

MINUTES OF A MEETING OF THE WAIMAKARIRI DISTRICT COUNCIL HELD IN THE COUNCIL CHAMBER, 215 HIGH STREET, RANGIORA ON TUESDAY 7 DECEMBER 2021, COMMENCING AT 1PM.

PRESENT

Mayor D Gordon (Chairperson), Deputy Mayor N Atkinson (left at 3.35pm), Councillors K Barnett, A Blackie, R Brine, N Mealings, P Redmond, J Ward and P Williams.

IN ATTENDANCE

J Harland (Chief Executive), J Millward (Finance and Business Support Manager), G Cleary (Manager Utilities and Roothing), C Brown (Manager Community and Recreation), T Tierney (Manager – Planning and Regulation), S Hart (Business and Centres Manager), S Nichols (Governance Manager), K LaValley (Project Development Manager), K Simpson (3 Waters Manager), R Kerr (Delivery Manager – Shovel Ready Programme), W Taylor (Building Unit Manager) V Thompson (Business and Centres Advisor), L Hurley (Project Planning and Quality Team Leader), H Street (Corporate Planner), G Maxwell (Policy Technician), G Wilson (Building Officer), A Mace-Cochrane (Graduate Engineer), T Kunkel (Governance Team Leader) and A Smith (Governance Coordinator).

1. **APOLOGIES**

Moved: Councillor Barnett Seconded: Councillor Redmond

THAT apologies for absence be received and sustained from Councillor W Doody and Councillor S Stewart.

CARRIED

2. **CONFLICTS OF INTEREST**

Councillor Brine declared a conflict of interest on Items 9.1 to 9.4, 'Recommendation for Speed limit Changes throughout the District', as he is a serving Police Officer.

3. **ACKNOWLEDGEMENTS**

None.

4. **CONFIRMATION OF MINUTES**

4.1 **Minutes of a meeting of the Waimakariri District Council held on 2 November 2021**

Moved: Councillor Blackie Seconded: Councillor Ward

THAT the Council:

- (a) **Confirms**, as a true and correct record, the circulated Minutes of a meeting of the Waimakariri District Council held on 2 November 2021.

CARRIED

4.2 **Minutes of an extraordinary meeting of the Waimakariri District Council held on 9 November 2021**

Moved: Councillor Barnett

Seconded: Councillor Brine

THAT the Council:

- (a) **Confirms**, as a true and correct record, the circulated Minutes of an extraordinary meeting of the Waimakariri District Council held on 9 November 2021.

CARRIED

MATTERS ARISING

None.

4.3 **Minutes of the public excluded meeting of the Waimakariri District Council held on 2 November 2021**

(Refer to public excluded minutes)

4.4 **Minutes of the public excluded extraordinary meeting of the Waimakariri District Council held on 9 November 2021**

(Refer to public excluded minutes)

5. **DEPUTATIONS AND PRESENTATIONS**

5.1. **Greg Inwood – Woodend Beach Road Development**

G Inwood explained that he was a small property developer in the Woodend area. Due to Covid, he applied and was granted an extension on his consent in April 2020. Subsequently, he was also granted a deviation of the resource consent in April 2021, allowing Stage 7 of the Woodend Beach Road development to be developed into four smaller sub-stages. He was in the process of developing two lots under the deviation of consent and had expected to pay the development contributions as per his original consent. However, he received an invoice for double the original amount.

G Inwood had contacted the Council, assuming that the Council had made an error. He was, however, advised that Section 4.6.5 of the Council's Development Contribution Policy made provision for development contributions to be re-assessed if a consent holder was granted an extension. Also, a Section 224(c) certificate would not be issued if the development contributions were not paid in full. He had subsequently paid the reviewed development contributions. However, his concern was that he had not been advised that the development contributions could be reviewed before he applied for the extension on his consent. He requested the Council to reconsider the revised development contributions and adjust his invoice accordingly. He noted that the funds that he had already paid could be held for any future development contributions required.

Councillor Redmond questioned if G Inwood was provided with reasons for reviewing the development contributions. G Inwood noted that he was advised that the review was in line with the Council's Development Contribution Policy. However, he was not made aware of the policy when he applied for the extension on his consent in April 2020 or the deviation of the resource consent in April 2021.

In response to a question by Councillor Brine, G Inwood confirmed that the staff had all the documentation relating to his dispute over the development contributions. Mayor Gordon advised that it would be helpful for G Inwood to submit his points of concern to the Governance Team.

Councillor Barnett enquired if G Inwood had, at any stage, tried to arrange a meeting with senior staff to discuss his concerns. G Inwood advised that he did visit the Council's offices to speak to a manager. However, they were not available to assist him on that day, as he had not made an appointment. All subsequent correspondence had been via e-mail. He was advised by staff that the only way to resolve the matter was to make a deputation to the Council.

Councillor Williams asked if G Inwood would be expected to pay additional development contributions for the next stages of the development, as they were smaller in size. G Inwood confirmed that all the properties were zoned Residential 4, and the development contributions would therefore be the same.

The Mayor suggested that G Inwood meets with the Chief Executive and Senior Management to discuss the matter. After that, a report would be submitted to the Council for consideration if required.

6. **ADJOURNED BUSINESS**

6.1. **Waka Kotahi Low-Cost Risk Programme Funding Endorsement 2021-24 NLTP – J McBride (Roading and Transport Manager) and G Cleary (Manager Utilities and Roading)**

G Cleary highlighted that the Low-Cost Low-Risk funding category provided for the implementation of low-cost, low-risk improvements to a maximum total approved cost per project of \$2 million. The Council had submitted a funding bid of \$13.2 million to Waka Kotahi for the 2021/24 National Land Transport Programme (NLTP). Waka Kotahi had, however, only endorsed funding to the value of \$6.6 million for the three years. However, Waka Kotahi had advised that additional funding may become available during the next three years, which all councils could bid for.

G Cleary noted that it was suggested that Capital Project spending be reduced and that a multi-layered approach be taken to progressing the projects that had not received Waka Kotahi funding. This approach would include continuing to work on the design of several declined projects. Then, if funding became available during the next two years, the Council would be well-positioned to seek additional funding from Waka Kotahi and rapidly progress projects.

Mayor Gordon had understood that the Tuahiwi Footpath and Townsend Road Culvert Extension would be included as two top-up projects for the district, subject to further consideration during the draft 2022/23 Annual Plan process in February 2022. G Cleary advised that this could be an option for the Council to consider, and Recommendation (g) contained in the report could be amended accordingly.

Councillor Mealings questioned if it was likely that funding would become available for the shared-use path along Tram Road for Swannanoa School students as part of the Minor Safety Programme for School Safety Projects. G Cleary confirmed that a multi-use path along Tram Road could be funded as part of the School Safety Projects.

Councillor Mealings also expressed a concern regarding the omission and delay of various projects along Tram Road. She enquired what the proposed Rural Intersection Active Warning Signs at the South Eyre, Tram and Giles Road were expected to cost. G Cleary noted that the estimates had been carried out for the project as part of the Council's bid for Waka Kotahi funding. Staff would re-evaluate projects as part of the draft 2022/23 Annual Plan process, if the Council so required.

Councillor Williams was concerned that Waka Kotahi would be reluctant to fund projects once funding became available if the Council had funded them in the interim. G Cleary explained that the Council funding would only be used for design and investigative work so that the Council would be ready to rapidly progress the projects once funding became available.

Councillor Williams further questioned why Waka Kotahi did not consider the declined projects important enough to fund. J Harland explained that Waka Kotahi ran an investment prioritisation system. Every bid received from councils was therefore assessed against criteria that included strategic fit, cost benefit etc. It would therefore be an advantage if the Council could prove to Waka Kotahi that it was ready to proceed with projects if funding became available.

Councillor Blackie asked if the proposed Rural Intersection Active Warning Signs at the South Eyre, Tram and Giles Road were precluded for the next three years, could the Council still install ordinary signage advising of the danger. G Cleary confirmed that the Council could still implement some low-cost interventions at the intersection. He again stated that staff could re-evaluate projects as part of the draft 2022/23 Annual Plan process if the Council so required.

Mayor Gordon suggested that Recommendation (f) contained in the report could be amended to indicate that if funding was not secured, these projects would be moved out of the current three year period but still kept within the Rooding Programme, subject to the Council's direction.

Councillor Barnett questioned that if the Council were prioritising in terms of serious accident and injury, then why had the rural intersection not been prioritised instead of designing the Oxford Road/Charles Upham Drive roundabout.

Councillor Redmond inquired why the Tuahiwi Footpath, for which funding was not available, had been prioritised over other minor safety improvements. G Cleary advised that the Tuahiwi footpath was prioritised due to the commitment that the Council had made to the Rūnanga. However the development of the footpath would be subject to additional Waka Kotahi funding becoming available.

Mayor Gordon noted that his understanding, during the meeting with Waka Kotahi, was that they had approved the additional funding for the Tuahiwi Footpath. G Cleary undertook to confirm with Waka Kotahi if the Tuahiwi Footpath would be funded.

Councillor Williams questioned why it was recommended that the Council were prioritising designing the Oxford Road/Charles Upham Drive roundabout if there was no budget to build the roundabout and the area could change significantly before additional funding became available. G Cleary noted that there were modern residential developments on two of the corners of the Oxford Road/Charles Upham Drive intersection, which would not have the ability to extend into the road reserve. There was also a childcare facility and a stormwater management area at the intersection. In addition, there was other future development expected near the intersection. However, increased growth in the surrounding areas would mean that the intersection would have to cope with more and more traffic, hence the importance of developing the roundabout.

THAT the Council:

- (a) **Receives** Report No. 211021170332.
- (b) **Approves** staff progressing Option Two as outlined in this report which includes the allocation of additional budget of **\$445,650** over years two and three of the 2021/24 National Land Transport Programme period, to cover a shortfall in funding in the Low-Cost Low-Risk area to allow the Minor Safety Programme to continue in full as planned, subject to consultation through the Annual Plan process.
- (c) **Notes** that the Minor Safety Programme was approved by the Utilities and Roading Committee annually and includes a number of small safety projects which provide a high value to the community at a relatively low cost. It was likely further funding may become available in this area in the 2022/23 financial year:
- Minor Safety – Small Walking and Cycling Initiatives
 - Minor Safety – Intersection Improvements
 - Minor Safety – Roadside Hazard Removal
 - Minor Safety – Minor Works
 - Minor Safety – School Safety Projects
 - Minor Safety – Minor Lighting Upgrades
- (d) **Notes** that the following projects would be progressed to design stage only at this time, with the Council share of funding already allocated, in preparation for a further funding application:
- Fernside Road / Todds Road Intersection - Safety Improvement
 - Oxford Road / Charles Upham Drive Roundabout
 - Walking and Cycling Programme
 - Lees Valley Willow Walls
 - Island Road / Ohoka Road Intersection Improvements
- (e) **Notes** that the following projects would not be progressed and Council share of funding would be reallocated to the Minor Safety Programme (PJ100185.00.5133)
- North Eyre Road/No. 10 Road Intersection - Safety Improvements
 - Plasketts Road/Johns Road Intersection - Safety Improvements
 - Minor Improvements Programme - Stock Underpasses
- (f) **Notes** that the following projects would be delayed and not be progressed unless further funding can be secured. If funding was not secured these projects would be moved out of the current three year period, but still kept within the Roading Programme, subject to Council direction.
- South Eyre Road / Tram Road / Giles Road - Rural Intersection Active Warning Signs
 - Tram Roads / Two Chain Road - Rural Intersection Active Warning Signs
 - Tram Road / Earlys Road - Rural Intersection Active Warning Signs
 - Rangiora Woodend Road – Traffic Calming
 - Oxford Road / Tram Road - Rural Intersection Active Warning Signs
- (g) **Approves** the Tuahiwi Footpath and Townsend Road Culvert Extension being included as the “top up” projects for the district, subject to approval from Waka Kotahi and subject to Council consideration during the draft Annual Plan process.

- (h) **Notes** that the New Footpath Programme for the next three years has previously been approved by the Utilities and Roading Committee and work was continuing as planned, as Council budgets had assumed funding would not be received from Waka Kotahi
- (i) **Notes** that there was also a strong possibility funding may become available during the three year period, therefore it is recommended design work continues where possible to ensure projects can progress at short notice should this funding become available.
- (j) **Notes** that the Roading Programme was put through significant scrutiny as part of the 2021/31 Long Term Plan process, and the projects which were approved were important safety initiatives for the District, therefore should be progressed when funding becomes available.

Mayor Gordon noted that the Council was not happy with the funding received from Waka Kotahi as part of the 2021/24 NLTP. The Council's discontent had been raised with Waka Kotahi during meetings with senior management. The Council was especially concerned that no funding had been made available for the Woodend safety improvements. However, Waka Kotahi had indicated that additional funding may become available, and the Council needed to be in the best position possible to secure additional funding. Mayor Gordon reminded Councillors that the allocation of additional budget of \$445,650 would be considered extensively during the draft 2022/23 Annual Plan process, hence his support of the motion.

Councillor Blackie supported the motion subject to the recommended amendments of (f) and (g) above.

Amendment One

Moved: Councillor Barnett

Seconded: Councillor Ward

- (d) **Notes** that the following projects would be progressed to design stage only at this time, with the Council share of funding already allocated, in preparation for a further funding application:
 - Fernside Rd / Todds Rd Intersection - Safety Improvement
 - Walking and Cycling Programme
 - Lees Valley Willow Walls
 - Island Rd / Ohoka Rd Intersection Improvements
- (f) **Notes** that the following projects would be delayed and not progressed unless further funding can be secured. If funding was not secured these projects would be moved out of the current three year period, but still kept within the Roading Programme, subject to Council direction.
 - South Eyre Rd / Tram Rd / Giles Rd - Rural Intersection Active Warning Signs
 - Tram Rd / Two Chain Rd - Rural Intersection Active Warning Signs
 - Tram Rd / Earlys Rd - Rural Intersection Active Warning Signs
 - Rangiora Woodend Rd – Traffic Calming
 - Oxford Rd / Tram Rd - Rural Intersection Active Warning Signs
 - Oxford Road / Charles Upham Drive Roundabout

CARRIED

DIVISION

For: Councillors N Atkinson, K Barnett, A Blackie, N Mealings and J Ward.

Against: Mayor D Gordon, Councillors R Brine, P Redmond and P Williams.
5:4

CARRIED

Amendment Two:

Moved: Councillor Barnett

Seconded: Councillor Ward

- (k) **Request** staff to investigate and prioritise the rural intersection safety improvement as listed in this report and, if possible, allocate funding from the potential design funding that had now become available.

CARRIED

Councillor Barnett believed that it was a travesty that Waka Kotahi did not approve the Council's Minor Safety Works' Programme, especially in light of the Waimakariri being a growing district. The Council, therefore, needed to prioritise its available funding to where it was most needed, she believed. People were dying on rural roads in the district, and some rural intersections were dangerous she stated. Although Councillor Barnett did not dispute the future need for a roundabout at the Oxford Road/Charles Upham Drive intersection, the possibility of a serious accident at this intersection was minor, in her opinion. Thus the project could be delayed until funding could be secured. She believed that the residents in the area would understand that the Council had to prioritise saving lives by upgrading rural intersections. Councillor Barnett, therefore, urged other Councillors to support the proposed amendments.

Councillor Brine enquired how much the design of the roundabout at the Oxford Road/Charles Upham Drive intersection would cost. G Clearly advised that the design cost was estimated at approximately \$50,000, which could be reallocated to rural intersection upgrades.

Councillor Mealings supported the recommended amendment and noted that the budget needed to be prioritised to those projects which would make the most significant difference. The rural intersections were dangerous, and she believed that safety improvements at these intersections should be prioritised.

Mayor Gordon advised that he would support the addition of Recommendation (k), however, he would not support the reprioritising of the Oxford Road/Charles Upham Drive roundabout. He had various meetings with the residents in the area, and their wishes were clear. The intersection was very busy and the expected growth in the area would increase the traffic through the area. The Council would therefore be remiss if it did not fund the design of the roundabout in a bid to secure Waka Kotahi for its development.

Councillor Brine agreed with the comments made by Mayor Gordon. He believed that the Council needed to design the roundabout and be prepared if the funding became available.

The amendments then became part of the substantive motion.

Moved: Mayor Gordon

Seconded: Councillor Blackie

THAT the Council:

- (a) **Receives** Report No. 211021170332.
- (b) **Approves** staff progressing Option Two as outlined in this report which includes the allocation of additional budget of **\$445,650** over years two and three of the 2021/24 National Land Transport Programme period, to cover a shortfall in funding in the Low Cost Low Risk area to allow the Minor Safety Programme to continue in full as planned, subject to consultation through the Annual Plan process.

- (c) **Notes** that the Minor Safety Programme is approved by the Utilities and Roading Committee annually and includes a number of small safety projects which provide a high value to the community at a relatively low cost. It was likely further funding may become available in this area in the 2022/23 financial year:
- Minor Safety – Small Walking and Cycling Initiatives
 - Minor Safety – Intersection Improvements
 - Minor Safety – Roadside Hazard Removal
 - Minor Safety – Minor Works
 - Minor Safety – School Safety Projects
 - Minor Safety – Minor Lighting Upgrades
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- (e) **Notes** that the following projects would not be progressed and Council share of funding would be reallocated to the Minor Safety Programme (PJ100185.00.5133)
- North Eyre Road / No. 10 Road Intersection - Safety Improvements
 - Plasketts Road / Johns Road Intersection - Safety Improvements
 - Minor Improvements Programme - Stock Underpasses
- (f) **Notes** that the following projects would be delayed and not progressed unless further funding can be secured. If funding was not secured these projects would be moved out of the current three year period, but still kept within the Roading Programme, subject to Council direction.
- South Eyre Rd / Tram Rd / Giles Rd - Rural Intersection Active Warning Signs
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 - Tram Rd / Earlys Rd - Rural Intersection Active Warning Signs
 - Rangiora Woodend Rd – Traffic Calming
 - Oxford Rd / Tram Rd - Rural Intersection Active Warning Signs
 - Oxford Road / Charles Upham Drive Roundabout
- (g) **Approves** the Tuahiwi Footpath and Townsend Road Culvert Extension being included as the “top up” projects for the district, subject to approval from Waka Kotahi and subject to Council consideration during the draft Annual Plan process.
- (h) **Notes** that the New Footpath Programme for the next three years has previously been approved by the Utilities and Roading Committee and work was continuing as planned, as Council budgets had assumed funding would not be received from Waka Kotahi
- (i) **Notes** that there was also a strong possibility funding may become available during the three year period, therefore it is recommended design work continues where possible to ensure projects can progress at short notice should this funding become available.
- (j) **Notes** that the Roading Programme was put through significant scrutiny as part of the 2021/31 Long Term Plan process, and the projects which were approved were important safety initiatives for the District, therefore should be progressed when funding becomes available.

- (k) **Request** staff to investigate and prioritise the rural intersection safety improvement as listed in this report and, if possible, allocate funding from the potential design funding that had now become available.

CARRIED

Councillor Williams noted that Waka Kotahi had indicated that they did not have the money to fund the projects in the Waimakariri District. However, he believed that the ratepayers of the District were also unable to fund these projects without the 51% contribution from Waka Kotahi. He was concerned about the precedent being set, as Waka Kotahi may not fund future projects in the Waimakariri District if they believed that the Council was in a position to fund them itself. He also noted that the additional budget allocation could potentially affect the rates increase.

Council Atkinson agreed that the Council did not have the funds for these projects without the 51% contribution from Waka Kotahi. However, he supported the motion as the additional budget allocation would be debated during the draft 2022/23 Annual Plan process.

Councillor Ward supported the motion as it was important that the Council funded road safety measures to help reduce deaths on the district's roads.

Mayor Gordon and Councillor Brine supported the motion, however, they reiterated their concern about the reprioritising of the Oxford Road / Charles Upham Drive roundabout.

Councillor Redmond noted that he was persuaded by the addition of Recommendation (k), as he believed that the Council needed to prioritise the safety improvements.

6.2. **NLTP 2021-24 Maintenance, Operations and Renewals Budget Update – J McBride (Roading and Transport Manager) and G Cleary (Manager Utilities and Roading)**

G Cleary updated the Council on the 2021/24 NLTP specifically regarding the Council's Maintenance, Operations and Renewals Programme and the funding endorsed by Waka Kotahi. He stressed the importance of road maintenance because the lack of investment could compound into more significant problems needing more subnational funding. He noted that the programmes submitted to Waka Kotahi for funding only covered what the Council considered essential works. As such, the Council had set all funding requests to an absolute minimum to maintain the network in its current state.

G Cleary explained that if the Council opted to fund the shortfall to allow the Maintenance, Operations and Renewals activities to continue as indicated in the 2021/31 Long Term Plan, then the additional budget would be allocated in year three of the NLTP period.

The report indicated that the funding of the road maintenance would result in an increase to the general rate in 2023/24 of 0.15%. However, it was anticipated that this could be less as the Council had some savings in the debt, interest and depreciation funding.

There were no questions from elected members.

Moved: Councillor Brine

Seconded: Councillor Barnett

THAT the Council:

- (a) **Receives** Report No. 211020170095.

- (b) **Approves** allocation of additional budget of \$637,392 to cover the shortfall in funding in the area of Maintenance, Operations and Renewals for the 2021/24 National Land Transport Programme, subject to consultation through the Annual Plan process.
- (c) **Approves** the existing Levels of Service being maintained this financial year.
- (d) **Notes** that consultation on Levels of Service would be undertaken as part of the upcoming Annual Plan process.
- (e) **Notes** that the Council share (49%) of the difference in funding had already been allowed for within the 2021/31 Long Term Plan budgets and therefore the additional budget required was to cover the 51% which has not been endorsed by Waka Kotahi as part of the 2021/24 National Land Transport Programme.
- (f) **Notes** that the rating impact would be in the 2023/24 financial year and would result in a 0.15% increase to the General Rate.
- (g) **Notes** that the staff were continuing to work with Waka Kotahi to see if any other funding streams may be available. Any further developments would be reported to Council.

CARRIED

Councillor Barnett stated that it was disappointing that Waka Kotahi opted not to fund the Council's Maintenance, Operations and Renewals Programme. This would lead to a drop in the level of service that residents were accustomed to and would need to be discussed as part of the next Long Term Planning process if the shortfall in funding continued, in her view.

Mayor Gordon supported the motion as the allocation of additional budget would be considered during the draft 2022/23 Annual Plan process in February 2021. It was important that the Council should maintain its road network as the lack of maintenance could have safety implications and result in an increase in deaths and serious injuries.

Mayor Gordon extended the Council's gratitude for the work that the Roading and Transport Manager and her team had been doing in securing funding for the maintenance and development of the Council's roading networks.

7. **SHOVEL READY PROJECTS**

7.1. **Kaipoi Stormwater and Flooding Improvements Funding of McIntosh Drain Pumping Station – R Kerr (Delivery Manager – Shovel Ready Programme)**

R Kerr explained that the Council had prioritisation projects to optimise the benefits from the \$18.13 million budget. In October 2021, the Council, therefore, approved the priority of projects, which meant that there was insufficient funding for the McIntosh Drain Pumping Station within the budget.

However, Ōtākaro and the Crown had taken a different approach to the Council in addressing the proposed change. Instead of prioritising the scope of work that was affordable within the budget, their response had been to challenge the loss of benefits due to the reduction in scope.

R Kerr noted that although 88% of the project's benefits would still be realised, not developing the McIntosh Drain pump station would be considered material reduction regardless. Also, staff had become aware that part of the funding of the pump station was sourced from development contributions, and hence there remained a commitment on the Council to deliver the pump station.

K Simpson advised that if the Council were unsuccessful in securing the land access at 213 Beach Road to develop the Beach Road Pumping Station, then the McIntosh Pumping Station would be developed instead.

In response to a question from Councillor Mealings, K Simpson confirmed that Ōtākaro and the Crown had been advised of the substitution mentioned above and would consider the matter later in the week.

Moved: Councillor Blackie

Seconded: Councillor Atkinson

THAT the Council:

- (a) **Receives** report No. 211123187654.
- (b) **Approves** funding for McIntosh Drain Pumping Station and associated on-costs was included in the Draft 2022/23 for consultation.
- (c) **Notes** that this was likely to propose a combination of rates and growth funding.
- (d) **Approves** the following changes in scope of the Kaiapoi Stormwater and Flood Improvements Project:
 - I. Exclude works to Dudley and Feldwick Pumping Stations; and
 - II. Include works to create a permeant secure access to the Parnhams Drain Pumping Station
- (e) **Approves** exchanging the timing of Beach Road Pumping Station with McIntosh Pumping Station (and associated works) should land access at 213 Beach Road not be able to be secured by 30 January 2021, and instead consulting on Beach Road Pumping Station (and associated works) in the FY2022/23 Annual Plan.
- (f) **Circulates** this report to the Kaiapoi Tuahiwi Community Board for their information.

CARRIED

8. **REPORTS**

8.1 **Adoption of the Annual Report for the year ended 30 June 2021 – J Millward (Manager Finance and Business Support)**

J Millward highlighted the \$6 million devaluation of the business use land in the red zone in Kaiapoi and the \$9.4 million interest rate swaps put in place for the Council's debt. He noted that the \$13.2 million Net Variance was primarily due to the Shovel Ready and Stimulus funding that the Council had received. The Council did not generally make a surplus and its accounts usually broke even.

J Millward advised that the Council completed 90% of its Capital Works projects for the year ended 30 June 2021. This completion rate of projects was the best since prior to the 2010/11 earthquakes. This would stand the Council in good stead when Standard and Poor's evaluated the Council's credit rating in 2022. Also, the 27% of the Non-financial performance measures and service levels that the Council had not met were within 5% of the intended target.

J Millward thanked the Council's Project Lead, H Street, for coordinating all the information requested by the auditors and the Council staff for their cooperation during the annual audit. He noted that the Council received an unmodified opinion without any qualifications. The auditors did note the impact that the Three Water's review would have on the finances of the Council. However, the Council's opposition to the review and the action taken had been detailed in the Council's financial statements.

There were no questions from elected members.

Moved: Mayor Gordon

Seconded: Councillor Ward

THAT the Council:

- (a) **Receives** report No. 211104177600.
- (b) **Adopts** the Annual Report for the year ended 30 June 2021 (TRIM 210623101441).
- (c) **Approves** the Annual Report Summary for the year ended 30 June 2021 (TRIM 211020169521).
- (d) **Notes** the Net Surplus before taxation of \$31.8m is \$13.2m greater than budget, and primarily relates to a \$9.4m accounting adjustment for interest rate swaps held under Council's treasury policy, \$6.6m unbudgeted contributions for Shovel ready/Stimulus projects, \$3.1m less in Development contributions and \$5.9 greater than budget for Vested assets transferred from developers.
- (e) **Receives and notes** the Auditor's opinion for the Annual Report and Annual Report Summary will be incorporated into the reports.
- (f) **Authorises** the Manager Finance and Business Support, in conjunction with the Chief Executive, to make necessary minor edits and corrections to the Annual Report that may occur prior to printing.

CARRIED

Mayor Gordon acknowledged the work done by J Millward and his team in preparation for the annual audit and the collation of the Council's Annual Report. He expressed the Council's appreciation for the Council's annual audit results and the unmodified opinion that the Council had received.

Councillor Ward concurred with the above-mentioned comments made by Mayor Gordon. She noted that staff had exercised prudent control over the departmental budgets and that growth seemed to be an asset for the district.

8.2 Submission to the Ministry of Business, Innovation and Employment on Three Waters Economic Regulator – G Cleary (Manager Utilities and Roading) and L Hurley (Project Planning and Quality Team Leader)

G Cleary advised that the report sought approval to make a submission on the economic regulation and consumer protection for three waters services in New Zealand discussion paper published on 27 October 2021 by the Ministry of Business, Innovation and Employment (MBIE). Approval was also being sought for the Chief Executive and the Mayor to authorise amendments to the Council's submission if required. He elaborated on the paper published by MBIE and Council's proposed submission to the paper.

Mayor Gordon noted that Castalia was doing some work for the councils opposed to the Three Waters reform. He questioned if the Council had liaised with them regarding the Council's submission. It was important that the Council's support for economic regulation and consumer protection should not be seen as supporting the proposed Three Waters reform. G Cleary undertook to communicate with Castalia prior to submitting.

Councillor Ward questioned how the Council could ensure that the MBIE clearly understood that the Council would not agree to form part of one of the proposed regulated water services entities and would not be handing over ratepayers assets. G Cleary noted that the Council's position on the proposed Three Waters reform could be made clear in the preamble of its submission.

Moved: Councillor Williams Seconded: Councillor Redmond

THAT the Council:

- (a) **Receives** Report No. 211125189225.
- (b) **Approves** the submission to the Ministry of Business, Innovation and Employment (MBIE) on Economic regulation and Consumer Protection for Three Waters Services in New Zealand.
- (c) **Delegates** authority to the Chief Executive and the Mayor to make changes to the submission before it was submitted to MBIE by 20 December 2021.
- (d) **Notes** that MBIE intended to upload all submissions received to their website at www.mbie.govt.nz.

CARRIED

Councillor Williams agreed that the MBIE should be made aware of the Council's views on the proposed Three Waters reform.

8.3 **Dixons Road Cemetery Land Acquisition – C Brown (Manager Community and Recreation)**

C Brown outlined the Council's process to acquire the land for the proposed Dixons Road Cemetery. The Council was requested to authorise the Chief Executive and the Manager Community and Recreation to acquire approximately 12 hectares from Kyleston Farms Limited under the Public Works Act 1981. It was anticipated that the Rangiora Cemetery would reach capacity in about 30 years, at which time the proposed Dixons Road Cemetery would be available.

C Brown noted that the land was considered ideal for developing a cemetery as it was surrounded on three sides by the Kyleston Farms. The neighbour on the western boundary of the property had agreed to the proposed development, subject to the establishment of screen planting along the perimeter before people were buried on the property. Environment Canterbury (ECan) had consented to the development of the cemetery.

There were no questions from elected members.

Moved: Councillor Brine Seconded: Councillor Ward

THAT the Council:

- (a) **Receives** Report No. 211125189273.
- (b) **Notes** that staff had received Resource Consent from Environment Canterbury to develop a cemetery at Dixons Road, Loburn.

(c) **Delegates** to the Chief Executive and the Manager Community and Recreation the authority to acquire approximately 12 hectares of the property referred to as at 90 Dixons Road, Loburn, legally identified as Lot 4 DP 80565 and Lot 3 DP 420341, under the Public Works Act 1981, subject to the following terms:

- i. The land would be vested to the Council at no cost. However the Council would be responsible for both legal and survey costs associated with the land transfer, which were estimated to be between \$5,000 – \$10,000.
- ii. The Council would continue to refine the current Concept Plan (attachment iii of report) for the cemetery in agreement with Kyleston Farms Limited.
- iii. A section of land (approximately half a hectare in size) would be set aside in the Concept Plan specifically for the Robertson family (See *Concept Plan, attachment iii of report*).
- iv. The land was not to be used by the general public until the Rangiora Cemetery was reached capacity, unless for the Robertson family burials as mentioned above. An area within the Concept Plan was designated for a pet cemetery which may be used earlier than this time. Appropriate investigation into the vegetated upper slopes of the site would be carried out prior to use.
- v. A management committee would be set up for the land which had at least two members of the Robertson family and two Council representatives.
- vi. Time frames for the vesting of the land to be agreed between the Council and Kyleston Farms Limited representatives.
- vii. While the land would be vested as a Council asset it would be leased at a peppercorn rental, on a five year term, back to Kyleston Farms Limited until such time as it is required for public use.
- viii. That the vesting of the land be used to offset any future reserve development contributions which would apply to development of the wider Kyleston Farms area.

(d) **Notes** that staff will be applying for funding through the next Long Term Plan process for the establishment of screen planting along the Western boundary if the acquisition of the land is approved.

CARRIED

Councillor Brine supported the motion as he believed that future-proofing was essential.

Mayor Gordon supported the motion and thanked the Robertson family for their very generous donation of the land. In addition, he expressed the Council's appreciation for the work done by staff to secure the land.

8.4 **Adoption of the Dangerous, Affected and Insanitary Buildings Policy 2021 Recommendation of the Hearing Panel – G Maxwell (Policy Technician) on behalf of the Hearing Panel: Councillors: P Redmond (Chair), K Barnett and W Doody**

W Taylor took the report as read and requested the Council to adopt the Dangerous, Affected and Insanitary Buildings Policy 2021.

The Chairperson of the Hearing Panel, Councillor Redmond, noted that although this was a small policy area, it was an important one. The proposed amendment was to include criteria for affected buildings, which was a building adjacent to a Dangerous, Affected and Insanitary building. The Hearing Panel had an extensive discussion on this matter and had proposed various amendments.

There were no questions from elected members.

Moved: Councillor Redmond Seconded: Councillor Barnett

THAT the Council:

- (a) **Receives** Report No. 211102175823.
- (b) **Revokes** The Dangerous and Insanitary Buildings Policy 2016.
- (c) **Adopts** The Dangerous, Affected and Insanitary Buildings Policy 2021 to come into effect on the 7th of December 2021.

CARRIED

Mayor Gordon thanked the Hearing Panel and staff for the review of this important policy.

8.5 **District Parking Strategy for Adoption – V Thompson (Business and Centres Advisor)**

V Thompson sought Council approval for the adoption of the final District Parking Strategy following a month-long public consultation period from 18 October to 14 November 2021. Only six submissions were received, and there were no proposed amendments to the District Parking Strategy resulting from the public consultation.

Councillor Barnett commented that the Council received numerous complaints about the lack of parking. She, therefore, questioned why the Council only received six submissions. V Thompson noted that the reason was unclear as the public consultation was promoted extensively. However, it may be because it was a high-level strategy.

Councillor Barnett further questioned if the public would be consulted on a more local level once the high-level District Parking Strategy had been adopted. V Thompson advised that communities would be consulted if there were specific areas of concern.

Moved: Councillor Ward Seconded: Councillor Mealings

THAT the Council:

- (a) **Receives** report no. 211111181162.
- (b) **Approves** the final District Parking Strategy (Trim 211118184590) for adoption.
- (c) **Notes** the summarised consultation feedback (Trim 211117183832) with staff comments and the full Bang the Table Engagement Report (Trim 211117183643).
- (d) **Notes** the District Parking Strategy reflected feedback (where appropriate and practicable) from the Community Boards as well as Abbeys Transportation Consultants.
- (e) **Notes** the proposed timing in February 2022 for the removal of the minimum parking standards from the Operative District Plan, and that the adoption of the final District Parking Strategy in December 2021 provided direction for staff as to how the Council would manage public parking requirements in the future, while evidencing the Council's response to perceived current and future parking issues in the absence of minimum parking requirements in the Proposed District Plan.

- (f) **Notes** that disability parking provision would be further addressed as part of the Accessibility Strategy Review in mid-2022.
- (g) **Notes** a report on proposed car parking provision in Rangiora would be presented to the Council as part of the draft 2022/23 Annual Plan process in February 2022.

CARRIED

Councillors Ward and Mealings acknowledged the excellent work that the Business and Centres Team was doing.

Mayor Gordon concurred and noted that he was looking forward to the disability parking provision being addressed as part of the Accessibility Strategy Review in 2022, as disability parking was of concern for many residents.

8.6 **Non-Financial Performance Measures First Quarter Results as at 30 September 2021 – H Street (Corporate Planner)**

H Street presented the Council with the Non-Financial Performance Measures Revue results for the first quarter of the 2021/22 financial year. She apologised for the report not being submitted to the Audit and Risk Committee prior to Council consideration.

There were no questions from elected members.

Moved: Councillor Redmond Seconded: Councillor Atkinson

THAT the Council:

- (a) **Receives** report No. 211103176702.
- (b) **Notes** 70% of performance measures were achieved, 22% were not achieved and 8% were not yet due.
- (c) **Notes** that seven of the 24 measures that did not meet target were within 5% of being achieved.
- (d) **Notes** that all measures had been reviewed and incorporated in the 2021-2031 Long Term Plan.

CARRIED

Mayor Gordon thanked H Street for work done in collating the data and reporting on the matter.

8.7 **Conflict of Interests Register – S Nichols (Governance Manager)**

S Nichols took the report as read.

There were no questions from elected members.

Moved: Councillor Atkinson Seconded: Councillor Brine

THAT the Council:

- (a) **Receives** report No. 211123186993.
- (b) **Reviews** the Register of Interests content, recording any amendments.
- (c) **Notes** a Register of Interests will be republished in the February 2022 agenda and notes the Register of Interests is listed on the Council website.

- (d) **Notes** amendments can be made at any time by notification to the Governance Manager.
- (e) **Notes** the Register will be next reviewed in when legislation changes occur or June 2022 (whichever is soonest).

CARRIED

8.8 **Elected Member Expense Policy Update – S Nichols (Governance Manager)**

S Nichols explained that there were only minor amendments to the Elected Member Expenses Policy, following feedback from the Remuneration Authority. These amendments related specifically to members appointed to Resource Management Act 1991, District Plan or District Licensing Panel Hearings.

There were no questions from elected members.

Moved: Councillor Brine

Seconded: Councillor Blackie

THAT the Council:

- (a) **Receives** Report No. 211126189433.
- (b) **Approves** the minor amendments to the Elected Member Expenses Policy to 30 June 2022 (Trim 211202192566).
- (c) **Circulates** a copy of this report and the approved Expenses Policy to all Community Boards for their reference.

CARRIED

9. **MATTERS REFERRED FROM COMMITTEES/COMMUNITY BOARDS**

9.1 **Recommendations for Speed Limit Changes Throughout the Oxford-Ohoka Ward Area – J McBride (Roading and Transport Manager) and A Mace-Cochrane (Graduate Engineer)**

(Refer to report no. 211013165407 to the Oxford-Ohoka Community Board meeting of 3 November 2021)

Having declared a conflict of interest, Councillor Brine left the Council Chamber and did not participate in the discussion.

A Mace-Cochrane spoke to the report noting that the Community Boards had approved all the recommended speed limits in the report, and the Council had been extensively briefed on the speed limit review. She explained that the public consultation was carried out over three weeks in September and October 2021, in which 297 submitters provided feedback for the district-wide survey, with the majority who responded to this Board's Ward Area favouring the proposed speed reductions. Feedback was also sought from other key stakeholders such as New Zealand Police, Waka Kotahi and various other organisations.

A Mace-Cochrane noted that the budget to support a 40 km/h speed limit on Main Street in Oxford would be considered as part of the draft 2022/23 Annual Plan process, and the Cust road change through the township would need to be made in conjunction with the implementation of speed calming measures. All new speed limits to be implemented would be subject to speed counts within six months of implementation.

Councillor Barnett questioned if the Council was likely to receive funding from Waka Kotahi to support a 40 km/h speed limit in Main Street Oxford. G Cleary noted that Waka Kotahi was unlikely to provide the funding, and it was anticipated that the Council had to fund any proposed traffic measures.

Councillor Barnett further enquired about the standard speed limit in townships on major arterials throughout the country. G Cleary explained that most townships on a major arterial would have a speed limit of 50km/h. However, some of the town centres (not the major arterial) may have lower speed limits, and in some circumstances, there would be designated alternative routes for heavy vehicles and traffic.

Councillor Barnett also asked what consultation had been done with transport operators, federated farmers, and other road users about the proposed 40 km/h speed limit in Main Street Oxford. A Mace-Cochrane advised that the proposed speed limits were submitted to the New Zealand Road Transport Association, New Zealand Trucking Association, and another heavy vehicle association, who had not raised any concerns about Oxford's proposed lower speed limit.

Councillor Blackie sought clarity on why the speed limit on Heywards Road, at its junction with Tram Road, was being kept a 70km/h. A Mace-Cochrane explained that the speed limit on Heywards Road, near Clarksville School would be revised during the process of reviewing speed limits at schools.

In response to a question from Councillor Redmond, G Geary confirmed that if the criteria for the setting of speed limits were applied to Main Street, Oxford, the proposed speed would be 50km/h.

Moved: Councillor Mealings Seconded: Councillor Blackie

THAT the Council

- (a) **Receives** Report No. 211013165407.
- (b) **Approves** the following speed limit changes listed in Table 1 and Table 2 below:

Table 1. Proposed Speed Limits on Ohoka Roads.

Location	Current (km/h)	Proposed (km/h)
Threlkelds Road , entire length.	100	80
Mill Road , east of Threlkelds Road to west of Bradleys Road.	70	60
Jacksons Road , Mill Road to south of Birchdale Place.	70	60
Birchdale Place , entire length.	70	60
Wilson Drive , entire length.	70	60
Keetly Place , entire length.	70	60
Whites Road , Mill Road, to end of current 70 km/h zone.	70	60
Bradleys Road , Mill Road, to 20 m north of Hallfield Drive.	70/100	60
Hallfield Drive , entire length.	100	60
Orbiter Drive , entire length.	100	60

Millbrook Lane , entire length.	100	80
Millcroft Lane , entire length.	100	80
Mill Road , east of Threlkelds Road to Ohoka Road.	100	80

Table 2. Proposed Speed Limits on Oxford Roads.

Location	Current (km/h)	Proposed (km/h)
Sales Road , Bay Road to just east of Ashley Gorge Road.	100	60
Bay Road , from the current 100 km/h zone (including the unsealed section)	100	60
Wilsons Road , entire length.	100/50	40
Woodside Road , current 70 km/h zone.	70	60
Commercial Road , unsealed section.	100	60
Burnt Hill Road , 100 km/h zone to the ford.	100	60
Somerset Drive , entire length.	100	60
High Street , north of Queen Street to Ashley Gorge Road	70	60
Ashley Gorge Road , High Street to north of the s-bend.	70/100	60
Victoria Street , High St to east of the one lane bridge (approximately 400 m).	70/100	60
Weld Street , High St to 400 m along Weld St.	80	50
Bush Road , Bay Rd to Mill Rd.	100	60
Bush Road , Mill Rd to Gammans Rd.	100	60
Mill Road , from Main Street up to western section of Bush Road - 100 km/h zone.	100	60
Crallans Drain Road , entire length.	100	60
Main Street , Urban area from Burnett Street to Bay Road. <i>Noting that budget to support a 40 km/h speed limit will be considered as part of the 2022/23 Annual Plan.</i>	50	40

- (c) **Notes** that the Register of Speed Limits will be updated to include the changed speed limits.
- (d) **Notes** that a reduction to 40 km/h on Main Street, Oxford requires approximately \$450,000 to be allocated for infrastructure changes (traffic calming) to support this slower speed. This will be considered as part of the next Annual Plan process to allow priorities to be considered.
- (e) **Notes** that the speed limit on Main Street, Oxford will remain at 50km/h until such time as traffic calming infrastructure as noted in Recommendation (d) is implemented.

- (f) **Notes** that the Speed Limit Bylaw 2009 allows a speed limit to be changed by Council resolution, provided consultation has occurred as this adheres to the Land Transport Rule: Setting of Speed Limits (Rule 54001/2017).
- (g) **Notes** that the operating speeds on these roads will be surveyed within six months of implementing the new speed limits.

Councillor Mealings noted the concerns that Councillors may have, however, the community had lobbied hard and consistently for the 40 km/h speed limit on Main Street Oxford. After a lengthy debate, the Oxford-Ohoka Community Board specifically requested the review of the speed limit on Main Street because of the numerous concerns raised by local residents at Community Board meetings. It should be noted that the proposed speed limit was subject to budgetary provision being made available as part the 2022/23 Annual Plan. At which time the community could decide if they wish to support 40 km/h speed limit by funding the proposed road improvement measure. She urged the Council to respect the Community Board's decision to respect the community's wishes and support the motion.

Mayor Gordon also supported the motion, as many community members had raised concerns about the speeding on Main Street, Oxford and had requested a 40 km/h speed limit. The motion did not bind the Council, however, it would provide an opportunity to measure the community's support for the 40 km/h speed limit as part of the 2022/23 Annual Plan process.

Amendment

Moved: Councillor Barnett

Seconded: Councillor Redmond

- (b) **Approves** the following speed limit changes listed in Table 1 and Table 2 below:

Table 3. Proposed Speed Limits on Ohoka Roads.

Location	Current (km/h)	Proposed (km/h)
Threlkelds Road , entire length.	100	80
Mill Road , east of Threlkelds Road to west of Bradleys Road.	70	60
Jacksons Road , Mill Road to south of Birchdale Place.	70	60
Birchdale Place , entire length.	70	60
Wilson Drive , entire length.	70	60
Keetly Place , entire length.	70	60
Whites Road , Mill Road, to end of current 70 km/h zone.	70	60
Bradleys Road , Mill Road, to 20 m north of Hallfield Drive.	70/100	60
Hallfield Drive , entire length.	100	60
Orbiter Drive , entire length.	100	60
Millbrook Lane , entire length.	100	80
Millcroft Lane , entire length.	100	80
Mill Road , east of Threlkelds Road to Ohoka Road.	100	80

Table 4. Proposed Speed Limits on Oxford Roads.

Location	Current (km/h)	Proposed (km/h)
Sales Road , Bay Road to just east of Ashley Gorge Road.	100	60
Bay Road , from the current 100 km/h zone (including the unsealed section)	100	60
Wilsons Road , entire length.	100/50	40
Woodside Road , current 70 km/h zone.	70	60
Commercial Road , unsealed section.	100	60
Burnt Hill Road , 100 km/h zone to the ford.	100	60
Somerset Drive , entire length.	100	60
High Street , north of Queen Street to Ashley Gorge Road	70	60
Ashley Gorge Road , High Street to north of the s-bend.	70/100	60
Victoria Street , High St to east of the one lane bridge (approximately 400 m).	70/100	60
Weld Street , High St to 400 m along Weld St.	80	50
Bush Road , Bay Rd to Mill Rd.	100	60
Bush Road , Mill Rd to Gammans Rd.	100	60
Mill Road , from Main Street up to western section of Bush Road - 100 km/h zone.	100	60
Crallans Drain Road , entire length.	100	60
Main Street , Urban area from Burnett Street to Bay Road.	50	50

Recommendations (d) and (e) to be deleted due to the above-mentioned amendment of Recommendation (b).

- ~~(d) Notes that a reduction to 40 km/h on Main Street, Oxford requires approximately \$450,000 to be allocated for infrastructure changes (traffic calming) to support this slower speed. This will be considered as part of the next Annual Plan process to allow priorities to be considered.~~
- ~~(e) Notes that the speed limit on Main Street, Oxford will remain at 50km/h until such time as traffic calming infrastructure as noted in Recommendation (d) is implemented.~~

DIVISION

For: Councillors N Atkinson, K Barnett, A Blackie, P Redmond, J Ward and P Williams.

Against: Councillors N Mealings and Mayor D Gordon.
6:2

CARRIED

Councillor Barnett noted that she understood why the Council received so many submissions regarding the speed limits on Main Street in Oxford, as it was a busy tourist town with a large amount of heavy traffic going through the town. However, 50km/h had been designated nationwide as a safe speed to travel through a rural town. It would therefore be inconsistent if the Council reduced the speed limit to 40km/h, which was outside Waka Kotahi guidelines. The Cust community had lobbied for years to have the speed limit through Cust reduced to 50km/h. If Oxford's speed limit was to be reduced to 40km/h, then the same reasoning should apply to Cust as the two towns were similar. Councillor Barnett stated it was unrealistic to expect the Council to fund approximately \$450,000 in road works to reduce the speed on an essential arterial road in the district without any significant benefit. She did not believe that the section of Main Street from Burnett Street to Bay Road in Oxford was more dangerous than any other major arterial through a rural town. Although she noted the community's concerns, it would not be prudent for the Council to fund the proposed road works for a speed limit that did not comply with Waka Kotahi guidelines.

Councillor Redmond advised that the proposed 40km/h speed limit was in contradiction of Waka Kotahi rules and guidelines, and he also believed the funding that would be required to achieve speeds of 40km/h was excessive. He was aware that there was a section of the community that was finding it challenging to cross Main Street, however, this could be addressed by re-looking at the pedestrian crossings, which should cost less than reducing the speed limits. He, therefore, supported the proposed amendment.

Councillor Atkinson agreed with the comments made by the previous two speakers, noting that 50km/h was suitable for main roads in rural towns. He doubted if the average speed traveling through towns actually reached 50km/h. He noted that he had witnessed speeding on Main Street in Oxford, however, believed that this was not the norm.

Mayor Gordon advised that he would not be supporting the proposed amendment, as the matter was debated by the Oxford-Ohoka Community Board and had been out to public consultation. He had a concern regarding the estimated cost of the proposed road improvement measures. However, he believed it would be good to ascertain the wider community's view on this matter and consider the budgetary implications during the 2022/23 Annual Plan process.

The amendments then became part of the substantive motion.

Moved: Councillor Mealings Seconded: Councillor Blackie

THAT the Council

- (a) **Receives** Report No. 211013165407.
- (b) **Approves** the following speed limit changes listed in Table 1 and Table 2 below:

Table 5. Proposed Speed Limits on Ohoka Roads.

Location	Current (km/h)	Proposed (km/h)
Threlkelds Road , entire length.	100	80
Mill Road , east of Threlkelds Road to west of Bradleys Road.	70	60
Jacksons Road , Mill Road to south of Birchdale Place.	70	60

Location	Current (km/h)	Proposed (km/h)
Birchdale Place , entire length.	70	60
Wilson Drive , entire length.	70	60
Keetly Place , entire length.	70	60
Whites Road , Mill Road, to end of current 70 km/h zone.	70	60
Bradleys Road , Mill Road, to 20 m north of Hallfield Drive.	70/100	60
Hallfield Drive , entire length.	100	60
Orbiter Drive , entire length.	100	60
Millbrook Lane , entire length.	100	80
Millcroft Lane , entire length.	100	80
Mill Road , east of Threlkelds Road to Ohoka Road.	100	80

Table 6. Proposed Speed Limits on Oxford Roads.

Location	Current (km/h)	Proposed (km/h)
Sales Road , Bay Road to just east of Ashley Gorge Road.	100	60
Bay Road , from the current 100 km/h zone (including the unsealed section)	100	60
Wilsons Road , entire length.	100/50	40
Woodside Road , current 70 km/h zone.	70	60
Commercial Road , unsealed section.	100	60
Burnt Hill Road , 100 km/h zone to the ford.	100	60
Somerset Drive , entire length.	100	60
High Street , north of Queen Street to Ashley Gorge Road	70	60
Ashley Gorge Road , High Street to north of the s-bend.	70/100	60
Victoria Street , High St to east of the one lane bridge (approximately 400 m).	70/100	60
Weld Street , High St to 400 m along Weld St.	80	50
Bush Road , Bay Rd to Mill Rd.	100	60
Bush Road , Mill Rd to Gammans Rd.	100	60
Mill Road , from Main Street up to western section of Bush Road - 100 km/h zone.	100	60
Crallans Drain Road , entire length.	100	60
Main Street , Urban area from Burnett Street to Bay Road.	50	50

- (c) **Notes** that the Register of Speed Limits will be updated to include the changed speed limits.

- (d) **Notes** that the Speed Limit Bylaw 2009 allows a speed limit to be changed by Council resolution, provided consultation has occurred as this adheres to the Land Transport Rule: Setting of Speed Limits (Rule 54001/2017).
- (e) **Notes** that the operating speeds on these roads will be surveyed within six months of implementing the new speed limits.

CARRIED

Against Councillors Atkinson and Williams

9.2 **Recommendations for Speed Limit Changes Throughout the Woodend-Sefton Ward Area – J McBride (Roading and Transport Manager) and A Mace-Cochrane (Graduate Engineer)**

(Refer to report no. 211026171647 to the Woodend-Sefton Community Board meeting of 8 November 2021)

Having declared a conflict of interest, Councillor Brine left the Council Chamber and did not participate in the discussion.

The report was taken as read.

There were no questions from elected members.

Moved: Councillor Barnett

Seconded: Councillor Redmond

THAT the Council:

- (a) **Receives** Report No. 211026171647.
- (b) **Approves** the following speed limit changes listed in Tables 1 to 3 below:

Table 1. Proposed Speed Limits on Woodend Roads.

Location	Current (km/h)	Proposed (km/h)
Gladstone Road , east of Petries Road to end of road.	70	60
Gladstone Road , 50 km/h sign to east of Petries Road.	70	50
Petries Road , Gladstone Road to Copper Beech Road.	60	50
Copper Beech Road , Petries Road to Woodend Beach Road.	60	50
Evergreen Drive , entire length.	60	50

Table 2. Proposed Speed Limits on Waikuku Roads.

Location	Current (km/h)	Proposed (km/h)
Stokes Road , entire length.	100	60
Kaiapoi Pa Road , entire length.	100	60
Preeces Road , entire length.	100	60
Wards Road , entire length.	100	60

Table 3. Proposed Speed Limits on Sefton Roads.

Location	Current (km/h)	Proposed (km/h)
Upper Sefton Road , current 70 km/h zone (within Sefton Township).	70	60

- (c) **Notes** that the Register of Speed Limits will be updated to include the changed speed limits.
- (d) **Notes** that the Speed Limit Bylaw 2009 allows a speed limit to be changed by Council resolution, provided consultation has occurred as this adheres to the Land Transport Rule: Setting of Speed Limits (Rule 54001/2017).
- (e) **Notes** that the operating speeds on these roads will be surveyed within six months of implementing the new speed limits.

CARRIED

Against Councillors Atkinson and Williams

Councillor Redmond noted that the Woodend-Sefton Community Board supported the proposed speed limits.

9.3 **Recommendations for Speed Limit Changes Throughout the Rangiora-Ashley Ward Area – J McBride (Roading and Transport Manager) and A Mace-Cochrane (Graduate Engineer)**

(Refer to report no. 211026171648 to the Rangiora-Ashley Community Board meeting of 10 November 2021). NOTE: The addition of O'Rourke's Road in recommendation (b) Table 2, as recommended by staff to the Community Board.

Having declared a conflict of interest, Councillor Brine left the Council Chamber and did not participate in the discussion.

In response to a question from Councillor Redmond, A Mace-Cochrane confirmed that the proposed speed limits contained in table 2 below were all compliant with Waka Kotahi rules and guidelines.

Moved: Mayor Gordon

Seconded: Councillor Redmond

THAT the Council:

- (a) **Receives** Report No. 211026171648.
- (b) **Approves** the following speed limit changes listed in Table 1, Table 2 and Table 3:

Table 1. Proposed Speed Limits on Cust Roads.

Location	Current (km/h)	Proposed (km/h)
Cust Road , eastern 60 km/h threshold to 1776 Cust Road.	60	50
Cust Road , 80 km/h sign to east of Tallots Road	80/100	80
Earlys Road , Cust Road to 100 km/h sign.	60	50
Swamp Road , Cust Road to the northern side of the one-lane bridge.	60	50

Location	Current (km/h)	Proposed (km/h)
McKays Lane , entire length.	60	50
Mill Road , current 60 km/h zone.	60	50

Table 2. Proposed Speed Limits on Rangiora Roads.

Location	Current (km/h)	Proposed (km/h)
Todds Road , 64 Todds Road to Fernside Road.	70/80	50
Todds Road , Fernside Road to 64 Todds Road.	70/80	60
Fernside Road , Flaxton Road to Lineside Road.	100	80
Fernside Road , Flaxton Road to west of Todds Road.	80	60
Fernside Road , west of Todds Road to Plaskett Road.	100	80
Flaxton Road , urban limits to south of Fernside Road (east).	80	60
Flaxton Road , south of Fernside Road (east) to Skewbridge Road.	100	80
Johns Road , current 70 km/h zone.	70	50
Johns Road , 100 km/h zone to Swannanoa Road.	100	80
Lehmans Road , Oxford Road to north of Chatsworth Avenue.	80	60
Lehmans Road , Oxford Road to Fernside Road.	100	80
Plaskett Road , Fernside Road to Oxford Road.	100	80
Mt Thomas Road , Johns Road to Oxford Road.	100	80
Swannanoa Road , Oxford Road to 150 m past the Fernside School Boundary. *Rural School	100	60
Swannanoa Road , 150 m past the Fernside School Boundary to 210 m south of Johns Road.	100	80
O’Roarkes Road Johns Road to Swannanoa Road.	100	80
Oxford Road , current 70 km/h zone.	70	50
Oxford Road , 100 km/h zone to 315 m west of Swannanoa Road.	100	80

Table 3. Proposed Speed Limits on Tuahiwi Roads.

Location	Current (km/h)	Proposed (km/h)
Camside Road , sealed section (280 m).	100	60
Camside Road , unsealed section.	100	60
Youngs Road , entire length.	100	60
Marsh Road , entire length.	100	60

- (c) **Notes** that the Register of Speed Limits will be updated to include the changed speed limits.

- (d) **Notes** that the Speed Limit Bylaw 2009 allows a speed limit to be changed by Council resolution, provided consultation has occurred as this adheres to the Land Transport Rule: Setting of Speed Limits (Rule 54001/2017).
- (e) **Notes** that the operating speeds on these roads will be surveyed within six months of implementing the new speed limits;

The motion was lost therefore the status quo remains.

DIVISION

For: Mayor D Gordon, Councillors A Blackie, N Mealings, and J Ward

Against: Councillors N Atkinson, K Barnett, P Redmond and P Williams.

4:4

STATUS QUO

Mayor Gordon noted that he supported the proposed amendment to the speed limits, as the matter had been debated by the Rangiora-Ashley Community Board and had been out to public consultation. He thanked A Mace-Cochrane for all her work during the process.

Councillor Williams believed that it should be the responsibility of Waka Kotahi to enforce speed limits on roads. He also thought that each road should be considered on merit, and there should not be a mass speed limits reduction. The surveys from staff had indicated that there were roads where motorists were not speeding, and yet the Council was spending money on reducing the speed limit on these roads. He would therefore not be supporting the motion.

Councillor Barnett stated that she was reluctant not to support the recommendations from the Rangiora-Ashley Community Board. However, as a rural Councillor, she needed to consider the wishes of the rural community. A 100km/h speed limit would be more sensible on some rural roads. She noted that speed limit reductions should be based on various considerations, such as the state of the road, and there should not be a mass speed limits reduction. She also believed that it was the responsibility of Waka Kotahi to ensure that speed limits on roads would be adhered to. If the speed limits were reduced on rural roads, then Waka Kotahi needed to ensure that the rural roads reflected the reduced speed limits to encourage people to travel at a lesser speed. Councillor Barnett expressed concern regarding the proposed speed limit reduction on Fernside Road, which was predominately rural. Especially since the Council was encouraging motorists to travel around Rangiora, she would therefore not be supporting the motion.

Councillor Atkinson commented that he did not believe that the reduction in speed limits would actually result a reduction of the speed travelled. He noted that signage alone would not reduce the speed travelled on rural roads. He suggested that the funding would be better spent on driver training and the implementation of road safety measures. Therefore, he would not support the motion.

Mayor Gordon indicated that although he acknowledged Councillors' concerns, he would be supporting the motion as the process had been thoroughly discussed and debated. He noted that all motorists may not be pleased, however, he had faith that the process undertaken by the Council would yield the best results for the wider community. He, therefore, urged Councillors to support the motion, taking into consideration the consultation process and extensive work that had been done.

9.4 **Recommendations for Speed Limit Changes Throughout the Kaiapoi-Tuahiwi Ward Area – J McBride (Roading and Transport Manager) and A Mace-Cochrane (Graduate Engineer)**

(Refer to attached copy of report no. 211101174883 to the Kaiapoi-Tuahiwi Community Board meeting of 15 November 2021.

In considering this report, and noting that the previous report for Rangiora-Ashley ward area speed limit changes had lapsed, Councillor Redmond pointed out that the speed limit had to be the same on both sides of Flaxton Road. As this road formed part of the boundary line between the Rangiora-Ashley and Kaiapoi-Tuahiwi Wards, Councillor Redmond sought clarification on this.

Mayor Gordon called for an adjournment of the meeting at 3.25pm to seek advice. The meeting reconvened at 3.38pm.

Mayor Gordon advised that having consulted Standing Orders, there were two options available in this situation. Firstly was that the decision for Item 9.3 could be revisited after five days and Item 9.4 could be left to lie on the table and consider both these reports at the same time at a future Council meeting. The second option, under Clause 23.4 of Standing Orders, was a provision for revocation or alteration of the resolution at the same meeting, where during the meeting there was fresh facts concerning the resolution. In this situation 75% of the members present who were voting must agree to the revocation or alteration of the previous decision. Mayor Gordon explained that with the new information provided by Councillor Redmond, the Council was within its rights for either of these options. Mayor Gordon asked if there was general agreement to revoke the decision on Item 9.3, Speed Limit Changes for Rangiora-Ashley Ward. There would then be the ability to go through the speed limits changes individually for each road, if that was the wish of those present. On a show of hands and as indicated by those members present, there was not agreement of 75% to the option of reconsidering the recommendation at this meeting.

Moved: Mayor Gordon

Seconded: Councillor Barnett

That this report lie on the table to be considered at a future Council meeting.

CARRIED

For clarification, Mayor Gordon advised that when five days had passed, the matter of the Rangiora-Ashley speed limit changes could come back to Council. Along with Item 9.4 Kaiapoi-Tuahiwi Speed Limit Changes report, these reports would both be considered at the February 2022 meeting of Council.

Staff were asked to arrange a briefing or workshop prior to this meeting, for Councillors to discuss this matter further.

Councillor Brine returned to the meeting at this the time.

10. **WELLBEING, HEALTH AND SAFETY**

10.1 **Wellbeing, Health and Safety Report November 2021 – J Harland (Chief Executive)**

J Harland presented this report, which was taken as read. The Covid-19 situation was highlighted, noting that a report was scheduled to come to a meeting of the Council later during the week and there would also be consultation with staff on the proposal.

Information was being gathered on lost time injuries which was a lead indicator and also working with contractors to provide better reporting back to the Council.

Moved: Councillor Ward

Seconded: Councillor Blackie

THAT the Council:

- (a) **Receives and Notes** Report No. EXC-34-20/211126189282
- (b) **Notes** that there were no notifiable event this month. WDC is, so far as is reasonably practicable, compliant with the Person Conducting a Business or Undertaking (PCBU) duties of the Health and Safety at Work Act 2015.

CARRIED

11. **COMMITTEE MINUTES FOR INFORMATION**

- 11.1. Minutes of a meeting of the Waimakariri Passchendaele Advisory Group of 27 September 2021.
- 11.2. Minutes of a meeting of the Waimakariri Passchendaele Advisory Group of 29 November 2021.
- 11.3. Minutes of a meeting of the Community and Recreation Committee of 19 October 2021.
- 11.4. Minutes of a meeting of the Audit and Risk Committee of 16 November 2021
- 11.5. Minutes of a meeting of the Utilities and Roading Committee of 16 November 2021.

Moved Mayor Gordon

Seconded Councillor Blackie

THAT the Council receive Items 11.1 to 11.5 for information.

CARRIED

12. **COMMUNITY BOARD MINUTES FOR INFORMATION**

- 12.1. Minutes of a meeting of the Oxford-Ohoka Community Board meeting of 3 November 2021.
- 12.2. Minutes of a meeting of the Woodend-Sefton Community Board meeting of 8 November 2021.
- 12.3. Minutes of a meeting of the Rangiora-Ashley Community Board meeting of 10 November 2021.
- 12.4. Minutes of a meeting of the Kaiapoi-Tuahiwi Community Board meeting of 15 November 2021.

Moved Councillor Barnett

Seconded Councillor Blackie

THAT the Council receive Items 12.1 to 12.4 for information.

CARRIED

13. **CORRESPONDENCE**

Nil.

14. **MAYOR'S DIARY**

14.1. **Mayor's Diary 27 October – 30 November 2021**

Moved Councillor Ward

Seconded Councillor Redmond

THAT the Council:

- (a) **Receives** report no 211201192049.

CARRIED

15. **COUNCIL PORTFOLIO UPDATES**

15.1. **Iwi Relationships – Mayor Dan Gordon**

The Rūnanga Liaison Meeting had recently occurred and Mayor Gordon advised it was a good meeting. In consultation with the co-Chair Tania Wati, as there was only one agenda item, the Mahi Tahi Committee meeting scheduled for December had been cancelled. The committee would meet again in the new year. It was noted that the Iwi had submitted on the Proposed District Plan.

15.2. **Greater Christchurch Partnership Update – Mayor Dan Gordon**

The Group was meeting this Friday, with updates on Mass Rapid Transit and the Greater Christchurch 2050 project. There was a matter of transport linkage circulating in Christchurch City and Environment Canterbury, and it was to put a case to the Transport Minister for funding for this.

15.3. **Canterbury Water Management Strategy – Councillor Sandra Stewart**

Councillor Stewart was an apology at this meeting but had previously provided the following Portfolio update.

The Waimakariri Zone Committee was looking to fund several projects from its \$50,000 budget this year. These projects are: Inanga spawning sites enhancement on the Taranaki Stream with the addition of monitoring before and after the work - \$8,600; a \$10,000 sum toward the North Brook stream corridor trail; Saltwater Creek enhancement and monitoring \$3,000; Waimakariri Biodiversity Trust \$5,000 to help hire a part-time administrator and perhaps funds to the Ashley Rivercare Group - still to be quantified. These proposals would go for approval to the 31 January 2022 meeting of the committee.

An update on the impact of Plan Change 7 would be given to the committee once the appeal period ended on Friday, 10 December 2021 - plus Waimakariri staff would also report to the Council in January 2022 on the plan change. The main points were the nutrient management restrictions require nitrogen loss reductions in the mapped nitrate priority areas to decrease by 20% below Good Management Practice by 2030 - an increase on what was proposed in the draft PC 7 - and a total of 30% by 2040. Further nitrate reductions were likely to be required after that.

ECan was required to monitor and report every five years on water quality in the Waimakariri including continued assessments on the downstream impacts on the Christchurch aquifers.

Higher minimum flows would also be introduced for the Silverstream - the main tributary of the Kaiapoi river - and the Waikuku Stream in 2032.

15.4. **International Relationships – Deputy Mayor Neville Atkinson**

As Deputy Mayor Atkinson had left the meeting, Mayor Gordon provided an update on his behalf, from a recent meeting of the Waimakariri Passchendaele Advisory Group.

- Progress was being made on an information pamphlet on the Advisory Group and the twinning relationship between Waimakariri and Zonnebeke.
- The Belgian government had gifted items (medallions), which had previously been held at the Christchurch RSA Club and was suggested that these could be relocated to the Waimakariri district.
- In conjunction with the Kaiapoi and Rangiora RSA clubs, progress was being made to have two seats and some planting positioned at either end of the Passchendaele pathway.

15.5. **Regeneration (Kaiapoi) – Councillor Al Blackie**

Councillor Blackie advised that the Aqualand facility on Courtney Lake, Kaiapoi opened two weekends ago and there had been good numbers attending over the two weekends (250 and 180 people).

A drop-in session was held last week for consultation on site of the Kaiapoi Community Hub. Though there was only a small number of members of the public in attendance, Councillor Blackie said it was a credit to the WDC Greenspace staff who conducted the previous informative consultation event with the large scale model when the public had been well informed of the Hub proposal.

15.6. **Climate Change and Sustainability – Councillor Niki Mealings**

Councillor Mealings said the final report of the Canterbury Climate Change Risk Assessment had been received and was now considering what its district level implications are. The brief of the NIWA Climate Change Scenario for the Waimakariri district had been finalised. The Carbon Emissions Reduction consultation was currently in progress. A confirmed national plan would be released in May 2022 at the time of the budget. Council had also submitted to the Waste Strategy Review. The District Emissions profile brief was being finalised for the district.

On a local level, the recent Gull issue was recently published and there would be a new recycling feature to be located on the western side of the Council service centre, 215 High Street.

Investigations were underway for a local community soft plastics pick up.

15.7. **Business, Promotion and Town Centres – Councillor Joan Ward**

Councillor Ward advised that planning was underway for holding a Wings and Wheels event in Oxford in April 2022 and also some form of celebration of Matariki in Oxford in 2022.

A Special meeting of the Rangiora Promotions Association was being held that evening, to plan the Eats and Beats function at the end of March 2022. The promotion organisations in both Rangiora and Kaiapoi were running raffles in order to fundraise as several events have had to be cancelled. The Kaiapoi River Carnival scheduled for March 2022, would be reassessed in January 2022 whether this would go ahead. The recent opening of the Aqualand in Kaiapoi was a successful event.

The Visitor Guide and Walking and Cycling Guide had 25,000 copies printed which had been fully funded by advertising.

The Business Awards Function, as with most events, had to be cancelled, but the awards were still made and it was hoped to hold an event in the New Year to present these.

ENC had introduced a new brand logo after 15 years. There was currently funding available in the major event fund over four years, so there was time for planning and to engage with the community.

16. **QUESTIONS**

(under Standing Orders)

There were no questions.

17. **URGENT GENERAL BUSINESS**

(under Standing Orders)

There was no urgent general business.

18. **MATTERS TO BE CONSIDERED WITH THE PUBLIC EXCLUDED**

Section 48, Local Government Official Information and Meetings Act 1987.

Moved: Mayor Gordon

Seconded: Councillor Blackie

THAT the public be excluded from the following parts of the proceedings of this meeting.

The general subject of each matter to be considered while the public was excluded, the reason for passing this resolution in relation to each matter and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution, were as follows:

Item No	Minutes/Report of	General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
18.1	Minutes of public excluded portion of Council meeting of 2 November 2021	Confirmation of minutes	Good reason to withhold exists under Section 7	Section 48(1)(a)
18.2	Minutes of public excluded portion of Council meeting of 9 November 2021	Confirmation of minutes	Good reason to withhold exists under Section 7	Section 48(1)(a)
REPORTS				
18.3	Report of D Young (Senior Engineering Advisor) and K Simpson (3 Waters Manager)	Contract 20/09 Rangiora Sewer Upgrade Stage 5 – Tender Evaluation and contract award.	Good reason to withhold exists under Section 7	Section 48(1)(a)
18.4	Report of Kerr (Delivery Manager Shovel Ready Programme)	Kaiapoi Stormwater and Flood Improvements – property options	Good reason to withhold exists under Section 7	Section 48(1)(a)
18.5	Report of R Hawthorne (Property Manager)	Acquisition and disposal of Rangiora Property	Good reason to withhold exists under Section 7	Section 48(1)(a)

This resolution is made in reliance on section 48(1)(a) of the Local Government Official Information and Meetings Act 1987, and the particular interest or interests protected by section 6 or section 7 of that Act which would be prejudiced by the holding of the whole or relevant part of the proceedings of the meeting in public were as follows:

Item N°	Reason for protection of interests	LGOIMA Part 1, Section 7
18.1 – 18.5	Protection of privacy of natural persons; To carry out commercial activities without prejudice; Maintain legal professional privilege; Enable Council to continue with (commercial) negotiation without prejudice or disadvantage Prevent the disclose of information for improper gain or advantage	Section 7 2(a) Section 7 2(b)ii Section 7 (g) Section 7 2(i) Section 7 (j)

CARRIED

CLOSED MEETING

Resolution to resume in Open Meeting.

Moved Councillor Barnett

Seconded Councillor Williams

18.1 Confirmation of the Minutes of the Public Excluded portion of the Council meeting of Tuesday 2 November 2021

Resolves that the minutes remain public excluded.

18.2 Confirmation of the Minutes of the Public Excluded portion of the Extraordinary Council meeting of Tuesday 9 November 2021

Resolves that the minutes remain public excluded.

18.3 Contract 20/09 Rangiora Sewer Upgrade Stage 5 – Tender Evaluation and Contract Award – D Young (Senior Engineering Advisor) and K Simpson (3 Waters Manager)

Resolves that the recommendations in this report be made publically available however that the contents of the report, attachments and discussion remain public excluded as it contains commercially sensitive information.

18.4 Kaiapoi Stormwater and Flooding Improvements, 213 Beach Road next steps– R Kerr (Delivery Manager – Shovel Ready Projects)

Resolves that the report and associated discussion remain Public Excluded. The Resolution can be released at the conclusion of the negotiation with the property owner or March 2022, whichever occurs first.

18.5 Strategic Property Dealings, 132 Percival Street / 7 Kingsford Smith Drive Rangiora – R Hawthorne (Property Manager) and S Hart (Business and Centres Manager)

Notes that the contents of the report remain Public Excluded until the various negotiations and transactions are concluded, including those in relation to the potential on-sale of some of the Percival Street site, after which the recommendations included in the report may be released.

OPEN MEETING

18.3 Contract 20/09 Rangiora Sewer Upgrade Stage 5 – Tender Evaluation and Contract Award – D Young (Senior Engineering Advisor) and K Simpson (3 Waters Manager)

Moved: Councillor Williams Seconded: Councillor Ward

- (a) **Receives** Report No. 211122186797.
- (b) **Authorises** Council staff to award Contract 20/09 Rangiora Sewer Upgrade Stage 5 To Ongrade Drainage And Excavation Ltd For a sum of \$1,567,765.95.
- (c) **Notes** that this project is funded from the Rangiora Central Sewer Upgrade Stage 5 Renewals, Non-Growth and Partial Growth, and Rangiora Water Renewals (GL Codes 101335.000.5113, 101335.000.5114, 101335.000.5115, and 100002.000.5104) and that there is total budget available of \$ 1,893,600.
- (d) **Notes** that in accordance with the Conditions of Tendering, all tenderers will be advised of the name and price of the successful tenderer, and the range and number received.
- (e) **Resolves** that the recommendations in this report be made publically available but that the contents remain in Committee as it contains commercially sensitive information.
- (f) **Circulates** this report to the Utilities and Roothing Committee “In Committee” for their information.

CARRIED

18.6 Kaiapoi Stormwater and Flooding Improvements, 213 Beach Road next steps– R Kerr (Delivery Manager – Shovel Ready Projects)

The Resolution released after March 2022:

THAT the Council:

- (a) **Receives** report No. 211126189526.
- (b) **Approves** continued negotiation for partial acquisition of 213 Beach Road to enable the Beach Road Stormwater Pumping Station, bund and rising main works.
- (c) **Agrees** to withdraw notice under the Local Government Act 2002, Section 181, of Council’s intention to undertake Works in and on 213 Beach Road, and for staff to inform the landowner.
- (d) **Instructs** staff to develop advice on compulsory acquisition options for 213 Beach Road under the Public Works Act 1981 and report back in February 2022 and also investigate other options for achieving the Kaiapoi stormwater solution.
- (e) **Notes** funding for the construction and partial acquisition is sourced from the Kaiapoi Stormwater and flooding Improvement (shovel ready) project, with additional funding from the Kaiapoi SMA budget available.
- (f) **Resolves** that the report and associated discussion remain Public Excluded. The Resolution can be released at the conclusion of the negotiation with the property owner or March 2022, whichever occurs first.

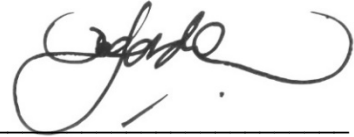
CARRIED

19. **NEXT MEETING**

The next scheduled ordinary meeting of the Council will occur on Tuesday 1 February 2022, Waimakariri District Council Chambers, Rangiora Service Centre, 215 High Street, Rangiora.

There being no further business, the meeting closed at 4.40pm.

CONFIRMED



Chairperson
Mayor Dan Gordon

1 February 2022
Date