at its intersection with Hereford Street and extending in a northerly direction for a distance of 12 metres.*

Location B

- (xxxi) *That a Loading Zone, restricted to a maximum period of 5 minutes (5am to 9pm, seven days per week) and further restricted to Goods vehicles Only, be created on the west side of Oxford Terrace commencing at a point 12 metres north of its intersection with Hereford Street and extending in a northerly direction for a distance of 22 metres.*

Location E

- (xxxii) *That a Bus Stop (9pm to 5am the following day, seven days per week) be created on the west side of Oxford Terrace commencing at a point 12 metres north of its intersection with Hereford Street and extending in a northerly direction for a distance of 34 metres.*

Location C

- (xxxiii) *That the parking of vehicles be restricted to a maximum of five minutes (5am to 9pm, seven days per week) on the west side of Oxford Terrace commencing at a point 34 metres north of its intersection with Hereford Street and extending in a northerly direction for a distance of 12 metres.*

Location D

- (xxxiv) *That the parking of vehicles be prohibited at all times on the west side of Oxford Terrace, commencing at a point 46 metres north of its intersection with Hereford Street and extending in a northerly direction to its intersection with Worcester Street.*

Councillor Wells moved by way of amendment:

- (a) *That Option B in the staff report be adopted with any necessary changes to parking and street modifications and be forwarded to the New Zealand Transport Agency as the Council's preferred option.*
- (b) *That the Council resolves the proposed changes (1) to (v) and (viii) to (xxxiv) to parking and street modifications as shown in the Tram Extension Project plan Attachment 1 (TG103640, Issue 2), as detailed above.*

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The amendment was seconded by the Mayor and when put to the meeting was declared **lost** on division No. 3 by 5 votes to 7, the voting being as follows:

For (5): Councillors Button, Cox, Reid, Wells and the Mayor.

Against (7): Councillors Broughton, Corbett, Johanson, Shearing, Sheriff, Wall and Williams.

The motion was then put to the meeting and was declared **carried** on division No. 4 by 9 votes to 3, the voting being as follows:

For (9): Councillors Broughton, Button, Corbett, Cox, Reid, Shearing, Sheriff, Wall, Williams and the Mayor.

Against (3): Councillors Johanson, Wells and Williams.

12. NEW REGENT STREET AUTOMATED BOLLARDS

It was **resolved** on the motion of Councillor Wells, seconded by Councillor Shearing,

- (a) That the information be received;
- (b) That staff proceed with the installation of automated bollards at both ends of New Regent Street with funding coming from existing budgets.

13. PROPOSED NEW DECLARATION OF A PART TIME PEDESTRIAN MALL IN STRUTHERS LANE USING BOLLARDS FOR CLOSURE EVERY NIGHT

It was **resolved** on the motion of the Mayor, seconded by Councillor Wells that the report lie on the table.

14. PROPOSED NEW DECLARATION OF A PART TIME PEDESTRIAN MALL IN POPLAR STREET USING BOLLARDS FOR CLOSURE EVERY NIGHT

It was **resolved** on the motion of the Mayor, seconded by Councillor Wells that the report lie on the table.

15. KERBSIDE PARKING LIMIT LINES

Councillor Shearing moved, *that a delegation be given to community boards to decide upon parking limit lines.*

The motion was seconded by Councillor Buck and when put to the meeting was declared **lost** on division No. 5, by 6 votes to 7, the voting being as follows:

For (6): Councillors Broughton, Buck, Johanson, Shearing, Wall and Williams.

Against (7): Councillors Button, Corbett, Cox, Reid, Sheriff, Wells and the Mayor.

It was **resolved** on the motion of Councillor Buck, seconded by Councillor Wall, that the Council:

- (a) Confirm that the current Council policy on 'Kerbside Parking Limit Lines' remains with the exception of clause (b) and (c).
- (b) Change the words in point (v) from 'City Streets Manager' to 'The Manager at the time who has responsibility as the roading asset owner'.
- (c) That Community Boards be given the delegated authority to approve exemptions to the installation or maintenance of parking limit lines for private driveways where the proposed installation falls outside the Council policy.

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Kerbside Parking Limit Lines

- (a) *The following guidelines be adopted as Council policy.*
- (i) *Parallel and angle kerbside parking spaces to be individually marked in areas controlled by parking meters or parking coupons.*
 - (ii) *All angle parking spaces to be individually marked on roads in the city. This is a legal requirement as motorists must park their vehicles parallel to the kerb face unless signs or markings indicate that angle parking is permissible.*
 - (iii) *Individual parking spaces may be marked on arterial or other roads within shopping centres where parking (P30, P60 etc) restrictions apply. If there are benefits to traffic management, (including the marking of cycleways) along arterial roads, parking limit lines may be extended to areas outside the restricted parking zone.*
 - (iv) *As a matter of practise driveways are not to be individually marked with parking lines either side. However, in certain areas of the city where parking limit lines have been painted in the past to define driveways, consideration should be given to allow them to wear out and not be repainted.*
 - (v) *Owners of property who have caused white lines to be painted on the roadway outside their business premise or residence are approached with a view to having the lines removed. All road markings on roads under the Council's control must be duly authorised by delegated authority from the Manager at the time who has responsibility as the roading asset owner.*
- (b) *That Community Boards be given the delegated authority to approve exemptions to the installation or maintenance of parking limit lines for private driveways where the proposed installation falls outside the Council policy.*

16. REPORT FROM THE BANKS PENINSULA CHARITABLE TRUST SUBCOMMITTEE ON THE PROPOSED ROD DONALD BANKS PENINSULA TRUST

It was **resolved** unanimously, on the motion of the Mayor, seconded by Councillor Reid, that:

- (a) The draft Trust Deed and draft Statement of Intent, as amended, for the proposed Rod Donald Banks Peninsula Trust be adopted in the forms attached to this Report, subject to such amendments as may be required by the Registrar of Charitable Trusts or the Charities Commission; and
- (b) The Trust be registered under the Charitable Trusts Act 1957 and the Charities Act 2005.

17. ESTABLISHMENT OF CHRISTCHURCH AGENCY FOR ENERGY TRUST – PART ONE

Councillor Wall, moved:

- (a) *Adopt the Deed of Trust in the form attached to this report as the form to be used in the establishment of the Christchurch Agency for Energy, subject to such amendments as may be required by the Registrar of Charitable Trusts or the Charities Commission.*
- (b) *Authorise the registration of the Christchurch Agency for Energy under the Charitable Trusts Act 1957 and the Charities Act 2005.*
- (c) *Approve the Deed Dealing with an Appointor in Relation to the Christchurch Agency for Energy in the form attached to this Report.*

The motion was seconded by Councillor Broughton and when put to the meeting was declared **carried** on division No. 6 by 11 votes to 2, the voting being as follows:

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For (11): Councillors Broughton, Buck, Button, Corbett, Cox, Reid, Shearing, Sheriff, Wall, Wells and the Mayor.

Against (2): Councillors Johanson and Williams.

18. HERITAGE GRANT APPROVAL – REPERTORY THEATRE 146 KILMORE STREET, CHRISTCHURCH

It was **resolved** on the motion of Councillor Broughton, seconded by Councillor Reid, that

- (a) The Council approve a Heritage Incentive Grant of up to \$213,976 for conservation and maintenance work for the protected heritage building 'Repertory Theatre' at 146 Kilmore Street subject to approval and compliance with any conditions of Resource Consent, the agreed scope of works and certification of the works upon completion. The phasing of the grant funding is recommended as follows: -

\$110,449 for 2010/2011

\$103,527 for 2011/2012

- (b) That payment of this grant is subject to the applicants entering a Full Conservation Covenant with the signed covenant having the Council seal affixed prior to registration against the property title.

19. REPORT OF THE REGULATORY AND PLANNING COMMITTEE: MEETING OF 3 JUNE 2010

1. APPLICATION IN RELATION TO THE GAMBLING POLICY BY NEW ZEALAND METROPOLITAN TROTTERING CLUB INC

It was **decided** that staff provide an updated report to the Committee in light of points raised by the relevant deputations and questions raised by Councillors to be considered at the July Committee meeting.

2. INFRASTRUCTURE DESIGN STANDARD

It was **resolved** on the motion of Councillor Wells, seconded by Councillor Shearing, that the Council:

- (a) Adopt the Infrastructure Design Standard 2009 as amended as the Council's design standards for both Council funded assets and assets that will be vested on subdivision.
- (b) Replace the existing 1987 Metropolitan Code of Urban Subdivision with Infrastructure Design Standard.
- (c) Replace the use of New Zealand Standard NZS 4404:2004 "*Code of Practice for Subdivision and Land Development Engineering*" (in use for the former Banks Peninsula District) with the Infrastructure Design Standard 2009.
- (d) Resolve that the use of the standard is effective immediately.
- (e) Amend the Infrastructure Design Standard with the following:
- In addition there are a number of Registered Historic Areas in the District (as per the Historic Places Act 1993). Where works occur in these areas, particular regard should be given to the heritage amenity of the area.
 - Clarify that the Infrastructure Design Standard does not lead to works being programmed into future LTCCPs.
 - Reference be made in Infrastructure Design Standard to the Council's Sustainability Policy.

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3. ADOPTION OF BELFAST AREA PLAN

It was **resolved** on the motion of Councillor Wells, seconded by Councillor Button, that the Council:

- (a) Adopt the Draft Belfast Area Plan as amended.
- (b) Amend the Draft Belfast Area Plan, as agreed by the Draft Belfast Area Plan Hearings Panel, in paragraph 28 to read:

"Mahaanui Kurataio Limited sought that all Goals in the Belfast Area Plan to be drafted in Māori and English or only in English, and not just the Tangata Whenua Goal.
- (c) Amend the key on pages 39 and 64 of plans 6 and 15 respectively to state "existing Urban Limit as of May 2010.

In addition, staff advised the Committee a request from Haines Planning to revise Policy 9.5 (a) on page 56 of the Draft Belfast Area Plan. It was suggested to the Committee that the wording of this objective be amended to read:

Objective 9.5

Enable the creation of a commercial area focused on the Styx District Centre, ~~provided it is that:~~
 (a) ~~of a scale commensurate to providing~~ provides for the social, commercial and business needs of the Belfast community;"

The Committee rejected the suggestion, as it essentially would be a further submission on the issue, and requested that the discussion be noted in its report to the Council.

4. PROPOSED PLAN CHANGE 32 – WAIMAKARIRI STOPBANK FLOODPLAIN LAND USE CONTROLS

It was **resolved** on the motion of Councillor Wells, seconded by Councillor Buck, that the Council:

- (a) Amend Proposed Plan Change 32 - Waimakariri Stopbank Floodplain Land Use Controls so that proposed Clause 9-5.5.6 includes the amendments to the exemptions from development and critical standards in Clauses 9-5.3.4 and 9-5.4.5 that were agreed between the parties to appeals on Variation 48 in mediation in November 2009, as follows:

5.5.6 Exemptions from development standards set out in Clause 5.5.4 and critical standards in Clause 5.5.5.

For the purposes of the following list of exemptions, the time period applicable to filling and excavation in terms of volume shall be interpreted to mean the maximum volumes specified may not be exceeded within any continuous period of ten years.

The rules set out in Clauses 5.5.4 and 5.5.5 above do not apply to:

- (a) Quarrying activity within the Open Space 3D Zone (Isaac Conservation Park) Area Q approved by way of land use consent RMA 92012793 issued by the Christchurch City Council as at 20 January 2009;
- (b) the erection of unenclosed buildings without floors;
- (c) garages and any other accessory buildings of no more than 40m² in area, **except in rural zones where the rules set out in Clauses 5.5.4 and 5.5.5 above do not apply to accessory buildings which are of no more than 200m² in area, or to plastic covered tunnel houses;**
- (d) additions to existing residential units or other habitable buildings or to accessory buildings of a maximum of 25 metres² in any continuous five year period, **except in rural zones where the rules set out in Clauses 5.5.4 and 5.5.5 above do not apply to additions to accessory buildings which are of a maximum of 200m² in any five year period.**

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- (e) additions to existing residential units or other habitable buildings or to accessory buildings that do not increase the area of the building footprint;
 - (f) filling, excavation or structures associated with the maintenance of flood protection and bank erosion protection works;
 - (g) any works involving utilities that are permitted by Chapter 9, or the replacement, repair or maintenance of existing utilities, or the maintenance of existing drains or ponds;
 - (h) post holes for the erection of fences, **and post holes for shade cloth structures and tunnel houses;**
 - (i) planting holes for trees and plants;
 - (j) excavation for any approved wells;
 - (k) any sitework permitted pursuant to a building consent, excluding accessways;**
 - ~~(k)~~ **(l)** any filling permitted pursuant to a land use consent granted by the Canterbury Regional Council;
 - ~~(l)~~ **(m)** any filling for the maintenance of existing farm tracks and existing farm yards, or the establishment of new farm track and farm yards provided the finished ground level is maintained to within ~~400mm~~ **200mm** of the natural ground level;
 - ~~(m)~~ **(n)** any filling for the purposes of establishing and maintaining accessways to residential units provided the finished ground level is maintained to within ~~400mm~~ **200 mm** of the natural ground level, **and provided that accessways are constructed so as not to impede the flow of surface water;**
 - ~~(n)~~ **(o)** the filling of up to 10m³ per site for the purposes of landscaping around residential units in association with domestic gardening;
 - (p) the maintenance and upgrade of existing roads on legal road, provided that the work does not impede the flow of surface water;**
 - ~~(o)~~ **(q)** cultivation activities **and harvesting of crops;**
 - ~~(p)~~ **(r)** the application of fertiliser, lime or other plant growth enhancers such as topsoil, bark and trace elements provided the finished ground level is maintained to within ~~400mm~~ **200mm** of natural ground level, and provided that such filling is limited to a total volume of not more than 100m³/ha; and
 - ~~(q)~~ **(s)** composting or silage making.
 - (t) any other filling not covered by the clauses of 9-5.5.6 above, of up to 200mm in depth and not more than 100m³/ha, provided that filling does not impede the flow of surface water.**
 - (u) any other filling for farming purposes of not more than 100m³/ha where the finished ground level does not exceed the level of the surrounding land.**
 - (v) any other excavation for farming purposes where the excavated area is subsequently filled so that there is no net effect on flood storage.**
- (b) Adopt the amended Proposed Plan Change 32 - Waimakariri Stopbank Floodplain Land Use Controls for the purposes of public notification pursuant to the First Schedule of the Resource Management Act 1991.
 - (c) Adopt the related section 32 assessment for the purposes of public notification pursuant to the First Schedule of the Resource Management Act 1991.

5. PROPOSED PRIVATE PLAN CHANGE 19 ISLINGTON PARK

It was **resolved** on the motion of Councillor Wells, seconded by Councillor Wall, that the Council:

- (a) Accept the Section 32 Assessment for the Proposed Private Plan Change 19 Islington Park.

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- (b) Accept Proposed Private Plan Change 19 Islington Park for public notification pursuant to Clause 25(2)(b) of the first schedule of the Resource Management Act 1991.
- (c) Note that all associated costs will be borne by the applicant.
- (d) It note that paragraph 57 of the staff report is inaccurate and should not be considered in its deliberations.

Councillor Johanson asked that his vote against the motion be recorded.

On the motion of the Mayor, seconded by Councillor Corbett, the report as a whole was adopted.

24. RUBBISH BINS IN LOCAL PARKS AND RESERVES

Councillor Shearing moved, seconded by Councillor Broughton, that the Council:

- (a) *Replace the bins removed unless the relevant Community Board determines that there is no need for that to happen.*
- (b) Adopt the *following* draft policy.

Policy for Installation and Removal of Litterbins in Urban Parks

Requirement for Bins

Bins will be installed or removed on an "as required"* basis. The requirement will be determined by:

- a. an evaluation of the Customer Service Requests for the site.
- b. consultation with the Parks maintenance contractor.
- c. consultation with Council Parks Area Manager.

Community Board Consultation

Bins will only be permanently removed or installed following consultation with the appropriate Community Board.

Temporary Changes

Bins may be installed and removed on a seasonal basis where economically viable.

Size of Bins

The size of the bins may be varied by staff based on usage and demand. Two or more bins may be replaced with a larger bin where necessary.

Criteria for Placement

Bins will be positioned:

- a. so as to contribute to the visual amenity of the park.
- b. where they will discourage the dumping of household rubbish.
- c. so they are clearly visible to park users.
- d. in a convenient location but not immediately adjacent to park furniture.

Servicing Bins will be serviced:

- a. at least weekly.
- b. additional frequency as required to comply with contract specifications.

*Definition of "as required" basis being:

- Where there is high usage of the park or reserve eg by a large playground or where there is a cemetery.
- Where there is an ongoing problem of loose litter eg Taylors Mistake.

The motion when put to the meeting was declared **carried** on division No. 7 by 11 votes to 2, the voting being as follows:

For (11): Councillors Broughton, Buck, Button, Corbett, Johanson, Reid, Shearing, Wall, Wells, Williams and the Mayor.

Against (2): Councillors Cox and Sheriff.

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25. TRAM EXTENSION: STAGE 2 ROUTE CONFIRMATION

Councillor Shearing moved, seconded by Councillor Reid,

That in order to facilitate the co-ordination of the various civil works projects occurring at the Madras, St Asaph, High Streets intersection and to enable detailed planning, design and negotiations with CPIT to progress, the Council:

- (a) *Confirm Route option "Tram Route B" for Stage 2 of the tram extension (i.e. tram to return through CPIT Campus exiting at the Madras, St Asaph, High Streets intersection), noting that the detailed design process will finalise the traffic management pedestrian safety elements required to support the intersection's functions.*
- (b) *Undertake further consultation with affected parties on any required road layout, parking or access changes, as detailed design is progressed.*
- (c) *Grant delegated authority to the Chief Executive to enter into such contractual arrangements with such parties as he shall consider necessary or appropriate to implement the above decision of the Council.*
- (d) *Ensure that any contractual agreement or lease with CPIT for land use for the tram be at no cost to the Christchurch City Council.*

The motion when put to the meeting was declared **carried** on division No. 8 by 11 votes to 2, the voting being as follows:

For (11): Councillors Broughton, Buck, Button, Corbett, Cox, Reid, Shearing, Sheriff, Wall, Wells and the Mayor.

Against (2): Councillors Johanson and Williams.

26. USA AND CANADIAN STUDY TOUR: 21 NOVEMBER TO 7 DECEMBER 2009 – KEY FINDINGS AND LESSONS LEARNT

Councillor Shearing left the meeting at 4.40pm during consideration of item 26.

It was **resolved** unanimously on the motion of Mayor, seconded by Councillor Buck, that:

As the attached report expresses there are a range and raft of experiences, and learnings that can be taken into the organisation as part of the way the Council develops its business around central city revitalisation, and subsequently as it looks toward suburban consolidation models, under the guise of the Urban Development Strategy. There are a number of areas of work which, based on the experiences in the USA and Canada that Council could usefully give some direction on, as they offer possible or potential additions to the city's toolbase, as Council explores how to achieve success in this area of endeavour. Specific amongst these are recommendations concerning how Council might support and catalyse regeneration, and how it might explore its role in Affordable Housing and public transport to influence, shape and support urban regeneration in the city.

It is accordingly recommended:

- (a) That the report on the Mayor's Study Tour to the USA and Canada: Key Findings and Lessons Learnt, be received.
- (b) That Council instruct the Chief Executive to undertake full detailed investigations on and report back on the following topics no later than during the 2011/2012 Annual Plan process based on the learnings, examples and opportunities identified during the study tour.
 - (i) Funding, investment and financial tools to facilitate and accelerate regeneration in key parts of the central city.
 - (ii) Mechanisms, organisational and governance structures to support ongoing investment and facilitation of regeneration projects through direct investment, Public Private Partnerships and other development entities.

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- (iii) The scope, opportunity, scale and costs of developing a rail based (including streetcar, light rail and heavy rail) to facilitate and support urban regeneration, in concert with existing and future public transport tools and mechanisms.
- (c) That in undertaking the recommendation in (b) above, staff meet with key stakeholders to:
 - (i) Identify the issues hindering revitalisation to assist in defining the scope of the initiatives to be investigated; and
 - (ii) Report back on options identified for comment prior to the Council formally considering any new initiatives.
- (d) That the Housing Working Party be asked to consider how the Council's current Social Housing Programme could be enhanced to assist and support urban intensification objectives in the central city and priority suburban areas.

27. NOTICES OF MOTION

It was resolved on the motion of Councillor Broughton, seconded by Councillor Williams,

That the Council:

- (a) Note that the resource consent application by the National Conservatorium of Music Joint Venture Ltd to build the University of Canterbury National Conservatorium of Music at the Christchurch Arts Centre has been declined.
- (b) Revoke the Council resolution of 12 November 2009 to fund the development of a new building for the University of Canterbury School of Music at the Christchurch Arts Centre.

Resolution to be revoked:

- (a) The Council:
 - (i) Funds the development of a new building for the University of Canterbury School of Music at the Christchurch Arts Centre.
 - (ii) Uses an existing Council-controlled trading organisation, Civic Building Ltd, to manage the development and own the building when it is completed.
 - (iii) Enters into a lease with the Christchurch Arts Centre Trust Board for the land on which the new facility is to be built.
 - (iv) Raises the funds required to complete the development and on lend them to Civic Building Ltd.
- (b) Resolutions (a) (i) to (iv) above are subject to:
 - (i) Resource consent being granted to the Christchurch Arts Centre Trust Board for the issue of a separate certificate of title for the land on which the new facility is to be built, on terms and conditions that are acceptable to the Trust Board and the Council.
 - (ii) The Christchurch Arts Centre Trust Board confirming to the Council's satisfaction that the trustees have acted in accordance with the provisions of the Board's trust deed.
 - (iii) Resource consent being granted to the University of Canterbury on terms and conditions that are acceptable to the University, the Christchurch Arts Centre Trust Board and the Council.
 - (iv) The Council being satisfied that the cost of borrowing the funds required to complete the project, including interest, capital repayments, ongoing maintenance and ground rent will be rates neutral over the complete term of the proposed lease between the Council and the University.
 - (v) The Council and the Christchurch Arts Centre Trust Board entering into a deed of lease in respect of the land on which the new facility is to be built, on terms and conditions that are acceptable to the Trust Board and the Council.

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- (vi) The University and the Council entering into a lease in respect of the completed building on terms and conditions that are acceptable to the University and the Council, such conditions to include provision for adjustments to be made to lease payments to ensure that the cost of funding the development remains rates neutral.
 - (vii) Each party confirming in writing that it agrees to proceed with the project once the terms and conditions set out in this resolution have been satisfied.
- (c) The Council notes:
- (i) The proposed arrangement for borrowing and on-lending funds to Civic Building Ltd includes repayment over a term of 50 years.
 - (ii) This term is outside the requirements of the Council's liability management policy which states that loans are to have a term of no more than 30 years.
 - (iii) The reason for the inconsistency is that the balance between the repayment of the loan and the income required to meet that cost is best achieved by a 50 year term rather than a period of 30 years.
 - (iv) The Council does not intend to amend the liability management policy if the proposed arrangement is put in place.
 - (v) This is a "one-off" arrangement and the existing restriction on the period on which debt is to be repaid will remain unaltered in the Council's current liability management policy.
- (d) The General Manager Corporate Services and the Corporate Services and the Corporate Finance Manager (jointly) be authorised to borrow up to \$24.355 million as necessary to advance to Civic Buildings Ltd as redeemable preference shares and debt for the development of the new School of Music subject to the principles resolved on by Council for this development.
- (e) Civic Building Limited be requested to:
- (i) Enter into an agreement with the University of Canterbury for the development and subsequent long-term lease of a facility for the University's new School of Music.
 - (ii) Enter into a deed of lease with the Christchurch Arts Centre Trust Board.
 - (iii) Manage the development and lease of the facility.
 - (iv) Amend its Statement of Intent to include this project.
- (f) The Chief Executive be authorised to execute all documents, including any special resolutions of shareholders, necessary to give effect to these recommendations.

21. RESOLUTION TO EXCLUDE THE PUBLIC

It was **resolved** on the motion of the Mayor, seconded by Councillor Wells, that the resolution to exclude the public set out on page 335 of the agenda be adopted.

28. RESOLUTION TO EXCLUDE THE PUBLIC (CONTINUED)

It was **resolved** on the motion of the Mayor, seconded by Councillor Wells, that the resolution to exclude the public set out on page 22 of the agenda (continued) be adopted.

CONFIRMED THIS 22ND DAY OF JULY 2010

MAYOR