

CHRISTCHURCH CITY COUNCIL AGENDA

THURSDAY 28 JUNE 2012

9.30AM

**COUNCIL CHAMBER, CIVIC OFFICES,
53 HEREFORD STREET**

CHRISTCHURCH CITY COUNCIL

Thursday 28 June 2012 at 9.30am
in the Council Chamber, Civic Offices, 53 Hereford Street

Council: The Mayor, Bob Parker (Chairperson).
Councillors Peter Beck, Helen Broughton, Sally Buck, Ngaire Button, Tim Carter, Jimmy Chen,
Barry Corbett, Jamie Gough, Yani Johanson, Aaron Keown, Glenn Livingstone, Claudia Reid and
Sue Wells.

ITEM NO	DESCRIPTION	PAGE NO
1.	APOLOGIES	
2.	DEPUTATIONS BY APPOINTMENT	
3.	CONFIRMATION OF MINUTES: COUNCIL MEETINGS OF 24 MAY 2012 AND 14 JUNE 2012	
4.	CODE OF CONDUCT 2012	
5.	METROPOLITAN DISCRETIONARY RESPONSE FUND 2011-12 APPLICATION	
6.	REVIEW OF THE 2006 WASTE MANAGEMENT PLAN	
7.	INVESTMENT MANAGEMENT POLICY, ADJUSTMENT OF COUNTERPARTY CREDIT LIMITS	
8.	CHRISTCHURCH CITY COUNCIL PROCUREMENT POLICY	
9.	REPORT OF THE REGULATORY AND PLANNING COMMITTEE: MEETING OF 30 MAY 2012	
10.	REPORT OF THE HERITAGE AND ARTS COMMITTEE: MEETING OF 15 JUNE 2012	
11.	GREATER CHRISTCHURCH URBAN DEVELOPMENT STRATEGY IMPLEMENTATION COMMITTEE – PUBLIC FORUM PROPOSAL FOR UDSIC MEETINGS	
12.	PLAN CHANGE 54: MARSHS ROAD – FINAL APPROVAL	
13.	DRAFT CHRISTCHURCH TRANSPORT PLAN	
21.	GREENFIELDS LAND AVAILABILITY	
22.	GOVERNANCE ARRANGEMENTS	
14.	NOTICES OF MOTION	
15.	RESOLUTION TO EXCLUDE THE PUBLIC	

COUNCIL 28. 6. 2012

- 1. APOLOGIES**
- 2. DEPUTATIONS BY APPOINTMENT**
- 3. CONFIRMATION OF MINUTES: COUNCIL MEETINGS OF 24 MAY 2012 AND 14 JUNE 2012**

Attached.

4. CODE OF CONDUCT 2012

General Manager responsible:	General Manager Regulation and Democracy Services, DDI 941-8462
Officer responsible:	Democracy Services Manager
Author:	Clare Sullivan, Council Secretary

PURPOSE OF REPORT

1. The purpose of this report is to present an amended Code of Conduct for approval.

EXECUTIVE SUMMARY

2. The Council recently agreed to a charter which documents governance principles for the Christchurch City Council. As a result, some changes were made to the Code of Conduct. The Council is now required to resolve to adopt the new Code of Conduct as noted in the Charter. The new Code, with amendments highlighted in italics, is attached as **Attachment One**.

FINANCIAL IMPLICATIONS

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

3. There are no financial implications arising from the report.

LEGAL CONSIDERATIONS

Have you considered the legal implications of the issue under consideration?

4. Schedule 7 of the Local Government Act 2002 (the Act) requires the Council to adopt a Code of Conduct for members.
5. It is the advice of the Legal Services Unit that the draft document attached to this report complies with the Council's statutory obligations.
6. The amendment of the Code of Conduct requires a vote of not less than 75 per cent of the members present.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

7. Yes. See Democracy and Governance Pages 154 to 159 of the 2009-19 LTCCP.

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

8. Not applicable.

CONSULTATION FULFILMENT

9. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Council:

- (a) Adopts an amended Code of Conduct in the form presented to the Council at its meeting on 28 June 2012.
- (b) Note that the approval requires a vote in support of not less than 75 per cent of the members present.

COUNCIL 28. 6. 2012

5. METROPOLITAN DISCRETIONARY RESPONSE FUND 2011-12 APPLICATION

General Manager responsible:	General Manager, Community Services, DDI 941-8607
Officer responsible:	Unit Manager Community Support
Author:	Lincoln Papali'i, Strategic Initiatives Manager

PURPOSE OF REPORT

1. The purpose of this report is for the Council to consider two applications for funding to the 2011/12 Metropolitan Discretionary Response Fund from:
 - (a) The Christchurch Primary Schools Cultural Festival Trust for \$18,065 for Cultural Festival 2012
 - (b) The Sexual Abuse Survivors Trust (SAST) for \$49,970 for Wages and Contractor Payments.

EXECUTIVE SUMMARY

2. In 2011/12, the total pool available for allocation for the Metropolitan Discretionary Response Fund is \$145,057. At the time of writing, there is \$25,038 remaining in the Metropolitan Discretionary Response Fund for 2011/12.
3. The purpose of the Fund is to assist community groups where the project and funding request falls outside other Council funding criteria and/or closing dates. This fund is also for emergency funding for unforeseen situations. Applications requesting over \$15,000 require consideration by the Metropolitan Funding Committee. Staff have delegated authority to consider applications for less than \$15,000.
4. There are two applications to be considered:

The Christchurch Primary Schools Cultural Festival Trust

Amount requested \$18,065
Priority 2
Staff recommendation: \$10,000
(Decision Matrix - **Attachment 1**)

The Sexual Abuse Survivors Trust

Amount requested \$49,970
Priority 3
Staff recommendation: \$0
(Decision Matrix - **Attachment 2**)

FINANCIAL IMPLICATIONS

5. If funding is approved, the available balance of the Metropolitan Fund will decrease accordingly.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

6. Yes, see LTCCP page 184.

LEGAL CONSIDERATIONS

Have you considered the legal implications of the issue under consideration?

7. Not applicable.

5 Cont'd

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

8. Yes. Strengthening Communities Funding. See LTCCP pages 178 and 179 regarding community grants schemes.

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

9. Yes. The funding allocation process is covered in the Council's Strengthening Communities Strategy.

CONSULTATION FULFILMENT

10. Not applicable.

STAFF RECOMMENDATION

That the Council:

- (a) Makes a grant of \$10,000 to The Christchurch Primary Schools Cultural Festival Trust for wages and video production for their Cultural Festival 2012.
- (b) Declines a grant to The Sexual Abuse Survivors Trust towards salary and wages for the Service Coordinator and Contract Counsellors.

6. REVIEW OF THE 2006 WASTE MANAGEMENT PLAN

General Manager responsible:	General Manager, City Environment Group, DDI 941-8608
Officer responsible:	Unit Manager, City Water and Waste
Author:	Zefanja Potgieter, Senior Resource Planner

PURPOSE OF REPORT

1. To review the Council's current waste management plan and recommend that a process to develop a new waste minimisation and management plan be commenced.

EXECUTIVE SUMMARY

2. In 2006 the Council adopted the current *Waste Management Plan for Solid and Hazardous Wastes*. The plan includes an overarching goal, with subsidiary vision, targets and an implementation plan. Some of the key milestones achieved since the 2006 plan was adopted are the introduction of the three wheelie bin kerbside collection system, which started in February 2009, followed by a new materials recovery facility for recyclable materials, and the new organics processing plant. An industry leading regional landfill at Kate Valley, co-owned by the Council, opened in June 2005 and is consented to operate for 35 years.
3. In 2008 the Waste Minimisation Act 2008 (the Act) came into force, which *inter alia* formally regulates waste management plans, officially renamed as waste management and minimisation plans - WMMP). The Act requires that all territorial authorities review their waste management plans by 1 July 2012, and prepare a new WMMP if needed. This report provides background information on the current services (in the form of a *waste assessment report*) and based on the changed circumstances since 2006, recommends that a new WMMP be prepared and finalised in the next financial year.

The draft process for developing a new waste management and minimisation plan is as follows:

Staff prepare a draft plan, including initial consultation with key stakeholders	July to October 2012
The Council considers whether the draft plan is ready to go out for public consultation, and appoints a hearings panel	November/December 2012
Public consultation	February 2013
Hearing of submissions	March/April 2013
Council considers the draft plan and the submissions, and adopts a new plan	May/June 2013

4. The 2012 waste assessment report is attached as **Attachment 1**, and in summary states:

The purpose of the waste assessment is to enable the Council to review the appropriateness of its current waste management plan, and whether a new plan should be developed. In order to determine this, the waste assessment summarises the current situation regarding all solid waste related services, support services and facilities; looks forward to what the future demand is likely to be, and provides direction as to how the future demand will be met in an environmentally responsible and sustainable manner.

A waste audit of residential kerbside collection services was done in November 2011 and the summary results are included. A second kerbside collection services audit and waste audit of transfer stations (Ecodepots) was done in April/May 2012, to be used when a new waste minimisation and management plan is developed in the new financial year.

With the services already provided, as listed in this waste assessment report, the city provides a leading role in waste minimisation and management, and is well placed to continue doing so. Key infrastructure components are of a recent age, and designed to cope with increased future demand.

Earthquake related damage to some related infrastructure did occur, e.g., the organics processing plant had some structural damage. Waste and recyclable collection services were one of the key Council services that did resume within a few days of the seismic disruptions.

6 Cont'd

The future demands of Christchurch City's projected population increase on the waste minimisation and management services will continue to be met. The 2006 waste management plan, as the overall strategy document for the next decade, is however now out of date and it is recommended that it be reviewed in the next financial year.'

FINANCIAL IMPLICATIONS

5. Costs relating to the preparation of a waste management and minimisation plan are provided for in the operating budget for 2012/13.

LEGAL CONSIDERATIONS

6. The Act requires that by 1 July 2012 the Council either resolves that the 2006 plan is still relevant and need not be reviewed, or that a review is required and proceeds to set that in motion.

Section 51 of the Act sets out the requirements for a waste assessment, which shaped the structure and information provided in the assessment.

Section 51 (4) of the Act requires that the waste assessment contains a statement whether *'the costs of, and difficulty in, obtaining information for the waste assessment, and the extent of the council's resources have impacted materially on the completeness of the assessment'*. The assessment confirms that costs and resources did not impact on the assessment.

CONSULTATION FULFILMENT

7. Public and stakeholder consultation is not required for this review of the 2006 plan; however it is part of the formal process of preparing a new waste management and minimisation plan.

SUMMARY

8. The *2006 Waste Management Plan for Solid and Hazardous Wastes* was instrumental in guiding the achievements of the key milestones which been achieved, but is now dated and a new waste management and minimisation plan should be prepared for consideration by the Council in 2013.

STAFF RECOMMENDATION

That the 2006 Waste Management Plan for Solid and Hazardous Wastes be reviewed, and that a Draft 2013 Waste Management and Minimisation Plan be prepared for consideration by the Council, as set out in the report.

COUNCIL 28. 6. 2012

7. INVESTMENT MANAGEMENT POLICY, ADJUSTMENT OF COUNTERPARTY CREDIT LIMITS

General Manager responsible:	General Manager, Corporate Services, DDI 941-8528
Officer responsible:	Corporate Finance Manager
Author:	Steve Kelsen, Funds and Financial Policy Manager

PURPOSE OF REPORT

1. In the 2009-19 LTCCP the Council adopted an Investment Policy which included a number counterparty credit limits specifying the maximum amount the Council can invest with a range of approved categories of financial institutions.
2. While the Council's response to the Canterbury earthquakes will increase the level of Council's debt, in the short term large receipts of insurance and Crown funding are likely to result in significant increases in short term investments. The purpose of this report is to provide advice in relation to the maximum amounts Council invests with each party (known as counterparty credit risk), and recommend the adoption of new limits.

EXECUTIVE SUMMARY

3. Counterparty credit risk is the risk of losses arising from transactions with another party, such as a bank, when that party defaults on money owed to the Council. To manage its counterparty credit risk the Council:
 - (a) invests only in organisations that have long-term credit ratings (Standard & Poor's or Moody's) of A- and above, or short-term rating of A2 or above, or which are New Zealand Local Authorities, and
 - (b) seeks to spread its exposure over as wide a range of counterparties as reasonably possible.
4. The table below sets out the credit limits adopted in the 2009-19 LTCCP Investment Policy. These credit limits were based on the recommendations of Council's external treasury advisors, Asia Pacific Risk Management, and adopted based on the Council's anticipated investment profile at the time.

Counterparty/ Issuer	Minimum long term / short term credit rating -	Investments maximum per counterparty (\$m)	Interest rate risk management instrument maximum per counterparty (\$m)	Total maximum per counterparty (\$m)
NZ Government	A- / A2	unlimited	none	unlimited
NZD Registered Supranationals	AAA	50.0	none	50.0
State Owned Enterprises	A- / A2	15.0	none	15.0
NZ Registered Bank	A- / A2	50.0	70.0	70.0
NZ Registered Bank	Government guaranteed	Up to guarantee maximum	none	Up to guarantee maximum
Corporate Bonds/ CP	A- / A2	10.0	none	10.0
Local Government Stock/ FRN/CP	A- / A2 (if rated) Unrated	40.0 25.0	none none	40.0 25.0

COUNCIL 28. 6. 2012

7 Cont'd

5. Provided that Council funds are not exposed to unacceptable risk the Council also seeks to maximise its returns on investment. Institutions with higher credit ratings, which are the safest counterparties, generally provide the lowest returns. For example, the Council can invest unlimited amounts in the NZ Government but the return is around 2.75 per cent, while investing in a AA rated bank for the same period could return in excess of 3.5 per cent.
6. The Council is currently at or near counterparty credit limits with the large trading banks which routinely provide the best investment return for the Council. The Council currently has relationships with 12 New Zealand registered banks that meet Council's minimum credit rating requirements and at 30 May 2012 could invest up to \$235 million with those banks without breaching counterparty credit limits. Any sum received in excess of that amount could be invested in NZ Government.
7. Earthquake related payments from the Crown and insurers are often received with one day's notice. Depending on the amount and timing of payments, based on current estimates and informal payment advice it is possible that Council could have in excess of \$300 million of new funds to invest for a short period. However, of the four banks regularly offering the best short term investment returns Council could invest a total of only \$63 million. The difference in investment return between investing in these four banks and the other lower return investments available to the Council under its existing policy could be as much as 1 per cent interest.
8. Staff have received advice from its external treasury advisors in relation to its current counterparty credit limits. This advice is that current limits are too low, particularly in relation to banks. Asia Pacific Risk Management advise that the old credit limits reflected the economic environment prior to the global financial crisis. Since then the number of banks in New Zealand diminished, the liquidity requirements placed on banks by the Reserve Bank have tightened, and the Australasian banks are now in the top ten in the world in terms of creditworthiness. Following a review Asia Pacific Risk Management recommend the following counterparty credit limits:

Counterparty/ Issuer	Minimum long term / short term credit rating –	Investments maximum per counterparty (\$m)	Interest rate risk management instrument maximum per counterparty (\$m)	Total maximum per counterparty (\$m)
NZ Government	A-/ A2	unlimited	none	unlimited
NZD Registered Supranationals	AAA	70.0	none	70.0
State Owned Enterprises	A-/ A2	20.0 <i>(from 15.0)</i>	none	20.0 <i>from 15.0</i>
NZ Registered Bank	A-/ A2	100.0 <i>(from 50.0)</i>	150.0 <i>(from 70.0)</i>	150.0 <i>(from 70.0)</i>
Corporate Bonds/ CP	A-/ A2	10.0	none	10.0
Local Government Stock/ Bonds/ FRN/CP	A-/ A2 (if rated) Unrated	40.0 25.0	none none	40.0 25.0

9. The Council's current Investment Policy, including counterparty credit limits, was adopted as part of the 2009-19 LTCCP. That Policy, and the counterparty credit limits set within it, can be changed by resolution of the Council. Therefore, it is proposed that the Council resolve to amend its counterparty credit limits as recommended by Asia Pacific Risk Management

7 Cont'd

FINANCIAL IMPLICATIONS

10. Staff and Asia Pacific Risk Management consider that using the counterparty credit limits recommended above are prudent and do not expose the Council to an unreasonable or unacceptable level of risk.
11. Ongoing uncertainty about the amount and timing of earthquake related payments means it is not possible to determine the exact amount of interest revenue that could be lost should the Council decide not to adopt the recommended counterparty credit limits. However, on the assumption that \$300 million is received by the Council over the next three months the adoption of new credit limits could increase interest revenue by \$0.110 million per month.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

12. Not applicable.

LEGAL CONSIDERATIONS

13. Section 102 of the Local Government Act 2002 requires the Council to adopt an Investment Policy. The Council's current Investment Policy, including counterparty credit limits, was adopted as part of the 2009-19 LTCCP. Prior to the passing of the Local Government Act 2002 Amendment Act 2010 an Investment Policy could only be adopted or amended as part of a Long Term Council Community Plan. However, since the passing of that Act Council can amend its Investment Policy, by resolution, subject to the decision making requirements in the Local Government Act.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

14. Not applicable.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

15. No.

ALIGNMENT WITH STRATEGIES

16. Not applicable.

CONSULTATION FULFILMENT

17. Not applicable.

COUNCIL 28. 6. 2012

7 Cont'd

STAFF RECOMMENDATION

It is recommended that the Council resolve to amend the counterparty credit limits in the Council's Investment Policy as follows:

Counterparty/ Issuer	Minimum long term / short term credit rating –	Investments maximum per counterparty (\$m)	Interest rate risk management instrument maximum per counterparty (\$m)	Total maximum per counterparty (\$m)
NZ Government	A-/ A2	unlimited	none	unlimited
NZD Registered Supranationals	AAA	70.0	none	70.0
State Owned Enterprises	A-/ A2	20.0	none	20.0
NZ Registered Bank	A-/ A2	100.0	150.0	150.0
Corporate Bonds/ CP	A-/ A2	10.0	none	10.0
Local Government Stock/ Bonds/ FRN/CP	A-/ A2 (if rated) Unrated	40.0 25.0	none none	40.0 25.0

8. CHRISTCHURCH CITY COUNCIL PROCUREMENT POLICY

General Manager responsible:	General Manager, Corporate Services, DDI 941-8540
Officer responsible:	Corporate Support Unit Manager
Author:	Sue Chappell, Corporate Support Unit Manager

PURPOSE OF REPORT

1. The purpose of this report is to:
 - (a) seek Council approval for adoption of the Procurement Policy
 - (b) to rescind three existing policies relating to:
 - Tendering – preference of local firms (25 June 1990)
 - Tendering – preference for New Zealand produced goods (19 November 1990)
 - Tendering – sustainability consideration Timber from Tropical Rainforests Policy (1991).
 - (c) to seek Council agreement that staff should report to the Council's Audit and Risk Subcommittee on a quarterly basis on:
 - Contracts greater than \$50,000 which have not gone to market and the reasons for this
 - Quarterly expenditure against each supplier within each Panel.

EXECUTIVE SUMMARY

Purpose of the Procurement Policy (Appendix 1)

2. Procurement plays an important role in the delivery of Council outcomes. It is important for Council to have a clear set of governing principles to be used alongside relevant legislation and current delegated financial authority. A Procurement Policy document has been developed which is externally facing and incorporates the standards and recommendations of relevant legislation and central government guidelines and policies. The Procurement Policy will provide:
 - Christchurch residents with visibility and transparency of the purchasing and procurement policies and principles that Councillors expect Council staff to operate within
 - a clear direction and common understanding to management and staff in relation to Council's procurement and purchasing function
 - a set of guiding principles when considering a funding arrangement with a third party
 - a decision framework within which Council staff can set robust procurement strategies and detailed procedures.
 - a key foundation to governing the use of public funds when procuring goods or services.

Why is the Procurement Policy Required?

3. The Council requires the ability to procure goods, services and works to deliver the levels of service and capital projects in the Long Term Plan.
4. Procurement and contract management is a significant activity of the Council. Pre-earthquake, the Council spent approximately \$350-\$400 million per annum on external goods, services and works. Estimated spend for this financial year is \$700-\$800 million. Since 2009, procurement and contract management has been recognised as a key lever in driving value for money and has been an area of focus for management. Before 2009, Council's procurement function had been assessed by Internal Audit and areas for improvement identified, including the establishment of a Council-agreed policy and clarifying the internal business rules for procurement.

8 Cont'd

5. Council procures a wide range of goods and services from an array of different markets. Given the value, size, complexity and opportunities for improvement in procurement within the Council, it is important for Council to have a robust governance and framework to work within. This will allow staff to also make well considered value and risk decisions.

What is the Current State?

8. Responsibility for procurement and contracting activities is shared between individual business units and budget holders, and the shared services of Procurement and Purchasing, Finance and Legal Services units. Following Council approval, responsibility for budgets rests with individual business units (e.g. City Water and Waste, Transport and Greenspace). When a service renewal or new contract for services is required, the Procurement and Purchasing unit (alongside the business unit), manages the procurement process, in accordance with delegated authority, legislative and best procurement practice protocols.
9. Under the Activity Management Plan for 2011/12 the Council has an agreed level of service for procurement. The agreed level is 90 per cent of goods and services greater than \$50,000 are to be put to the market through an RFP/RFT (excluding purchases associated with emergency response and recovery activities where justification is approved within delegated authority). The agreed level is achieved with current performance being 90 per cent.
10. Since 2009, staff have focused on raising awareness of good practice procurement and the benefits it can return, providing training and coaching to business units, and establishing new best-practice contracts for our larger areas of spend (such as roading and greenspace maintenance).
11. Utilisation of good practices in Council's purchasing and procurement have seen improvements in the following areas:
 - earlier and greater engagement with business units as to their forecasted and planned procurement needs
 - an agreed phased implementation of a new, automated Contract Management System (BIW) that will dramatically improve contract management and administration workflow, compliance with contractual parameters and the facilitation of the new Panel Agreements
 - more strategic approach to procurement across Council leveraging off better scale and scope economies and efficiencies
 - more emphasis of Total Cost of Ownership where the initial capital costs are considered alongside the ongoing operational costs
 - alignment and provision of procurement leadership with Stronger Christchurch Infrastructure Rebuild Team.
12. However, plans to introduce a full strategic approach plus a 'Corporate Framework' of guidelines, processes and templates have been hampered by the earthquakes and are yet to be fully progressed in a co-ordinated manner.
13. A key part of the co-ordinated approach is having an overarching policy document within which supporting documentation can be produced and within which Council staff will operate. On this basis, the tendering policies as listed in paragraph two above have been incorporated into the Procurement Policy and are no longer required as separate policies.

Proposed Changes to Procurement Delegated Authority and Level of Service

14. Whilst developing the draft Procurement Policy, it became evident that the delegations for procurement may require amendment to better support the intent of the Procurement Policy.
15. Staff identified that there is currently a lack of clarity regarding delegations where Panel Agreements are entered into and where the overall value of these may exceed \$500,000 over time. Staff therefore recommend that all Panel Agreements are presented to Council for approval. Note that any individual contracts/statements of work within Panel Agreements must still comply with agreed delegated authority. E.g. greater than \$500,000 is approved by Council.

8 Cont'd

16. Staff also identified that there are currently no explicit levels of service which require capital works to go to market through RFP/RFT. A recommendation will go into the Long Term Plan for "90 per cent of capital goods and services procurement greater than \$500,000 put to market through RFP/RFT". This will allow minor capital works (largely renewals) to be completed under existing supply contracts.
17. To provide surety and visibility around compliance to delegations, staff recommend that the following is reported to the Council Audit and Risk Committee on a quarterly basis:
 - contracts greater than \$50,000 which have not gone to market and the reasons for this
 - quarterly expenditure against each supplier within each Panel.

FINANCIAL IMPLICATIONS

18. None.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

19. Not Applicable.

LEGAL CONSIDERATIONS

Have you considered the legal implications of the issue under consideration?

21. Any Council procurement policy must align with all relevant legislation (i.e. Local Government Act 2002, Fair Trading Act 1986) and government policies (i.e. Policy Guide for Purchasers issued by the Ministry of Economic Development) in particular those which relate to local government bodies. The Procurement Policy attached as **Appendix 1** incorporates the above standards as well as the recommendations of the Office of the Auditor General procurement guidelines and the recommendations of the Commerce Commission.
22. The Procurement Policy requires Council staff and management to act in a fair, open and unbiased manner and encourages an open tender process which reduces the risk of fraud, impropriety and judicial review.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

23. Aligns with Activity Management Plan 2011/12.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

24. Level of Service: 13.4.4 Procurement is managed as a shared service delivery. Target: per cent of goods and services greater than \$50,000 put to market through RFP/RFT 2011/12: 90 per cent, excluding purchases associated with emergency response and recovery activities when justification approved within delegated authority.

ALIGNMENT WITH STRATEGIES

25. Not applicable.

Do the recommendations align with the Council's strategies?

26. Not applicable.

CONSULTATION FULFILMENT

27. Not Applicable.

8 Cont'd

STAFF RECOMMENDATION

It is recommended that the Council:

- (a) Adopt the Procurement Policy as attached in **Appendix 1**.
- (b) Agree that staff should report to the Council Audit and Risk Committee on a quarterly basis on:
 - Contracts greater than \$50,000 which have not gone to market and the reasons for this.
 - Quarterly expenditure against each supplier within each Panel.
- (c) Rescind the following Council policies:
 - Tendering – preference of local firms (25 June 1990).
 - Tendering – preference for New Zealand produced goods (19 November 1990).
 - Tendering – sustainability consideration Timber from Tropical Rainforests Policy (1991).

COUNCIL 28. 6. 2012

9. REPORT OF THE REGULATORY AND PLANNING COMMITTEE: MEETING OF 30 MAY 2012

Attached.

COUNCIL 28. 6. 2012

10. REPORT OF THE HERITAGE AND ARTS COMMITTEE: MEETING OF 15 JUNE 2012

Attached.

COUNCIL 28. 6. 2012

11. GREATER CHRISTCHURCH URBAN DEVELOPMENT STRATEGY IMPLEMENTATION COMMITTEE – PUBLIC FORUM PROPOSAL

General Manager responsible:	General Manager, Strategy and Planning, DDI 941 8177
Officer responsible:	General Manager, Strategy and Planning
Author:	Mike Theelen, General Manager, Strategy and Planning

PURPOSE OF REPORT

1. The purpose of this report is to present a report from the Greater Christchurch Urban Development Strategy Implementation Committee's proposal to hold a public forum section for future meetings.

EXECUTIVE SUMMARY

2. Please see **Attachment A** for a report.

STAFF RECOMMENDATION

It is recommended that the Council endorse the report.

COUNCIL 28. 6. 2012

12. PLAN CHANGE 54: MARSHS ROAD – FINAL APPROVAL

General Manager responsible:	General Manager Strategy and Planning, DDI 941-8281
Officer responsible:	Programme Manager District Planning
Author:	David Punselie, Assistant Planner

PURPOSE OF REPORT

1. This report seeks Council approval to make operative the changes to the City Plan introduced by its decision on Plan Change 54.

EXECUTIVE SUMMARY

2. Private Plan Change 54 was initiated by Calder Stewart Industries Limited (CSIL). It rezones 39 hectares of land bounded by Sir James Wattie Drive, Shands Road, Marshs Road and by the Hornby to Prebbleton railway corridor from Rural 2 to Business 5. The land is shown as part of a new business growth area (CB9) within the Urban Limits in Chapter 12A of the Regional Policy Statement (RPS) and has the alignment of the proposed Christchurch Southern Motorway Stage 2 (CSM2), a Road of National Significance, crossing it.
3. Commissioner Ken Lawn conducted a hearing in December 2011. His recommendation, that the Council adopt the plan change with some modification, was accepted on 12 April 2012. The plan change as amended by the Council decision is attached (**Attachment 1**) to this report. No party having given notice of appeal the Council can now take the necessary steps to make operative the changes introduced by Plan Change 54.

FINANCIAL IMPLICATIONS

4. There are no direct financial implications.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

5. The recommendation will not impose on the LTCCP budgets.

LEGAL CONSIDERATIONS

6. The recommendation in this report is for the Council to take the procedural step to make operative the changes introduced by its decision on Plan Change 54. The Resource Management Act 1991 requires that, following the closing of the appeal period and the resolution of any appeals, the Council must formally approve the changes to the plan under clause 17 of Schedule 1 before the plan change becomes operative on a date that is nominated in a public notice. This plan change has reached the stage where it can be made operative.

Have you considered the legal implications of the issue under consideration?

7. Yes. See above.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

8. Aligns with District Plan Activity Management Plan.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

9. Yes. Supports the project of processing plan changes in compliance with statutory processes and time frames.

ALIGNMENT WITH STRATEGIES

10. Aligns with the Greater Christchurch Urban Development Strategy and Chapter 12A of the Canterbury Regional Policy Statement.

12 Cont'd

Do the recommendations align with the Council's strategies?

11. Yes.

CONSULTATION FULFILMENT

12. Approval of changes to the District Plan under clause 17 of Schedule 1 to the Resource Management Act 1991 is a procedural step that does not require consultation.

STAFF RECOMMENDATION

It is recommended that the Council:

- (a) Approve, pursuant to clause 17(2) of the Resource Management Act 1991, the changes to the District Plan introduced by its decision on Plan Change 54 Marshs Road.
- (b) Authorise the General Manager, Strategy and Planning to determine the date on which the changes introduced by Plan Change 54 become operative.

13. DRAFT CHRISTCHURCH TRANSPORT PLAN

General Manager responsible:	General Manager, Strategy and Planning Group, DDI 941-8281
Officer responsible:	Programme Manager, Strong Communities, Strategy and Planning Group
Author:	Ruth Foxon, Transport Policy Planner, Strategy and Planning Group Rae-Anne Kurucz, Principal Advisor Transport, Strategy and Planning Group

PURPOSE OF REPORT

1. To recommend that the draft Christchurch Transport Plan be approved by Council for consultation beginning in July 2012.

EXECUTIVE SUMMARY

2. The draft Christchurch Transport Plan (**Attachments 1 and 2**) outlines the Council's 30 year vision for the transport system, along with the goals, objectives and priority actions required to achieve this vision. The Plan updates Council's transport policy as it relates to recent strategic directions taken by the Greater Christchurch Urban Development Strategy (UDS), Central City Plan, Regional Land Transport Strategy, CERA Recovery Strategy and guides recovery planning for transport. The Plan also amalgamates a number of existing Council policies relating to transport. Ultimately, it will inform and provide strategic input into the growth of Christchurch's transport network and future funding decisions made through upcoming Long Term Plans and the Regional Land Transport Programme.
3. The vision of the draft Christchurch Transport Plan is to '*keep Christchurch moving forward by providing transport choices to connect people and places.*' The transport system will provide people and businesses with travel choices to make it easy to move around, do business and live. The Christchurch earthquakes have had a severe impact on the functioning of the whole transport system. There will be significant investment over the next ten years in the repair and recovery of transport infrastructure, especially roads. The draft Christchurch Transport Plan plays a role in shaping opportunities presented through the rebuild to improve the transport system in line with the 30 year vision.

The main challenges facing the transport system in Christchurch are:

- congestion: levels of congestion on the road network are increasing, by 2041 there could be 30 per cent growth in traffic from 2010 levels
- travel patterns: the predominant travel choice for all trips is by private vehicle
- earthquake damage and recovery: around 45 per cent of our roads have suffered significant damage since the earthquakes in 2010/11, there is now significant opportunity to improve the resilience of our network
- relocation and growth areas: land and property damage from the earthquakes has caused the relocation of households and businesses across the city. In response, the release of new housing areas in the south-west and north of the city has been accelerated
- demographics: the size, diversity and projected growth of the resident population has been affected by the earthquakes
- safety: the highest proportion of road crashes and injuries involve: crashes at intersections, young drivers, cyclist and motorcycles
- health and wellbeing: increasing obesity and reducing levels of physical activity is a growing cost to the public health system
- environment: transport is a significant contributor to poor air quality, water quality, adverse visual effects and noise disturbance
- climate change: one third of total green house gas emissions in Christchurch are transport related
- peak oil: the availability and price of fuel is increasing, reducing the affordability of movement by car and truck.

13 Cont'd

4. To achieve the vision and address these challenges the draft Christchurch Transport Plan focuses on four goals:

Goal 1: Improving Access and Choice: delivering resilient transport networks with an emphasis on efficient road use, public transport, walking and cycling. Introducing a new road classification which recognises both the road function and the environments that the road passes through.

Goal 2: Creating Safe, Healthy and Liveable Communities: adopting a safer systems approach. Transport actions to support the recovery of the Central City, suburban centres and new growth areas. Strengthening the integration of land use and transport planning through District Plan changes.

Goal 3: Supporting Economic Vitality: local freight routes to improve access to the ports and freight hubs, a freight strategy to manage the growth of regional and national freight movement, parking and congestions management to support the growth of commercial centres.

Goal 4: Creates Opportunities for Environmental Enhancements: green infrastructure, adapting to climate change and peak oil prices by encouraging new technology and infrastructure enhancements.

5. The proposed document translates these goals across five key networks; strategic, freight, public transport, cycling, and walking, which collectively make up the transport and access functionality of the network. As a strategic discussion the plan seeks to communicate the concept of these networks, and how they can look when applied to the existing transport network in the city. The details of exactly how the principles and concepts will be given effect to is however not the purpose of this plan; these matters will be the subject of much more detailed analysis and debate by Council and its community once the CTP is finally adopted.
6. The CTP will establish a framework (as do the city's other strategic infrastructure documents) that will support Council to make consistent and timely decisions that move the city forward to a comprehensive future state.
7. Implementation will be phased over 30 years. The implementation will move through three distinct phases: recovery and rebuild, transition and achieving the vision. This recognises that in the immediate term fixing the city networks is a key priority, as well as ensuring that the city and its communities recover speedily and effectively. The short term, will however always be informed by the CTP's long term goals, and Council through its planning and prioritisation will be encouraged and challenged to take advantage of the short term needs to support long term goals. As was demonstrated in the CCP, the earthquakes have provided an opportunity to think boldly about transport, but also highlighted the need to act pragmatically in the early years. The CTP has a unique opportunity to enable Council and its strategic transport partners to move towards a transport system that is sustainable for the city in the long term, and the CTP provides the first real tool with which to have that conversation.
8. One of the key opportunities recognised by Council is in the area of cycling. The proposed CTP identifies a fully integrated strategic cycling network that links key destinations, local points of interest, and the city's major recreational nodes. These will be achieved through the development of both shared and dedicated routes, with a small number of key exemplar routes signalled. The specifics of these will be addressed through more detailed planning and design, but the document and the circumstances created by the earthquakes provides an opportunity to allow the community to really embrace this mode shift opportunity.
9. To inform the next Long Term Plan, priority actions have been identified for the next 10 years. Whilst the actions facilitate the rebuild and recovery phase they also include elements of the transition and vision phases. As with any strategy the funding, timing and delivery of these will be determined through the LTP and regular Annual Plans. The role of the CTP is to provide a comprehensive framework to allow more detailed planning and implementation to develop from priorities for the next 10 years and will include:

13 Cont'd

- development of a new road classification (replacing the existing road classification) to guide the rebuilding and future design of roads and road corridors
 - continuation of road maintenance and renewals
 - building local connections to Christchurch's motorways and new growth areas and network improvements to neighbouring districts
 - public transport rapid transit investigations and protection of future public transport corridors including investigations into potential 'park and ride' facilities
 - investment in quality public transport infrastructure and priority measures to support public transport services
 - investment in major cycle routes for high demand areas supported with facilities and education programmes
 - defining freight routes and protecting major freight hubs
 - information and education services to support network efficiency
 - targeted safety improvements
 - parking management plans to support network improvements
 - streetscape improvements in suburban recovery centres and the central city.
10. Staff began the process of developing an integrated transport plan for the City in 2009. Early input and advice from Councillors has been provided through the Regulatory and Planning Committee, Transport Committee and more recently through a series of Councillor Workshops. The draft Plan has also been prepared with engagement from each of the Greater Christchurch Urban Development Strategy (UDS) partners (Environment Canterbury, New Zealand Transport Agency, Selwyn District Council, Waimakariri District Council) and Canterbury Earthquake Recovery Authority. Completion of the plan has been disrupted by major earthquakes, however following recent engagement the plan is now suitably progressed for public consultation.
11. The draft Christchurch Transport Plan is submitted here for Council approval to commence public consultation on the Plan.

FINANCIAL IMPLICATIONS

12. The Plan aims to provide a vision and framework for the city's transport system that will provide guidance and priorities for budget preparations in future Long Term Plans and the Regional Land Transport Programme. The Plan has summarised the highest priorities for future implementation.
13. An Implementation Plan will be prepared subsequent to the adoption of the draft Christchurch Transport Plan to provide more specific actions and budget implementations in preparation for future Long Term Plan prioritisation processes. Adoption of the Plan is not a commitment to the delivery of any particular project. The detailed achievement of the plan will be determined through the LTP and Annual Plans, but will also be influenced by the government funding priorities for transport (Government Policy Statement) and the Regional Land Transport Programme.

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

14. The Plan is part of the City and Community Long Term Policy and Planning work programme for the 2011/12 financial year.

LEGAL CONSIDERATIONS

15. The Plan is not a statutory requirement of any Act and the Council can choose what type of consultation it considers is appropriate for the Plan. Any consultation the Council decides to undertake in relation to a decision must be carried out in accordance with the principles in section 82 of the Local Government Act 2002. The consultation proposed in this report will meet the requirements of section 82. The Plan is aligned, in terms of its goals, with national legislation including the Land Transport Management Act, the Local Government Act and the Resource Management Act. As noted above, adopting the Plan does not create an obligation on the Council to deliver any project included within it, or to make provision for any projects in future Long Term Plans.

13 Cont'd

The transport activities of Urban Development Strategy (UDS) partners have been integrated into the draft Plan to increase coordination whilst recognising that each activity is subject to planning and funding processes relevant to each organisation. There are a number of methods which will be used to implement these actions, including regulatory changes, District Plan changes, consents, designations, bylaws, changes to infrastructure design standards and setting new levels of service in activity management plans.

Have you considered the legal implications of the issue under consideration?

16. Yes.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

17. Preparation of the draft Christchurch Transport Plan is in line with the "City Planning and Development" activity and "Streets and Transport" activity objectives in the current LTCCP (2009-19). The draft plan aligns with the draft 2013 Community Outcomes:

- **Liveable City:** providing a system that offers transport options to meet the needs of people and businesses; providing people with access to economic, social and cultural activities; promoting an increase in journeys made by foot, cycle and public transport; facilitating streetscapes that enhance the look and function of the city
- **Healthy Environments:** encouraging environmental enhancement and reduced emissions
- **Strong Communities:** improving the safety of the transport system and encouraging physical activity through active transport
- **Prosperous City:** providing infrastructure that supports sustainable economic growth.

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

18. The Draft Plan is closely aligned with implementation of the Urban Development Strategy. In the "city planning and development" activity there is the following level of service:

- *Council approves a work programme, based on the approved UDS Action Plan.*

The implementation of the Plan will assist in achieving a number of Council outcomes under the LTCCP and Levels of Service within the Streets and Transport activity.

ALIGNMENT WITH STRATEGIES

19. The plan is conscious that neither use of the network, nor its funding, are solely determined by the city and its community. For all users the transport network needs to operate seamlessly across boundaries and for a variety of users. Similarly parts of the funding programme, and the delivery of key public transport services rests outside Council, and the plan needs to be cognisant of this. Nevertheless the CTP should be a plan where national and regional objectives are integrated with local community aspirations, rather than being driven by any singular agenda.

20. The draft Plan sits within a framework of national, regional and local strategies and policies. The long term outcome is to create an integrated transport and land use system that aligns with, and delivers the Regional Policy Statement, Regional Land Transport Strategy (RLTS) and Greater Christchurch Urban Development Strategy. Greater Christchurch cross boundary activities have been integrated into the draft Plan to increase coordination whilst recognising that each activity is subject to planning and funding processes relevant to individual organisation.

13 Cont'd

21. Particular regard has been given to the:

- Government Policy Direction and Statement for transport: sets out the Government's priorities for expenditure from the National Land Transport Fund over the next 10 years. It details how funding is allocated between activities such as road safety, state highways, local roads, active and public transport
- Canterbury Regional Policy Statement: has been amended to include Chapter 12A which provides direction for future growth by setting out land use distribution and identifying areas available for urban development. The Policy seeks to consolidate and intensify growth in certain areas so there is less reliance on private motor vehicles
- Canterbury Regional Land Transport Strategy: sets the strategic direction for land transport within Canterbury over a 30 year period. The vision is that Canterbury has an accessible, affordable, integrated, safe, resilient and sustainable transport system
- Canterbury Regional Land Transport Programme: a three year programme of activities which constitutes the Region's bid for funding support from central government
- Greater Christchurch Urban Development Strategy: a strategic direction for growth in the Greater Christchurch area, covering future housing areas, development of social and retail activity centres, new employment areas and integration with transport
- Draft Roads of National Significance Network Plan: is to identify key supporting projects for the Roads of National Significance and the role NZTA can play in development and funding of transport improvements within Greater Christchurch
- Canterbury Regional Passenger Transport Plan: sets out the policy within which all public transport services operate and includes policies on fares, funding, vehicle and service standards, infrastructure and monitoring
- Greater Christchurch Metro Strategy: sets out a range of targets to improve public transport, based on community suggestions
- Greater Christchurch Travel Demand Management Strategy: a strategy for managing increasing traffic growth, by making the most of the existing transport network and increase the use of walking, cycling, public transport and car pooling
- Central City Recovery Plan: sets out how the Central City will recover from the earthquakes; it proposes a new transport network for the Central City which offers choice
- CERA Recovery Strategy: This overarching, long-term Strategy will guide the reconstruction, rebuilding and recovery of greater Christchurch
- Transport Strategies: integration of a number of existing City Council transport strategies, including the Metropolitan Transport Statement, Cycling Strategy, Pedestrian Strategy, Road Safety Strategy and Parking Strategy.

22. Many of these joint strategies and plans are under review as a result of the recent earthquakes. The Council is working with the UDS partners and CERA to assess the impacts on the transport system as a result of both the accelerated residential development schedules and to determine priorities for public transport and infrastructure development. Environment Canterbury is updating the Regional Passenger Transport Plan with planned completion in January 2013. The UDS partners are working on a passenger transport study for the Greater Christchurch area. This draft Plan is aimed to be flexible enough to work with any new thinking in transport and land use that will occur over its 30 year life.

13 Cont'd

Do the recommendations align with the Council's strategies?

23. Yes, see above.
24. Under the Canterbury Recovery Act the Council's strategies and plans must not be inconsistent with the Recovery Strategy or any Recovery Plans. The Recovery strategy includes a specific objective in the Built Environment area : *'Develop resilient, cost effective, accessible and integrated infrastructure, buildings, housing and transport networks, by: developing a transport system that meets the changed needs of people and businesses and enables accessible, sustainable, affordable and safe travel choices'*. The draft Plan is not inconsistent with this goal and has close alignment with it.

CONSULTATION FULFILMENT

25. In order to strengthen the cohesiveness and comprehensiveness of the draft Christchurch Transport Plan a process of stakeholder involvement and collaboration has been ongoing, this has involved Councillors, Community Boards, Council staff, UDS partners, CERA and other key stakeholders. Dialogue has been productive and has informed the content and development of the draft Plan.
26. To strengthen UDS coordination of transport planning a number of workshops have been held with transport and planning staff from ECan, NZTA, CERA, SCIRT, Selwyn District Council and Waimakariri District Council. Between November 2011 and April 2012 workshops have been focused on network planning for roads, freight, walking and cycling. Regular updates on the development of the draft Plan have been made through the staff UDS Transport Group.
27. Two breakfast workshops for key stakeholders were held in December 2010, with the support of the Community Engagement Team. Thirty seven people attended representing the following disciplines: the ports, freight, cycling, walking, accessibility / disability, health, automobiles, freight, diverse communities, community organisations and sustainability. The attendees provided feedback on the transport challenges and high level approaches for each network (walking, cycling, freight, public transport). This was an effective element in the public participation process and provided good feedback. The feedback was assessed and where appropriate has been incorporated into the draft Plan.
28. A Health and Sustainability Impact Assessment has been undertaken. The assessment included workshops with key stakeholders (representatives from population groups including: older people, youth, disability, non-English speakers) in May 2010, internal staff (April 2010) and a Hui at Rehua Marae 28 May 2010. The workshops identified the key health and sustainability challenges for transport and identified the health and sustainability issues of different transport scenarios. Feedback from the workshops influenced the vision, goals and direction of the draft Plan.
29. To ensure staff engagement in the process, a number of internal workshops and presentations have been held. Feedback was requested in a series of discussions with staff from City Environment and Strategy and Planning groups. An important focus was the integration of the transport networks with land use and within the context of other strategies and policies, as detailed above.
30. Community Board members have been consulted during the early development of the draft Plan (19 October 2009) and at a joint community board meeting to be held 25 June 2012.
31. Council workshops and workshops with the previous Regulatory and Planning committee has guided the development of the draft Plan. Subsequent to recommendations from the 23 March and 22 May Council workshops further feedback has been incorporated especially to the development of the network plans and actions.
32. Subject to Council's approval, formal consultation on the draft Plan will be undertaken with stakeholders for six weeks from mid July 2012 to end of August 2012. Submissions will be reported back to a Council hearing panel in October 2012. Consultation will include production of a summary document and submission form. It will also be on the "Have Your Say" Web page, and media releases will publicise the consultation period.

13 Cont'd

STAFF RECOMMENDATION

It is recommended that the Council approve the draft Christchurch Transport Plan for consultation.

21. GREENFIELDS LAND AVAILABILITY

Author:	Tony Marryatt
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PURPOSE OF REPORT

1. The purpose of this report is to advise Council of the availability of Greenfield Land.

BACKGROUND

2. Council resolved at its meeting on 16 February 2012:
 - (1) That staff prepare a detailed report detailing the infrastructure constraints on each of the identified Greenfield areas and timeframes of when these infrastructure constraints are planned to be resolved and report back to the council noting that any financial decision will be made during the Annual Plan/variation to Long Term process.
3. Attached to this report is a schedule (**Attachment 1**) detailing the status of Greenfield Land availability in Christchurch. This schedule shows for each Land Development area:
 - Plan change status
 - Potential sections as at February 2011
 - Status of section consenting
 - Timing of infrastructure availability.
4. The schedule also supports Council in meeting its obligation under the CERA Recovery Strategy.
5. The goals of the Building Environment Recovery Programme are identified in the Recovery Strategy and include *“zoning sufficient land for recovery needs within settlement patterns consistent with an urban form that provides for the future development of greater Christchurch”* and *“coordinating and prioritising infrastructure investment that effectively contributes to the economy and community during recovery and into the future”*.
6. The schedule details what land Council has identified and is working towards the release of, (along with the initiatives and actions of private landowners and developers) as well as summarising the key infrastructure priorities to support such land as part of the city’s wider recovery.

Land Availability

7. The Minister confirmed the Revised Metropolitan Urban Limit (MUL) for Greater Christchurch in October 2011. This adopted a series of greenfield and brownfield land targets across Waimakariri, Selwyn and Christchurch City. In terms of actual available greenfield sections for Christchurch the attached schedule (**Attachment 1**) identifies 22,435 possible sections in the Greenfield area. Waimakiri have circa 9,000 and Selwyn 11,000. The quantum of sections proposed is based on the established yields included as part of the UDS. While actual numbers may vary per development, the overall targets remain valid.
8. While the MUL establishes the City’s global capacity, the developed capacity is determined through a process of rezoning, subdivision and development. To date the City has rezoned sufficient land within the MUL to provide up to 10,390 sections. Table 1 below shows the location of the rezonings completed.

Table 1: Current Greenfield Areas Rezoned in Christchurch City

Aidanfield	160 (sections)
Masham	490
Wigram	2,137
Fulton Hogan	1,462
Awatea	1,210
South East Halswell (Quarry view only)	27
Prestons	2,300
Belfast Park	640
Belfast 293	1,300
Residual small developments	<u>664</u>
TOTAL	10,390

9. Under the current Regional Plan, urban development requires comprehensive Outline Development Plans (ODPs) and Plan changes to give effect to the MUL. Council recently resolved to take the lead on two ODP processes to facilitate and accelerate the recovery process amongst different groups of landowners. There are currently six large potential blocks of land are engaged with Council on some rezoning. These are:

Table 2: Greenfield Plan Changes (including ODPs) currently being processed by Council

Sparks Road (pre lodgement)	1,810 (sections)
Hendersons Basin (RFI)	1,383
Highfield Park (to be notified)	2,100
Upper Styx (pre lodgement)	1,962
Langdons Road	<u>190</u>
TOTAL	7,445

10. There are also landholdings with a potential capacity of 4,600 sections for which no plan change process has been initiated. The reasons for this are numerous. In some instances it is simply landowner preference, while for others there may be market concerns regarding land oversupply. A number of the landowners are already developing other blocks and have a clear sequence of development in mind. From a market perspective there is a clear risk of oversupply, particularly if demand is uncertain and the holding costs associated with land development and local infrastructure are expensive. The areas identified are as follows:

Table 3: Capacity of Potential Plan Change Areas situated within Christchurch City Metropolitan Urban Limits

South Halswell	780
South West Halswell	1,744
South east Halswell	1,033
East Belfast	510
Russley	98
South of Masham	255
Maltworks (current Business Zone)	<u>180</u>
TOTAL	4,600

21 Cont'd

11. In terms of actual availability, 1,767 sections have been granted subdivision consent since February 2011, and there are currently 1,020 sections with subdivision consents in train. The actual number of sections on the market is more difficult to estimate and it is dependent on the marketing and sales decision of individual developers.

Infrastructure Availability

12. The other side of the development equation is the availability of infrastructure both trunk (Council) and local (developer).
13. In terms of both trunk infrastructure and section capacity, the Council, CERA and the market need to ensure that the market has adequate supply and adequate distribution across a range of prices. As Councillors who are involved in the UDS will appreciate, one of the key goals of the UDS was to more closely match demand and supply closely together to reduce cost and increase efficiency.
14. As part of Chapter 12A approval, the sequence tables for land release adopted in the UDS were set aside. As a result Council engineers, whose long term plans have been based on that sequence, have been working to adjust their programme to best match known or emerging demand. Effective subdivision cannot occur without infrastructure capacity in place. At present there is sufficient available infrastructure to cater for an additional 1,104 sections. As Councillors will appreciate, the capacity is not evenly spread and some parts of the city have more available capacity than others.
15. The Council's engineering staff have, since the earthquakes, continued to adjust their capital design work programme. This programme is well aligned to the expectation of land being brought to market by developers, though in some instances there are timing and connection issues that need to be worked through. There are some instances in the city where development is unlikely to be able to commence in the short term as trunk capacity is still some years away and the city's network is progressively expanded. It is intended that the following capacity will be delivered against the following timeframes.

Table 4: Plan Infrastructure Programme Deliver Dates and Number of Potential Sections Serviced

by December 2012	2,000	<i>*Note 1</i>
by July 2012	5,896	<i>*Note 2</i>
by December 2012	200	
by July 2014	2,910	
by December 2014	1,762	
beyond 2014	600	
dependent on pace of development	3,196	
TOTAL	16,564	

Note 1: Requires ECan approval concerning potential wastewater overflows

Note 2: Development of 810 sections requires the relocation of the Kart Club

Monitoring Demand and Supply

16. In addition to the tables provided (Attachment 1) the Council has established, as part of the wider UDS programme, a process to monitor both supply and availability of land. While the Council is able to monitor the number of sections envisaged by individual plan changes and those being processed through subdivision consents, it is less able to accurately confirm the sections actively being made available by developers.

COUNCIL 28. 6. 2012

21 Cont'd

17. To assist with this the Council website now contains a webpage (<http://www.ccc.govt.nz/thecouncil/policiesreportsstrategies/landavailability/index.aspx>) which identifies subdivisions where sections are available and that subdivision consent has been granted for. This is updated as information is provided by developers. A new interactive webpage is under development that will enable users to access information more easily than at present. This will also provide a system for monitoring subdivision consents that links with the webpage while also allowing developers to update information on the number of sections available.
18. The material referred to in this report will be incorporated into the web environment to provide up to date information on planning and subdivision processes underway in the city. It is also intended to report quarterly to Council on both greenfields processes and infrastructure delivery progress.

RECOMMENDATION

- (a) That the report be received.
- (b) That the Greenfields Land Availability schedule be updated quarterly and placed on a Council agenda.
- (c) That the material contained in the attached spreadsheet tables be added to the Council Land Availability webpage.

22. CHANGES TO GOVERNANCE ARRANGEMENTS

General Manager responsible:	General Manager Regulation and Democracy Services, DDI 941-8462
Officer responsible:	Democracy Services Manager
Author:	Clare Sullivan, Council Secretary

PURPOSE OF REPORT

1. The purpose of this report is to seek the Council's approval of a number of changes to the Council's governance arrangements. The recommendations in this report are made following informal discussions held between the Mayor and Councillors.

EXECUTIVE SUMMARY

2. Following informal discussions by Councillors there are several recommended changes to the governance structure and to the schedule of meetings previously adopted by the Council, including establishing new committees, disestablishing a number of existing committees, and amending the membership of several existing Committees.

Council Meetings

3. The attached schedule (**Attachment 1**) assumes:
 - That Council meetings will be held commencing at 9.30am on the second and fourth Thursday of each month, with the meeting on the second Thursday being devoted solely to consideration of community board reports, with all remaining reports/items being submitted to the second meeting on the fourth Thursday.
 - On the third Thursday of each month a Council Earthquake Forum will be held. This will not be a decision-making meeting but members of the public will be able to come to speak at it for the purpose of raising issues that relate to earthquake recovery. The third week of each month will be a community week where at all possible meetings are not scheduled unless necessary, and Councillors will have the opportunity to be active in their community in their representative role.
 - No dates have yet been set for the consideration of the 2013/2022 Long Term Plan.
 - The next triennial Christchurch City Council elections will be held on Saturday 12 October 2012 and the schedule therefore lists meetings from July 2012 to September 2013 inclusive.

Committee Meetings

4. The attached schedule also assumes the establishment of the following four Committees to meet in the first week of each month:
 - People
 - Environment and Infrastructure
 - Corporate and Financial
 - Planning.

22 Cont'd

5. Some committees currently in existence will be disestablished, however the Joint Committees with other Councils or outside organisations will continue. There are changes recommended to the membership of several existing Subcommittees.

Outside Appointments

6. Following the resignation of Councillor Chrissie Williams last year, there are a number of joint Council Committees that require a replacement member.

FINANCIAL IMPLICATIONS

Do the Recommendations of this Report Align with 2009-19 LTCCP budgets?

7. Yes. Costs associated with holding meetings are provided for in the 2009-19 LTCCP.

LEGAL CONSIDERATIONS

Have you considered the legal implications of the issue under consideration?

8. Yes. The Council may appoint committees and together with other local authorities, may appoint joint committees.

ALIGNMENT WITH LTCCP AND ACTIVITY MANAGEMENT PLANS

Do the recommendations of this report support a level of service or project in the 2009-19 LTCCP?

9. Yes. See Democracy and Governance Pages 154 to 159 of the 2009-19 LTCCP.

ALIGNMENT WITH STRATEGIES

Do the recommendations align with the Council's strategies?

10. Not applicable.

CONSULTATION FULFILMENT

11. Not applicable.

STAFF RECOMMENDATION

It is recommended that the Council:

- (a) Adopt a revised schedule of Council meetings, Earthquake Forums and Council Workshops for the period 1 July 2012 to September 2013 (see **Attachment 1**).
- (b) Establish the following Committees to meet from August 2012 and appoint the members and Chairpersons as follows:
 - People
 - Councillor Johanson (Chair)
 - Councillor Livingstone (Deputy)
 - Councillor Beck
 - Councillor Broughton
 - Councillor Carter
 - Councillor Chen
 - Councillor Corbett
 - Councillor Gough

COUNCIL 28. 6. 2012

- Environment and Infrastructure
 - Councillor Reid (Chair)
 - Councillor Keown (Deputy)
 - Councillor Buck
 - Councillor Chen
 - Councillor Corbett
 - Councillor Wells
 - Corporate and Financial
 - Councillor Broughton (Chair)
 - Councillor Carter (Deputy)
 - Councillor Button
 - Councillor Chen
 - Councillor Gough
 - Councillor Johanson
 - Planning
 - Councillor Wells (Chair)
 - Councillor Beck (Deputy)
 - Councillor Buck
 - Councillor Chen
 - Councillor Keown
 - Councillor Livingstone
 - Councillor Reid
- (c) Adopt the Terms of Reference for the four Committees as noted in **Attachment 2**.
- (d) Disestablish the following Council Committees:
- Central City Committee
 - Communications Committee
 - Heritage and Arts Committee
 - Housing and Community Facilities Committee
 - Regulatory and Planning Committee
 - Transport Committee
 - Water and Wastewater Committee
- (e) Amend the membership of the following existing subcommittees as follows:
- The CEO Performance Review and Remuneration Subcommittee:
 - The Mayor (Chair)
 - Councillor Wells (Deputy)
 - Councillor Beck
 - Councillor Broughton
 - Councillor Corbett
 - The Audit and Risk Management Subcommittee:
 - Councillor Carter (Chair)
 - Councillor Buck (Deputy)
 - Councillor Broughton
 - Councillor Button
 - Councillor Chen
 - Councillor Gough

COUNCIL 28. 6. 2012

- The Ethics Subcommittee:
 - Mayor (Chair)
 - Councillor Button (Deputy)
 - Councillor Buck
 - Councillor Chen
 - Councillor Gough
 - Independent Convenor
- (f) Appoint one Councillor to each of the following:
- Joint Christchurch City Council/Canterbury District Health Board Committee
 - Councillor Keown
 - Central Plains Joint Committee
 - The Mayor
 - Public Transport Advisory Group
 - Councillor Keown
 - Regional Transport Committee
 - Councillor Keown
- (g) Approve the meeting schedule for the Committees listed in recommendations (b) and (e) above.

14. NOTICES OF MOTION

15. RESOLUTION TO EXCLUDE THE PUBLIC

Attached.