

Our Draft Annual Plan 2022/23

Submitter Details

Submission Date: 13/04/2022

First name: Bridget **Last name:** Williams

If you are responding on behalf of a recognised organisation please provide organisation name:

Waimāero Fendalton-Waimairi-Harewood Community Board

Your role in the organisation and the number of people your organisation represents:

Chairperson

Would you like to speak to the Council about your submission?

Yes

I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

If yes, please provide a daytime phone number above so we can arrange a speaking time with you. Hearings will be held in May (specific dates are to be confirmed).

Feedback

1.1 Rates

The Board acknowledges the efforts the Council has made to keep the average rates increase below the amount signalled in the LTP. However, it remains a significant increase particularly for people on fixed incomes or who are asset rich but cash poor.

The Board is particularly concerned about the perpetual cycle of rates rises that are higher than increases in the average wage, and asks the Council to be mindful that this rise will not occur in a vacuum, but in an environment of considerable cost inflation on household living costs.

The Board acknowledges that the Council is also facing inflated costs to deliver its services and projects, and submits that an average rates increase of 3% would be fair.

1.2 Revenue, spending and borrowing

The Board sympathises with the problem the Council faces with various world events obstructing supply chains and driving price inflation. That said, the Board is concerned that the default response appears to be to raise the rates, instead of exploring more innovative options to increase revenue or deliver services more cost-effectively. Another suggestion is to reprioritise the Capital Programme in line with the results of the Residents' Satisfaction Survey as to services our residents want the Council to prioritise (especially given the current economic outlook).

1.3 Revenue and Financing and Rates Remission Policies

The Board supports the intention of updating the policies to make sure they remain relevant and easily understood, and to remove any expired provisions. The Board particularly supports the proposed wheelie bin rates remission.

1.4 Fees and Charges

The Board would support a reduction in car parking rates to encourage more people to visit the central city. Higher occupancy would also help to offset the fixed costs of operating our car parking facilities.

The Board acknowledges environmental concerns and the importance of encouraging other sustainable modes of transport. However the facility already contains a significant level of embedded carbon as well as carbon emissions associated with its running costs, so in the interim it makes environmental sense to ensure this carbon investment is used as efficiently as possible by maximising the facility's occupancy. Maximising the occupancy of the facility could also mitigate the risk of new facilities being set up elsewhere to meet the demand (with their own associated carbon investment). The Board also encourages the Council to investigate innovative alternatives to offset carbon emissions.

1.5 Capital Programme

The Board is pleased to see improvements being made to the city's road infrastructure. However the Board is aware of a number of local suburban streets in our Wards which are no longer fit for purpose due to changing travel patterns, as well as legacy issues such as poorly designed intersections, deep dish kerb and channel, and large trees planted too close to footpaths and underground infrastructure. A long term strategy will be needed to address all of these issues, and the Board is aware that projects such as the Slow Speed Neighbourhoods will provide some assistance. High priority areas that the Board wants to address include:

- The Grahams/Memorial intersection (specifically in relation to installing a right-turn arrow)
- The Waimairi/Maidstone Intersection (specifically in relation to installing a right-turn arrow)
- Traffic issues in the area of Merivale bordered by Rugby Street, Papanui Road, Carlton Mill Road and Rossall Street
- Brenchley Avenue (in relation to Stormwater issues causing flooding)

Our residents are concerned about the changes to Three Waters and the lack of clarity around the potential implications on Council rates. The Board acknowledges that the Council is also facing similar uncertainty about this issue.

Attached Documents

| File |
|------------------------|
| No records to display. |

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City Council 

12 April 2022

Annual Plan Submissions
Christchurch City Council
PO Box 73017
CHRISTCHURCH 8154

Papanui Service Centre
5 Restell Street
Christchurch 8013

PO Box 73024
Christchurch 8154

ccc.govt.nz

Tēnā koe,

Waipapa Papanui-Innes Community Board Submission on the Draft Annual Plan 2022/23

1. Introduction

The Waipapa Papanui-Innes Community Board ('the Board') thanks the Council for the opportunity to submit on the Draft Annual Plan 2022/23.

The Board **does** wish to be heard in support of its submission.

2. Submission

What do you think of our proposed average residential rates increase of 4.86% and 4.96% across all ratepayers (which is lower than the 4.97% signalled in the Long Term Plan 2021–31)?

The Board notes that this is a challenging time for many ratepayers but also for Council (such as with increasing construction costs).

The Board supports the Council keeping rates impacts no higher than what was signalled in the Long Term Plan 2021–31, considering that it should be looking to keep rates increases as low as possible due to the tough economic times ratepayers are experiencing.

The Board is aware of the challenges the Council faces as a consequence of the pandemic and associated issues. This is not a time for BAU (Business As Usual) and the Council should be prioritising essential items/services in order to keep their own costs down and to relieve the burden on ratepayers.

Do you have any comments about our proposed changes to revenue, spending and borrowing?

The Board wishes to express its particular support for:

- Bringing funding forward on Project 12692 (Belfast Park Cycle & Pedestrian Rail Crossing) – it is a big safety issue;
- Project 67987 (Greers/Langdons Traffic Lights);

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City Council 

- Project 23097 (Northern Line Tuckers to Sturrocks) being constructed as soon as possible to improve the cycleway and address safety concerns;
- Project 23098 (Northern Line Blenheim to Restell) Harewood Road crossing being constructed as soon as possible (the Board notes its disappointment there appears to be further delay with this project);
- Project 23101 (Nor'West Arc Stage 3) being constructed as soon as possible (the Board also request that the upgrade of Condell Ave be done at the same time as this work);
- The three sections of the Wheels to Wings Cycleway (Projects 26611, 26612 and 26613) being implemented as soon as possible – the community has been waiting a long time for this; and
- The capital grant of \$3 million to develop a new outdoor pool in Edgware noting the significant housing intensification in the St Albans area.

Do you have any comments about our capital programme (for example, our roads and footpaths, our water, wastewater, surface water and waterways, our facilities and our parks)?

The Board supports keeping the focus of the Long Term Plan 2021–31 around prioritising the road and footpath programme. The Board reiterates its comment that this is not a time for BAU and the Council should be prioritising essential items/services in order to keep their own costs down and to relieve the burden on ratepayers.

Nāku noa, nā



Emma Norrish
Chairperson
Waipapa Papanui-Innes Community Board
Christchurch City Council

Email: Emma.Norrish@ccc.govt.nz

Mobile: 027 404 3093

Our Draft Annual Plan 2022/23

Submitter Details

Submission Date: 12/04/2022

First name: Emma **Last name:** Norrish

If you are responding on behalf of a recognised organisation please provide organisation name:

Waipapa Papanui-Innes Community Board

Your role in the organisation and the number of people your organisation represents:

Chairperson

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Attached Documents

| File |
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| Waipapa Papanui-Innes Community Board Annual Plan Submission |

Waipuna/Halswell Hornby Riccarton Community Board

Submission to the Christchurch City Council Draft Annual Plan 2022-23

1. Introduction

- 1.1. The Waipuna Halswell Hornby Riccarton Community Board (“the Board”) appreciates the opportunity to submit on the Draft Annual Plan 2022-23 (“the Plan”).
- 1.2. The Board would like to speak to its submission.
- 1.3. The Board acknowledges that a number of its submissions on the Draft Long Term Plan 2021-31 were accepted, in particular Riccarton’s two bus lounges are to stay open, plans to decommission Wharenui Pool are on hold, in recognition of the heritage values of Yaldhurst Memorial Hall Expressions of Interest have been called for Community Use, Hasketts Road properties sale is to be subject to conditions, Wycola Skate Park renewal has been brought forward and subsequently the installation of a hydrotherapy pool has been included in the Hornby Centre project. The Board is grateful for the changes made to address its concerns and accommodate its priorities.

2. General Comments

2.1. Rates

- 2.1.1. The Board notes the new general rate differential proposed for vacant central city land and accepts that this could encourage owners to develop vacant areas as well as help to offset the increase of residential rates.
- 2.1.2. The Board acknowledges the difficult task the Council has to balance the costs of maintenance and development of the city, particularly in these difficult and uncertain times including current rising construction costs while keeping rates at a level that is affordable to residents. It urges the Council to recognise, however, that many residents are currently suffering significant financial hardship and to provide support where possible for those struggling to pay increased rates. In addition to the rates remission policy consideration could be given to payment schemes, deferral etc. with residents made aware that staff are available to discuss and support access to the options for payment of rates.
- 2.1.3. The Board supports the proposed change to the Revenue and Financing Policy to enable the Council to require financial contributions from developers to fund related Council works, if it chooses to do so in future after appropriate consultation. The Board recommends that development contributions be spent in growth areas where they are most needed and emphasises the importance of contributions being used as soon as new developments go in to ensure that the necessary supporting infrastructure is provided and provision is made for ongoing maintenance. The Board

considers that the intersection improvements at Milns/Sutherlands/Sparks Road referred to at 2.3.1 is an example of necessary roading changes lagging behind development.

2.2. Proposed changes to revenue, spending and borrowing:

- 2.2.1. There Board supports inclusion of 1.8 million dollars in the Plan for implementation of the Government's Resource Management (Enabling Housing Supply and Other Matters) Amendment Bill. The Board understands that this is a significant piece of legislation and it is important that meaningful consultation be undertaken on it.
- 2.2.2. The Board notes that the Plan includes additional revenue of 1.9 million dollars from surplus property to be disposed of. The Board reiterates its submission on the Long Term Plan supporting in principle the disposal of properties that are surplus to the Council's requirements but cautioning against disposal of property for which there is or could be a current or future community use. 151-3 Gilberthorpes Road is included in the list of properties for disposal but the Board has become aware that there are now a number of potential community uses being put forward for these premises and it therefore asks that the disposal of this property be revisited.

2.3. Capital Programme

- 2.3.1. It is of **CRITICAL CONCERN** to the Board that the Plan does not provide for advancement road improvements to the intersection of Milns/Sutherlands/Sparks Road (Project 1344) that are currently programmed for beyond 2025. The Board considers that this work needs to be completed sooner than currently programmed and seeks to have the included in the Plan for completion in the 2022-23 financial year. The Board is conscious that a retirement village is currently being constructed in close proximity to the intersection and considers that intersection improvements are **CRITICAL** for the safety of all pedestrians, cyclists, and vehicles using the intersection. In addition the Board is aware that Sparks Road improvements will go ahead this year and it considers that continuity requires that the intersection improvements be completed at the same time.
- 2.3.2. It was noted that at 3.3.2. of the Board's Long Term Plan submission the Board drew attention to the longstanding flooding issues in Goulding Avenue, Hornby and asked that provision be made to address this problem without delay. Despite assurance that the work would be done under the 21-22 budget the Board is disappointed that no work has yet been undertaken and seeks provision in the Plan for this work to be undertaken in the 2022-23 financial year.
- 2.3.3. As part of its Long Term Annual Plan submission the Board sought provision for a park and ride facility in the south west. The staff response to the submission pointed out that a business case supporting investment in Public Transport endorsed by the Council in December 2020 did not identify Park and Ride facilities as a cost effective measure to improve bus patronage across greater Christchurch as a whole, compared with other alternatives, such as increasing bus frequency, improvements to bus

priority and improvements to bus stop infrastructure and noted that Park and ride facilities were recommended in the Selwyn District and Waimakariri District Long Term Plans. The Board considers, however, that the distance many residents need to travel to access reliable passenger transport services is a hindrance to them changing from private motor vehicle use to buses and suggests that provision of park and ride facilities in association with passenger transport improvements that are being made is important to maximise use of passenger transport services and notes many people currently utilise parking on streets for this purpose. Mindful that the cost of any land purchase to provide for a facility is may be more expensive in the future the Board seeks the provision be made in the plan for a park and ride facility in the south west.

- 2.3.4. The Board notes that the construction of the South Express Major Cycleway through Hei Hei is to be brought forward. The Board maintains that this should not be done in advance of necessary work to improve the safety of the Waterloo/Gilberthorpes Roads intersection. The work need to be done at the same time.
- 2.3.5. In its Community Board Plan the Board undertakes to advocate for the creation of a fenced dog park in the Halswell area as a Board priority. There is \$30,000 in the Long Term Plan at Financial Year 2031 for investigation of a site and \$200,000 in Financial Year 2032 for the project. The Board seeks to have this project that has been requested by many community members advanced, noting that it was previously proposed for the 2025 Financial Year.
- 2.3.5. The Board at the request of the Upper Riccarton War Memorial Library Trust recently recommended that the Council accept a surrender of the lease and demolish the damaged buildings. The Board acknowledges that the Council accepted the recommendation but that following a presentation from Historic Places Canterbury agreed to put a hold on the demolition of the Upper Riccarton War Memorial Library building. As part of its recommendation the Board sought retention of the Library site as an ongoing war memorial and it reiterates that request here.
- 2.3.6. The Board is aware that local residents are seeking renewal of the deteriorated Templeton Domain playground earlier than programmed in the 2026/27 financial year and it supports the advancement of this project to the 2022-23 financial year.
- 2.3.7. The Community Board Plan identifies revitalisation of Sockburn assets as a Board priority. The demolition of the former Sockburn Service Centre and outbuildings has now been completed but the rehabilitation of Sockburn Park and its restoration for use by the local community still needs to be completed. The Board is concerned that more than fifteen years after the swimming pools were decommissioned, the removal of damaged pools from Sockburn Park and rehabilitation of the area has not yet taken place. This work is important for the residents of Sockburn to move forward and the Board therefore seeks provision in the Plan for it to be completed.
- 2.3.8. The Board notes that Amyes Road / Springs Road has been identified as a medium high-risk intersection in Christchurch. Its upgrade is included in the Long term Plan project 60099 that aims to improve safety and reduce death and serious injury crashes at this intersection and also Awatea Road / Springs Road intersection and includes a signalisation of both intersections as a staggered T-intersection.

Although this upgrade was originally proposed prior to the earthquakes work is not now programmed to start until 2025. The Board considers that this work needs to be done earlier than currently scheduled as the intersection is in a fast growing area both in terms of development and intensification.

The Board recognises that the funding is significant and its advancement will likely require deferment of another project but points out that this is important safety work while other projects scheduled to commence sooner, for example Project 18371 Gloucester Street (Manchester to Colombo) improvement, could be seen as being in the category of "nice to have". The Board considers that residents, safety needs to be prioritised over enhancement work and urges the Council to consider advancement of Amyes Road / Springs Road upgrade in this light.

2.4. Projects For consideration In Future Years

- 2.4.1. Kyle Street, Riccarton is a short street in need of a renewal. The National Institute of Water and Atmospheric Research (Niwa) office is located on this Street. A similar street Seton is likely to be renewed as part of the Christchurch Regeneration Acceleration Facility (CRAF) programme. The Board would like to see renewal of Kyle at the same time but if this cannot be done the Board "flags" that it is likely to seek that the renewal of Kyle Street be included in the 2023-24 Annual Plan.

3. Conclusion

- 3.1. The Board requests that the council considers the matters set out above in relation to the Draft Annual Plan 2022-23.



Debbie Mora

CHAIRPERSON Waipuna Halswell Hornby Riccarton Community Board Submissions Committee

Dated 14 April 2021

Our Draft Annual Plan 2022/23

Submitter Details

Submission Date: 14/04/2022

First name: Mike **Last name:** Mora

If you are responding on behalf of a recognised organisation please provide organisation name:

Waipuna Halswell-Hornby-Riccarton Community Board

Your role in the organisation and the number of people your organisation represents:

Chairperson

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Projects For consideration In Future Years

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See Board submission attached.

1.6 Further Comments
See Board submission attached.

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Attached Documents

| File |
|---------------------------------|
| Draft AP 22-23 submission final |



Waihoru Spreydon-Cashmere Community Board

Submission on Christchurch City Council's Draft Annual Plan 2022-23

The Waihoru Spreydon-Cashmere Community Board appreciates the opportunity to provide a submission to the Christchurch City Council on the Draft Annual Plan 2022-23.

The Board's statutory role is, "to represent, and act as an advocate for, the interests of its community" and "to prepare an annual submission to the territorial authority for expenditure within the community" (Local Government Act 2002, section 52). The Board provides this submission in its capacity as a representative of the communities in the Spreydon-Cashmere area.

Our Community Board Plan's vision is that Spreydon-Cashmere is a place our residents are proud to call home. Our focus is for people of all ages, abilities, cultures and financial circumstances to live safe, healthy, interesting and connected lives in an area that boasts clean, stable waterways, healthy ecological corridors, attractive and usable greenspaces and inclusive and varied recreational opportunities that encourage interaction and communication.

We strongly support the proposed capital and operational investments in our communities (refer below for details).

1. Selwyn Street Masterplan – Street and Movement (S1) (ID 26622)

Selwyn's commercial centre was badly damaged in the earthquakes and lost much of its built heritage. This has disrupted our community's access to a crucial bumping space and convenient shopping / services. The Selwyn Street Masterplan sets out a community-agreed vision to transform the centre into a prosperous, attractive place for people to live, visit, spend time and do business. While the Masterplan includes both public and private sector-led actions, Council investment is key to catalysing private sector investment.

The Masterplan was approved in 2012, and the Street and Movement (S1) project (ID 26622) was originally scheduled for financial year 2016. The Board strongly supports the \$781,040 budget for this project in financial year 2023.

This is a priority in our Community Board Plan.

2. Pedestrian Safety Improvements in Cashmere and St Martins (ID 41650)

One of the priorities in our Community Board Plan is pedestrian safety improvements at the Cashmere Road / Barrington Street roundabout and the St Martins Road / Centaurus Road / Albert Terrace roundabout. As new subdivisions continue to be developed in the Westmorland and Halswell area, traffic congestion has increased significantly in recent years. Likewise, traffic volume

has increased in St Martins. Residents and local schools have been advocating for improvements for some time to increase the safety of students walking to school. The Council is currently consulting on proposals to improve pedestrian safety in these areas.

The Board has been advised that pedestrian safety improvements in Cashmere and St Martins have been prioritised within the Minor Road Safety Improvements programme budget (ID 41650) in financial year 2023, and we support this.

This is a priority in our Community Board Plan.

3. Hoon Hay Community Centre

One of the priorities in our Community Board Plan is that the Hoon Hay Community Centre is well-equipped and activated as it plays a key part in fostering connectedness and well-functioning local organisations. The Board and staff have been working with the community operators to increase capacity. But the Centre is also in need of renewal as it has no kitchen and the toilet and building do not meet accessibility standards, among other issues.

With Centennial Hall being demolished, the need for this community facility is now more important than ever. We have been advised that resources have been set aside to undertake the necessary improvements to the building.

The Board would like to ensure that the current resources set aside for the Hoon Hay Community Centre improvements are maintained and that this work is delivered in a reasonable timeframe, providing a fit for purpose, accessible to all facility.

This is a priority in our Community Board Plan.

4. Traffic Improvements to Dyers Pass, Hackthorne and Cashmere Roads

One of the priorities in our Community Board Plan is traffic improvements to Dyers Pass, Hackthorne and Cashmere Roads. Residents and visitors have expressed concern for a number of years for the safety of motorists, cyclists and pedestrians within this triangle due to increasing congestion from new subdivisions in Westmorland and Halswell.

The Board supports the budget in financial year 2024 to improve traffic safety at the Colombo Street / Cashmere Road / Centaurus Road / Dyers Pass Road roundabout.

This is a priority in our Community Board Plan.

5. Ōpāwaho-Heathcote River Major Cycleway

One of the priorities in our Community Board Plan is that the Ōpāwaho-Heathcote River Major Cycleway is completed. This would provide safe, sustainable ways for people to travel and aligns with our climate change goals. We understand that this project cannot proceed until the Mid-Heathcote Bank Stabilisation project (ID 35140) is complete in financial year 2025, as it could impact the suitability of a route along the river.

The Board supports the proposed budget for the Ōpāwaho -Heathcote River Major Cycleway project (ID 26604 and 26606) from financial years 2025 to 2029, but we request that this budget is brought forward if the Mid-Heathcote Bank Stabilisation project (ID 35140) is completed ahead of schedule.

This is a priority in our Community Board Plan.

6. South Library and Service Centre Earthquake Repairs (ID 20836)

The Board supports the budget for the South Library and Service Centre Earthquake Repairs (ID 20836) scheduled to start in financial year 2024. We expect that this project will not be further delayed, and that we will be involved in the design process.

This building from its very first day has been a very much loved centre for the local community. It is important for the Waihoru Board that an alternative building close to the South Christchurch Library is found to provide interim basic council and library services. We hope too that a te reo name is negotiated for the repaired building. Apart from obvious and important reasons for a name change, nothing could be more boring than its current moniker.

We also ask that this project is carried out in conjunction with the Mid-Heathcote Masterplan Implementation project (ID 1410) so that building works are coordinated with improvements to the adjacent Ōpāwaho Heathcote River.

7. Coronation Reserve

The landscape plan for Coronation Reserve in Huntsbury was approved in 2008, but has not been fully implemented due to funding constraints following the earthquakes. This means that site clearance and maintenance has been deferred, resulting in fire risk to nearby homes. Residents have requested that the landscape plan is fully implemented and the reserve is adequately maintained so that first risk is mitigated, new plants survive and more native birds return.

The Board supports the increased budget of \$100,000 in financial years 2023 and 2024 to implement the landscape plan, including completing deferred maintenance and mitigating fire risk.

8. Mid-Heathcote Masterplan Implementation (ID 1410)

In the Long Term Plan 2021-22, the Council decided to delay the Mid-Heathcote Masterplan Implementation project (ID 1410) from financial year 2022 to 2024. The Board accepts this delay, provided that the project is not further delayed. We also ask that this project is carried out in conjunction with the South Library and Service Centre Earthquake Repairs (ID 20836), which is located adjacent to the Opawaho Heathcote River.

9. Improved Access to Buses

The Age Friendly Spreydon-Cashmere Committee has proposed increasing the number of seats on pedestrian routes to bus stops to improve access for older adults and those with disabilities.

The Board requests that staff prioritise new seats from existing parks and roading programme budgets in financial year 2023 to be placed along these routes.

10. Library Fines

The Council recently stopped charging library members for overdue items to encourage people to take advantage of everything the libraries have to offer, which we support.

11. Recreation and Sport Fees

The Council is not proposing to increase children's entrance fees at recreation and sport centres or swimming lesson charges. The Board supports this as it makes recreation and sport more accessible to our communities.

12. Greenspace in Spreydon Area

One of the priorities in our Community Board Plan is to ensure the provision of fit-for-purpose greenspace in the Spreydon area. This area is currently experiencing significant housing intensification, which reduces private greenspace. Access to fit-for-purpose greenspace will provide space for social connection, recreation, having adventures and improved well-being.

While we are at an early stage of determining next steps as we only recently approved this priority, we signal the need for funding in the next Long Term Plan.

We also expect that development contributions be spent locally in the communities that are impacted by intensification on improvements such as streetscape renewals, roading, paths, tree

planting and deep dish gutter replacements. Intensive housing is a nil return for the residents in Addington/Spreydon and it would be good to be able to tell the communities the positives that will accrue to them and their neighbours in refurbishment, repair and innovation in terms of their environment (trees and green spaces) and infrastructure (footpaths, deep ditch gutters, recreational space and equipment).

This is a priority in our Community Board Plan.

13. Adult Playground

One of the priorities in our Community Board Plan is a new playground designed for adults to meet their social and physical wellbeing. The playground could include traditional play equipment as well as a speakers' corner, book exchange fridge, table tennis and strength and fitness equipment.

The Board signals the need for future funding for this project in the next Long Term Plan, pending our consideration of a recently completed feasibility study.

This is a priority in our Community Board Plan.

14. Local Cycleway Connections

One of the priorities in our Community Board Plan is for new local cycleways to connect Major Cycleways and Key Activity Centres to give people better options for getting around and ensure their safety. This was in response to community feedback that the new major cycleways are excellent, but the connections from these to key community amenities, such as schools and shopping areas, are essential to enable travellers to get to their destinations safely.

In the Long Term Plan 2021-31, the Council decided to allocate funding for four local local cycle connection programme budgets (ID 44697, 41851, 44704 and 44711) from financial year 2029.

While this is outside the Annual Plan's timeframe, we note our request in our Long Term Plan submission for these budgets to be brought forward to financial year 2025 and local cycleway connections in the Board area to be prioritised within these.

This is a priority in our Community Board Plan.

15. Cycleway from Westmorland to Nor'West Arc Major Cycleway (ID 41847)

One of the priorities in our Community Board Plan is for a new local cycleway to connect Westmorland with the Nor'West Arc Major Cycleway, which ends near Princess Margaret's Hospital. As multiple new subdivisions continue to be developed in the area, traffic congestion has increased significantly and there is a serious health and safety risk for cyclists.

This is the route that local young people are most likely to use to get to school. It is these students whose habits we would most like to change from a young age as this aligns with our climate change goals. Many residents and schools are also advocating for a new cycleway to ensure safe travel for students and the wider community.

In the Long Term Plan 2021-31, the Council decided to fund this in financial year 2025 as part of the Cycle Connections – Nor'West Arc programme budget (ID 41847). While this is outside the Annual Plan's timeframe, we signal our continued support for this project in financial year 2025.

This is a priority in our Community Board Plan.

16. Toilet and Pavilion Upgrades

The Board has discussed the need for a funding increase to improve the condition of public toilets and pavilions across the city.

One of the priorities in our Community Board Plan is to upgrade the toilets, changing room facilities and sports storage at Hoon Hay Park. These facilities are well used by many sports clubs, community groups and local residents and the park is home to a range of events, including Hoon Hay Hoops. But the use of these facilities has increased beyond their capacity.

The Board has been advised that this project is prioritised within the Community Parks Buildings Development programme budget (ID 61783) in financial year 2025. While this is outside the Annual Plan's timeframe, we signal our continued support to upgrade the toilets, changing room facilities and sports storage at Hoon Hay Park in financial year 2025.

This is a priority in our Community Board Plan.

17. Erosion and Sediment Control

Erosion and sediment runoff from our hilly suburbs significantly impact the health of our waterways. We signal the need for the next Long Term Plan to budget for additional staff resource to monitor and enforce erosion and sediment control on development sites, particularly after large storm events.

The Board wishes to be heard in support of this submission.

Yours sincerely,



Karolin Potter

Chairperson, Waihoru Spreydon-Cashmere Community Board

SUBMISSION TO: Christchurch City Council

ON: Draft Annual Plan 2022/23

BY: Waitai Coastal-Burwood Community Board

CONTACT: Bebe Frayle
Chairperson, Submissions Committee
C/- PO Box 73023
CHRISTCHURCH 8154
021 852 645
bebe.frayle@ccc.govt.nz

1. INTRODUCTION

The Waitai Coastal-Burwood Community Board appreciates the opportunity to make a submission to the Christchurch City Council on the Draft Annual Plan 2022/23.

The Board wishes to be heard in support of this submission.

In preparation for this submission, the Board hosted a Residents' Association Forum to get feedback from the residents in our Wards on this plan. The feedback we received is reflected in this document.

2. SUBMISSION

What do you think of our proposed average residential rates increase of 4.86% and 4.96% across all ratepayers (which is lower than the 4.97% signalled in the Long Term Plan 2021-31)?

The Board understands the need for the rates increase, as it is required to continue important project work. If this rates increase is adopted, then we would expect to see planned projects in our Ward get underway without further delay.

Our Board area is still waiting for infrastructure repairs from the earthquake (for example the Pages Road Bridge replacement) – we strongly recommend that the Council focusses on the 'must-have' work, rather than 'nice to have's such as road repairs/replacements for roads in the city that are not significantly damaged.

The Board notes that people in our Wards are struggling, and even a small increase in rates (like the proposed average increase of \$144) can have a big impact on household budgets. The Board would like to see an increase in rates relief from the maximum allowance of \$665 available now, and for this rebate to be made available to a broader range of people by lowering the abatement threshold.

Do you have any comments about our proposed changes to revenue, spending and borrowing?

The Board is pleased to see that the Council proposes to grant \$400,000 to the Pukeko Centre to assist with its building programme. The Pukeko Centre is a fantastic community-led facility that provides a range of services to meet the needs of a growing community. This grant will go some way to assisting the group to get Stage 2 of its work programme underway – the

installation of a sports hall. This hall will be used by a wide range of sports groups and community organisations.

It is good to see the Council supporting a public/private partnership in the form of funding for the Edgeware Pool. This will be a significant community asset for that area.

The Board is disappointed, however, that funding has not been made available to make the necessary changes to the Tairua QE2 pool change facilities. This pool is the single most visited facility in our two Wards. Regular users from as far away as Belfast, Kaiapoi and Papanui, as well as people from the Burwood Spinal Unit swim and socialise at our facility. The Community Board's Annual Plan Submission 2019 included a key concern relating to the lack of accessible change rooms and toilets at the facility – pool users currently have to walk 55 metres to access toilet facilities.

While this is not a challenge for physically able people, this distance is a real challenge for those with a wide range of disabilities. This group are a more vulnerable sector of the community that needs to be better supported with accessible facilities. The work to remedy this oversight has been scoped and costed, but not yet funded within the Long Term Plan or Annual Plan. This is an urgent priority for our Board.

The Board notes that \$238.4 million will be borrowed by the Council to fund the capital programme. This is a significant sum, and feedback from our Residents' Association Forum is that some residents are concerned with this level of borrowing, especially at a time when interest rates are going up, and our rates are already high. This borrowing will be repaid over the next 30 years, which will only increase the burden for our future ratepayers.

We are proposing some changes to our Revenue and Financing and Rates Remission policies – do you have any comments?

The Board is in support, in principle, of the proposed change to curbside collection rates that would allow multi-unit residential developments to opt out of kerbside collection, since they pay for this without being able to use it. We would like Council assurance that waste management providers are required to provide for rubbish, recycling and green waste collection, as this is often not the case currently.

The Board is in support of a new general rate differential for vacant central city land. We would like to see this approach extended to other areas where landbanking is occurring, for example in New Brighton.

Do you have any comments on our proposed changes to fees and charges?

While the standardisation of fees and charges is good in principle, this does mean that some residents will pay more at our facilities – charges have been creeping up year on year, making our facilities unaffordable for some.

The Board has a concern about the removal of library fines for residents – while we support measures that the Council can take to reduce barriers to access of our libraries, it creates a disincentive for people to return books promptly, which means other people cannot access popular books as readily.

Trim: 22/460855

Do you have any comments about our capital programme (for example, our roads and footpaths, our water, wastewater, surface water and waterways, our facilities and our parks)?

Our Board has identified some 'quick-win' projects that would provide great benefit to our communities, and would like to see these funded through the Annual Plan:

- Lighting for the Anzac fronds that were recently installed on the corner of Anzac Drive and New Brighton Road.
- Funding for a feasibility study to support a campervan park in the red zone around Brooker Avenue. This has support from the New Zealand Motor Caravan Association and the Burwood East Residents' Association. A campervan park in this area would provide passive surveillance in an area that is subject to theft and vandalism from time to time.
- Funding for repairs in the Rawhiti Domain Carpark (new project, scoped and priced at \$400,000). This is a busy carpark, used by a wide range of groups across the city, and the damage is dangerous. The carpark is in need of immediate attention to avoid injury to users.

The Board is not happy to see that the Rawhiti Domain Sports Turf Renewal (#2245) has been moved from the 22/23 to the 23/24 financial year. This is urgent work and should be completed as soon as possible. We request that the budget be reinstated in the 22/23 budget.

The Board is pleased to see that budget for the Pages Road bridge is in place so work can begin on this as soon as possible. This is a key piece of infrastructure for our Board area, and we are grateful that it remains on track.

Any further comments

We continue to remind the Council that maintaining adequate levels of service are important to our residents. The Community Board has consistently heard that the community feels the Council has forgotten about the east side of Christchurch and that the current maintenance levels are not sufficient for the area. The Community Board has received regular complaints and is concerned that basic maintenance is not being completed in areas such as street cleaning, weeding and mowing, creating a negative perception of the area.



Bebe Frayle
Chairperson, Submissions Committee
WAITAI COASTAL-BURWOOD COMMUNITY BOARD

4 April 2022

Trim: 22/460855

Our Draft Annual Plan 2022/23

Submitter Details

Submission Date: 11/04/2022

First name: Bebe **Last name:** Frayle

If you are responding on behalf of a recognised organisation please provide organisation name:

Waitai Coastal-Burwood Community Board

Your role in the organisation and the number of people your organisation represents:

Submissions Committee Chairperson

Would you like to speak to the Council about your submission?

Yes

I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

If yes, please provide a daytime phone number above so we can arrange a speaking time with you. Hearings will be held in May (specific dates are to be confirmed).

Feedback

1.1 Rates

The Board understands the need for the rates increase, as it is required to continue important project work. If this rates increase is adopted, then we would expect to see planned projects in our Ward get underway without further delay.

Our Board area is still waiting for infrastructure repairs from the earthquake (for example the Pages Road Bridge replacement) – we strongly recommend that the Council focusses on the 'must-have' work, rather than 'nice to have's such as road repairs/replacements for roads in the city that are not significantly damaged.

The Board notes that people in our Wards are struggling, and even a small increase in rates (like the proposed average increase of \$144) can have a big impact on household budgets. The Board would like to see an increase in rates relief from the maximum allowance of \$665 available now, and for this rebate to be made available to a broader range of people by lowering the abatement threshold.

1.2 Revenue, spending and borrowing

The Board is pleased to see that the Council proposes to grant \$400,000 to the Pukeko Centre to assist with its building programme. The Pukeko Centre is a fantastic community-led facility that provides a range of services to meet the needs of a growing community. This grant will go some way to assisting the group to get Stage 2 of its work programme underway – the installation of a sports hall. This hall will be used by a wide range of sports groups and community organisations.

It is good to see the Council supporting a public/private partnership in the form of funding for the Edgeware Pool. This will be a significant community asset for that area.

The Board is disappointed, however, that funding has not been made available to make the necessary changes to the Tairoa QE2 pool change facilities. This pool is the single most visited facility in our two Wards. Regular users from as far away as Belfast, Kaiapoi and Papanui, as well as people from the Burwood Spinal Unit swim and socialise at our facility. The Community Board's Annual Plan Submission 2019 included a key concern relating to the lack of accessible change rooms and toilets at the facility – pool users currently have to walk 55 metres to access toilet facilities.

While this is not a challenge for physically able people, this distance is a real challenge for those with a wide range of disabilities. This group are a more vulnerable sector of the community that needs to be better supported with accessible facilities. The work to remedy this oversight has been scoped and costed, but not yet funded within the Long Term Plan or Annual Plan. This is an urgent priority for our Board.

The Board notes that \$238.4 million will be borrowed by the Council to fund the capital programme. This is a significant sum, and feedback from our Residents' Association Forum is that some residents are concerned with this level of borrowing, especially at a time when interest rates are going up, and our rates are already high. This borrowing will be repaid over the next 30 years, which will increase the burden for our future ratepayers.

1.3 Revenue and Financing and Rates Remission Policies

The Board is in support, in principle, of the proposed change to curbside collection rates that would allow multi-unit residential developments to opt out of kerbside collection, since they pay for this without being able to use it. We would like Council assurance that waste management providers are required to provide for rubbish, recycling and green waste collection, as this is often not the case currently.

The Board is in support of a new general rate differential for vacant central city land. We would like to see this approach extended to other areas where landbanking is occurring, for example in New Brighton.

1.4 Fees and Charges

While the standardisation of fees and charges is good in principle, this does mean that some residents will pay more at our facilities – charges have been creeping up year on year, making our facilities unaffordable for some.

The Board has a concern about the removal of library fines for residents – while we support measures that the Council can take to reduce barriers to access of our libraries, it creates a disincentive for people to return books promptly, which means other people cannot access popular books as readily.

1.5 Capital Programme

Our Board has identified some 'quick-win' projects that would provide great benefit to our communities, and would like to see these funded through the Annual Plan:

- Lighting for the Anzac fronds that were recently installed on the corner of Anzac Drive and New Brighton Road.
- Funding for a feasibility study to support a campervan park in the red zone around Brooker Avenue. This has support from the New Zealand Motor Caravan Association and the Burwood East Residents' Association. A campervan park in this area would provide passive surveillance in an area that is subject to theft and vandalism from time to time.
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The Board is pleased to see that budget for the Pages Road bridge is in place so work can begin on this as soon as possible. This is a key piece of infrastructure for our Board area, and we are grateful that it remains on track.

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1.6 Further Comments

We continue to remind the Council that maintaining adequate levels of service are important to our residents. The Community Board has consistently heard that the community feels the Council has forgotten about the east side of Christchurch and that the current maintenance levels are not sufficient for the area. The Community Board has received regular complaints and is concerned that basic maintenance is not being completed in areas such as street cleaning, weeding and mowing, creating a negative perception of the area.

Attached Documents

File

Waitai Coastal-Burwood Community Board Submissions Committee - Draft Annual Plan 2022-23 - Board Submission 4 April 2022

Our Draft Annual Plan 2022/23

Submitter Details

Submission Date: 14/04/2022

First name: Alexandra **Last name:** Davids

If you are responding on behalf of a recognised organisation please provide organisation name:

Waikura Linwood-Central-Heathcote Community Board

Your role in the organisation and the number of people your organisation represents:

Chairperson

Would you like to speak to the Council about your submission?

Yes

I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

If yes, please provide a daytime phone number above so we can arrange a speaking time with you. Hearings will be held in May (specific dates are to be confirmed).

Feedback

1.5 Capital Programme

Please refer to the Community Board Submission

Attached Documents

File

Waikura Linwood Central Heathcote Community Board Submission to the Council Draft Annual Plan 2022-23- April 2022

SUBMISSION TO: The Christchurch City Council

ON: Christchurch City Council Draft Annual Plan 2022/23

BY: Waikura Linwood-Central-Heathcote Community Board

CONTACT Alexandra Davids
Chairperson Linwood-Central-Heathcote Community Board
c/- Arohanui Grace, Community Governance Manager
PO Box 73 052, Christchurch 8154
Phone: 941 6663
Email: Arohanui.grace@ccc.govt.nz

1. INTRODUCTORY COMMENTS

The Waikura Linwood-Central-Heathcote Community Board (the Board) appreciates the opportunity to make this submission to the Christchurch City Council Draft Annual Plan (AP) for 2022/23 especially at this time of uncertainty in the world.

The Board **does** wish to be heard in support of this submission.

2. GENERAL COMMENTS

- 2.1. **Strengthening Communities Funding** – the Board supports the Council’s Long Term Plan 2021-31 commitment to Strengthening Communities Funding.
- 2.2. **Phillipstown Community Centre (new project)** – the Board support the proposed funding (\$3,706,796) allocated to the Phillipstown Community Centre to assist the centre to find a permanent home base once the Ministry of Education pilot project is completed. The Community Centre have recently produced a feasibility study that outlines the importance having a community hub in the neighbourhood.
- 2.3. **Improving Bromley Roads (new project)** – Over time light industry has increased in the Bromley area, a result of which has been an increase in heavy transport and buses using the residential streets as through ways. This has impacted negatively on the amenity of the area and the wellbeing of residents. This project aims to create an integrated plan that addresses the traffic issues facing the Bromley neighbourhood, including channelling heavy traffic off residential streets. The Board acknowledges the support of the Council for this project through the allocation of funding in this Draft Annual Plan.
- 2.4. **Ōpāwaho Lower Heathcote River Guidance Plan** – A Working Party of elected members and community group representatives have prepared a draft guidance plan for the Ōpāwaho Lower Heathcote river corridor. The guidance plan was out for public consultation from 22 March to 19 April 2022.
This plan seeks to provide a coherent overview to guide current and future work along the river corridor from Opawa to Ferrymead. Once the plan is adopted by the Community Board, the Board will seek endorsement from Council for work carried out along this stretch of the river to be aligned to the guidance provided in this plan. The Board expects that community groups involved will also use the plan to provide background for their submissions and projects.
- 2.5. **Greening the East Development Plan** - making the Inner-City East a greener and more pleasant place to live for its residents is an important focus for the Board. The Board appreciates the commitment of Council staff to this project. The Board supports the funding bid for the project of capital expenditure and operational expenditure.
- 2.5. **Edwin Mouldy Track** – is a track that was well used prior to the 2010-11 Canterbury Earthquakes. The track is from Heberden Avenue to Scarborough Road. The Board have received a briefing and information on

what is required to re-open this popular track and tsunami evacuation track. Staff have estimated a total of \$240,000 (in 2020) to reopen the track. The Board wishes to have funding allocated to reopening the track.

- 2.6. **Linwood Park Temporary Village Site** - The Board is supportive of the mitigation of the Linwood Temporary Village site within Linwood Park which is programmed to be completed in 2022/23. The Board would be strongly opposed to the reintegration of the temporary village site into Linwood Park being delayed further.
- 2.7. **Opawa Village Pedestrian Crossing and Slow Speed Neighbourhood** – the Board acknowledges the support of the Council staff to have improvements made to the Opawa Village pedestrian crossing.
- 2.8. **Footpaths and Inner City Pedestrian ways** – the Board prioritised the improvement of footpaths in its Community Board Plan, and wishes to emphasise that footpaths are not an “add on” to roads or cycle ways; especially the contribution walking provides to lowering emissions and improving wellbeing. The Board continues to suggest that there should be a greater weighting on the quality and ‘fitness for purpose’ of footpaths, especially for less mobile citizens.
 - a. The Board supports the contribution that ‘woonerf streets’, such as Dawson Street, make towards better pedestrian access, and suggests that when staff are making decisions on how to seal roads and footpaths, consideration needs to be given on how the street and/or footpath is to be used, rather than simply focussing on cost.
- 2.9. **Beachville Road Esplanade** – When SCIRT finished their work in the area after the Canterbury Earthquakes the grass was not replaced, the grassed area was treated as temporary as at that stage installation of a bike bump track for junior riders was under consideration for part of the area. Staff have endeavoured to reseed the grassed area on Beachville Road in 2021 however this has not been successful. The Redcliffs Residents’ Association have written to the Board asking for the area to be reinstated to pre-earthquake state and protected from vehicles. The area is adjacent to the Coastal Pathway and the Board would like to ensure that all parts of the Pathway are completed and useable.
 - a. The Board have been advised that the estimate to have the area successfully regressed (including an irrigation system) and bollards installed is \$162,000. The Board requests funding be made available to install an irrigation system, reseeding and installation of bollards to stop the parking of vehicles.
- 2.10. **Sumner Esplanade Seating** – The Board brought to the Council’s notice the condition of the Sumner Esplanade seating at its 7 April 2022 meeting. Sumner is a significant destination for visitors from right across Christchurch, and as such its facilities need to be well maintained. The Board have requested staff advice as to the reasons for the poor maintenance of the seats along the Esplanade, and seeks to have funding for their replacement made a priority particularly given that the coastal pathway is now nearing completion.
- 2.11. **Stormwater Management on Port Hills** – The Board recently received a public forum presentation from a Mt Pleasant resident around the issue of being flooding caused by storm water. The Board wishes to highlight the issue of storm water management for the Port Hills residential areas where the stormwater collection systems are failing to capture and retain all stormwater. Many of the gutters have cracks where collected water falls through and travels underground rather than in the gutter, and in other places, the drains are insufficient to handle the volumes now arriving in the heavier rain events now common, and floods out over roads and onto properties. The Board requests a review be undertaken of stormwater drainage across the Port Hills to develop an updated strategy for repair and renewal in situations where stormwater is leaking underground or flowing overland in ways which impacts on private property.
- 2.12. **Marriner Street**– ongoing issues with the condition of Marriner Street are of concern to the Board, and it wishes to ensure the work planned for Marriner Street in 2022/23 be confirmed and is not delayed.

- 2.13. **Radley Street** - the Board have met with residents of Radley Street and surrounding streets. Approximately 25% of people living in the area are aged under 15, with a number using Radley Street to walk to the five nearby schools. Residents are very concerned about safety and speed on Radley St, and also on the Radley Street/Cumnor Terrace intersection, which is a wide intersection with a gradual turn allowing traffic to travel around it at speed. The Board requests that infrastructure changes are made to Radley St, and also to the Radley Street/Cumnor Terrace intersection to slow traffic and improve safety. The Council will be aware that the Heathcote Express cycleway also crosses Radley St, in front of speeding motorists.
- a. The Board notes that the proposed changes to improve safety and speed on Bromley streets will have a flow-on effect for the safety of Radley St, so reiterates its support for the Bromley roading improvements. The Board is currently working with staff on ways to prevent heavy vehicles continuing to use Radley St as a by-pass between Brougham Street and Ferry Road, and instead divert heavy traffic to use Dyers Road. The Board notes there may be funding implications for this that may form part of a future draft Annual Plan submission.
- 2.15 **Free City Central Electric Bus Service** - the Board supports the Council's approach to Environment Canterbury to discuss reinstating the central city bus/shuttle service that previously operated, providing a connector service for residents to inner city amenities. The Board notes that this was raised during the Long Term Plan process, and supports the efforts of councillors to bring this project to fruition. The Board requests that the reinstated service be carbon neutral/electric.



Alexandra Davids
Chairperson, Linwood-Central-Heathcote Community Board

14 April 2022

Chairperson
Our Draft Annual Plan 2022/23 from Peden, Tori organisation: Te Pātaka o Rākaihautū Banks Peninsula Community Board behalf of:

250

Our Draft Annual Plan 2022/23

Submitter Details

First name: Tori Last name: Peden

If you are responding on behalf of a recognised organisation please provide organisation name:

Te Pātaka o Rākaihautū Banks Peninsula Community Board

Your role in the organisation and the number of people your organisation represents:

Chairperson

Postal address:

Lyttelton

Suburb:

City:

Lyttelton

Country:

New Zealand

Postcode:

Daytime Phone: [REDACTED]

Would you like to speak to the Council about your submission?

Yes

I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

If yes, please provide a daytime phone number above so we can arrange a speaking time with you. Hearings will be held in May (specific dates are to be confirmed).

Feedback

1.1 What do you think of our proposed average residential rates increase of 4.86% and 4.96% across all ratepayers (which is lower than the 4.97% signalled in the Long Term Plan 2021–31)?

The Board appreciates that the Council has endeavoured to keep rate increases as low as possible while our communities and motu continue to grapple with an ongoing Covid-19 pandemic, inflation, and the impacts of the conflict in Ukraine. As with this year, the Board asks that the Council does not raise future rates above what was forecasted in the Long Term Plan 2021/31, and continues to ensure that any rates increases are reasonable and aimed at the continued delivery of levels of service.

1.2 Do you have any comments about our proposed changes to revenue, spending and borrowing?

The Board appreciates that the Council has endeavoured to keep rate increases as low as possible while our communities and motu continue to grapple with an ongoing Covid-19 pandemic, inflation, and the impacts of the conflict in Ukraine. As with this year, the Board asks that the Council does not raise future rates above what was forecasted in the Long Term Plan 2021/31, and

Chairperson

Our Draft Annual Plan 2022/23 from Peden, Tori organisation: Te Pātaka o Rākaihautū Banks Peninsula Community Board behalf of:
continues to ensure that any rates increases are reasonable and aimed at the continued delivery of levels of service.

The Board notes that the Le Bons Bay Reserve Management Committee advocated for this project in its Annual Plan submission.

1.3 We're proposing some changes to our Revenue and Financing and Rates Remission policies – do you have any comments?
The Board fully supports the Council's proposal to update its policy on Māori freehold land and has made a separate submission to this effect.

1.4 Do you have any comments on our proposed changes to fees and charges?
The Board was pleased to see that the Council stopped charging library members for overdue items as of 1 March 2022. This is an important step to encouraging community members to utilise the wonderful resources our libraries have to offer.

1.5 Do you have any comments about our capital programme (for example, our roads and footpaths, our water, wastewater, surface water and waterways, our facilities and our parks)?

Water Supply – New Small Water Supplies Program to Prioritise the Koukourarata Drinking Water Scheme

The Board is pleased to see funding allocated for the New Small Water Supplies Program (budget ID 20713) to prioritise the Koukourarata Drinking Water Scheme and fully supports the progression of this project,

Banks Peninsula Wastewater Treatment Plant Renewals

The Board supports the \$1 million added to the budget over FY22/23 and FY23/24 (budget ID 67457) to continue the work of upgrading our wastewater.

Okains Bay Water Supply

The Board acknowledges that the allocated funding for the Okains Bay new water supply (budget ID 52902) has been deferred for one year on the basis that design delays have impacted deliverability. While the Board understands the current deferment, it requests that the funding not be pushed out beyond fiscal year 2023/24. This is a vital project for the Okains Bay community and remains a high priority of the Board.

Little River Flood Mitigation

The Board's Draft AP submission was to be informed by a community hui, which has been continually delayed due to Covid. The Board will be convening the hui as soon as practical and asks Council to support any flood mitigation works that can help to control flooding in Little River.

Akaroa Museum Renewals & Replacements

The Board is incredibly pleased to see the reinstatement of funding for the Akaroa Museum (budget ID 37270), which has consistently served its community, school groups, international and national visitors. The Museum's guardianship of heritage and culture is worth preserving and promoting, and the Board would like to thank the Council for reallocating funds that will help ensure the Museum can continue to operate, serve our communities, and share the rich history of Akaroa and Aotearoa.

Lyttelton Harbour Information Centre

The Board is also happy to see the reinstatement of funding for the Lyttelton Harbour Information Centre (budget ID #). This funding will help support the vital services that the Information Centre provides to Lyttelton residents and visitors.

Te Nukutai o Tapoa Naval Point Development

The Board is pleased to see funding for the Naval Point Development Plan (budget ID 357) retained in the Draft Annual Plan, and

Chairperson

Our Draft Annual Plan 2022/23 from Peden, Tori organisation: Te Pātaka o Rākaihautū Banks Peninsula Community Board behalf of:

continues to support the progression of this project as a Board priority. With SailGP now confirmed to come to Whakaraupō Lyttelton

Harbour in March 2023, work to complete the redevelopment plan will be critical to ensuring the success of this event and future SailGP events.

Rural Roads

The Board supports the Draft Annual Plan's asset renewal for Delivery Package – Road Metalling Renewals (budget ID 240), Programme – Road Metalling Renewals (budget ID 2143), and Rural Road Drainage Renewals (budget ID 37742). As it is a Board Plan priority to advocate for increased capital and operational funding for rural roads and establish city-wide standards for the repair and maintenance of shingle roads, the Board is pleased to see the retention of this funding.

Transport Connectivity

The Board has asked for some creative thinking to try to connect Lyttelton via transport alternatives such as cycling, to the greater Christchurch area. The Board supports some strategic planning on transport issues to connect Lyttelton with sustainable transport options.

Public Toilets in Banks Peninsula

The Board supports the retention of capital budget for the Port Levy Toilet Block Renewal (budget ID 17916) in FY22/23.

1.6 Any further comments

Destination Management Plan

The Board is excited that funding is available to progress a Destination Management Plan for Banks Peninsula and thanks Council for its continued support in the production of this document. The Board believes it is vital that a sound and workable strategic plan is needed to guide visitor activity in a sustainable manner for Banks Peninsula communities.

The Community Board Plan states – *Develop a destination management plan with significant input from the community, taking into account current and future economic, social, cultural and environmental impacts.* The Board has rated this plan as its number one priority.

Governors Bay Jetty Restoration

The Board supports the submission of the Governors Bay Save the Jetty Trust for funding, as attached to this submission.

Attached Documents

| File |
|--|
| Banks Peninsula Community Board - Submission on Draft Annual Plan 2022 - 23 April 2022 |

To: Christchurch City Council
PO Box 73017
Christchurch 8156
[REDACTED]

Submission On: Draft Annual Plan 2022/23

By: Te Pātaka o Rākaihautū Banks Peninsula Community Board

Contact: Lyttelton Service Centre
PO Box 73027
Christchurch 8154
[REDACTED]

Date: 18 April 2022

1. INTRODUCTION

The Te Pātaka o Rākaihautū/Banks Peninsula Community Board (the “Board”) appreciates the opportunity to share its feedback with the Christchurch City Council on the Draft Annual Plan 2022/23.

The Board’s statutory role is “to represent, and act as an advocate for, the interests of its community” and “to prepare an annual submission to the territorial authority for expenditure within the community” (Local Government Act 2002, Section 52). The Board is providing this submission in its capacity as a representative of the communities in the Banks Peninsula Ward – Akaroa, Ōhinehou Lyttelton, Te Waipapa Mount Herbert, and Wairewa Little River.

The Board wishes to be heard in support of this submission.

2. SUBMISSION

1) What do you think of our proposed average residential rates increase of 4.86% and 4.96% across all ratepayers (which is lower than the 4.97% signalled in the Long Term Plan 2021–31)?

The Board appreciates that the Council has endeavoured to keep rate increases as low as possible while our communities and motu continue to grapple with an ongoing Covid-19 pandemic, inflation, and the impacts of the conflict in Ukraine. As with this year, the Board asks that the Council does not raise future rates above what was forecasted in the Long Term Plan 2021/31, and continues to ensure that any rates increases are reasonable and aimed at the continued delivery of levels of service.

2) Do you have any comments about our proposed changes to revenue, spending and borrowing?

The Board understands the Draft Annual Plan’s focus on deliverability, especially as we continue to navigate a changed economic environment. The Board would encourage the Council to look to community-focused shovel-ready projects that could be pulled forward where others are delayed. The installation of a half basketball court at Le Bons Bay is an important community project that is also deliverable in the next financial year with adequate funding support. The community is committed to fundraising to help fund the project, and the Board requests that the Council allocate \$45,000 in funding to help see this project achieved. The Board raised this project in its Long Term Plan submission and believes that this community aspiration is achievable through partnership.

The Board notes that the Le Bons Bay Reserve Management Committee advocated for this project in its Annual Plan submission.

3) We’re proposing some changes to our Revenue and Financing and Rates Remission policies – do you have any comments?

The Board fully supports the Council’s proposal to update its policy on Māori freehold land and has made a separate submission to this effect.

4) Do you have any comments on our proposed changes to fees and charges?

The Board was pleased to see that the Council stopped charging library members for overdue items as of 1 March 2022. This is an important step to encouraging community members to utilise the wonderful resources our libraries have to offer.

5) Do you have any comments about our capital programme (for example, our roads and footpaths, our water, wastewater, surface water and waterways, our facilities and our parks)?

Water Supply – New Small Water Supplies Program to Prioritise the Koukourarata Drinking Water Scheme

The Board is pleased to see funding allocated for the New Small Water Supplies Program (budget ID 20713) to prioritise the Koukourarata Drinking Water Scheme and fully supports the progression of this project.

Banks Peninsula Wastewater Treatment Plant Renewals

The Board supports the \$1 million added to the budget over FY22/23 and FY23/24 (budget ID 67457) to continue the work of upgrading our wastewater.

Okains Bay Water Supply

The Board acknowledges that the allocated funding for the Okains Bay new water supply (budget ID 52902) has been deferred for one year on the basis that design delays have impacted deliverability. While the Board understands the current deferment, it requests that the funding not be pushed out beyond fiscal year 2023/24. This is a vital project for the Okains Bay community and remains a high priority of the Board.

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The Board supports the retention of capital budget for the Port Levy Toilet Block Renewal (budget ID 17916) in FY22/23.

6) Any further comments?

Destination Management Plan

The Board is exited that funding is available to progress a Destination Management Plan for Banks Peninsula and thanks Council for its continued support in the production of this document. The Board believes it is vital that a sound and workable strategic plan is needed to guide visitor activity in a sustainable manner for Banks Peninsula communities.

The Community Board Plan states – *Develop a destination management plan with significant input from the community, taking into account current and future economic, social, cultural and environmental impacts.* The Board has rated this plan as its number one priority.

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The Board supports the submission of the Governors Bay Save the Jetty Trust for funding, as attached to this submission.

Yours sincerely,



Tori Peden

Chairperson

Te Pātaka o Rākaihautū/Banks Peninsula Community Board



TE MANA TIAKI I TE ARA AKITU

SUMMIT ROAD PROTECTION AUTHORITY

30 March 2022

Annual Plan Submissions
Christchurch City Council
PO Box 73017
CHRISTCHURCH 8154

**TE MANA TIAKI I TE ARA AKITU / SUMMIT ROAD PROTECTION AUTHORITY
SUBMISSION ON THE CHRISTCHURCH CITY COUNCIL'S DRAFT ANNUAL PLAN 2022-23**

The Summit Road Protection Authority is constituted under the Summit Road (Canterbury) Protection Act 2001 and deemed by that Act of Parliament to be a joint committee of Christchurch City Council and Selwyn District Council. The Authority, however, has independent statutory powers and purposes; the purposes of its constituting Act are:

- (a) to provide for the preservation and protection of the scenic amenity associated with the Summit Road and other roads, walkways, paths, and public open spaces within the protected land:
- (b) to provide for the preservation and protection of natural amenities associated with land within the protected area:
- (c) to provide for the improvement of facilities for the public enjoyment of the scenic amenity and the natural amenities.

The Authority notes that the City Council on 22 March 2018 resolved to not approve the installation of proposed Prohibited Times on Road Restrictions for the Summit Road following a significant response to the public consultation indicating the high significance of the Summit Road to the greater Christchurch region.

The City Council also resolved at that meeting in March 2018 to request: "that the Port Hills Management Plan be advanced **as soon as possible** [emphasis added] recognising that the outcomes and objectives of that Plan may assist in achieving positive outcomes for the Summit Road and other affected roads in the area covered by that Plan."

The Authority requests that the City Council in considering its draft Annual Plan makes provision to fulfil this resolution, and is mindful of the city-wide significance of the Summit Road.

The Authority has long seen the need for a management plan for the Port Hills to protect and enhance the area's amenities and facilities for the public enjoyment of its recreational, cultural, aesthetic, ecological and geological attributes. Its **attached** vision for the Summit



Road and Port Hills, recommending the development of a management plan, was authored prior to the commencement of the Canterbury Earthquake Sequence, which clearly caused some interruption to its advancement, though the City Council has since resolved to advance a management plan as soon as possible.

The Authority and its Advisory Committee wish to make the following joint submission:
Request that the City Council gives appropriate prioritisation to the advancement of a Port Hills Management Plan in line with its resolution of 22 March 2018 to request that the Plan be advanced as soon as possible recognising that the outcomes and objectives of that Plan may assist in achieving positive outcomes for the Summit Road and other affected roads in the area covered by that Plan.

The Authority and its Advisory Committee:

- wish to thank the City Council for receiving this submission;
- acknowledge the long service of retired Council Senior Policy Planner, Kelvin McMillan, as the open space expert on the Advisory Committee until his recent retirement;
- thank the City Council for the support provided by Council staff and its systems they provide the Authority (noting the continued need for the fulfilment of its statutory role);
- wish to recognise that Council staff have often supported the Authority on top of their ordinary work and pro bono.

The advancement of a Port Hills Management Plan, together with the reform of the RMA and evolution of the ownership and management of the protected land since the enactment of the Summit Road (Canterbury) Act (originally in 1963) may support a vision for the Summit Road and Port Hills that supersedes the transformative role the Act had in fairly bedding in protection of Summit Road's amenities. In the interim, the Authority requests that the City Council make more provision for the executive functions of the Authority to be carried by council staff, including integrating compliance and consent and compensation processing as needed into Council systems and teams.

The Authority and Advisory Committee are composed of appointees/nominees as listed below of: Christchurch City Council (one delegated to Te Pātaka o Rākaihautū / Banks Peninsula Community Board), Selwyn District Council, Summit Road Society Inc., the Minister of Conservation, Environment Canterbury, Te Hapū o Ngāti Wheke Inc. (Rāpaki), and the other owners of the protected land.

Summit Road Protection Authority and its Advisory Committee

Tim Scandrett, Jeff Bland, Tori Peden, Paul Loughton, Hana Walton, Peter Graham, Denis Aldridge, Gill Jenkins



TE MANA TIAKI I TE ARA AKITU



A New Vision For The Summit Road And Port Hills

“A Heritage Road Through A Park”

Executive Summary

A new vision for the maintenance and heritage development of the Summit Road is urgently needed. It is now over a century since the Road was first conceived and the first section of it was built. During that time there have been huge changes in the ways in which New Zealanders live and play. These have had a major impact on how the Road is used, and they also indicate how it could better be used.

The most important differences between then and now which affect the use of the Road are:

- Changes in private motor vehicle ownership and use patterns;
- Changes in outdoor recreation activities;
- Changes in attitudes and activities related to natural and human heritage conservation and interpretation, and;
- Changes in land use on the Port Hills and the increasing areas of land adjoining the road that are now in public and trust ownership.

All these changes mean that it is time to re-visit the original vision for the Road, and see how it can be reinterpreted to take into account a century of changes. While circumstances may have changed, the intentions of Harry Ell and others who brought the Road into being remain as valid as ever.

This paper;

- Examines what changed circumstances mean for the Summit Road today, in the light of the original vision of its founder, Harry Ell; and
- Outlines a vision for the Road which is appropriate to twenty-first century circumstances while still remaining true to the original vision of its creators.

This paper is intended as an orientation guide and resource for Community Boards, and for Council staff who have responsibility for parks, reserves and open spaces, outdoor recreation, roading and traffic management, tourism, natural and built heritage conservation and protection.

The Summit Road encompasses all these areas of interest and value. The Summit Road Protection Authority believes it is now time for Council to take an integrated approach to planning for the use of the Summit Road and surrounding areas which takes into account its multiple and overlapping values and uses.

Our vision of *A Heritage Road Through A Park* is intended to make it easier to understand how all these uses and values connect to each other, and to facilitate planning and development which will enhance all these aspects of the Road for those who come to enjoy the ‘summit experience’ which it offers.



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1. The Summit Road then and now

The importance of the Summit Road and the sky line of the Port Hills as the landscape backdrop of the City of Christchurch, has been recognised by a special Act of Parliament for over 40 years now. For over 60 years the Summit Road Protection Society has provided strong community leadership and support in these matters. A number of landowners in the area have also made important contributions.

The Summit Road today has uses which were never envisaged by its creators. So does the surrounding land. Some of these users and uses enhance the recreational amenity and heritage values of the road, and some detract from it. The Summit Road Protection Authority has the following principal areas of concern with regard to the changes in the way the road is used today, which need to be addressed if the Road is to stay true to the purposes for which it was created – to give its users better access to natural beauty and recreation along the summit of the Port Hills.

a) Changes in private motor vehicle ownership and use patterns

When Sir Charles Bowen broke the first sod on the Summit Road in 1908, motor vehicles were a very recent invention and very few individuals or families owned a private motor vehicle. The Summit Road was not originally intended for use by motor cars, but rather by walkers, coaches and horse riders, and perhaps by some rugged cyclists. The rest houses on the road were intended for the benefit of tired, hungry and thirsty walkers and riders, not for motorists able to cart their own refreshments (or toss food and drink containers out of car windows on to the Road).

The Road was later sealed making it much more convenient for motorists, although its narrow and winding nature means it is still a challenging drive, albeit a very pleasant one if taken slowly. Since being sealed it has become a wonderful cycle route. Walkers are now perhaps better served by the Crater Rim Walkway, which loops around and across the Road, yet the Road itself may still offer the best views and photo opportunities, as well as access to historic sites.

Unfortunately, by the end of the twentieth century some motorists had begun making destructive use of the Road, and this destructive usage has become worse over the past ten years. The so-called 'boy racers' use the Road at night in ways which endanger other road users, damage the carriage way, and pose a threat to the surrounding land and vegetation from off-road car use, fire and leaking car wrecks. Also there has been many incidents of vandalism to signs, toilets and fences, the theft of stock and dumping of rubbish. The relative isolation of the Road means that policing such behaviour is difficult, and problems keep recurring. There is also a need for better fire-fighting facilities, possibly with helicopter access.

The Authority has spent many meetings deliberating on the best way to deal with this threat to the Road, and has come to the conclusion that the best way forward is to enhance the Road experience for bona fide users by upgrading the amenity status of the Road to *A Heritage Road Through A Park*. This would at the same time provide for stronger measures for traffic control



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and restriction (such as those currently applied in Victoria Park) and hence better options for protecting the Road from misuse.

b) Changes in outdoor recreational activities

When the Road was built bicycles were the standard form of every-day personal transport, and were also used for carrying light loads. Bicycles have changed in the course of a century from heavy, gear-less machines, used by a majority for getting to school and work, to light, multi-geared machines used by a minority for mainly recreational purposes, such as road-touring, road racing and off-road ('mountain') biking.

The Summit Road is an increasingly popular destination and route for recreational cyclists of all kinds. This is totally within the spirit of the original vision for the Road, but raises safety issues when cycles share a narrow and winding road with modern motor vehicles. There are also issues around off-road biking on tracks and roadsides which are either intended primarily for walkers, or have vegetation that needs protection. Cyclists cannot damage the Road itself in the way in which motorists can, but they are quite capable of creating nuisances, from littering to traffic hazards. The Authority is of the view that cyclists as well as motorists need to be aware that the Road is not just any old race track. Tourist traffic along the Summit Road is increasing with greater use by campervans.

We consider that their safety, as well as their amenity, along with that of other road-users, would be enhanced by developing the Summit Road as *A Heritage Road Through A Park*.

c) Changes in attitudes and activities related to natural and human heritage conservation and interpretation, and changes in land use

When the Summit Road was conceived, most of the native forest on the Port Hills had been destroyed, the tui and several other native bird species had gone or become very rare, and there was only one bush reserve of any size which ran from the valley floor to the summit (Kennedy's Bush).

The purchase and preservation of Kennedy's Bush was Harry Ell's first big achievement with regard to conserving nature and providing public access to it. In his mind the Summit Road was primarily a route for improving public access to the unique natural heritage – geological, biological, ecological – of the Port Hills. It was also meant to give access to the glorious aesthetic values of the hill landscape itself, and the magnificent views of harbour, plains and mountains from the Hills. Ell was a friend of New Zealand's leading botanist (and premier ecologist) of the time, Dr Leonard Cockayne, and accompanied him on many botanical explorations. Their work built on the work of earlier notable Canterbury naturalists, such as Thomas Potts of Ohinetahi, and has contributed to that of their notable successors, such as Hugh Wilson.

Harry Ell was a leading exemplar of and advocate for the changing mindset towards native species and ecosystems which began to occur at the beginning of the twentieth century in New Zealand. Although Ell's dream of large roadside bush reserves every few miles across the Canterbury Plains never came to pass, once he focussed his energies on a particular place, his



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beloved Port Hills, he was able to inspire others to take more care of their natural heritage, to conserve and enhance it.

By the end of the twentieth century Kennedy's Bush and the few other much smaller nature reserves adjacent to the Summit Road had been joined by a good number of other, much larger, reserves. Today almost three-quarters of the Road passes through or beside reserved land. (See Appendix I – Map of the Summit Road and adjacent reserves). Some reserves are being developed and maintained mainly for recreational purposes (mostly off-road biking and /or walking) while in others nature and biodiversity protection and restoration is the primary focus. Both types of reserve also provide landscape amenity, whether at close range or when viewed from the city.

The natural values and public use and amenity values of the land adjacent to the Summit Road are therefore much higher than they were when it was first built, and they have the potential to be further enhanced with careful planning and development work. In addition, the Road now has its own intrinsic heritage value, and its stories are part of Canterbury's history. It has the historic rest and refreshment houses which Ell envisaged, although today only the Sign of the Kiwi is fully functional in this regard. It has old milestones, horse troughs, gateposts, and stone seats.

Over this time pastoral farming activity on the Port Hills has been reducing as market conditions have changed and more land has been acquired for reserves.

The Authority believe that the time has come to better recognise, protect and celebrate the heritage of the Road itself, as well as to integrate its management with the now extensive areas of public and trust land adjoining.

d) Changes in administrative arrangements

Over recent years the number of local Councils having jurisdiction over the Port Hills has reduced from five to just two, the Christchurch City Council and the Selwyn District Council. Since the original Summit Road Protection Act of 1963, the Resource Management Act was passed in 1991 providing the potential for District Plans to better achieve many of the outcomes sort by the 1963 Act.

2. A Vision for the Future

A century of change has brought good things for much of the land beside the Road, with more conservation and restoration of nature and more opportunities for outdoor recreation. At the same time it has created problems for the Road itself, and for recreational users of the Road. Further, it has created problems with regard to the proper recognition, protection and enjoyment of the now historic sides and artefacts along the Road.

The role of the Authority is to safeguard the Road from inappropriate development, and to protect and promote (as far as its budget allows) the heritage and landscape values of the Road and adjoining land. (See Appendix II – The Role of the Summit Road Protection Authority). The Authority does not own the Road nor have the powers to regulate its daily



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use. It can only advise those with these powers on how to best manage the Road, so that the purposes for which it was built are protected, and where possible enhanced.

The Authority is the statutory guardian for the Road and its purposes, and it is from this position of knowledge of and responsibility for the Road that we have developed a twenty-first century vision for the Summit Road – a vision of *A Heritage Road through A Park*. This concept included measures aimed at enhancing the Road's status, protecting its heritage, promoting its values, and streamlining and improving its management. Specific actions which we would like to see taken to these ends are given in the Recommendation. The important elements of the vision are sketched out below.

a) Improved status for the Road

While the Summit Road is arguably the highest status road in the whole country, by virtue of having its own unique Act of Parliament, this fact is hard to reconcile with the reality of the Road itself today. Travelling along the Road and seeing the extent of vandalism on the roadway and its adjacent features, and also seeing that there is almost nothing by way of signage or interpretation that indicates that this is a special road, and tells the traveller what its special nature consists of, one would be forgiven for thinking that the Road is just a sealed track, of no special value or merit. Only the solidly-built Sign of the Kiwi gives any hint that this road was meant to be something special.

The Christchurch City Council web page for visitors informs them that “travelling by foot or wheel, the Summit Road winds tantalisingly around the rims of two extinct volcanoes and offers the traveller enough scenic views to fill a lifetime”. Correct grammar and geology are not the only things lacking in this sentence. It does not tell visitors how to get to the Road, let alone all the other things that are special about it. Nor are there links to a page with a map of the Road, a history of the Road, information on natural features to be seen from the Road, or anything else that would really encourage a visitor to experience what the Road has to offer. (By contrast, there are links to visitor attractions of much lesser historic, natural and recreational value, such as the restaurant tram).

In the Authority's view this is a great opportunity missed. We would like to work with the Council in improving the status of the Road so that it is both a draw card for visitors (encouraging them to stay longer in Christchurch, when they find out that they can have a great encounter with nature and some recreational thrills right here, and don't need to go further south), and for citizens who can come to this natural playground regularly.

The best way to do this is to manage and promote the Road in a way which is consistent with what it has to offer – hence the concept of *A Heritage Road Through A Park*. The Road needs its own integrated management plan which recognises that:

- Most of the Road now passes through or runs beside reserve lands with public access ie it is a road through a de facto park, and
- The Road is of significant historical value in itself ie it is a heritage road.

An integrated management plan for the Road would use these two concepts as its guiding principles.



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It would also make explicit provision for remedying the major problems which are currently stand in the way of realising the *Heritage Road Through A Park* vision. These are outlined in (b) and (c) below:

b) Better indication and interpretation of the Road

The Summit Road needs proper signage at appropriate points eg Evans Pass, Dyers Pass, Gebbies Pass which indicate that the Road begins, ends or continues at these points. These signs can be simple (ideally of stone and wood) and need only indicate the name of the Road. They should also be all of the same design.

Signage for reserves and tracks beside and leading from the road also needs to be improved to a more uniform and consistent standard. Interpretation panels are needed at or close to key features on the Road, and/or at the points of entry to the Road. The Authority currently has some money in its budget allocated for signage, including interpretative panels, and would like to work in with the Council to make its contribution to better signage and interpretation for the whole road.

c) Better protection for the Road and its users

The Road itself, and roadside structures, including car parks, are being regularly damaged by motorised vandals. Dangerous driving also puts other road-users at risk. It is not possible to police such behaviour adequately, and therefore other preventive measures must be considered.

These could include reducing the speed limit on the Road, and closing all or part of the Road to motor vehicles (except for the passes, and with provision made for residents who live beside the road) between dusk and dawn.

The Road is not an essential route to anywhere, and while closing the road to cars would be somewhat inconvenient to residents along the Road, as well as to those few citizens who find it a pleasant place for peaceful night-time driving, it would be easy to ascertain if the majority of residents prefer this inconvenience to destructive drivers on the road at night, while bona fide night-time drivers would surely appreciate the public good reasons for a night-time closure.

All recreational drivers and other users of the Road would also be reconciled to any speed restrictions and closures by knowing that as a result the Road would be safer and more pleasant to use.

3. Further Work

Further work needs to be undertaken to investigate how the integration of the management of public reserves and private trust lands with the Summit Road itself, can better promote the objectives of the Summit Road Protection Act and further the concept of a "Scenic Drive" or "A Heritage Road Through A Park", and ensure that in the ongoing management and planning of the Port Hills, the original vision of Harry Ell to develop a scenic roadway along the summit is not lost.



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In particularly this work would establish:

- An overview of the present patterns of reserves/trust lands along the Summit Road between Evans Pass and Gebbies Pass.
- An overview of existing management plans and goals/objectives for existing reserves and trust lands and previous studies into these matters.
- An understanding of the purpose, function and classification of the Summit Road from Evans Pass to Gebbies Pass.
- Establish the views of existing management personnel of reserves/trust/roads and identify issues, problems and opportunity and possible forms of future management.
- Identify statutory restraints that may limit opportunities for developing the vision.
- Possible scope of concept in terms of adjoining reserves such as Godley Head, how far down the hill it should extend, retention of access to private land, and links with the Gondola, 'Sign of the Kiwi', Bridle Path and Rapaki Track, and the development of wider cycleways across Banks Peninsula.
- Examples with illustrations of similar 'scenic drives' in New Zealand and overseas.
- Identify and illustrate opportunities and ways ahead that would help achieve of the vision.

4. Recommendation

That the Christchurch City Council investigate the ways in which improving the status of the Summit Road to *A Heritage Road Through A Park*, including developing an integrated management plan for the Road and adjacent reserve land would meet the objectives of both the Council and the Summit Road Protection Authority, (within its jurisdiction) with regard to enhancing the heritage and natural values of the road and adjacent reserves, making it a safer and more enjoyable place for all users.

Appendix I – Map of the Summit Road and adjacent reserves

Appendix II – Background to the Summit Road Protection Authority



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Appendix I

Map Of The Summit Road And Adjacent Reserves



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Appendix II

Background to the Summit Road Protection Authority

In 1963 Parliament enacted the Summit Road (Canterbury) Protection Act. This Act was originally administered by the Christchurch Regional Planning Authority, then by the Canterbury United Council and between 1989 and 1992, the Canterbury Regional Council. In 1993 Parliament amended the 1963 Act to provide for the establishment of the Summit Road Protection Authority as a joint standing committee of the Christchurch City Council, the Banks Peninsula District Council and the Selwyn District Council.

The Summit Road Protection Authority was established on 1 July 1993.

The function of the Authority is to carry out its responsibilities under the Summit Road (Canterbury) Protection Act 2001. The purposes of this Act are as follows:

- To provide for the preservation and protection of the scenic amenity associated with the Summit Road and other roads, walkways, paths and public open spaces within the protected land;
- To provide for the preservation and protection of natural amenities of land within the protected area;
- To provide for the improvement of facilities for the public enjoyment of the scenic amenity and the natural amenities.

Scenic amenity includes the extensive views from the Summit Road and other roads, paths and parks within the protected land, to the Port Hills, Christchurch, the Plains and the Harbour. Natural amenities means the natural or physical qualities of an area that contribute to people's appreciation of its pleasantness, coherence and cultural and recreation attributes.

The area protected by the Act runs along the summit of the Port Hills from Evans Pass to Gebbies Pass and is generally the land above a line running about 30 metres below the Summit Road.

In carrying out its functions, the Authority has identified four areas of significant activity:

- Regulation
- Advice and advocacy
- Provision of interpretative facilities
- General administration

In March 2006, Banks Peninsula District Council joined with the Christchurch City Council. As a result, membership of the Authority changed to include two representatives of the Christchurch City Council and one of Selwyn District Council.

The Authority is advised by an Advisory Committee who include representatives of the land owners, the Department of Conservation, The Summit Road Society, Ngāi Tahu, Environment Canterbury and an open space expert.



TE MANA TIAKI I TE ARA AKITU

Our Draft Annual Plan 2022/23

Submitter Details

Submission Date: 12/04/2022

First name: Tori **Last name:** Peden

If you are responding on behalf of a recognised organisation please provide organisation name:

Summit Road Protection Authority

Your role in the organisation and the number of people your organisation represents:

Member

Would you like to speak to the Council about your submission?

Yes

I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

If yes, please provide a daytime phone number above so we can arrange a speaking time with you. Hearings will be held in May (specific dates are to be confirmed).

Attached Documents

| File |
|--|
| Summit Road Protection Authority Submission on CCC Draft Annual Plan 2022-23 |

Our Draft Annual Plan 2022/23

Submitter Details

Submission Date: 17/04/2022

First name: Margaret Last name: Stewart

Your role in the organisation and the number of people your organisation represents:

Would you like to speak to the Council about your submission?

Yes

I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

If yes, please provide a daytime phone number above so we can arrange a speaking time with you. Hearings will be held in May (specific dates are to be confirmed).

Feedback

1.6 Further Comments

Where is our Community Centre? It has been 11 long years since the February earthquake and we are still waiting for the Shirley Community Centre to be rebuilt. Please make it a priority for the 22/23 financial year. The Council received insurance money for it and we have been waiting 11 years in good faith for the Shirley Community Centre to be rebuilt. Get it done!

Start spending developer fees in the suburbs where mature trees and mature houses are being destroyed and put in the landfill so developers can make a quick easy buck building tomorrow's tenements without any thoughts for the local communities who have to live in these treeless, characterless, soulless concrete jungles with no off road or even on road car parking, privacy or sunlight.

Stop putting the rates up. They are becoming sky high and unaffordable to many residents. Unlike the Council we don't have a money tree at the garden. Stop spending rate payers money on nice to have but not essential or affordable covered stadiums and divert the funding to replace well used, pre existing, pre earthquake community facilities so that, going forward, we don't have to postpone a recent car boot sale held at 10 Shirley Road three times because of the rain.

Finally redesign your feedback forms so they are more open and easy to use instead of asking mainly leading questions that are very broad and difficult to answer leaving just one comments box where we can write what we really want to talk to you about.

I look forward to speaking to the mayor and the counsellors yet again about rebuilding the Shirley Community Centre ASAP. As those of us from Where is our Community Centre stated last year we are not going away until

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the Shirley Community Centre has been rebuilt. My nearby house is almost repaired after almost 12 years since the September earthquake. Let's make this a double and enjoy a celebration at our rebuilt community centre

Attached Documents

| File |
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No records to display.

Our Draft Annual Plan 2022/23

Submitter Details

First name: Mark Last name: Darbyshire

Your role in the organisation and the number of people your organisation represents:

Postal address:

Suburb:

City:

Would you like to speak to the Council about your submission?

Yes

I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

If yes, please provide a daytime phone number above so we can arrange a speaking time with you. Hearings will be held in May (specific dates are to be confirmed).

Feedback

1.1 What do you think of our proposed average residential rates increase of 4.86% and 4.96% across all ratepayers (which is lower than the 4.97% signalled in the Long Term Plan 2021–31)?

These rises seem modest compared to inflation over the past year. As long as we're getting good value for money, we're spending the money on community-focused projects, and the impact on low-income households has been considered, then I support whatever rises are necessary to create a thriving community along with the infrastructure it needs.

1.5 Do you have any comments about our capital programme (for example, our roads and footpaths, our water, wastewater, surface water and waterways, our facilities and our parks)?

Our Draft Annual Plan 2022/23 from Darbyshire, Mark

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Performing Arts Precinct

At a bare minimum, funding for the Performing Arts Precinct must include provision for a temporary community arts space.

In 2018, I volunteered at the Little Andromeda pop-up theatre in the Performing Arts Precinct. It was an honour to see the precinct so vividly activated for two months. It was a vision of the future – a precinct that is accessible to all community arts organisations, festivals, and independent artists. It filled our community with hope that the city centre would become inclusive to all artists, not just the big players in the Christchurch industry. We dared to dream we would finally get the full range of spaces we need, both to support our emerging arts industry and to attract visiting performers. But after two months the tent was pulled down, the dust settled, and life went back to the way it always was. Now the Court Theatre is slowly building on that site. Meanwhile community theatre is still relegated to performing in schools. Touring artists still lack the the medium-sized spaces they need to justify visiting Christchurch.

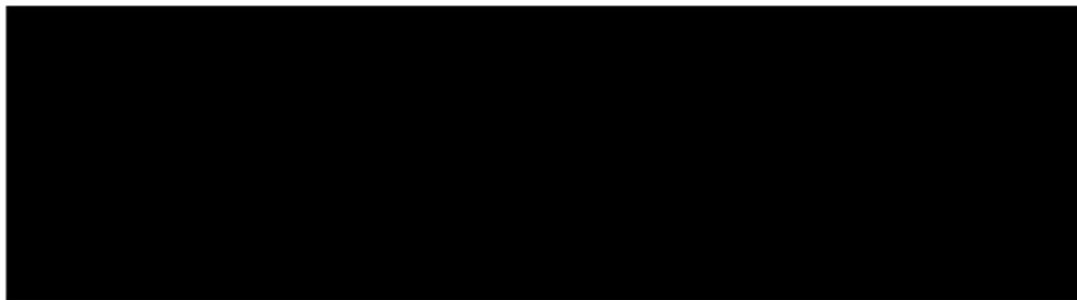
I understand that a coalition of arts organisations is developing a proposal (for release in early May) that will demonstrate how a temporary arts space could quickly be built to activate the precinct, draw in the community, and support a diverse range of festivals, organisations, and performers. A community-focused project along these lines should be prioritised above pumping any more money into big projects like the Court Theatre.

A temporary, largely outdoor arts space isn't a permanent solution (eventually we need more indoor spaces) but it is a valuable stepping-stone that will instantly activate the precinct, build a thriving arts community, tide us over for a few years, and demonstrate the case for a more permanent facility.

Climate change

I support the Draft Annual Plan's stated focus on climate change. However, looking through the document, climate change doesn't get mentioned very often. I would support anything that increases the focus on climate change and other environmental issues. We owe it to current and future generations.

1.6 Any further comments



Attached Documents

| File |
|------------------------|
| No records to display. |