District Planning and Regulation Committee

Agenda

Tuesday 19 February 2019

1.00pm

Waimakariri District Council Chambers
215 High Street
Rangiora

Members:
Cr Dan Gordon (Chairperson)
Cr Neville Atkinson
Cr Wendy Doody
Cr John Meyer
Cr Sandra Stewart
Mayor David Ayers (ex officio)
The Chairman and Members
DISTRICT PLANNING AND REGULATION COMMITTEE

A meeting of the DISTRICT PLANNING AND REGULATION COMMITTEE will be held in the COUNCIL CHAMBER, 215 HIGH STREET, RANGIORA, on TUESDAY 19 FEBRUARY 2019 at 1.00PM.

Adrienne Smith
Governance Co-ordinator

Recommendations in reports are not to be construed as Council policy until adopted by the Council

BUSINESS

1. APOLOGIES

2. CONFLICTS OF INTEREST

Conflicts of interest (if any) to be reported for minuting.

3. CONFIRMATION OF MINUTES

3.1 Minutes of a meeting of the District Planning and Regulation Committee held on 11 December 2018

RECOMMENDATION

THAT the District Planning and Regulation Committee:

(a) Confirms as a true and correct record the minutes of a meeting of the District Planning and Regulation Committee held on 11 December 2018.

4. MATTERS ARISING FROM THE MINUTES

5. DEPUTATION
6. REPORTS

6.1 Notification of Private Plan Change 45 – Rangiora Airfield – Matthew Bacon (Planning Manager)

RECOMMENDATION

THAT the District Planning and Regulation Committee

(a) Receives report No. 190204012204

(b) Directs staff to notify Private Plan Change 45

(c) Circulates this report to the Rangiora-Ashley Community Board for their information.

7. MATTER REFERRED FROM THE RANGIORA-ASHLEY COMMUNITY BOARD MEETING OF 12 DECEMBER 2018

7.1 Request for Loading Zone alterations and carpark removal – Good Street and Gables Arcade, Rangiora – Glenn Kempton (Engineering Technician), Kieran Straw (Civil Projects Team Leader), Joanne McBride (Roading and Transport Manager)

RECOMMENDATION

THAT the District Planning and Regulation Committee:

(a) Receives report No. 181026125716

(b) Approves the removal of three existing carparks and loading zone as shown in Figure 1.

(c) Approves the time limit reduction for parking within the 16.00m loading zone shown in Figure 1 from 20 minutes to 5 minutes.

(d) Approves the installation of a new approximately 9.00m long loading zone on Good Street as shown in Figure 1.

8. PORTFOLIO UPDATES

8.1 District Planning Development – Councillor Neville Atkinson

8.2 Regulation and Civil Defence – Councillor John Meyer

8.3 Business, Promotion and Town Centres – Councillor Dan Gordon

9. QUESTIONS

10. URGENT GENERAL BUSINESS
WAIMAKARIRI DISTRICT COUNCIL

MINUTES OF THE DISTRICT PLANNING AND REGULATION COMMITTEE MEETING HELD IN THE COUNCIL CHAMBERS, 215 HIGH STREET, RANGIORA ON TUESDAY 11 DECEMBER 2018 AT 1.00PM.

PRESENT
Councillor D Gordon (Chair), Councillors N Atkinson, W Doody, J Meyer and S Stewart.

IN ATTENDANCE
Councillors A Blackie, K Barnett, J Palmer (Chief Executive), N Harrison (Manager Regulation), M Bacon (Team Leader Resource Consents), T Ellis (Development Planning Manager), N Sheerin (Senior Policy Planner), B Bray (Principal Policy Planner, Development Planning Unit), S Milosavljevic (Intermediate Policy Planner), C Wood (Senior Policy Planner) and A Smith (Governance Coordinator).

1. APOLOGIES

Moved Councillor Gordon seconded Councillor Atkinson

THAT An apology for absence be received and sustained from Mayor Ayers.

CARRIED

2. CONFLICTS OF INTEREST

No conflicts of interest were recorded.

3. CONFIRMATION OF MINUTES

3.1 Minutes of a meeting of the District Planning and Regulation Committee held on 16 October 2018

Moved Councillor Atkinson seconded Councillor Doody

THAT the District Planning and Regulation Committee:

(a) Confirms as a true and correct record the minutes of a meeting of the District Planning and Regulation Committee held on 16 October 2018.

CARRIED

4. MATTERS ARISING FROM THE MINUTES

Councillor Gordon enquired regarding a workshop to be held on the Contestable Fund, and M Bacon confirmed that it is planned to schedule this in February 2019.
5. **DEPUTATION**

There were no deputations.

6. **REPORTS**

6.1 **District Plan Review – Plan Making Process Options under the RMA – Neil Sheerin (Senior Policy Planner) and Trevor Ellis (Development Planning Manager)**

Mr N Sheerin presented this report which requests the committee to formally approve the District Plan Review. As part of this, the Council must advise which process under the RMA it is going to use for the District Plan review. The three process options that staff have considered were highlighted, as summarised in the report. These are a Streamlined process, Collaborative Process, or the Standard Process. The Collaborative Process is not recommended, it would potentially be very time consuming and require a lot of resources. The Streamlined Process is not automatically available to the Council and needs to be applied for from the Minister for the Environment for permission to use this process and for most part the District Plan Review doesn’t satisfy the criteria. The Standard Process is the preferred process and N Sheerin referred to the briefing to the Council in October 2017 where these processes were discussed. At the time the Council expressed quite a clear preference for the Standard Process.

Question from Councillor Atkinson regarding the mention of additional staff resources required for all of these process options, N Sheerin advised that since this comment was written, there is now additional staff resources available.

Regarding the Standard Process, Councillor Doody enquired if this will be helpful for the Council to achieve the goal, with reference to the current issues causing concern for some communities? N Sheerin advised that there may be additional issues come to light during any consultation process, but the benefit of this process is that the Council will be making the decision. There is community consultation throughout the process, both informally prior to notification and formally throughout the submission and hearing process.

Councillor Gordon asked if the Standard Process was the approach of other Councils. N Sheerin advised that though not formally announced yet, he understands that Selwyn District Council intend to use the Standard Process. Christchurch City Council for their recent District Plan Review is under a different process imposed by CERA. Hurunui District Council has recently completed a District Plan Review, so their next review is some years away.

Moved Councillor Doody seconded Councillor Atkinson

**THAT** the District Planning and Regulation Committee

(a) **Receives** report No. 181204142198.

(b) **Notes** the three plan making process options outlined in Section 4 below.
(c) **Approves** the District Plan Review to proceed using the ‘Standard’ plan making process under Part 1 of Schedule 1 of the RMA.

(d) **Authorises** the formal public notification of the intention to review the District Plan under Part 1 of Schedule 1 of the RMA.

CARRIED

Councillor Atkinson noted that this is the step forward that the Council needs to take under the legislative requirements.

6.2 **Improving Council’s approach to biodiversity – Shelley Milosavljevic (Intermediate Policy Planner)**

Ms S Milosavljevic presented this report to the Committee with a proposed outline to improve its approach to biodiversity. Staff said initially looked at this as part of the District Plan review but also noted that there is a number of things that the Council could be doing to improve this. There has been a lot of feedback from the community through District Development Strategy issues and options about improving biodiversity in the district. There is also quite an overlap with the Zone Committee ZIPA to be coordinated with. Overall this is to seek direction from the Committee on what type of tools it may be interested in looking into further for this.

Councillor Stewart asked about “Ecological Corridor Priority Area”. S. Milosavljevic advised there isn’t any of these in the District at the moment, but this is something that the ecologists are investigating at the moment.

Councillor Gordon referred to the speaker at the previous committee meeting, Mrs Giller and if there had been follow up discussion arranged with her on the areas of biodiversity she raised in her discussion and for these to be identified so they are not lost. Ms Milosavljevic noted that Ms Giller powerpoint presentation had been forward to the ecologists and Councillor Gordon said he would still like there to be follow up discussion with Mrs Giller as she had presented to the Council during annual plan process and taken the time to come to speak to this committee. Staff will follow up with this.

Councillor Gordon also brought to the attention of staff that Richard Stalker has identified a patch of Kanuka near his property and this matter will also be followed up by staff and/or ecologists.

Councillor Doody sought clarification that the Council consults with the landowners regarding SNA. S Milosavljevic confirmed that any new sites will be consulted with the landowners, which will start next year. Regarding any current sites which are in the District Plan on a voluntary basis, the property owners have been contacted regarding site visits.

Moved Councillor Atkinson seconded Councillor Gordon

**THAT** the District Planning and Regulation Committee:

(a) ** Receives** report No. 181029126064.

(b) **Endorses** the approach of continuing to protect Significant Natural Areas as part of the District Plan Review.
(c) **Endorses** staff to further consider regulatory approaches to protecting and enhancing indigenous biodiversity (within and outside of Significant Natural areas) as part of the District Plan Review.

(d) **Notes** that national and regional policy in relation to indigenous biodiversity is likely subject to significant change and the Council’s role and resourcing in this area will likely be subject to external direction in coming years.

(e) **Notes** that the full impact of the Waimakariri Water Zone Committee Zone Implementation Programme Addendum (ZIPA) has yet to be assessed and will require consideration beyond Draft 2019/20 Annual Plan preparation in January 2019.

(f) **Notes** that subject to consideration and direction from the Committee on the non-regulatory tools it wishes to be investigated further, staff will bring another report in January 2019 for Annual Plan budgetary purposes.

**CARRIED**

Councillor Atkinson believes this is a good step forward and there is some change sort in the community on biodiversity. This will give the Council good direction on what needs to be done for the future.

Councillor Gordon believes it is important that the Council follow through on submissions that have been made. This is a good opportunity to pursue the matters raised by both Mrs Giller and Mr Stalker. A question of sufficient budget is something that will be discussed at future workshops.

Councillor Stewart endorsed the comments above and also commented on the timeframe for comments from the Zone Committee, with the next meeting of the Zone Committee not scheduled until February 2019. The Deputy Chair of the Zone Committee has been asked for any comment on other matters that could be included in this list. Any comments are to be provided within the next week Councillor Stewart supports all the options mentioned in Table 2 of the report and believes these would all be supported by the members of the Zone Committee as well. The costs of these would need to be taken into consideration.

Councillor Atkinson replied that it is important for the Zone Committee to be aware of this and given the opportunity to provide comment.

7. **PORTFOLIO UPDATES**

7.1 **District Planning Development** - Councillor Neville Atkinson

Nothing further to add from the reports in this meeting and the following briefing.

7.2 **Regulation and Civil Defence** – Councillor John Meyer

Nothing further to add at this time.

7.3 **Business, Promotion and Town Centres** – Councillor Dan Gordon

Councillor Gordon updated busy time for the Promotions Associations with the Christmas parades and wished to record congratulations to the Kaiapoi Promotions Association and the excellent Christmas parade and carnival prior. The team has done an excellent job in getting this parade back on track. Thanks to colleagues to the support and encouragement
for them as well. Rangiora Santa Parade and Christmas in the Park also was a very good event. The Christmas parade event in Oxford is to be held this coming weekend. The Celebration Night was also held in Rangiora on 23 November which was also a successful night.

Thanks were extended to the staff for the getting the Christmas Trees and lights in place in the Rangiora and Kaiapoi town centres. There has been excellent feedback from the community on these.

There has been a Joint meeting with the Chairs and Coordinators with ENC recently. These take place two to three times a year and there is some matters raised – including charging units for electric vehicles. Another matter discussed was the Muscle Car Madness event.

BNZ corner steering party has met and will meet again next year and to come back to the Community Board and Council with a report and options.

8. QUESTIONS

There were no questions.

9. URGENT GENERAL BUSINESS

There was no urgent general business.

The Chairperson took this opportunity to thank the staff and Council colleagues for their commitment throughout the year and wished everyone a Merry Christmas and a restful holiday period.

There being no further business, the meeting closed at 1.25pm.

CONFIRMED

____________________
Chairperson

____________________
Date

Briefing
- At the conclusion of the meeting, a briefing was held to discuss:

‘District Plan Review – Summary of briefings for consultation purposes’.
WAIMAKARIRI DISTRICT COUNCIL
REPORT FOR DECISION

FILE NO and TRIM NO: DDS-06-05-02-45 / 190204012204
REPORT TO: District Planning and Regulation Committee
DATE OF MEETING: 19 February 2019
FROM: Matthew Bacon – Planning Manager
SUBJECT: Notification of private plan change 45 – Rangiora Airfield

1. SUMMARY

1.1 The purpose of this report is to request approval to notify Private Plan Change 45 (the plan change) to the District Plan. The plan change proposes new and amended District Plan provisions in relation to protection of ongoing and future operations at the Rangiora Airfield.

1.2 The applicant is the Waimakariri District Council as airfield operator and the application is being processed as a private plan change.

1.3 A section 32 analysis, required under the Resource Management Act 1991 (RMA), has been prepared to ascertain the most appropriate way for the District Plan to address the issues of managing potential or actual adverse environmental effects relating to the operation of the Rangiora Airfield. The analysis found that amendments and additions to the District Plan are appropriate to address the issues.

1.4 This report seeks the approval of the District Plan and Regulation Committee to notify the plan change. Upon approval, Council staff will publicly notify the plan change in accordance with the requirements of the First Schedule of the RMA.

2. RECOMMENDATION

THAT the District Planning and Regulation Committee:

(a) Receives report No. 190204012204
(b) Directs staff to notify Private Plan Change 45
(c) Circulates this report to the Rangiora-Ashley Community Board for their information.

Attachments
(i) Proposed Rangiora Airfield noise contour

3. BACKGROUND

3.1 Private Plan Change 45 is a Council initiated plan change application. The plan change proposes new and amended District Plan provisions in relation to protection of ongoing and future operations at the Rangiora Airfield and proposes the following amendments to the operative Waimakariri District Plan:

- Amend Planning Map 145 by identifying the 65dBA Ldn (the air noise boundary) and 55dBA Ldn (outer control boundary) noise contour lines around the Rangiora Airport site.
based on the application of NZS 6805:1992;

- Amend Planning Map 145 to amend the Obstacle Limitation Surface for the Rangiora Airfield based on the current and projected runway configuration and the present land ownership of Rangiora Airfield;

- Amend the objective and policy framework for the Utilities and Traffic and Rural Chapters to avoid the potential for reverse sensitivity effects by providing on-going protection for the operation, efficient use and development of the Rangiora Airfield, which is recognised as ‘strategic infrastructure’ within the Canterbury Regional Policy Statement;

- Amend the rule framework in Chapter 31 Health, Safety and Wellbeing to:
  i. require any noise sensitive activity (including new dwellinghouses or additions to dwellinghouses) to be insulated from aircraft noise within the 55dBA Ldn noise contour lines around the Rangiora Airport site; and
  ii. Prohibit noise sensitive development (which includes dwellinghouses) within the proposed Rangiora Airfield 65dBA Ldn noise contour; and
  iii. Amend Rule 30.5 to require Rangiora Airfield to operate so that the noise from the aircraft operations does not exceed Ldn 65dBA outside the Ldn 65dBA airport noise contour in accordance with NZS6805:1992.

3.2 The plan change is being processed as a private plan change application, which has been prepared by an external consultant and allocated to an independent planner processing on behalf of Council.

3.3 It is important to note that the scope of this requested approval relates to a direction to staff to process the private plan change application or delay until the District Plan review, and does not extend to consideration of the requested amendments to the District Plan which will be notified if the Committee approves this process.

3.4 The process for notification will follow the notification requirements of the first schedule of the RMA. The applicant (Council) has the ability to undertake further communications as part of the notification process. In the event that further communication occurs, this consultation will be required to be undertaken separate from the formal submission and assessment required by the RMA.

3.5 The plan change is being processed in conjunction with a notice of requirement to designate the airfield. The applicant (Council) has requested notification of the designation under s95 of the RMA. This notification and decision making process will occur as part of the same notification process as the plan change.

4. **ISSUES AND OPTIONS**

4.1 There are three options available to the Committee:

   (i) Approve the notification of the plan change.
   (ii) Do not approve the notification of the plan change.
   (iii) Adopt the plan change as a Council plan change and consider as part of the District Plan review.

4.2 Option (i) would see the notification of the plan change at the first available opportunity, with notification likely to occur within one month of the decision to notify. This timeframe is primarily driven by the administration functions required to directly notify potentially affected parties in accordance with RMA requirements. The RMA prescribes a 20 working day initial submission period, with a further 10 day further submission process in which submissions and further submissions can be made. The RMA further requires that the decision on a notified plan change be made within two years of the date of notification. As an approximate timeframe, Option (i) would likely see a decision on the plan change in the...
latter half of 2019. Costs of this process are difficult to quantify; however, will include notification of the plan as well as a notice served on all persons ‘identified as being directly affected by the proposed change or variation’ (clause 5A of Schedule 1 of the RMA). Option (i) has a further benefit in allowing for a test run of the new E-Plan submission module in the isovist submission environment, prior to the District Plan review submission process.

4.3 Option (ii) is not recommended given the need to appropriately provide for the current and future operations of the airfield.

4.4 Option (iii) would see processing of the plan change as part of the District Plan review, with Council staff considering the proposed plan amendments as part of drafting of the relevant sections of the proposed District Plan, which is currently considered for notification in 2020. This option would see a delay in the notification of the plan change until notification of the proposed plan; however the benefit of reducing processing costs as the plan change has would not occur as a standalone notification process. This option also has the benefit of reducing the risk of re-ligation of elements of the plan change through the District Plan review submission period.

4.5 Both options (i) and (iii) are supported by staff, with option (i) preferred given the plan change drafting has been compiled to fit into the matrix of the existing District Plan provisions (thereby limiting further drafting costs), and is ready for notification. The primary difference between Options (i) and (iii) is whether the Committee wish to progress the plan change as a change to the operative plan as a ‘standalone’ plan change process, or to adopt the plan change and progress as part of drafting of the District Plan review.

4.6 The Management Team have reviewed this report and support the recommendations.

5. COMMUNITY VIEWS

5.1. Groups and Organisations

The applicant has undertaken some consultation with neighbours and statutory parties as part of the preparation of the plan change. This consultation is described within the section 32 analysis that forms part of the plan change documentation.

5.2. Wider Community

Upon public notification of the plan change, the community will be able to submit on the plan change through the submission and further submission process under the requirements of the First Schedule of the RMA. A hearing will then be required for a hearing panel or commissioner to make a decision on the plan change.

6. IMPLICATIONS AND RISKS

6.1. Financial Implications

There are no direct financial risks at this time. Provision for the costs of the statutory process are included in the Planning Unit budget for 2018/2019 and 2019/2020. Processing costs of the application are on charged to the Council as the private plan change applicant.

6.2. Community Implications

There are no direct community implications at this time, as the requested approval is limited to beginning the process of notifying the plan change for submissions.
6.3. **Risk Management**

Notification of the plan change does not affect Council’s risk profile.

6.4. **Health and Safety**

There are no health and safety matters to consider.

**7. CONTEXT**

7.1. **Policy**

This is not a matter of significance in terms of the Council’s Significance Policy.

7.2. **Legislation**


7.3. **Community Outcomes**

**GOVERNANCE**

*a. Effect is given to the principles of the Treaty of Waitangi*

- The Council in partnership with Te Ngāi Tūāhuriri Rūnanga, continue to build our relationship through mutual understanding and shared responsibilities.

*b. There are wide ranging opportunities for people to contribute to the decision making that effects our District*

- The Council makes information about its plans and activities readily available.
- The Council takes account of the views across the community including mana whenua.
- The Council makes known its views on significant proposals by others affecting the District’s wellbeing.
- Opportunities for collaboration and partnerships are actively pursued.

7.4. **Delegations**

The Resource Management and Regulation Committee has delegation to approve notification of plan changes.
E2 20XX contour (Future)
1. SUMMARY

1.1 This report requests the removal of an existing “Loading Zone” within the New World Laneway, adjacent to the Gables Arcade. It is proposed to install a raised pedestrian platform to connect the existing footpath alongside New World with the Gables Entrance in this location. The concept design including the raised platforms was approved by the then Rangiora Community Board in May 2016 (Doc. 160429038349).

1.2 This report also requests the removal of three existing car parking spaces on Good Street. It is proposed to install kerb build-outs and a raised courtesy crossing to assist pedestrians across Good Street in this location. It is also proposed to convert the third car-park into a “Loading Zone” to allow heavy vehicles to queue prior to entering the New World delivery area.

1.3 In order to install a raised pedestrian platform and provide a safe pedestrian crossing point between the Gables Arcade and the public carpark, the existing loading zone situated outside the Gables Arcade entrance will need to be removed. This will still leave a 16 metre long loading zone which will be utilised for deliveries.

1.4 Parking surveys completed in the Blake Street carpark show that the existing vehicle carparks rarely reach capacity.

1.5 There are two options available to the Community Board:

- Option One – Support the removal of three existing carparks and one existing loading zone to allow installation of a new loading zone and raised pedestrian platforms within Good Street and the Gables Arcade parking area. The 16.00m loading zone, that is to remain, is recommended to have the 20 minute parking limit removed and be used solely for loading operations only.

OR

- Option Two – Keep the existing loading zone and carparks and do not construct the raised pedestrian platforms. In regards to pedestrian safety, this is not recommended.
2. RECOMMENDATION

THAT the Rangiora Ashley Community Board recommends:

THAT the District Planning and Regulation Committee:

(a) Receives report No. 181026125716

(b) Approves the removal of three existing carparks and loading zone as shown in Figure 1.

(c) Approves the time limit reduction for parking within the 16.00m loading zone shown in Figure 1 from 20 minutes to 5 minutes.

(d) Approves the installation of a new approximately 9.00m long loading zone on Good Street as shown in Figure 1.
3. BACKGROUND

3.1. This project is a result of the increasing safety concerns for the public within the existing laneway behind New World in Rangiora. New World’s loading operations, which involve heavy vehicles and high volumes of forklift activity take place within the laneway which is currently shared by pedestrians and traffic.

3.2. Currently, there is no footpath which links Good Street to the Gables Arcade. Pedestrians proceed to walk through the laneway with no separation between vehicles and loading operations.

3.3. Physical works to remediate the above safety issues is planned to commence early 2019. This contract includes a new footpath on the southern side of the New World laneway, between Good Street and the Gables Arcade.

3.4. In order to install a raised pedestrian platform and provide a safe pedestrian crossing point between the Gables Arcade and the public carpark, the existing loading zone situated outside the Gables Arcade entrance will need to be removed. This will still leave a 16 metre long loading zone which will be utilised for deliveries.

3.5. This project will be completed in conjunction with the land swap recently completed between New World and the Waimakariri District Council to allow New World to carry out all of their unloading operations within a gated compound behind the supermarket (Doc. 160927099410).

4. ISSUES AND OPTIONS

4.1. The removal of the Good Street carparks and Gables Arcade Loading Zone may cause some negative reactions amongst local residents and business owners, although car parking surveys rarely show that the carparks to the north of High Street reach capacity. These negative reactions will be greatly offset by the increased safety for pedestrians and road users.

4.2. By not providing a truck parking option on Good Street heavy vehicles may continue to queue on Good Street which may cause frustration and delay to those wishing to access the Gables Arcade or the Blake Street carpark.

4.3. It is proposed to terminate the footpath on the eastern side of Good Street at the new raised pedestrian platform to deter pedestrians from entering the new laneway and encourage use of the new footpath provided.

4.4. Options:

4.5. There are two options available to the Community Board:

Option One – Support the removal of three existing carparks and one existing loading zone to allow installation of a new loading zone and raised pedestrian ramp’s within Good Street and the Gables Arcade parking area.

This is the recommended option as it provides significantly improved pedestrian connectivity at each end of the New World Laneway, and provides heavy vehicles with adequate queuing space while waiting to complete deliveries into the New World. The 16.00m loading zone, that is to remain, is recommended to have the 20 minute parking limit removed and be used solely for loading operations only.

OR

Option Two – Keep the existing loading zone and carparks and remove the dedicated raised pedestrian platforms from the design. This option is not recommended.
5. **COMMUNITY VIEWS**

5.1. **Groups and Organisations**

5.2. The PCG Group has reviewed the request and agrees that the removal of the existing carparks and loading zone is appropriate and a key aspect in pedestrian and road user safety.

5.3. Businesses at the Gables Arcade have been verbally consulted about the upcoming project and the proposal to remove the 7.00m loading zone. No negative feedback was received, businesses were pleased to hear that the area was being tidied up and links were being installed between Good Street and New World. Currently public vehicles are allowed to park there for up to 20 minutes and the business owners confirmed this happens on frequent occasions.

5.4. **Wider Community**

5.5. The wider community has not been initially consulted about this project. Advertisements will be carried out outlining the dates and the proposed works once the tender has been awarded including an update to the car park and loading zone removal.

6. **IMPLICATIONS AND RISKS**

6.1. **Financial Implications**

6.2. These works will be carried out under Contract 18/52 which is to be funded from the Rangiora Town Revitalise Budget. There is sufficient budget to complete these works.

6.3. **Community Implications**

6.4. This project will have positive implications to the community, it will improve the safety of the surrounding areas and provide safe vehicle and pedestrian access to the Gables Arcade and Good Street area.

6.5. **Risk Management**

6.6. Contract 18/52 will significantly decrease the risk of safety issues within the New World Laneway area by providing a footpath and dedicated carriageway. Currently New Worlds loading operations are within a shared carriageway with no footpath access for pedestrians.

   Contract 18/52 has been subject to a Safety in Design review.

6.7. **Health and Safety**

6.8. The preferred tenderer will supply a Site Specific Safety Plan and Quality Assurance plan prior to commencing work on the site.

7. **CONTEXT**

7.1. **Policy**

   This matter is not a matter of significance in terms of the Council’s Significance and Engagement Policy.

7.2. **Legislation**

   The Health and Safety at Work Act, Land Transport Management Act and Local Government Act are relevant in this matter.

7.3. **Community Outcomes**
The following community outcomes are relevant in this matter:

- There is a safe environment for all;
- Public spaces and facilities are plentiful, accessible and high quality.
- Transport is accessible, convenient, reliable and sustainable
- Businesses in the District are diverse, adaptable and growing.

7.4. Delegations

7.4.1. The Board, under delegation S-DM 1041, has specific jurisdiction for:

- Approving traffic control and constraint measures on streets, and recommending to District Planning and Regulations Committee; matters relating to Council parking by-laws