

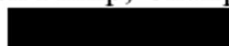


Submission on CCC Annual Plan 2022-23

from:

Sustainable Ōtautahi Christchurch Inc.
PO Box 1796
Christchurch 8140
www.sustainablechristchurch.org.nz

Submission prepared by:
Colleen Philip, Chairperson



Email contact:
info@sustainablechristchurch.org.nz

We do wish to speak to our submission. Thank you.

The Mayor comments in her introduction to the annual plan that “climate action continues to be a priority”. We within Sustainable Ōtautahi Christchurch fully endorse and support this with the emphasis being on the word ‘action’. We are well beyond the realm of talk and setting targets and need real action that makes a difference. We need less emissions not more ‘hot air’. This month saw the release of an IPCC report stating that to have any chance of keeping warming within the safe limit of 1.5C emissions must peak before 2025 and fall 43% from 2019 levels by 2030. This is a huge ask and yet there is no increase in the CCC spending on climate change called for by this Annual Plan. We must not forget the costs of inaction on climate change, or the city will be overwhelmed by the costs of more frequent flooding as severe weather events become more frequent and insurance against these costs becomes prohibitively expensive.

While the word ‘resilience’ has been an over-worked word in Ōtautahi Christchurch since 2021 (referencing the Mayor’s introduction again) we do need to build in resilience for natural ecosystems and for species other than our own in our natural world around our city. There are opportunities to do so not least throughout the residential red zone and it is encouraging to note that ecologists now play a significant role in managing this asset. Their work will no doubt be cost effective given the nature of what they do and the commitment from community to help.

Climate resilience should we believe first and foremost be nature -based wherever possible. This is a genuine path to resilience rather than a temporary anthropocentric fix that will inevitably mean added cost and burden to future ratepayers for the short term advantage of current voters.

SOC congratulates councillors on their decision to abandon any plans for a carpark in the central city site near Tūranga. To add to the extraordinarily successful community base that is our central library with a carpark would have gone against climate goals but also missed a great opportunity to further community based and oriented development in the central city. SOC are aware and supportive of the proposal from a number of community organisations including Green Lab for the use of this space as a Community Arts Precinct and urge Council to pursue this pathway. Cost effective, inspiring and future focused.

The cycleways that have been completed are a fabulous asset for the city already and we are really pleased to note that “completing the Major Cycle Routes so we can make the most of Government subsidies that may not be available later” remains a priority for CCC. Encouraging active transport has obvious benefits in reducing carbon emissions and also has health benefits for the citizens who increasingly make use of the safe cycle routes. We ask the CCC not succumb to any pressure for a cut to the funding for the cycling infrastructure.

It is good to see the value placed on our major waterways by plans for the Ōtākaro Avon River Corridor programme and for work along the lower Ōpawaho Heathcote River. These waterways and adjacent natural spaces can be vital to the recovery of the biodiversity of the city as well as a beautiful space for low-carbon recreation.

Finally, a city must be a safe and comfortable place for its human inhabitants (as well as the other species that call it home) and we commend work done by CCC to mitigate the smells from the waste water plant and the organics processing plant development, while urging more action on this. It is vital that as a city we work to minimise waste in all ways possible, but we do not want good programmes curtailed by the negative impacts they sometimes have on residents. Impacts that are difficult to mitigate and cause distress, as has happened with the residents of Bromley and other areas seriously impacted by odour problems that have become even worse in recent months.

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Friends of the
Christchurch Botanic Gardens

Annual Plan Submission
Christchurch City Council
Po Box 73016
Christchurch 8154

Attn. Ann Tomlinson

Submission from:

Friends of the Christchurch Botanic Gardens Inc.
PO Box 73036
Orchard Road
Christchurch 8154

Jane Cowan-Harris



President

Phone:

Email:



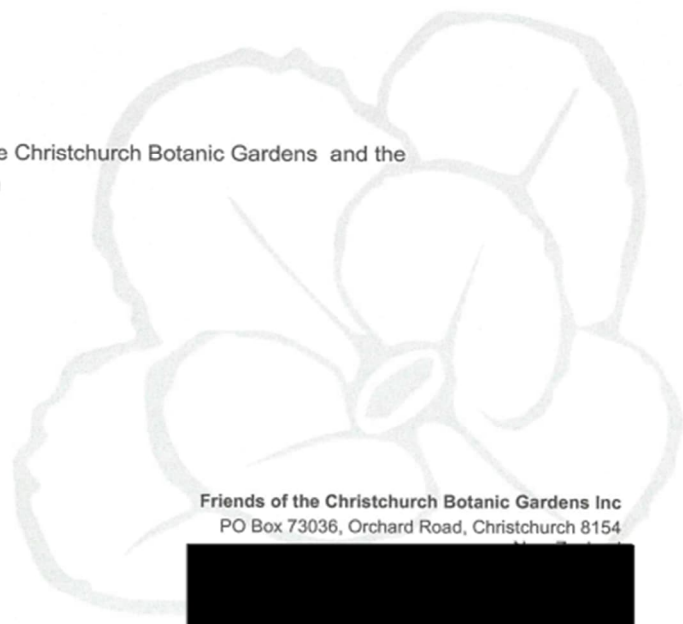
The Friends of the Botanic Gardens Inc. have 200 financial members which include families and couples.

NB: We would like to speak to this submission

Submission to the Christchurch City Council Annual Plan 2022/23

Documentation Included:

- Supporting Document
- Letter of support
- Signed petitions
- Email responses from Friends of the Christchurch Botanic Gardens and the Canterbury Horticulture Association



Friends of the Christchurch Botanic Gardens Inc
PO Box 73036, Orchard Road, Christchurch 8154



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Friends of the
Christchurch Botanic Gardens

**Submission to the Christchurch City Council Draft Annual Plan 2022/23
By The Friends of the Christchurch Botanic Gardens Inc.**

Supporting Document

The Friends of the Christchurch Botanic Gardens Inc. (FCBG) is an incorporated society formed in 1989 to promote and support (both monetarily and practically) the aims of the Christchurch Botanic Gardens (CBG).

The society has a Memorandum of Understanding signed between the Christchurch City Council (CCC) and the FCBG in 2017 to formalise and strengthen this partnership and develop stronger relationships with garden staff. (Christchurch Botanic Gardens Management Plan, (2007, p149).

In 2021 the FCBG formed a sub-committee to promote and strengthen support for Mona Vale (Heritage Gardens and City Centre) which is under CBG management.

In addition to the large number of FCBG volunteers who spend numerous hours supporting the CBG in different ways, we have volunteers working with Mona Vale staff as guiding ambassadors, maintaining the garden displays, and updating collections. We welcome the chance to submit the following recommendation to the CCC Draft Annual Plan and feel in a strong position to do so.

Our submission relates to the **Mona Vale Bathhouse** (Parks, Heritage & Coastal Environment Proposed Capital Programme, Asset Renewal 3368, CCC Long Term Plan (2021-2031, p96). We note that the restoration of the Bathhouse has been pushed back to 2029.

Submission

1. The FCBG requests that the Mona Vale Bathhouse earthquake repairs are brought back onto the Annual Plan budget (Year 2 of the LTP) to be restored to house a display of semi-tropical plants managed by the Mona Vale staff and open for the public.



Rationale

- The Mona Vale Bathhouse is a Heritage building along with the Homestead, Gate House and Lodge which have been restored. Restoration was 'spade ready' in 2017 for a cost of \$550,000,000
- On the 23 July 2019 the FCBG wrote a letter to Russel Wedge, Team Leader, Parks Policy and Advisory, CCC, to support an expression of interest from Nicky Brown, Team Leader Heritage Parks (Mona Vale) to reinstate the Bathhouse for the purpose of displaying a special collection of 'Hardy Tropical Plants'. The letter stated, *'The Friends of the Christchurch Botanic Gardens are strongly in favour of the Bathhouse being returned to the curatorship of the Mona Vale staff of the Botanic*



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Friends of the Christchurch Botanic Gardens Inc
PO Box 73036, Orchard Road, Christchurch 8154
New Zealand

 friendsofthegardens@gmail.com
 www.friendschbotanicgardens.org.nz

Gardens and for the public to have open access to this beautiful heritage building and valuable collection of plants once more' (letter attached).

- The restoration was included in the CCC Draft Long term Plan Consultation Document, 2018-28, Our Parks and Heritage, as awaiting repairs under the Fendalton-Waimairi-Harewood Community Board (p49).
- In the 2021-31 LTP the restoration of the Bathhouse has been delayed until 2029 at a proposed cost of \$626,000 (p96).
- The FCBG have received oral feedback from participants on the guided walks in Mona Vale. Many of these are locals and have expressed dismay at the state of the Bathhouse which has been closed to the public for so long.
- The FCBG have given visitors to Mona Vale (over a one-hour period for a successive five days) the opportunity to sign a petition if they wish to see the renovation of the Bathhouse brought forward to the 2022/2023 Annual Plan (see attached).
- Our reading of the Draft LTP, 2021–2031, Activity Plan, Parks Heritage Management, notes that Parks buildings that have heritage value but are not scheduled in the District Plan are included in the Activity Plan (Parks Heritage Management Plan 2021-2031, p4).

On this basis the FCBG seek the following outcomes:

Submission Outcomes

- The FCBG strongly advocate that the restoration of the Mona Vale Bathhouse be reconsidered in the current Draft Annual Plan 2022/23 (Year 2 of the LTP 2021 – 2031).
- The Bathhouse is the only Heritage building left to be repaired at Mona Vale and should be considered under the Parks and Heritage Management Activity Plan which states that services are delivered by, '*Recognising and protecting heritage places and items (scheduled and unscheduled) and 'facilitating the use of heritage buildings'* (Draft LTP 2021-2031, Parks Heritage Management proposed for adoption, P4).
- We believe that the costing and repair plan had been finalised in the Operations budget 2017 and the longer it is left the more costly it will become as the bathhouse deteriorates.
- A sample of visitors to Mona Vale over a one-hour period for five consecutive days, unanimously believe the Bathhouse repairs should be brought forward under the duration of the 2022/23 Annual plan (within the first 3 years of the CCC LTP, 2021-2031).
- Please find attached letters/ petitions of support.

The FCBG would like the opportunity to work with the CCC to achieve this.

We are planning a major fundraising event in 2023 to raise funds to assist the restoration of the Bathhouse if needed.



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Friends of the Christchurch Botanic Gardens Inc
PO Box 73036, Orchard Road, Christchurch 8154
New Zealand


 friendsofthegardens@gmail.com
 www.friendschchbotanicgardens.org.nz

To Summarise

- The Friends of Christchurch Botanic Gardens Inc. are recommending that Christchurch City Council bring forward to the 2022-2023 financial period (Year 2 of the 2021/31 LTP), the restoration of the earthquake damaged, heritage Mona Vale Bathhouse.
- Funding for restoration was approved in 2017. However other priorities shifted the Bathhouse to 2029 in the 2021-2031 Long Term Plan.
- The Friends are concerned the Bathhouse will further deteriorate in this time and that the cost of repair will increase rapidly.
- The FCBG are concerned that the Christchurch public and visitors to Mona Vale will be able to enjoy this beautiful heritage building once again.
- The Friends have collected signatures to a petition from visitors to Mona Vale and from the membership of the Friends of Christchurch Botanic Garden and Canterbury Horticultural Society supporting the restoration of the Bathhouse.



Submitted by
Jane Cowan-Harris

President
Friends of the Christchurch Botanic Gardens Inc.
Phone: 
Email: 



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Friends of the Christchurch Botanic Gardens Inc
PO Box 73036, Orchard Road, Christchurch 8154
New Zealand

 friendsofthegardens@gmail.com
 www.friendschchbotanicgardens.org.nz



Friends of the
Christchurch Botanic Gardens

Russel Wedge
Team Leader
Parks Policy and Advisory
Christchurch City Council

Tuesday 23 July 2019

Letter of Support: 'An Expression of Interest for the Mona Vale Bathhouse'

Dear Russel,

The friends of the Christchurch Botanic Gardens Inc. are the key support group for the Christchurch Botanic gardens including Mona Vale. We therefore strongly support the aims of the Botanic Gardens which state; the Christchurch Botanic Gardens 'is foremost in celebrating and presenting plant diversity through collections and programmes, including promoting the relationship that people have with plants' (Christchurch Botanic gardens Spatial Plan, 2017, p.5).

We would like you to give priority to the expression of interest from **Nicky Brown, Team Leader Heritage Parks & City Centre**, to reinstate the special collection of 'Hardy Tropical Plants' to the Bathhouse.

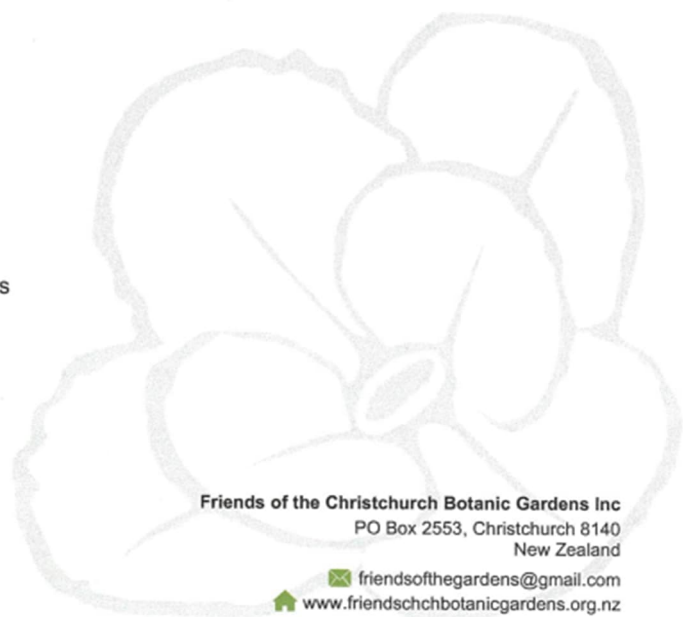
We believe that this is an important botanical collection which supports the Cunningham House tropical collections in the Botanical Gardens and we believe that the Bathhouse would be an ideal building to promote and present this collection to the public.

The Friends of the Christchurch Botanic Gardens are strongly in favour of the Bathhouse being returned to the curatorship of the Mona Vale staff of the Botanic Gardens and for the public to have open access to this beautiful heritage building and a valuable collection of plants once more.

Sincerely




Jeanette Christensen
President
Friends of the Christchurch Botanic Gardens



Friends of the Christchurch Botanic Gardens Inc
PO Box 2553, Christchurch 8140
New Zealand

 friendsofthegardens@gmail.com

 www.friendschchbotanicgardens.org.nz



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Friends of the
Christchurch Botanic Gardens

We need your Help

The Friends of the Christchurch Botanic Gardens Inc. are advocating for the restoration of the Mona Vale Bathhouse which has not been repaired since the earthquakes.

The funding for this project was approved in 2017 however other priorities have shifted the Bathhouse restoration back to 2029 on the Christchurch City Councils Long Term Funding Plan.

The Friends are concerned that the Bathhouse will deteriorate in this time, the cost of repair will increase rapidly, and the public cannot enjoy this beautiful historic building.

If you would like to support the Friends of the Christchurch Botanic Gardens submission to the Council, please sign here.

Name	
Wendy Divine Glenn Lemon MURRAY LEMON	
Roz Burnsides	
Cecilia Kigg	
Beth Woodson	
Stacey Milne	
Gail Mathie	
Kylie Woodson	
John Currie	
Charlotte Jackson	
Toni Attwood	
Andrew Bennet	
Ross Curran	
Debbie Bevins	



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Friends of the Christchurch Botanic Gardens Inc
PO Box 73036, Orchard Road, Christchurch 8154
New Zealand

 friendsofthegardens@gmail.com
 www.friendschbotanicgardens.org.nz



Friends of the
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Need 13
45 mins

NAME SIGNATURE MOBILE

Pamela Mooi
Kenneth Grant

*Margot Persson

Vanessa Evans

Debbie Hau

Gina Bonisch

Viv Roberts

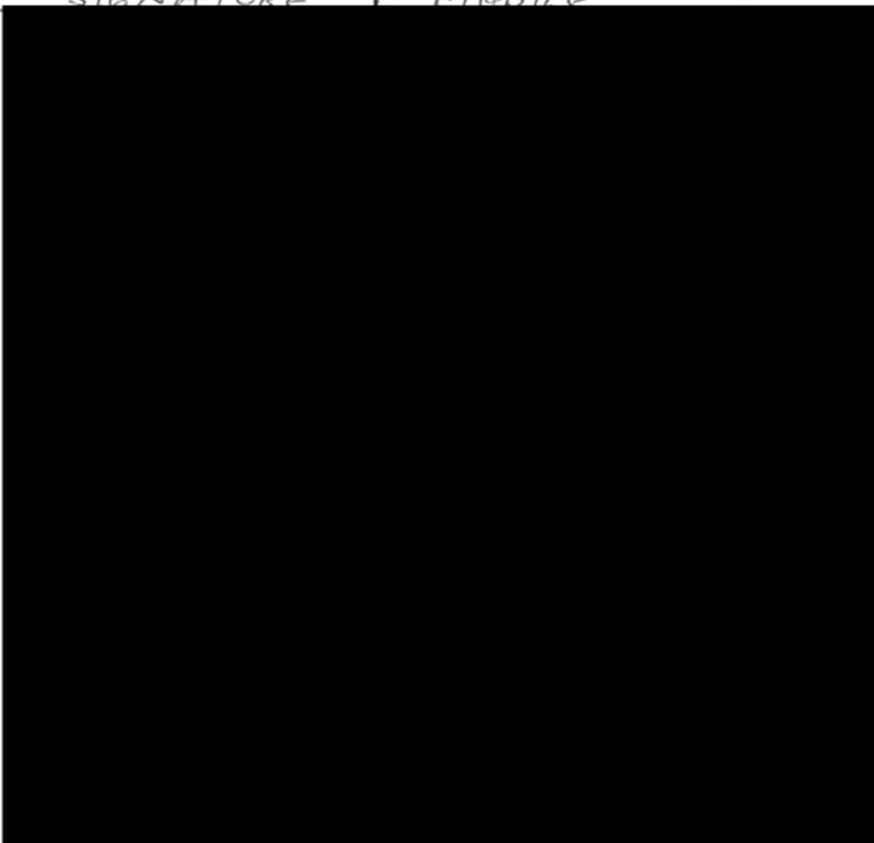
Ray Sleeman

Josh Sleeman

KAREN O'BYRNE

R. Bowen

R ANDERSON



Friends of the Christchurch Botanic Gardens Inc



Friends of the
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If you would like to support the Friends of the Christchurch Botanic Gardens submission to the Council, please sign here.

NAME

SIGNATURE

Janez Sid

Gerald Tisch

Bella Armstrong

Callum Mackay Peters

Juheaia Findlay

Brittany Findlay

Jongyeon / Frew

W. Jew

GEORGINA VINEY

Anahei Hawkins

PATRICIA BOYCE

JEREMY GONZALEZ



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Friends of the Christchurch Botanic Gardens Inc
PO Box 73036, Orchard Road, Christchurch 8154
New Zealand

✉ friendsofthegardens@gmail.com
🏠 www.friendschbotanicgardens.org.nz


<u>Name</u>	
Alison Tait	
David Tait	
Edie Bennet	
Brenda Dyck	
mahalia Dyck	
Maxine Dargles	
Susan Lawrence	
Michael Lawrence	
Ian Oxley	
Ray McTeigern	
Neil Fleming	
Chris Coster	
Bernadette Huat	
Tatjana Parsons	
Alan JONES	
Kaye Fleming	
Amama Thornley	
Diana Madgin	
GRAHAM CHICK	
Bill Whitmore	
Barbara Brailsford	
Marilyn Yee	



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Friends of the Christchurch Botanic Gardens Inc
PO Box 73036, Orchard Road, Christchurch 8154
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 friendsofthegardens@gmail.com
 www.friendschbotanicgardens.org.nz

<u>Name</u>	
Caitie Yee Michelle Harris	
James Harris	
Rebecca Bright	
Justine Peere	
KAYE MCCENZIE	



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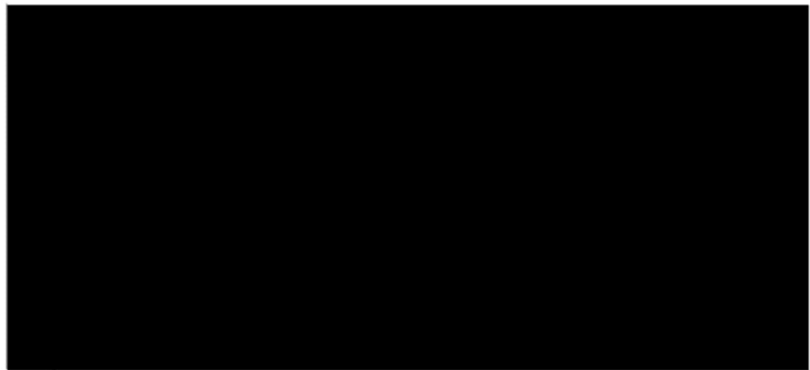
Friends of the Christchurch Botanic Gardens Inc
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New Zealand

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NAME	SIGNATURE	DATE
Rachel Bacon		
Claire Touey		
Naomi Hilliam		
Deanna Sara		
JEN MARSH		
Alison Patterson		
David Patterson		
Paul Bacon		
Ben Hilliam		
Ruth Parkyn		
Olivia Doig		
Scott Stewart		
Katie Stewart		
Robyn McNeill		
Jennifer McLachlan		
Julie Hayes		
John Hayes		
Kathy Archer		
Masoumeh Shiran		
Rima Rai		
Nicki Hartland		
ALBA CRISAN		
ECATERINA RADU		

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Dana Fratila
Elizabeth Bryce.
Kiri Lodenacoe
Jeanette Christensen





Friends of the Christchurch Botanic Gardens

Survey sent to the Friends of the Botanic Gardens via email

The Friends of the Christchurch Botanic Gardens Inc. are advocating for the restoration of the Mona Vale Bathhouse, which has not been repaired since the earthquakes, to get underway as soon as possible.

The funding for this project was approved in 2017. However other priorities have shifted the Bathhouse restoration back to 2029 on the Christchurch City Councils Long Term Funding Plan.

The Friends are concerned that the Bathhouse will further deteriorate in this time, the cost of repair will increase rapidly, and the public cannot enjoy this beautiful historic building.

If you would like to support the Friends of the Christchurch Botanic Gardens submission to the City Council, asking for the restoration project to be brought forward again, please reply to this email and include your name.

Yes, I/We support the Mona Vale Bathhouse restoration project being brought forward again.

Name

Irene Blair
Margaret Metherel
Neil Drain
Lesley Clouston
Nedra Johnson
Paul Sapsted
Jill Price
Sally Price
Victoria Stephen
Gillian Taylor
Ray King
Ray McTeigue
Dudley Johnson
Wendy Johnson
Gina Park
Grant Read
Linley Read
Sharnae Beardsley
Canterbury Horticultural Society
Roy Edwards
Rachel Woods
Marina Sew Hoy
Graham Martin

John Thacker
Gavin Bishop
Vivien Bishop
Pat Whitmore
Joanne Harris
Pat Pilkington
Catherine MacKenzie
Innes Schoenberger
Anthony Mitchell
Maire-Therese McRae
Laura Jones
Jane Ryder
Margaret Long
Bernadette Hunt
Rose Isbell
Claire Mulcock
Clare Fitzgerald
Barbara Russell
Tatjana Parsons
Marilyn Downwood
George Downwood
Wendy Hollyer

**Extinction Rebellion Ōtautahi
Submission on Annual plan to Christchurch City Council**

Last year Mayor Dalziel told a group from School Strike for Climate, "Yes we are not doing enough," on the forecourt of the council buildings. What will the Mayor and councilors be able to say this year? There are already areas the council is being challenged on, for example, the proposed Tarras Airport and the construction material choices for the Te kaha Stadium. The Christchurch City Council declared a climate crisis years ago now. What more can the council do?

The evidence from the IPCC has been updated and shows the urgency required for action on the climate crisis. The city council needs to reflect this by increasing the urgency with which it tackles the climate crisis. If we are to meet the council's goal of halving emissions by 2030, we need to ensure all spending and infrastructure work is consistent with this goal.

Cycling Infrastructure

We are thrilled that the City Council is continuing with its roll out of cycling infrastructure. It is very important that this continues and not just because of the climate crisis. The cost of living is ever increasing and cycling does present a low cost form of transport. It is important that this is a genuine and safe option for people. This will need to increase in scale as it is still very small compared with the spending on roads. In addition, more will need to happen to make walking an attractive alternative as well. Many streets have narrow footpaths and the traffic moves very fast in this city.

Car and truck traffic needs to reduce every year. For this to be possible, everyone needs the option of using safe routes for cycling and other active transport modes.

Community Infrastructure

In addition it is great to see the council continuing to provide and build community infrastructure such as swimming pools. This is excellent for building a sense of community and community resilience to increasing extreme weather events. Of course it has the added benefit of making journeys shorter. Even if a family still drives to the swimming pool; if the swimming pool is 2 km away this is much better than driving 10 km across town to the pool.

Public Transport Infrastructure

One thing which does need to be considered however is the state of the city's bus "shelters." We are increasingly encountering extreme weather events and the existing "shelters" often provide very little actual shelter. This is just as important on a very hot day as it is on a rainy or windy day. Good bus shelters have at least three walls and a roof. More comfortable places to wait for a bus would increase patronage. This is not just good for the climate, it also addresses inequities in society as it is predominantly those on low incomes who use public transport.

Playgrounds

In addition, if this council is serious about becoming a livable city where people use active transport and public transport then more basic amenities are very important. For example, every playground will need public toilets and a drinking fountain. Often, if a playground does not have a toilet or drinking fountain it becomes far more difficult to access and use and also far more difficult to live without a car. A kid can have a mimi in the bushes but it is far less socially acceptable for an adult to do so. The magic of a car is that you can get home very quickly if you need to use the toilet. This is not the case if you are on foot. More public toilets and more drinking fountains would make active transport more appealing.

The Arts Precinct

We want to add our voices to the growing call to reserve space in the "arts precinct" for community focused arts infrastructure. While the Theatre Royal and the Court Theatre are wonderful institutions they do not provide an accessible venue for upcoming, developing and experimental performers in Ōtautahi Christchurch. Art is an important part of discussion about the society we want and the best way to achieve this is to support genuine community forms of the performing arts.

Public Education and Advocacy

The Council can also choose to help inform our community about the realities of Climate change. Weather patterns changing and extreme weather events are becoming an annual event. The hopes and visions we have for Christchurch will need major changes to our energy use, our food production, our travel choices, our approach to poverty.

We would like the Council to encourage the Government to inform us all of the importance of the decisions they will be making and the reasons for their actions. We can be confident of their ability following the extensive performance on their management of the covid pandemic. We also ask the leaders of this city to encourage the Government to move faster in enabling the many changes necessary. As things stand without URGENT ACTION we and our immediate neighbors are in serious risk. We urge our councilors to look at the IPCC reports, sufficiently to really appreciate our responsibilities for the planet.

Council Owned Companies

We need the Council to urgently require the companies it owns to create plans for year on year emissions reductions beginning now and to insist that they abandon any plans to expand high-emissions activities. For this to have meaningful effects on the climate emergency, this needs to take into account not only the companies' direct emissions, but also the emissions they enable. This includes, for example:

- Directing Christchurch International Airport Limited to provide a plan for fewer arrivals, departures and less aviation fuel each year, starting now.
- Lyttelton Port Company needs to create a plan for stopping support for shipments of coal via Lyttelton Harbour, ideally with a complete ban within a year. A minimal serious approach would at least signal an end to coal shipments before the end of this decade, reducing each year from now with a clear end well before 2030.

We are aware that this would have financial implications and may require legislative change. The Council will need to adapt its budget to accommodate a rapid end to profiting from fossil fuel use. It will also need to advocate for any changes needed from central government.

Council Housing

The annual plan shows a very small investment in council housing. This is deeply worrying in the middle of a housing crisis. While price increases have stagnated in some parts of the country, this is not the case here. The council needs to increase its investment in council housing providing for the vulnerable members of our community. It is troubling that there is more investment in a stadium than there is in council housing during a climate crisis.

Supporting information re: IPCC Reports

IPCC Sixth Assessment Report: Impacts, Adaptation and Vulnerability

- **Headline Statements:**
<https://www.ipcc.ch/report/ar6/wg2/resources/spm-headline-statements>
- **Summary for Policy Makers:**
https://www.ipcc.ch/report/ar6/wg2/downloads/report/IPCC_AR6_WGII_SummaryForPolicymakers.pdf
- **Video message by UN Secretary General at the WGIII AR6 press conference**
UN Secretary General António Guterres
<https://www.youtube.com/watch?v=EaZRvli9fgQ>

Our Draft Annual Plan 2022/23

Submitter Details

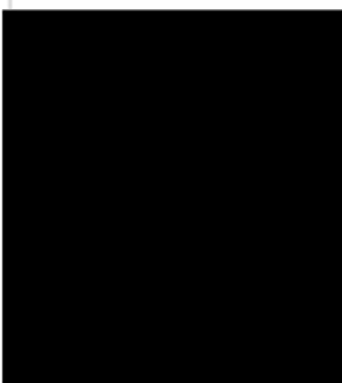
First name: James Last name: Barber

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

Extinction Rebellion Ōtautahi

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).

Feedback

1.6 Any further comments

Kia ora koutou

Our submission is in the attached word doc.

Ā mātou mihi nunui

James Barber

Extinction Rebellion Ōtautahi

Our Draft Annual Plan 2022/23 from Barber, James organisation: Extinction Rebellion Ōtautahi behalf of: Member 298

Attached Documents

File
CC Annual plan submission XRO

Our Draft Annual Plan 2022/23

Submitter Details

First name: James Last name: Barber

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

Postal address:

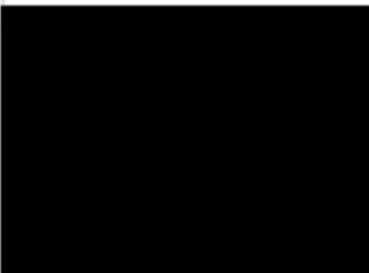
Suburb:

City:

Country:

New Zealand

Postcode:




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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 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)?

It's great that the City Council is continuing with its roll out of cycling infrastructure. It is very important that this continues and not just because of the climate crisis. The cost of living is ever increasing and cycling does present a low cost form of transport. It is important that this is a genuine and safe option for people. This will need to increase in scale as it is still very small compared with the spending on roads. In addition, more will need to happen to make walking an attractive alternative as well. Many streets have narrow footpaths and the traffic moves very fast in this city.

One thing which does need to be considered however is the state of the city's bus "shelters." We are increasingly encountering

Our Draft Annual Plan 2022/23 from Barber, James

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extreme weather events and the existing "shelters" often provide very little actual shelter. This is just as important on a very hot day as it is on a rainy or windy day. Good bus shelters have at least three walls and a roof. More comfortable places to wait for a bus would increase patronage. This is not just good for the climate, it also addresses inequities in society as it is predominantly those on low incomes who use public transport.

In addition, if this council is serious about becoming a livable city where people use active transport and public transport then more basic amenities are very important. For example, every playground will need public toilets and a drinking fountain. Often, if a playground does not have a toilet or drinking fountain it becomes far more difficult to access and use and also far more difficult to live without a car. A kid can have a mimi in the bushes but it is far less socially acceptable for an adult to do so. The magic of a car is that you can get home very quickly if you need to use the toilet. This is not the case if you are on foot. More public toilets and more drinking fountains would make active transport more appealing.

1.6 Any further comments

There look to be very exciting community focused plans for a community performance space in the arts precinct. It would be great if the Council listened to the arts community and provided a space for genuine community performances. The Theatre Royal and the Court Theatre are great institutions but due to the constraints of running a large theatre cannot provide space for more experimental performing arts.

Finally more needs to be budgeted to tackle the challenges faced by people in and need Bromley and the waste water treatment plant. I am writing this with a very impressive number of flies buzzing around my head, part of that will be climate change and an unusually warm Autumn but another part will be the fire last year. The problems with the site need to be taken seriously and the community needs to be listened to.

Attached Documents

File
No records to display.

Our Draft Annual Plan 2022/23

Submitter Details

First name: Jeff Last name: Clark

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

1.5 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)?

The vacant space between the Isaac Theatre Royal and the site for the new Court Theatre is a fantastic opportunity for the city and Performing Arts Precinct as a whole. I would love to see development of this space made in partnership with the arts community, I believe a coalition of groups are already preparing submissions to make in May.

Our Draft Annual Plan 2022/23 from Clark, Jeff

301

What I am most excited about is the concept of an outdoor amphitheatre space that can be used by a variety of groups/individuals. Festivals such as the World Buskers Festival, Polyfest, KidsFest, Lantern Festival, Tīrama Mai, Arts Festival, Jazz Festival and more would be lined up to use the space as soon as possible - located near the square and opposite Turanga makes it hugely accessible to all aspects of the community. The existing facilities (the ITR, Court Theatre, Piano etc) will easily find uses for the space to promote/publicise their activities. Primarily, an amphitheatre makes the arts more inclusive/accessible to all instead of cloistered behind grandiose buildings.

As part of this development, I feel the PAP can be enhanced by fully embracing the opportunity presented with the space. Creating space for art/gallery/rehearsal space, food trucks etc would broaden the appeal to the community. I would also suggest pedestrianising (or at least limiting only to bus/taxis/commercial vehicles) the section of Gloucester St between Colombo & Manchester Street for increased accessibility.

Above all, I would urge the Council to develop the space in partnership with the arts community and involve organisations such as GapFiller, Green Lab, Little Andromeda, Ōtautahi Creative Spaces, MAP, The White Room, Purapura Whetu, Christchurch Museum, and more!

Attached Documents

File
No records to display.

Our Draft Annual Plan 2022/23

Submitter Details

First name: Greg Last name: Partridge

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)?

Provided it isn't squandered or spent on work that then needs to be redone to correct foolish ideas (ie, the High Street Tuam Street intersection with the massive overkill of traffic light controls that have proven to be completely unnecessary) then I don't have an issue with the rates increase. Having said that, the volume of hidden costs in council consolation fees involved with projects is excessive. Why are you charging it out at such a high rate when you have Staff to do that work.

That money should be spent in the city to improve the quality of roading, rain garden green infrastructure and the planting street trees, rather than being wasted on "administrative costs".

Our Draft Annual Plan 2022/23 from Partridge, Greg

329

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)?

More investment needs to be put into the construction of rain gardens when roads are being built or significant repairs are being made to roads, along with a huge amount of money being invested in the planting of street trees in order to rapidly increase the declining tree canopy coverage of our city, and to mitigate against the effects of climate change and global warming.

CCC should be mindful of the benefits of trees that are listed on your own website, rather than simply greenwashing with PR spin after having declared a Climate and Ecological Emergency in our city, and the both the Mayor and Chair of ECAN backing the National Park City campaign.

The time to plant trees is now, not in years time. There is no time to waste!

Yes to planting more trees in parks too, but don't relegate trees just to parks, they need to be protected on private property also.

A moratorium should be immediately implemented banning developers from clear felling sites of trees, and not being able to cut any down until Council inspectors have been out to the sites, assessed the trees, and said yes or no to any trees being felled.

The idea that the Council will introduce a "levy" which would allow developers to cut trees down is the antithesis of everything the declaration of a climate and ecological emergency represents. For the Council to even consider that is reckless at best when there is so much international evidence that proves that trees in residential and urban centres not only clean the air, but they also reduce the air temperature and prevent urban heat islands from developing, and therefore contribute towards battling global warming.

A developers profits or financial greed, should not come before the environment, not now, nor into the future! Yes there is a need for housing, but there is an even greater need to stop the city being stripped bare of trees for the sake of the health of the planet and the children of today who face an ever increasingly uncertain and potentially very dangerous future environmentally.

Attached Documents

File
No records to display.

From: Kelly, Samantha
Sent: Wednesday, 20 April 2022 10:23 AM
To: CCC Plan
Subject: CCC annual plan submission for a redreamed city

466

[REDACTED]

Subject: URGENT CCC annual plan submission for a redreamed city

Kia ora koutou

I missed the deadline for making submission, but would ask for leave to make a late submission and even appear at hearing. I have been overwhelmed with all kinds of council business – I never have time to invoice for – Akaroa and Wainui wastewater treatment, Halswell subdivision wetland protection, Kaitorete Spit, tree valuation policy report, Taggart Reserve, Orana park carbon and biodiversity, AvOn, Opawaho Network, global city nature challenge (starts next Friday) – to name a few.

In one sense, it is nothing you haven't heard before ...

BUT it is more urgent than ever if we want to see Otago-Christchurch raise itself up and be worthy of 2nd city status in Aotearoa and indeed be a NZ and world leader in innovation, caring, inclusiveness, creativity and kindness – across all well-beings. Every time I hear the news, apart from global meltdown, it is all about Auckland and Wellington (Peter Gluckman made a big thing about making Auckland great and, yes, hooking that to it being a National Park City). Now where have I heard that we could actually be the first in the country! Also there is a big movement for Lower Hutt to build a cool \$40 million ecosanctuary, to add to the half dozen they already have in southern North Island – connecting people to their iconic wildlife. Canterbury has none!

We are not going back to BAU. The world has reached a turning point. To survive and prosper, we need to change our ways and do things differently – starting now. We can be the first National Park City in the country – once we have mana whenua approved name (an international brand for slow tourism and for our people to show nature belongs within us as well as in remote mountains where only a privileged few get to) - underpinned by an eco-sanctuary, the first urban great walk in country, the largest urban wetland, a geopark on our doorstep, sculpture parks, home grown talent-fuelled fusion concerts, ... just as examples of how we need to be aspirational and think outside the square.

I could go on, as I usually do

Please can we do heaps better and not get buried in pot holes. Pot holes in fact add character and biodiversity to a place, as does urban wild – within a tidy frame of course (as Joan Nassauer describes).

We can do so much more in this last few months of this term. We have The Press on our side – let's reach out and tell the world we exist, and have the expertise, experience and compassion to even influence world events for peace in our time.

Kindness

Colin Meurk - ONZM, PhD, Civic Award, Old Blue Award, Loder Cup, Ecology in Action Award (NZ Ecological Society), Green Ribbon for Travis, Golden Foot Award for 360

here every year, and I think the vast majority support this notion.
Our Draft Annual Plan 2022/23 from Bell, Michael organisation: Little Andromeda behalf of: Director. We host hundreds of performers
bands can rehearse, let's make it friendly for food trucks so people that aren't in the \$20-\$40 restaurant meal market can get cheap eats, let's put some public toilets there for everyone to use any time but also make it easy for festivals to operate, and let's make it all temporary so it's quick, cheap, easy and allows the next generation/s to have a swing at that land in the future, when cultures change and new needs are identified.

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This would be built and owned by the council to allow for future options, but you can do this in conjunction with a lot of established arts and placemaking groups in Ōtautahi that will happily help make sure this is set up and used well.

Attached Documents

File
No records to display.

Our Draft Annual Plan 2022/23 from Morgan, Josiah

221

Our Draft Annual Plan 2022/23

Submitter Details

First name: Josiah Last name: Morgan

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

1.5 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)?

In May, the Council will hear a detailed proposal from a coalition of arts organisations including The White Room Creative Space for a fit-for-purpose, diverse, inclusive, community-led use of the performing arts precinct land.

The White Room is a creative space largely supporting people with intellectual disabilities, but also supporting anybody facing an access barrier to the arts. We support the inclusion of an outdoor amphitheatre for low-cost

Our Draft Annual Plan 2022/23 from Morgan, Josiah

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public performances in the performing arts precinct land alongside fit-for-purpose spaces to use as studios, classrooms, workshops, and exhibitions. A free-to-use free-to-access set of studios and galleries will uplift the mana of the *diverse Ōtautahi artistic community* beyond those currently represented in the Performing Arts Precinct. The inclusion of an outdoor amphitheatre will assist in making theatre accessible to all.

We are extremely excited by the possibility of an arts space that serves everybody in Ōtautahi, especially when one considers that an accessible use of arts precinct land with high levels of foot traffic will naturally boost economic activity and visits to other parts of the Performing Arts Precinct and nearby eateries, businesses, libraries, etc.

We also implore you to consider pedestrianising Gloucester street between Tūranga and the arts precinct. Pedestrian areas are inherently more accessible for people experiencing both intellectual and physical disabilities.

Attached Documents

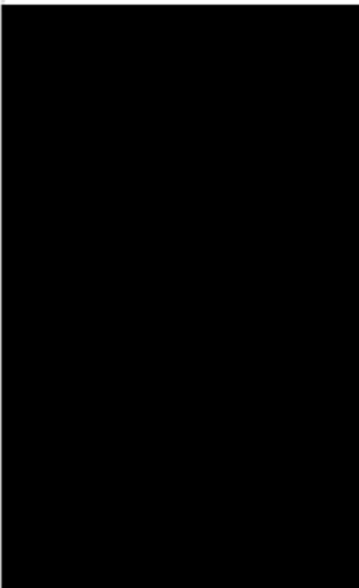
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No records to display.

Our Draft Annual Plan 2022/23

Submitter Details

First name: Georgie Last name: Sivier

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

1.5 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)?

I would love to see the space between the new court theatre site and the ITR developed into an outdoor performing arts space that can be utilised by all performing arts organisations and individuals. I believe this fits in well with the intended use of the space (being in the arts precinct). An outdoor performing arts space that is accessible and attractive for foot traffic is essential to create a creative atmosphere in that space. Take 'Our Place' in Tauranga (a fixed term project that was so successful it's moving to Auckland!) or the performing arts arcade in Wellington that happens annually as an example of what these spaces can achieve. An outdoor performing arts space would work well with what's already happening in that area (take the creative activations on New Regent Street for instance) and is also a great way to ensure events can still run in almost all covid-19 restriction levels.

Our Draft Annual Plan 2022/23 from Sivier, Georgie

213

Attached Documents

File
No records to display.

Our Draft Annual Plan 2022/23

Submitter Details

First name: Nataliya Last name: Oryshchuk

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

NO Productions Theatre

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

Director



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 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)?

I believe that the (currently vacant) space in the future Arts Precinct should be utilised to offer Christchurch communities a chance to experience diverse local artistic works. I think that having an open stage, smaller studio spaces, exhibition space, workshops and co-working spaces for local creatives and communities would be great for revitalizing our central city.

Diverse community arts spaces in the Arts Precinct would greatly add to the overall image of Christchurch as a vibrant city of arts and culture, and provide local creatives with more opportunities to connect, develop and grow. It will definitely contribute not only to cultural and artistic diversity but also to the overall wellbeing and inclusivity of our communities.

Attached Documents

File

No records to display.

Our Draft Annual Plan 2022/23 from Crone, Charlotte

344

Our Draft Annual Plan 2022/23

Submitter Details

First name: Charlotte Last name: Crone

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

Postal address:

Suburb:

City:

Country:

New Zealand

Postcode:

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 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)?

I'm looking forward to seeing a community led arts space to emerge on the land provided for the Performing Arts Precinct. It should be suitable for a wide range of art forms and practices to develop and present and what I'm hearing about an outdoor amphitheatre sounds amazing! The Christchurch Big Band Festival (which is supported each year by CCC) would definitely make use of this space, not to mention scores of other groups and festivals. Please listen to these ideas!

Our Draft Annual Plan 2022/23

Submitter Details

Submission Date: 18/04/2022

First name: Marc **Last name:** Duff

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

Greater Hornby Resident

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

24,200

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

We are disappointed that as Councilors you "did not stick to your game plan", presented back to the City Council Meeting on the 24 February 2022 there was a proposed rates increase proposed of 4.92% and coming in under the proposed Long Term Plan expected rates increase. This was achieved by no drop in proposed standard of services and still an ambitious capital program.

What we saw on the 24 February 2022 was a shopping list from some Councilors of additional expenditure seeing additional funding for projects in their areas ironically in election year. In Hornby we feel we have to fight for any expenditure in our area for eg we were last to get a pool facility and upgraded library.

We would have liked to see the budget as adopted with a 4.92% increase and more robust debate when the Long Term Plan is next up for debate.

1.2 Revenue, spending and borrowing

We struggle to understand why consents processing increased cost is not covered by increased revenue that covers all the expenditure. Do our processing charges of resource consents not cover our costs?

1.3 Revenue and Financing and Rates Remission Policies

No Comment

1.5 Capital Programme

With proposed High Density Housing proposed for our area we are deeply concerned on the pressure this will place on our already struggling infra structure and services. Amyes Road is a classic example that is requiring ongoing roading repairs of repairs on repairs yearly. It is the total infrastructure we are worried about i.e Sewage, roading, waterways, footpaths and parks etc. No April Fools joke but Hornby may soon be in need of a City Council Carpark. Retail staff at the retail outlets see parking at Denton Park continually full and no parking for Park Users, Tower Street and many surrounding streets are continually used by retail staff and new retail projects are due to be completed later this year. We strongly encourage staff to push High Density Housing in our central city ahead of suburbs if they are serious about creating a vibrant central city.

1.6 Further Comments

Quarries is a major concern in our area as the creep of the quarries nearer and nearer to housing continues, we would like to see a bigger drive to using aggregate from the rivers and for flood protection measures as well. We feel it is only fair to warn the Christchurch City Council to not accept "gifted land" back from quarry operators when they have finished on a site. This will lead to ongoing costs for the rate payers.

We strongly would ask the City Council to reverse the decision to put the property at 151-153 Gilberthorpes Road up for sale. We are aware of many groups that won't to use this site. Hornby has no Multi Culture Centre and two groups wanting to move into this site meet that criteria. The need for space in Hornby from groups and organisations in our area is immense including the Hornby Community Centre that is bulging at the seams and we look forward to Councilors support when the Hornby Library moves out of its current site for this building to be transferred for use by the Hornby Community Center. He Tangata, He Tangata, He Hangata.

Bishopdale Mall and safety of pedestrians in the budget is great for this area but we have pushing for some time for funding and a footpath/cycle access way to be put in place between the Hub Hornby and Hornby Mega Centre i.e. Countdown and Mega Mitre 10. We have the new Hornby Railyard Retail and Hospitality Complex due to be completed this year that will put further increase in this area.

It was interesting to see City Councillors criticise Kiwi Rail for their delay around Cycle Ways yet we have been waiting for over a year now for a safety report that was promised to us as a community directly on the Gilberthorpes Road/Parker Street/Waterloo Road. This report was promised to us before the proposed Cycleway goes through this intersection and hope the City Council keep their promise on this.

Thank you for the work on the Consultation unit we would still like to see when we click on a bubble though that it actually gives more detail on what the project expenditure is for. For example there was funding for Shand's Road improvements research on a bubble for \$1.1 million, significant expenditure with no explanation that we had to email Council staff to ask What, When, Why?

Attached Documents

File

No records to display.

Our Draft Annual Plan 2022/23

Submitter Details

First name: Lindsay Last name: Chan

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

Postal address:

Suburb:

City:

Country:

New Zealand

Postcode:

Daytime Phone:

[Redacted]

Ethnicity:

[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).

[Redacted]

Feedback

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)?

First, I feel like I follow CCC and what's happening fairly regularly. I'm not sure what's going on with the smell in Christchurch and what's being done to address it.

Secondly, the original reason why I am actually writing in is in support of the local arts precinct, specifically the proposal Michael Bell and Nathaniel Herz- Edinger are putting together. I am not artsy or in the arts community. I

Our Draft Annual Plan 2022/23 from Chan, Lindsay

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know of this plan because I work out of the Green Lab's co-working space Understorey. I am a permanent resident there. I am distantly related to the arts community in some way because I used to map out street art in Christchurch.

However, what I like about Michael and Nathaniel's plan is that they are putting real thought into, have drawn out a diagram and are getting people involved. For me, it's important that an inclusive space is created. Inclusive means bringing in people who are not of the artsy type. I believe Michael can make this happen. Myself as someone who is not originally from New Zealand, Christchurch and is not white, it can be a lot of work. There's a lot to be celebrated in Christchurch, but sometimes it can be hard to find, isn't accessible or is intimidating to go to by yourself.

Michael has a proven track record. He also has the network and drive. I remember what it was like when I was active in the community space trying to make things happen. It's a lot of work, and it wears you down. These guys are going strong and with some great ideas like:

- Working with the community to build a community arts centre in the arts precinct
- Putting resources into a community-led arts precinct
- Making the arts precinct inclusive for everyone
- Having fun in the arts precinct without spending lots of money
- Pedestrianising Gloucester between Tūranga and the arts precinct?
- Building an outdoor amphitheatre in the arts precinct
- Funding for a culturally inclusive arts precinct

And don't forget the co-working space!

1.6 Any further comments

It was great to see a local street art festival here this year and to see who the parties were who were involved. I'm pretty happy with the work you guys have done getting the bike lanes in too. Thank you.

Attached Documents

File
No records to display.

Our Draft Annual Plan 2022/23 from Brown, Ian organisation: Cracroft Residents Association behalf of: Secretary

Our Draft Annual Plan 2022/23

Submitter Details

First name: Ian Last name: Brown

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

Cracroft Residents Association

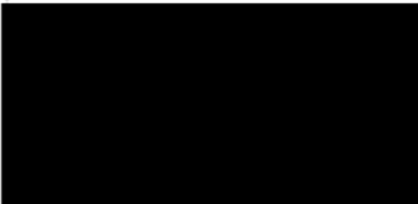
Your role in the organisation and the number of people your organisation represents:

Secretary

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

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

Our submission see below.

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

Our submission see below

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

Our submission see below

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 submission see below.

Our Draft Annual Plan 2022/23 from Brown, Ian organisation: Cracroft Residents Association behalf of: Secretary

1.6 Any further comments

Dear Mayor Lianne Dalziel and councillors

Firstly thank you for this opportunity to provide feedback on the 2022/23 draft annual plan.

The Cracroft Residents' Association would like to thank you for the work you have done to place traffic lights at the Cashmere/Worsleys/Hoon Hay intersection.

These lights have made a huge difference to the safety of cyclists and pedestrians in the suburb and have also made it easier for us to exit the suburb in vehicles. Thank you.

However, the association believes there is more work to be done to improve the safety of cyclists and pedestrians in the area.

We have wonderful separated cycleways on Sparks Rd and also the Nor'West Arc cycleway, which starts at Princess Margaret Hospital, but the links to them from Cracroft and also Westmorland are non-existent.

There are a number of children in Cracroft and also Westmorland who cycle to schools including Cashmere High School and Christchurch South Intermediate.

We are asking that you put a cycleway, or at the very least painted cycle lanes down Cashmere Rd from the Worsleys intersection all the way down Hendersons Rd where it links up to the Quarryman's Trail on Sparks Rd.

We also have a number of keen walkers in the area who love to walk to the new stormwater basin facility on the corner of Hendersons Rd and Sparks Rd. However, to get there from Cracroft and Westmorland, pedestrians have to tramp across long grass on the side of the road.

There is no footpath around the Cashmere Rd/Hendersons Rd bend but there appears to be plenty of room to put in a shared path in this area.

We love this new stormwater facility in our area, so please make it safer for us all to get the most out of it.

We also note you have painted cycle lanes on Cashmere Rd around the Shalamar bend by the Cracroft Guiding Centre, and this is a good improvement. However, this bend is still a dangerous area to cycle around.

It would be great if a solution to this could be found also.

Our Draft Annual Plan 2022/23 from Brown, Ian organisation: Cracroft Residents Association behalf of: Secretary

215

Yours sincerely

Cracroft Residents' Association

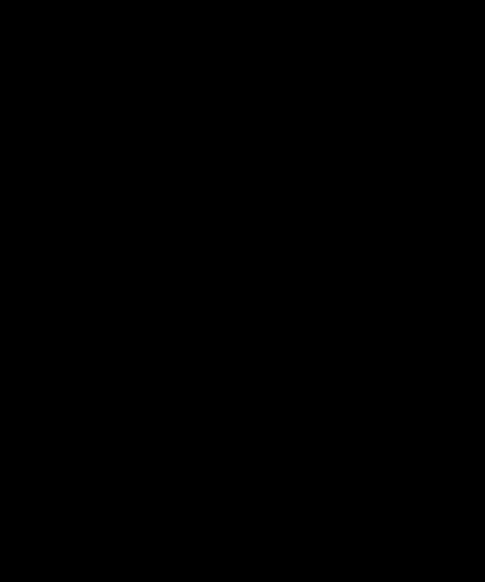
Attached Documents

File
No records to display.

Our Draft Annual Plan 2022/23

Submitter Details

First name: John Last name: Purdie



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).

[Redacted phone number]

Feedback

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)?

Sutherlands Road/Sparks Road Intersection

To whom it may concern. The intersection that encompasses Sutherlands Rd, Sparks Road and Milns Road is a critical health and safety issue. My wife and I cross this intersection on foot most days and it is incredibly dangerous. It is only a matter of time before someone is killed. It is particularly dangerous crossing to Sutherlands Rd from Milns Rd side where visibility is poor and cars appear from nowhere speeding around the blind sweeping corner. The corner on Milns side has perpetual flooding/deep mud in the berm, creating a slipping hazard as you sprint across. Once on the Milns Rd side, in order to get to the safety of the footpath that starts on the corner of Six Silvers Ave, you have to navigate the muddy edge of the road on the left, sharing the road with vehicles. Cars turning from Sparks Rd onto Milns dash through gaps in the traffic and have a much greater than 90 degree sharp right turn with potential to lose control in the constant mud/leaves on the road. It's not a great place to be as a pedestrian as they often pass less than a metre from you. The constant tyre marks in the verge are testament to the loss of control here. We tend to run

Our Draft Annual Plan 2022/23 from Purdie, John [REDACTED]

to the safety of the pavement a couple of hundred metres on with the cars bearing down behind you. Sometimes you have no other option other than to hop through mud and puddles. There is room for a path here, the trees currently just shade the road and rubbish is often dumped in them. Heading back the other way towards Sparks, at least you are facing the traffic. The other side of Milns is slightly wider but usually wet, slippery and no path. Crossing from Milns to Sutherland is a bit of a game of Russian Roulette. You find the optimal place with best vision both ways and quickest path to the Sutherlands corner berm. When traffic clears you step out, always prepared to retreat hurriedly if a car appears on your right at exactly that time. If you get 2 or 3 steps out with no car appearing, you are normally ok, but the odd one speeds and you have to sprint, not hesitate. The vehicles close in with a combined speed of over 120km/h. With cars only 20 metres on your left trying to grab any gap as they turn right onto Sparks, and 40 metres to your right, cars queued up in Sutherlands also turning right into Sparks also, the decision making is critical. How children, the elderly, a Mum with a pram or someone in a wheelchair would fare, I hate to think. We are a bit land locked here in Sutherlands Rd, Halswell Downs really. We have to take our lives in our hands and walk on a very busy narrow road to get to the shops/facilities a few hundred metres away down Sparks Rd at Halswell Junction. Everyone drives, it is just too unsafe to walk. Why the developers didn't continue the footpath along Sparks Rd from Halswell Junction last year truly beggars belief. We can't get to the domain and greater Halswell on a footpath. The shared cycleway/walkway on Sparks Rd was also stopped 400 metres short of Sutherlands Rd, like it was all just too inconvenient. We can't get to the cycleway without walking a distance on the edge of the road. Even most of Sutherlands Rd berms are boggy in Winter. We are so lucky to live in a gorgeous part of Christchurch and it promises to be amazing but the council is literally gambling with people's lives in not addressing this intersection. We are a community with many young families and older residents and the numerous pre-schoolers are reaching school age. We have a preschool going on the corner of Sutherlands and Sparks. We have a large number of greater Halswell residents navigating this tricky intersection on their walks, enjoying Sutherland's Rd as a route to the Quarry. The fantastic swales around Halswell Downs will only increase that when they open shortly. I've only discussed pedestrian issues here, cyclists and motorists have just as many challenges. Sparks Rd's sweeping 60kmh corner adjacent to Sutherland's Rd is a prime spot for Black Ice after a rainfall and frost in the winter. I've lost traction numerous times. We are in a low lying area and water sits. A roundabout might force traffic to slow. I'd ask for traffic lights but someone decided the cycle path crossing 400 metres up the road was more important. I ask any one of you to stand on the corner of Milns and Sparks Rd and try to cross over multiple times around 5pm or any other busy time. Walk from Six Silvers as cars narrowly avoid you. No footpath on Milns Rd. No footpath on Sparks Rd to the shops at Halswell Junction. No footpath along Sparks Rd to the cycleway. The frantically busy road is our only choice. Multiple lives will be lost if something isn't done asap.

Attached Documents

File
No records to display.

Our Draft Annual Plan 2022/23

Submitter Details

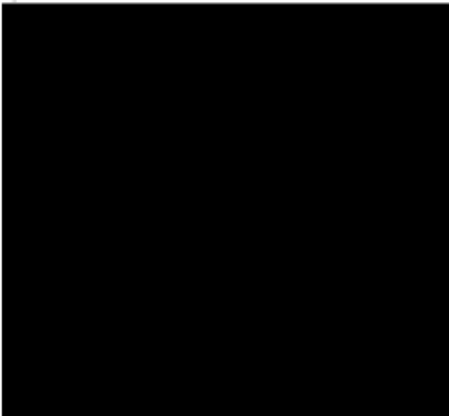
First name: Greg Last name: Partridge

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).

[Redacted phone number]

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)?
Provided it isn't squandered or spent on work that then needs to be redone to correct foolish ideas (ie, the High Street Tuam Street intersection with the massive overkill of traffic light controls that have proven to be completely unnecessary) then I don't have an issue with the rates increase. Having said that, the volume of hidden costs in council consolation fees involved with projects is excessive. Why are you charging it out at such a high rate when you have Staff to do that work. That money should be spent in the city to improve the quality of roading, rain garden green infrastructure and the planting street trees, rather than being wasted on "administrative costs".

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)?

More investment needs to be put into the construction of rain gardens when roads are being built or significant repairs are being made to roads, along with a huge amount of money being invested in the planting of street trees in order to rapidly increase the declining tree canopy coverage of our city, and to mitigate against the effects of climate change and global warming.

CCC should be mindful of the benefits of trees that are listed on your own website, rather than simply greenwashing with PR spin after having declared a Climate and Ecological Emergency in our city, and the both the Mayor and Chair of ECAN backing the National Park City campaign.

The time to plant trees is now, not in years time. There is no time to waste!

Yes to planting more trees in parks too, but don't relegate trees just to parks, they need to be protected on private property also.

A moratorium should be immediately implemented banning developers from clear felling sites of trees, and not being able to cut any down until Council inspectors have been out to the sites, assessed the trees, and said yes or no to any trees being felled.

The idea that the Council will introduce a "levy" which would allow developers to cut trees down is the antithesis of everything the declaration of a climate and ecological emergency represents. For the Council to even consider that is reckless at best when there is so much international evidence that proves that trees in residential and urban centres not only clean the air, but they also reduce the air temperature and prevent urban heat islands from developing, and therefore contribute towards battling global warming.

A developers profits or financial greed, should not come before the environment, not now, nor into the future! Yes there is a need for housing, but there is an even greater need to stop the city being stripped bare of trees for the sake of the health of the planet and the children of today who face an ever increasingly uncertain and potentially very dangerous future environmentally.

Attached Documents

File
No records to display.

From: Robin Schulz [REDACTED]

Sent: Sunday, 24 April 2022 12:27 pm

To: Tomlinson, Ann [REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Subject: RE: Feedback on Draft Annual Plan 2022/23 / 494

Hi Ann

Thank you for facilitating the inclusion of our submission into the Annual Plan process.

I attach the submission including attachments.

Can you ensure that these are included in the information provided to all Councillors.

Can you confirm by email that the submission is received and is included in the 2022 AP process.

I confirm we wish to be heard at the formal submission stage.

Look forward to your confirmation

Many thanks

Robin Schulz
Nimbus Group (NZ) Ltd
7a Birmingham Drive
Middleton
P.O Box 8394
CHRISTCHURCH 8024

Ph: [REDACTED]

Cell: [REDACTED]

E-mail: [\[REDACTED\]](mailto:[REDACTED])

Christchurch City Council annual plan (AP) 2022

Submission by Broad Oak's residence community

Coronation Reserve development

17th of April 2022

Submitter

The submitter is a group of residents who reside on properties resulting from the Broadoak residential subdivision completed by Fulton Hogan late 1990s and early 2000

The group made a significant submission to the Council's Long-Term Plan in April 2021 and at the same time to the Community Board (copy attached)

That submission related to the following

- neglect of the Major Aitken Drive Road reserve relating to footpaths, stormwater system over the total estate, Road thresholds, roadside landscaping, safety fencing, retaining walls and feature lighting
- Coronation Reserve development relating to fire risk, elimination of vermin and possum infestation of private residence, eradication of all Wilding Pines, Wattles, Blackberry and noxious weeds and implementation of the total Development Plan approved by the Council in 2008

This current submission relates predominately to the Coronation Reserve development for which there has been effectively no action over some 24 months (other than some minor vegetation removal recently) and some still outstanding work related to the Major Aitken Drive Road reserve.

Coronation Reserve

1/ Detailed submissions were made to the Council's Long-Term Plan process in April 2021, a copy of that submission and its attached PowerPoint presentation explicitly detailing the issues is attached which sets out fully the issues involved.

2/ As a result of the Long Term Plan process the Council confirmed the following approved budget (attachment "A")

• FY22	\$20,000	
• Fy23	\$26,798	
• FY24	\$100,000	
• FY25	\$80,000	
• FY26	\$80,000	
• FY27	ZERO	
• FY28	ZERO	
• FY20	\$100,000	
• FY30	<u>\$100,000</u>	
• TOTAL	\$506,798	Total approved via the 2021 LTP process
• Budgeted cost 2021	<u>\$939,238</u>	(attachment "C")
• Shortfall	\$432,440	

- 3/ In the Council's 2022 Annual Plan, the Council is considering the following Budget (attachment "B")

Quote for page 104 (ID 405)

Project name	2022/23	2023/24	2024/25/late	Total
Coronation Reserve	\$100,000	\$100,000	ZERO	\$200,000

Note; our emphasis

Budgeted cost (attachment C)				<u>\$939,238</u>
Shortfall				\$739,238

Issue number 1

- 4/ Clarification of this anomaly has been sought from the Council, with no direct confirmation of what the current position is other than a comment from a Council officer of 19 April to 2022 stating (quote)

There is \$13,735 (FY22) + \$100k (FY23) + \$100K (FY24) currently confirmed.

The Coronation Reserve project is linked to the Community Parks New Development Programme, this is where the future years of funding will be coming from once confirmed through the next LTP review to the best of my knowledge.

This is consistent with the analysis outlined in clause 3 above which is alarming.

Council staff have informed the Submitters that the total amount allocated to the project is \$200,000 as in clause 3 above. The balance previously approved as per clause 2 (\$506,798) has been reduced by the difference \$306,798 and removed from future LTP and AP.

The attachment B from the 2022 AP confirms this.

That is not acceptable

- 5/ the overall outcome is totally confusing in that we have the following situation

cost to redevelop the Reserve as per budgeted estimate 2021	\$939,238
total funding confirmed in the Long Term Plan 2021	\$506,798
total funding proposed in the Annual Plan 2022	\$213,735 (??)

Requirement re Issue No 1

- 6/ We request that the total funding required to develop the Coronation Reserve be confirmed of \$939,238 (2021 estimate) and be provided for over a 3 year period commencing 2022/23 financial years
- 7/ as will be discussed below it will be totally irresponsible of the Council to maintain the current management regime of this reserve, wasting ratepayers funding, not achieving a

targeted outcome as well as importantly not addressing significant issues affecting residents such as Fire Risk, vermin infestation, noxious weeds, and other vegetation that is out of control etc

- 8/ the Council establish a Project Team comprises Council Officers and Residents to project Manage the project efficiently until completion.

Issue No 2

- 8/ An Official Information Act request was made to the Council to disclose what expenditure had been undertaken on this reserve in the 14 years since 2009. The response is attachment "D"
- 9/ Alarmingly this has totalled **\$468,026** spent over that period predominately on general maintenances with a limited core capital development even being commenced.
- 10/ That sum of money is equal to the original cost of the capital development in 2009 of the total reserve and equalling to about the Rates being paid from 70 properties!!!!
- 11/ Madam Mayor and Councilors you will be alarmed to have confirmation of the inadequate management of this project by the Council.
- 12/ Despite the expenditure of \$468,026 on maintenance, I can confirm to Counsellors that the noxious weeds, including blackberry has increased in height from some 0.5 m in 2009 to over 4.0 m over the time of this exorbitant expenditure being wasted.
- 13/ In summary Counsellors you are going backwards in dealing with this issue of Coronation Reserve development by not addressing a structured managed program.

Requirement re Issues No 2

- 14/ Proceeding under the current grossly inadequate funding regime is costing Ratepayers dearly.
- 15/ That process must stop and be totally reviewed in view of the above alarming waste of Ratepayer funds
- 16/ Urgently reviewing the current budget is vitally necessary and funding to complete the project over a 3 year period will ensure monies are spent wisely and productively.

We thank the Council for the opportunity to present our concerns and trust they will be adequately addressed and agreed as presented.

Broad Oaks Residents Community

17 April 2022

The budget for Coronation Reserve Development in the final Long Term Plan is:

FY22 - \$20,000

FY23 - \$26,798 (this is an increase from \$20,000 in the draft LTP)

FY24 - \$100,000 (this is an increase from \$80,000 in the draft LTP)

FY25 - \$80,000

FY26 - \$80,000

Gap of two years

FY29 - \$100,000

FY30 - \$100,000

Where there's no comment above, there hasn't been a change from the draft LTP.

For FY23, staff will also consider additional funding when preparing the draft Annual Plan 2022-23.

Board's submission on Long Term Plan 2021-31

The Council proposes to budget \$480,000 from financial years 2022 to 2032 (with \$20,000 for the first two years and \$80,000 for the third financial year), while the cost to fully implement the Coronation Reserve landscape plan is \$939,238. While the Board would prefer that the landscape plan were fully implemented within the 10-year budget, we accept the proposed budget of \$480,000 provided that funding is brought forward with \$100,000 allocated for each of the first three financial years (2022-2024).



"B"

Christchurch City Council

Proposed Capital Programme Detail by Activity

GOA	Activity	Driver ID	Project Name	2022/23	2023/24	2024/25 or later	Total
		65469	Botanic Gardens - Rolleston Gate New Entrance	400	280		680
		65470	Armagh Carpark Rootzone Restoration	86	319		405
		65472	Botanic Gardens Interpretive Media	34	31		65
		65474	Botanic Gardens Plant Labelling and Plant Signage	17	28		45
		65495	Botanic Gardens Irrigation Development	9	126		135
		65496	Botanic Gardens Service Plan		45		45
		65604	Heritage Parks Irrigation	50	50		100
		65605	Mona Vale Irrigation Renewals	80	40		120
		65619	Botanic Gardens Toilet Renewals	470	32		502
		65817	Port Hills & Banks Peninsula Track and Reserve Development	149	131		280
		65873	Regional Parks Development for Port Hills & Banks Peninsula Delivery Package	97	121		218
		65960	Regional Parks Ecological Recovery	142	191		333
		1436	Meeting Current Levels of Service				
		18100	Takapūneke Reserve Planned Renewals	48		400	448
		405	Purau Foreshore & Reserves Development	220			220
		43660	Coronation Reserve Development	100	100		200
		43662	Community Parks Development	46			46
		43671	Bays Skate and Scooter Park	680			680
		43678	South New Brighton Reserves Development	166	838	1,248	2,252
		61531	Little River Play and Recreation Development	270			270
		61719	Ngā Puna Wai Car Park and Access Improvements	1,680	3,155		4,835
		61781	Hagley Park Planned New Tree Development			61	61
		61782	Community Parks Access & Carparks Development			528	528
		61784	Programme - Community Parks New Development	0	0	8,837	8,837
		61787	Community Parks Development New Signage Assets	52	20	190	262
		61788	QEII Park Development	45	283	6,220	6,548
		61799	Bexley Park Development	18	357	449	824
		61802	Dog Parks Development			25	25
		61803	Linwood Park Development			421	421
			Community Parks Development of New Assets	272	167	1,300	1,739

Coronation Reserve

Estimate for the completion of all development work as shown in the approved Landscape Plan

NOTES (also refer plan view map)

Areas 1 (green) - already planted, so only an allowance for infill planting, no clearing

Area 2 (orange) - has been scoped for planting and some clearance completed. A second clearance may be required.

TB Hut site (yellow outline) is completed

Water Supply Option - currently no water to site. Plant species should be selected to withstand conditions. Over watering may also have detrimental effect on plants with creating shallower root system.

DESCRIPTION	QUANTITY	UNIT	RATE	TOTAL
PRELIMINARY WORK - SITE CLEARANCE				236,750.00
Spot Spraying - weed killing prior to planting	45000	ea	0.34	15,300.00
Vegetation cut back and remove - scrub brush only, not trees	50700	m2	3.5	177,450.00
Tree management. Thinning of gums and pines over 4 year period	4	yrs	11000	44,000.00
TRACK FORMATION				158,000.00
Cutting / benching track alignment with an allowance for 6 sets of steps and grit surface - Include stormwater drainage run off channels	766	m		95,000.00
Small foot bridges - 6 x 2m with hand rails and Includes consents	2	ea	19000	38,000.00
Signage - entrance and directional track markers		lump sum		25,000.00
PLANTING				472,500.00
Supply plants				
Supply of Rx90 grade plants from CCC Nursery	45000	ea	3.5	157,500.00
Pick up/delivery to site	45000	ea	0.1	4,500.00
Planting of RX90				
Installation of Rx90 plants	45000	ea	3	135,000.00
Supply and install of plant protection guards	45000	ea	3.9	175,500.00
ESTABLISHMENT OF PLANTS				32,988.00
Re- visits for release of plants from weeds	50700	m2	0.34	17,238.00
Removal of plant guards once plants established	45000	no	0.35	15,750.00
WATER SUPPLY - optional				39,000.00
Connection approval	1	ea	1000	1,000.00
Connection / backflow preventer - 50mm	1	ea	6000	6,000.00
Main line - 50mm	400	m	30	12,000.00
Secondary lines - 25mm up stand with tap for manual watering with hose	850	m	23	20,000.00
TOTAL				939,238.00

"D"

Coronation Reserve Capex Expenditure

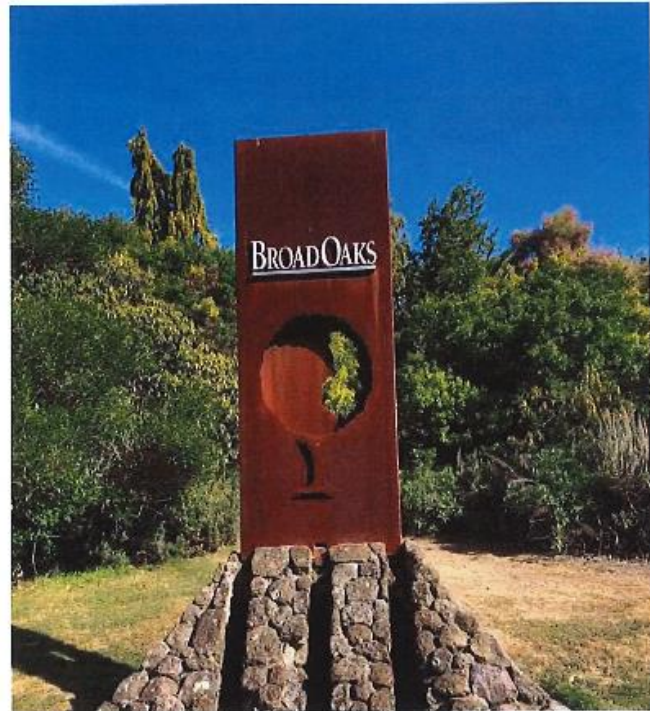
2008	No capex		
2009	Project management, design work (unless specified), construction management, monthly reporting, boundary line clearance		\$ 8,108.00
2010	Project management, design work (unless specified), construction management, monthly reporting, boundary markers supply, marker installation, plant supply		\$ 30,136.00
2011	Project management, design work (unless specified), construction management, monthly reporting, scrub clearance		\$ 13,725.00
2012	Project management, design work (unless specified), construction management, monthly reporting, design and site supervision, tree thinning and clearance work, plant supply		\$ 47,341.00
2013	Project management, design work (unless specified), construction management, monthly reporting, plant supply, track construction		\$ 119,816.00
2014	Project management, design work (unless specified), construction management, monthly reporting, plant supply, track and step construction, scrub clearance, planting		\$ 50,219.00
2015	Project management, design work (unless specified), construction management, monthly reporting, track and step construction, scrub clearance		\$ 29,401.00
2016	Project management, design work (unless specified), construction management, monthly reporting, plant supply and planting		\$ 31,514.00
2017	Project management, design work (unless specified), construction management, monthly reporting, scrub clearance, plant supply and planting		\$ 33,290.00
2018	No Capex		
2019	Project management, design work (unless specified), construction management, monthly reporting, scrub clearance, tree work		\$ 20,806.00
2020	Project management, design work (unless specified), construction management, monthly reporting, plant supply, tree work, planting		\$ 28,084.00
2021	Project management, design work (unless specified), construction management, monthly reporting, planting, scrub clearance, plant supply		\$ 34,757.00
2022	Project management, design work (unless specified), construction management, monthly reporting, clearance work invoice pending		\$ 20,845.00

468,026

- Concept Plan approved 19 August 2008
- First capital development funding was on boundary clearance which started early 2009 and planting July 2009
- Boundary sign bollards installed late 2009 to help identify between the reserve and provide properties
- Some planting undertaken with residents along the boundary of 7 - 9 Runswick Lane
- Canterbury earthquakes followed and all capital funds were placed on hold
- Capital funding mainly on design work 2012 and 13
 - track development (central track between Vista Place and lower Major Aitken Drive)
 - further scrub clearance
 - planting
- 2018 no funding available
- 2019 to 2021
 - Scrub clearance below Holbank Lane and southern end of the reserve near 87 Major Aitken Drive
 - Planting of both areas above
- 2022 scrub clearance along Eridge Place - ongoing work

Broad Oaks

A “Neglected” Suburb



Background

- 1/ Broadoaks contains approximately 276 lots
- 2/ That excludes subdivisions further up Huntsbury Ave
- 3/ It was developed by Fulton Hogan about 20+ years ago
- 4/ The subdivision at the time was the best hill side development in Christchurch
- 5/ Since the Christchurch Earthquakes in 2010 the Christchurch City Council has neglected its Statutory Duties to maintain its own assets.

Background cont”

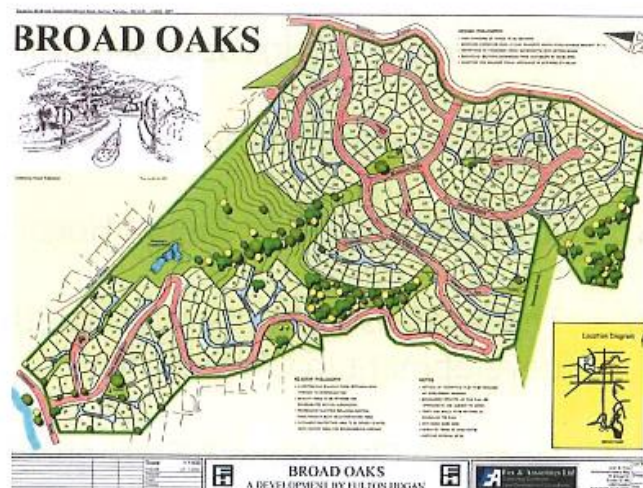
- 6/ There are 3 main matters which are of extreme concern to residents
- 7/ They are
- * The neglect related to the “undeveloped Coronation Reserve and its future development
 - * The appalling state of Major Aitken Drive and its side streets
 - * The lack of maintenance of the Councils roading reserve

Scheme Plan

Copy of the original Scheme Plan

NOTE

*The size of the area coloured green is vested in the Council and known as the Coronation Reserve



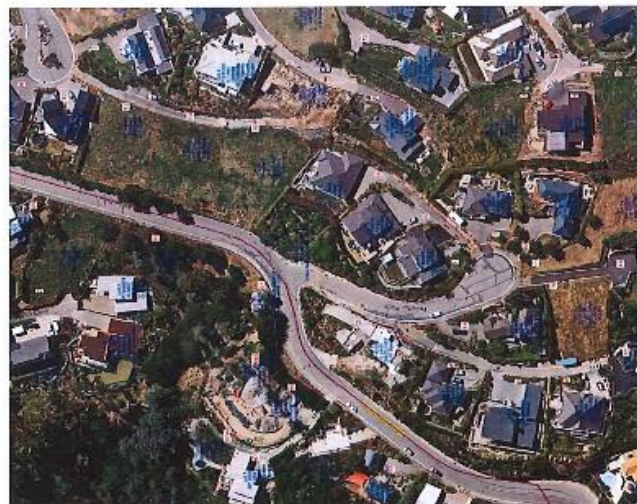
Aerial Photos of Broadoaks subdivision

Major Aitken Drive
(Centaurus Road end)



Aerial Photos of Broadoaks subdivision

Major Aitken Drive at
Yelverton Cres



Aerial Photos of Broadoaks subdivision

Major Aitken Drive at Huntsbury Ave end



Coronation Reserve Approved Development Plan 2010

The Council in 2010 approved this development plan. Note the timing adopted in this approval, was to have the total development completed in 2018



Coronation Reserve from Cashmere



Immediate issues with the current Coronation Reserve

The current state of
the Council asset is
appalling.



Examples of lack of maintenance

Coronation Reserve area



Coronation reserve/Major Aitken Drive



Further examples of lack of maintenance



Coronation Reserve state

The land has

- 1/ Huge **Fire** Hazard (see previous photo 10)
- 2/ Infested with vermin
 - * Rats (see next photo)
 - * Possums (see next photo)
- 3/ Infested with Noxious Weeds
 - * Blackberry (see previous photo 10)
 - * Wilding pines
 - * Wilding wattles
 - * Numerous other slash and dangerous material

Possum and Rat infestation



Possum faeces and Cabbage remains



Council has defaulted on its responsibilities to the Community “big time”. Where to from here?

- 1/ The Council has used the Christchurch Earthquake as an excuse for the no action to date, that is not acceptable and accepted by the residents
- 2/ We demand that an immediate budget be established for the total reserve to be developed within the next 3 year period, i.e. complete by Spring 2023
- 3/ Due to the lack of its own management attention we request the Council establish a “committee” with equal representation from the Council and Coronation Reserve community to assist in having the Reserve planned, funded and developed generally in accordance with the previous adopted plan.
- 4/ Funding cannot be an issue as referred to next

Contribution of the Broadoaks community to the Councils revenue

- 1/ According to the Christchurch City Council web page the average rate per property overall Christchurch City is \$2,842.34 per annum
- 2/ The average rate for Residences in the Broadoaks subdivision is estimated to be \$7000 approx. per property.
- 3/ Some residents pay in excess of \$12,000 per annum
- 4/ Accordingly on average the Broadoaks Community pays over \$4000 per annum greater per property than the average Christchurch resident
- 5/ These are base on 2020 dollars

Contribution of Broadoaks Community to the Councils revenue "cont"

- 6/ This accordingly means that this Community contributes on a yearly basis over **\$1,200,000** to the Councils budget over and above the average Ratepayer in Christchurch for a similar number of properties.
- 7/ More alarmingly this Community has contributed over **\$13,200,000** over and above the average Ratepayer in Christchurch since the Christchurch earthquakes.
- 8/ The residences do not demand any special treatment over and above the average ratepayer, but just require a fair share of what the Council are contracted (and paid) to do

Roading

- 1/ It is acknowledge by all parties the roading system within the Broadoaks subdivision suffered significant damage as a result of the Christchurch Earthquakes
- 2/ There are numerous and many issues that have been conveyed to the Council that require immediate remediation due to damage to private property, but which have not been attended to todote, without direct action from Residences themselves.
- 3/ The main access road, Major Aitken Drive is in an appalling condition as a result of
 - * the subsidence and collapse of approx. 7 gabion basket supports
 - * Resulting in significant cracks in the road carriageway

Roading “cont”

- 4/ The carriage way on Major Aitken Drive up to the time of the earthquake was a feature of the subdivision. There was hardly a blemish in it
 - 5/ Now it is a disgrace, and there has been total neglect from the Council (other than some minor immediate “patching”) post earthquake.
 - 6/ On 4th Dec 20 we received advice from Steve Marsters re a programme the Council has now decided to address some of the matters raised. We thank the Council for that, **BUT** nothing has happened yet.
 - 7/ Of concern is the proposal to just “patch” the road at the most damaged corners
-

Roading "Patching"

Note right hand photo work was completed last week



Roading "cont"

- 8/ It is clear the proposed remedial works are totally constricted by budgetary issues.
- 9/ We submit this should not be a factor. The restoration should be no less than what was in place before the Earthquake and restore the asset to its rightful condition
- 10/ This is more particularly so given the significant financial contribution the residences have made over the last 11 years without any contribution back.
- 11/ Our submission is the total roading within the subdivision should be repaired and resealed.
- 12/ Steve has made suggestions re repairing leaking kerbing. With respect he is wrong in his conclusions (see following slide)

The council claim the cracks in the kerb do not "leak" water.????

Note the water in the kerb flowing from the bottom to the top of the photo (blue arrow)

Note the "leakage" into the concrete area to the right (via the crack) (3 horizontal arrows)

Note the flow stops between the two vehicles

The water has "left" the kerb and permeated below ground into adjacent houses at the 3 horizontal arrows



This is the result.



The Council Officers are indicating a patch job to all the roads within the Broadoaks subdivision

In respect of this issue re a collapsed sump

It is understood just the area in and around the sump will be resealed.

It will totally destroy the effect on the road carriage way which the residences have previously enjoyed



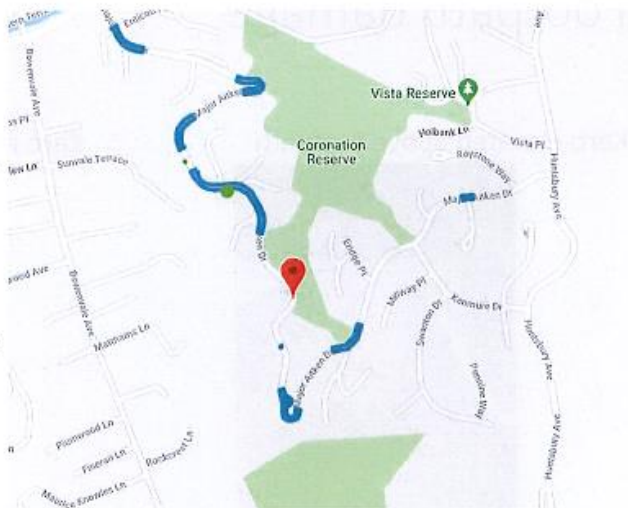
This is what will happen over the total estate roading system we understand as proposed by Officers.

Council Officers have advised they will only be "repairing" the areas marked in blue on the plan adjacent

This will result in the areas not marked having a road still affected by Enables appalling installation and patched Earthquake damage etc and downgrading the total estate.

The cost of resealing all the road is totally marginal, given also the substannual contribution the residents pay by their premium rates

We request the Council do a proper job, and reseal all the roads to give a consistent standard



Maintenance of the Council roading asset

A major issue residences have is the lack of regular maintenance of the Councils roading asset (outside the formed road)

In short, there is none.

This situation is totally unacceptable

1/ Footpaths

- * The use of all footpaths has increased dramatically over recent times, more so since the Covid 19 lockdown occurred

It is not unusual to see multiple people walking up and down the hill all hours of the day and night

- * The footpaths have received significant damage in numerous places and need reconstruction to avoid injury.

- * These are a major Health and Safety issue

Footpath damage

Kerb elevated above footpath



Kerb elevated above footpath





Footpath to Historic building (never maintained)



Footpaths “cont”

All of the footpaths within the development have been compromised to some degree

Lighting

The subdivision has had permanent lights installed in numerous locations, lighting features within the development from its initial completion i.e. signs, large trees etc

The lights have been removed by the Council

They form part of the approved Orion net work (see plan following)

They need to be reinstated and operational

One of the residents has been endeavouring to have this work undertaken for some 12 months but to no avail

Lighting

ORIONS ASSET PLAN (NOTE YELLOW CIRCLES)



Maintenance (Lack off)

Over grown main storm water sump



Debris waiting to be collected
Note indiscriminate planting (all dead)



Entrance way lack of maintenance



Lack of general maintenance
Road side overgrowth



Retaining wall



Footpath/Road damage
Note planting area to right bare land
Note Safety fence at right photo



Front entry, never been maintained
(Note twitch growing thru original ground cover)



Dead trees in Council road reserve
Mulch left above kerb adj to retaining wall





Major Aitken Reserve
A neglected non complying reserve



Conclusion

Members of the Community Board will be concerned the degree to which this area “has fallen thru the cracks” of the Councils systems. The Community want to work with the Council **BUT** cannot get any engagement.

There is a desire of the community to create Coronation Reserve a predator free area, to the benefit of all the Community

The Community pay over and above its fair share of the Councils rate

For 11 years there has been virtually no expenditure on these issues by the Council

The Community require urgent action to have these matters resolved immediately

Way forward plan

Coronation Reserve

immediate removal of total fire hazard from all of Coronation Reserve (**URGENT**)

implement a 2 year programme to remove and control all vermin

Review and update previous development plan

Scope and prepare budget, critical construction path and ongoing maintenance plan from completion over next 3 years

Consult fully with residents

Road Restoration

immediate restoration of all earthquake damage to all roads including complete resealing

restoration and upgrade of all footpaths and kerbs

review of traffic management of Major Aitken Drive

Maintenance

Adopt a regular maintenance programme of Councils assets including reserve, road and road reserve



12 April 2022

Lianne Dalziel
Mayor
Christchurch City Council
PO Box 237
Christchurch 8140

Customer Services
P. 03 353 9007 or 0800 324 636
200 Tuam Street
PO Box 345
Christchurch 8140
E. ecinfo@ecan.govt.nz
www.ecan.govt.nz

Tēnā koe Lianne,

Canterbury Regional Council (Environment Canterbury) submission on Christchurch City Council's draft Annual Plan 2022/23

Environment Canterbury welcomes the opportunity to make a submission on your draft Annual Plan 2022/23.

We recognise that no significant changes are proposed from the activities set out in your Long-Term Plan. However, we would like to comment on some matters of shared interest. Environment Canterbury strongly supports a collaborative, joined up approach from the region's councils and we look forward to continuing to work together to achieve this.

Canterbury Regional Forums

The Canterbury Mayoral Forum, and the regional forums and working groups that support it, provide valuable mechanisms for local government in Canterbury. The Mayoral Forum is also a key means of demonstrating a strong and unified voice on the priority issues for our region. With the current challenges facing local government through the suite of major central government-led reforms, as well as those brought by COVID-19, the value of this strong and unified voice cannot be underestimated. We appreciate your continued commitment to working alongside your Mayoral Forum colleagues for the benefit of Canterbury and its communities, and we look forward to continuing to work with your Council on implementing the Canterbury Regional Forums' work programmes, particularly the Mayoral Forum's Plan for Canterbury 2020-22, over the remainder of this local government term.

We acknowledge this is your last local government term as mayor of Christchurch, and thank you for your dedicated service to the Forum since 2013, including as chair from 2016-2019.

Climate Change

The Mayoral Forum's Canterbury climate change steering group is a key means to developing a shared understanding of the implications of climate change across Canterbury. Thank you for your efforts as part of this group to effectively advocate for climate change issues and support the work of the regional climate change working group, and oversee the development of the Canterbury Climate Change Risk

Assessment. With this document now complete, regional adaptation planning can take a big step forward.

Canterbury Water Management Strategy, Three waters and Urban Waterways

Environment Canterbury acknowledges the Council's participation in, and support of, the Christchurch-West Melton, Banks Peninsula, and Selwyn-Waihora Zone Committees and the contribution to implementing the zone committees' action plans. We thank you for your ongoing leadership and commitment to the Canterbury Water Management Strategy and your willingness to work collaboratively and share information with other councils.

Environment Canterbury supports the Council's resourcing of water related infrastructure and we are particularly encouraged by the additional funding for new small water supplies, including the prioritisation of the Koukourārata Drinking Water Scheme, where concerns have been raised over a number of years by Te Rūnanga o Koukourārata. We strongly support funding and development of a Banks Peninsula servicing strategy to prioritise and improve wastewater and drinking water services in that area.

Environment Canterbury acknowledges and supports the Council's initiatives to improve the health of the city's urban waterways, including additional investment to reverse the current degradation of the waterways such as Halswell's Nottingham Stream.

Biodiversity

We would like to acknowledge your involvement in and support of the Canterbury Biodiversity Champions group and look forward to working together to develop shared regional approaches to key biodiversity challenges for the region, including ongoing work to identify significant natural areas (SNAs) in line with the Canterbury Regional Policy Statement.

Environment Canterbury strongly supports close working relationships and sharing of information between Christchurch City Council, the Papatipu Rūnanga and Environment Canterbury. Aligned and integrated approaches to managing the effects of land use will help deliver positive outcomes for social, cultural, economic and environmental wellbeing across the district.

Planning and the Greater Christchurch Partnership

Environment Canterbury supports the work being undertaken by the Council to implement the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 and the National Policy Statement on Urban Development 2020. We also support the capital expenditure for the completion of the Major Cycle Routes and leverage of Government subsidies.

The Ōtākaro Avon River Corridor (OARC) is an exciting once-in-a-lifetime opportunity to create a legacy for future generations. Environment Canterbury supports the creation of a separate OARC activity plan to ensure the efficient co-ordination of this multi-decade project.

We also wish to reiterate the significant value we place on the collaborative work undertaken through the Greater Christchurch Partnership to ensure that growth in Christchurch and the surrounding sub-region takes place in a planned and coordinated way that provides for the needs and aspirations of our communities. The development of a new spatial plan, led by the Greater Christchurch Partnership, will be an important tool for ensuring joined-up, strategic planning responses across the Greater Christchurch area

Enviroschools

We would like to acknowledge the recent significant milestone of the Council's signing of a three-year collaboration with Environment Canterbury and the Toimata Foundation to deliver the Enviroschools programme for 2021-24, and the funding allocated by your Council to support this. We look forward to working together with the young people of our community.

We do wish to be heard in support of our submission. To arrange a time, please contact Governance@ecan.govt.nz. If you have any queries in relation to our submission, please contact Adrienne Lomax, Regional Leadership and Policy, Adrienne.Lomax@ecan.govt.nz.

Yours sincerely



Jenny Hughey
Chair

Our Draft Annual Plan 2022/23 from McNaughton, Thomas organisation: N/A -personal submission

Our Draft Annual Plan 2022/23

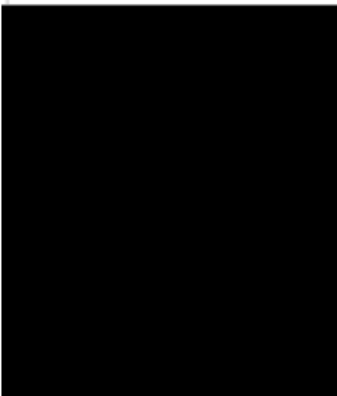
Submitter Details

First name: Thomas Last name: McNaughton

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

N/A -personal submission

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).

[Redacted phone number]

Feedback

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)?

I'm supportive of the plan's focus on maintaining roads and footpaths for all road users, and of any funding and action that brings the planned major cycleways reality. Further focus on road calming and associated speed limit reductions in suburban streets are welcome. The detail of my submission is on the retention of existing infrastructure that enables safe, sustainable access to connect communities, as I believe that we shouldn't accept backward steps during a climate change emergency.

A specific piece that I am concerned by is the loss of a key community path. The Cobham and Burnside Primary site's rebuild has no planned reinstatement of the public walking & cycling path that has served the local community for decades. Recent efforts to get it back in have stalled due to \$.

Our Ilam MP has advised that approaching CCC is the avenue to try to save it. The Ministry of Education has been willing to partially fund the path and has confirmed that the site's plan could accommodate a new path that works for the schools and general public, if funding is found.

Our Draft Annual Plan 2022/23 from McNaughton, Thomas organisation: N/A -personal submission

It's good to see that there is already some money in the annual plan, and the Ministry's 1.3m estimated cost is no doubt unexpected by all. Nonetheless, I urge the Council to add the remaining shortfall to the capital programme, with seeking central govt co-funding and reviewing for cost savings both being obvious requirements.

My family, like many in the neighboring communities, has used this connection regularly. Given that we have a climate change emergency (and rapidly rising petrol costs) I believe it'd be a collective 'fail' for existing infrastructure that ticks all the boxes for sustainable transport choice to be removed.

I've lived on both sides of the path and it's always been a key connection throughout. It connects Burnside and Bryndwr to Fendalton, Strowan and beyond. Fendalton Library, Jellie Park, its gym & pools, Fendalton Open Air School and Burnside High Schools are all key facilities for 'both sides'.

Expecting people to travel indirectly via Memorial Ave or Ilam Road is simply going to encourage unnecessary driving and will increase severance between communities. It's my view that enabling these poor outcomes through inaction would be blatant contradictions to the aspiration of Council's Strategic Framework.

Otara Reserve, Jellie Park and Burnside High all provide safe, direct active travel routes and this is right in the middle. The importance of the connection will only increase with the opening of the Nor 'West Arc cycleway and the inevitable intensification in the area.

I'm not aware of what access there will be outside of school hours, but it'd be naive to think that this was a given, or that it's remotely comparable access to the status quo before the rebuild started.

A fundamental challenge of delivering new cycleways in established communities is the trade-offs intrinsic to 'retrofits'. This is a rare situation where there is strategic land available now, and it's common sense to utilize it while this is the case.

Councils rightly seek to focus on 'getting the basics right', which is often actioned with maintenance of key transport arterials and local roads. To me this little path will increasingly become a vital local connection so it's completely reasonable for this to be a priority of a Council capital programme.

Attached Documents

File
No records to display.

Our Draft Annual Plan 2022/23

Submitter Details

First name: john Last name: Wooles

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

N A

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

Postal address:

Suburb:

City:

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).

I am a local resident and property owner

Feedback

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

I am concerned that the proposed reduction in the capital programme will effect Phillipstown especially with regard to areas that need urgent work I am particularly thinking of Ferry Rd from Aldwins to Moorhouse which needs more safe crossing zones and other things mentioned later. If the reduction is going to happen can urgent spending on Phillipstown please be brought forward .

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)?

Funding for a community centre/hub in Phillipstown.

I support the allocation of funds towards a community centre/hub in Phillipstown. I would welcome any opportunity to bring this funding forward, as the current tenure on the former Phillipstown Primary School is a short term one and the lease is temporary. The need for a community facility that supports the growing community is extremely important. As highlighted in the Submission produced by the Waikura Board on the Annual Plan (Point 2.2) where the Board supports 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 importance of having a community hub in the neighbourhood has been outlined by the feasibility study recently produced by the PCCCT.

Ferry Road from Aldwins Road to Fitzgerald Ave

The Ferry Road Master Plan includes reference to road improvements, safety and streetscape enhancements and amenity upgrades, however we are also aware that the budget for the implementation of the Master Plan was postponed, last year, until 2031.

The current condition of Ferry Road in Phillipstown is far from being "reasonable" and, regardless any plan for possible future improvements, it needs immediate attention.

While Ferry Road from Fitzgerald to St Asaph St and Ferry Road in Woolston has been redeveloped, Ferry Road in Phillipstown (the section between Wilsons and Aldwins) has been missed out and presents a number of issues and concerns, which, has an impact on safety for pedestrians and bikers.

Similarly, it appears that in the years there has been a very minimal maintenance of the drains which are - almost all - blocked, damaged, unsightly and creating a very uneven surface.

Could the Council consider concerns over:

1. Safe crossing along Ferry Road between Wilsons and Aldwins Road.

In that space there are 4 pedestrian "crossing, with the first 3 of them (those closer to Wilson) being in the first 300 metres, the last one being at the intersection with Aldwins. This leaves about 460 metres without any crossing points. The Council needs to provide safe crossing points across the road at key points where pedestrians are likely to cross to reach businesses and bus stops on the opposite sides of the road. There has already been one pedestrian killed trying to cross between Mathesons and Olliviers Roads. These crossing points also need to be clearly visible to motorists such as with the inclusion of metal fencing. The 'safe crossing' point at Mathesons rd. is particularly unsafe with 2 lanes merging from the Wilsons intersection, plus Mathesons vehicles turning left into the just merged lanes, and occasionally, vehicles travelling towards the city ducking onto the right hand side of the median (in the same lane as opposing traffic!) to access Mathesons Rd.

2. Cars sharing the footpath with pedestrians along all Ferry Road from Wilsons Road to Aldwins Road, both ways.

I dont think it is acceptable that the council is enabling cars to park on the footpath. Not only does this decrease the footpath width for pedestrians, but it also damages integrity of the asphalt resulting in a safety hazard for bikers and pedestrians. It also means there are no physical barriers (curbing) between pedestrian and parking or U turning vehicles.

Ferry Road is an unsafe and unpleasant road to walk on (but also to bike or drive on): due to the lack of barriers between cars and pedestrians, it is unsafe for anyone but especially for parents to walk with a pram or with young walkers, maybe students heading to the closest school (Te Waka Unua in Woolston).

Due to the concrete safety strips in the middle of the road, drivers on Ferry Road coming from Ensors Road are not able to turn into Phillipstown through Nursery, Leyden, Matheson's and Olliviers. The first street available is Phillips Street. This produces the following issues:

1. Both residents and business owners have witnessed cars heading west on Ferry Road take a shortcut on wrong side of median strip to access Mathesons and Olliviers Rd (driving on the right-side of the road in the wrong direction to bypass the concrete barrier)
2. I've heard that, as consequence of this behaviour, staff of the Ferry Road Pharmacy have had near misses while waiting to cross as pedestrians back to the pharmacy side.
3. With most cars now turning down Phillips Street across the East Ward cycle lane, increased danger for cyclist as the lighting of the cycleway in winter is insufficient and the cyclists' lights blend in with the oncoming traffic lights of the cars coming down Ferry Road from Fitzgerald Ave, Council prioritises resources in investigating and solving the different issues in Ferry Road and support bringing forward the budget for Ferry Rd improvements and for developing safe pedestrian crossing facility.

That Phillipstown be prioritised for inclusion in Slow Neighborhoods Programme.

The increase in intensification/housing developments has been impacting on street parking as well as traffic on the side roads. This situation is not expected to get better when the Urban Development Plan imposed by Central Government is implemented as Phillipstown is meant to become High Density area.

Intensification, house development and lack of off-street parking have already resulted in the narrowing of the streets, in cyclists sharing the footpaths with pedestrians as they find the roads too dangerous, The 50km limit plus drivers travelling faster than this puts everybody - residents, drivers, cyclist - in danger.

Greening Phillipstown.

We very much appreciate that funding for Lancaster Park has been brought forward. However we urge that the Council work towards ensuring that the wider Phillipstown community has sufficient green space: apart a couple of pocket parks and the area used by the Phillipstown Community Hub, Phillipstown is - according to the residents - a concrete jungle and there are still some parts of the suburb where residents need to walk more than 1km to reach green space.

The lack of trees and greenery is systemic in streets such as Tuam St, Harrow St, St Asaph St, Ferry Road, Bordesley Street, Buccleugh St, Cashel St. This has a detrimental impact on pollution (on Ferry Road on a sunny day, car emissions are even visible to the naked eye!) and heat in summer.

We ask that Phillipstown is included in the Greening the East Project as it is part of the East of Christchurch and absolutely need "greening".

1.6 Any further comments

Phillipstown has been neglected for too many years. Phillipstown has lost the schools (first the Primary School, and in few months, the Technology Centre) which has impacted in the demographic composition of the area. Many of the city assets that remain are neglected and in a poor state. After a great engagement with the local communities, the Ferry Road Master Plan hasn't been implemented in the area (but it has been in Central and in Woolston) with no communication with the residents on the reasons

Phillipstown has been neglected for too many years. Phillipstown has lost the schools (first the Primary School, and in few months, the Technology Centre) which has impacted in the demographic composition of the area. Many of the city assets that remain are neglected and in a poor state. After a great engagement with the local communities, the Ferry Road Master Plan hasn't been implemented in the area (but it has been in Central and in Woolston) with no communication with the residents on the reasons behind this decision.

Phillipstown is one of the oldest neighborhoods in Christchurch, with a lot of history and character. The Council needs to take the lead in prioritising maintenance and initiatives to demonstrate that it values the suburb. This especially as the Phillipstown area is experiencing and will experience a growth in building developments increasing the housing density in the suburb.

Dumping of shopping trolleys

I would like the Council to work with supermarkets (and retailers using shopping trolleys) on a programme to reduce dumping of shopping trolleys on the streets, in waterways and on open spaces.

Attached Documents

File

No records to display.

From: NZ Chinese Language Week [REDACTED]
Sent: Tuesday, 19 April 2022 2:14 PM
To: Dalziel, Lianne [REDACTED]
Subject: Annual Plan Submission 2022/2023 and Request support for New Zealand Chinese Language Week

Dear Mayor Lianne Dalziel,

I am writing to you on behalf of Jo Coughlan, Chair of New Zealand Chinese Language Week Charitable Trust. Please find attached a letter from Jo seeking your support for the 2022 New Zealand Chinese Language Week (NZCLW).

Thank you for considering this request. We look forward to working with you and the Christchurch City Council to deliver a successful NZCLW 2022.

Many thanks and kindest regards

Constance

Constance Phua

Project Manager | New Zealand Chinese Language Week





你好 Nǐ hǎo

New Zealand Chinese Language Week 新西兰中文周 2022

It's now less than six months to go until New Zealand Chinese Language Week 2022 kicks off and we're excited to outline plans for new initiatives and activities to celebrate this year.

The New Zealand Chinese Language Week (NZCLW) is being held 25 September to 1 October 2022. We want to involve people from all around the country, so this means we are asking the Council for three things:

- Someone who can be the liaison person for us to contact about activities in your area district
- A Mayoral video of support to be featured during the NZCLW week
- And a chance to present to your council's Annual Plan 2022/23 for a contribution to the week's activities in your area and events of \$2,000.

The New Zealand Chinese Language Week Charitable Trust is a New Zealand-driven initiative set up in 2014 to encourage the learning of Chinese language in New Zealand.

Our aim is to strengthen communities through inclusion and embracing diversity. What better way is there to understand another culture than through language?

A large part of the Trust's work is to recognise and celebrate the diversity of the community in New Zealand – Chinese people have been part of Aotearoa New Zealand's story for 180 years and have many important stories to tell. This is even more important now, with the new school curriculum focusing on local history within our country.



www.nzclw.com | Email: nzclw@nzclw.com

#NZCLW





This year's New Zealand Chinese Language Week's theme is "Sharing our Stories", and we hope to hear a lot of the stories that make our community diverse and vibrant.

A large part of the Trust's work is to recognise and celebrate the diversity of the community in New Zealand – Chinese people have been part of Aotearoa New Zealand's story for 180 years and have many important stories to tell. This is even more important now, with the new school curriculum focusing on local history within our country.

This year's New Zealand Chinese Language Week's theme is "Sharing our Stories", and we hope to hear a lot of the stories that make our community diverse and vibrant.

As in previous years, we expect a lot of events to involve celebrations with food and drink and hospitality – all features of Chinese and New Zealand Māori and European cultures.

The Trust is committed to providing resources to enable different groups to share common experiences, and one of the ways we demonstrate this is by each year publishing a children's book in three languages – Mandarin Chinese (characters and pīn yīn), English, and te reo Māori.

The feedback we get on this book – which is distributed free to schools and public libraries – is unanimous about its value. Librarians and teachers around New Zealand tell us that readers, particularly children, love seeing themselves, their families, and their language in the books.

Your own library may well have been part of previous years' events and activities around New Zealand Chinese Language Week.

We want to ensure that more communities around New Zealand have the opportunity to take part in New Zealand Chinese Language Week, so we would like to have someone from your council be the contact point for us to share resources to enable your community to be involved. This may be someone on your public library staff, or a community development staffer.





Many communities around New Zealand have significant social, cultural, educational, and other links with China and Chinese people in their districts. New Zealand Chinese Language Week is an excellent opportunity to celebrate those.

We would also like to get a video of support to be featured during the NZCLW week from yourself as Mayor.

Your video plays an important part in the week. It shows a commitment to being a welcoming, open society that embraces all the many cultures that make up our society. Participants in NZCLW have been impressed and heartened by the depth and breadth of the support from local government during previous weeks.

Finally, we at NZCLW Trust would welcome the opportunity to submit to your council's Annual Plan Submission 2022/2023. We wish to apply for a \$2,000 grant to fund activities for New Zealand Chinese Language Week in your region and would like to appear in person to support this application.

Thank you for your consideration. We look forward to hearing how your council will celebrate New Zealand Chinese Language Week 2022 from September 25 to 1 October.

For more information, please don't hesitate to visit the NZCLW website: www.nzclw.com or email our Project Team at nzclw@nzclw.com

Many thanks and kindest regards



Jo Coughlan | Chair of New Zealand Chinese Language Week



www.nzclw.com | Email: nzclw@nzclw.com

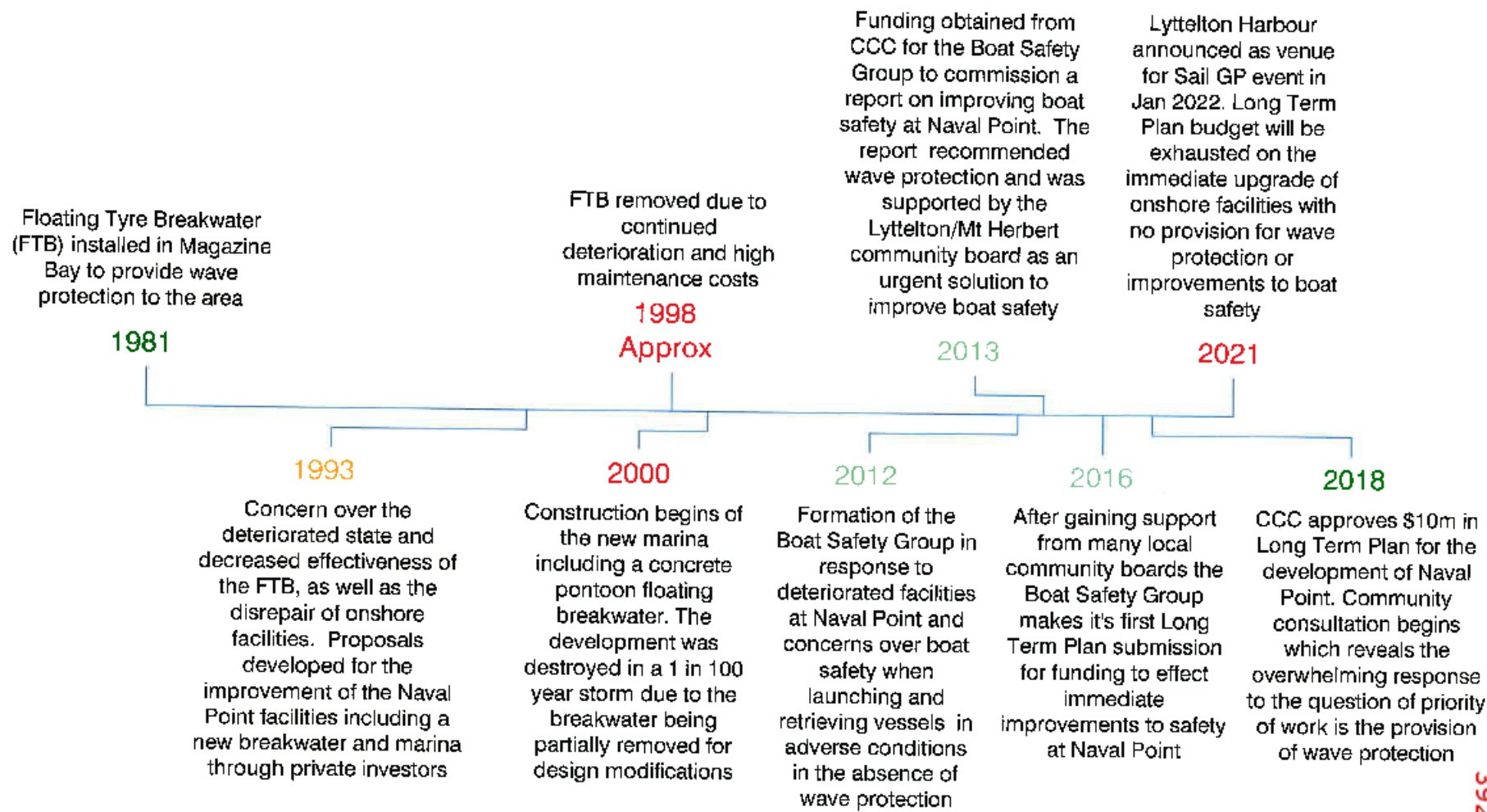
#NZCLW





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Timeline of Wave Protection at Naval Point, Lyttelton Harbour





History

Read our history from 1972 to the present day. The LPTP and our work has been a diverse and wide.

[Find out more >](#)



Other Locations

We detail a comparison of how other locations in the region highlight the lack of facilities for Christchurch's boaters.

[Find out more >](#)



Our Plans

See what our plans are for improving the facilities at Naval Point so boaters can enjoy the water.

[Find out more >](#)

www.boatsafetyatnavalpoint.org.nz

The purpose of this project is to establish a safe environment for people from the greater Christchurch area taking part in aquatic activities on Lyttelton Harbour, this must include safe access to and from the water in all weather and sea conditions.

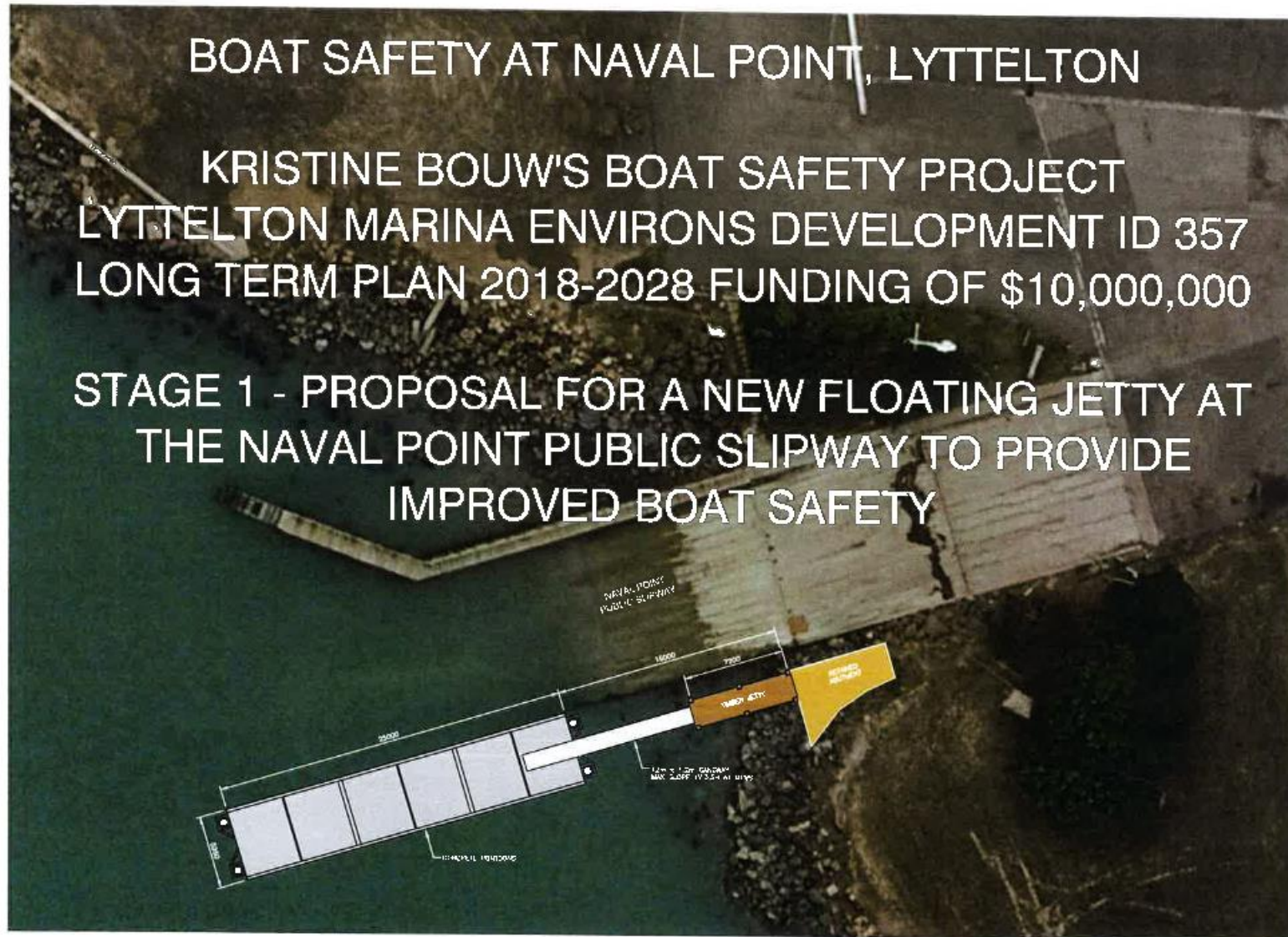
A phone survey of 5025 persons was conducted to establish the extent of public support for this project, all participants gave their support. The percentage of participants residing in each ward is as follows:

Akaroa-Wairewa 4%, Burwood-Pegasus 7%, Fendalton-Waimairi 8%, Hagley-Ferrymead 18%, Lyttelton-Mt Herbert 23%, Riccarton-Wigram 9%, Shirley-Papanui 5%, Spreydon-Heathcote 12%, Outside of Christchurch 14%

A workshop conducted by Eric Banks of the Christchurch City Council was initiated on 28 April 2017 and runs through to 30 May 2017. Present at this workshop was a delegation representing the boating community of Canterbury, being Colin Lock (Vice Commodore of the Naval Point Yacht Club), Willie Newman (Canterbury Yacht Squadron representing 150 trailer yachts from Canterbury) and Ross May (Naval Point Club Lyttelton Membership Services Manager representing the Canterbury Yachting Association). All of the above delegates, along with the Boat Safety Group, and with support from the Banks Peninsula Community Board, wish to see this project implemented with urgency. If any further comments to the proposed scheme are brought forward at the close of the workshop we will look to implement them in our design.

The Naval Point public boat ramp is extremely well used, with 393 launchings over Waitangi weekend 2017.

We wish to install the floating jetty this year as a permanent fixture, but if necessary it can be placed as a temporary facility which can be relocated to accommodate any possible future relocation of the boat ramp which may be considered as part of the Magazine Bay development plan.



SUPPORT FOR THE PROJECT

17th April 2016

Boat Safety Meeting 20th April

Please accept my apologies for my absence at today's meeting.

As we are all aware there has been no progress on improving the public boating facilities at Naval Point for an exceedingly long period of time. The proposal as tabled and outlined by OCEL is an extremely cost effective design which will add enormously to the existing launch and retrieve facility. We have talked extensively about the negative safety aspects of the existing facilities particularly when a southerly blows up after a calm start to the day. With the proposed design using the concrete pontoons (generously organised by Buzz March), with their weight and angle to the southerly will have an enormous effect on reducing the wave action that rolls onto the boat ramp making for a safer boat retrieval operation. This design will have enormous safety benefits to the launch and retrieve of boats.

In summary I believe:

1. This will be a major safety improvement to the existing ramp.
2. This design is in line with other facilities around the country.
3. A good cost effective robust design that complements the existing facility.
4. Improvement to the public area at Naval Point boating facility is long overdue.
5. This facility has the ability and does generate income through a user pays system.
6. With improvement to the facility, this in itself will attract more users.

Eden Husband

For further information please contact Team Leader James Ensor of the Boat Security and Safety Association and the Lyttelton Boat Safety Stakeholders Group

SUBMISSION TO: Christchurch City Council
ON: Draft Long Term Plan 2015 - 2025
BY: Lyttelton/Mt Herbert Community Board
CONTACT: Paula Smith,
Chairperson, Lyttelton/Mt Herbert Community Board
c/- Lyttelton Service Centre
P O Box 73027
Christchurch 8154

Project Name	Lyttelton Marina Environments Development
Project ID	357
Comment	The Board notes that the funding for a development plan is planned for 2016 but there is apparently no funding for implementation of the plan. The development of a plan raises community expectations. The risk with this strategy is the plan would be out of date if not implemented soon after the plan is approved.

Project Name	Naval Point Breakwater and Marina Project (Unfunded)
Project ID	17918
Comment	The Board strongly supports this project. The Board notes there has long been community concern about the risks to recreational boat users, especially young and inexperienced sailors, trying to get their boats out of the water quickly and safely when a southerly change makes conditions on the water unsafe. This project is currently unfunded. However, this is a critical safety issue for the community. The Board supports the submission of the Boat Security and Safety Association to the Long Term Plan. The Board wishes to highlight that this project should be developed alongside the work of the Naval Point Redevelopment Project.

Capital Project ID 357 - Lyttelton Marina Environments (Naval Point) Development
Metropolitan recreational users at Naval Point (Lyttelton Marina Environments) have been neglected by successive Councils over the majority of the marine area developed by a storm in 2004. Community frustration is reflected in the submission on the Draft Annual Plan and Amending Long Term Plan by the Boat Security and Safety Association, who are keen to see progress on the ground. The Association proposes that capital funding be allocated for installation of a pontoon on the public slipway at Naval Point to increase boat safety. The Board fully supports Capital Project ID 357, as supporting development of Naval Point is one of the Port's top priorities in its Community Board Plan. The Naval Point Development Plan, funded by this project and currently underway, has as one of its objectives improving boat safety, which is also one of the Board's top priorities. Improving boat safety is one of the priority capital works identified by the Naval Point Development Plan following comprehensive consultation, the Board supports funding to implement these improvements.

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17/03/2021

Consent search | Environment Canterbury

Details for CRC960350.2

RMA Authorisation Number	CRC960350.2	Client Name	Christchurch City Council - C/O Buddle Findlay
Consent Location	Magazine Bay, LYTTELTON HARBOUR	State	Issued - Active
To	to disturb the bed to erect, reconstruct, replace, alter and or extend the following structures on and over the foreshore and seabed; two floating breakwaters - two piers and associated finger jetties and vessel berths; a floating fuel jetty; effluent pump out and disposal facilities; layoff jetties and breastworks; five slipways and a vessel lift/haulout facility.		
Commencement Date	18 Mar 1996		
Date This Consent Number Issued	01 Sep 2009		
Expiry Date	14 Mar 2031		

Please note there has been a change to how we represent the date fields. The 'Date This Consent Number Issued' is the date this version of the consent was issued. The 'Commencement Date' is when the original version of this consent was issued as per [s116 of the Resource Management Act 1991](#).

- 1 All works shall be located generally as shown on plan No.930903/30A attached.
- 2 The floating breakwater shall be curved to practical engineering limits to achieve the best wave attenuation and to minimise back wave reflection towards the boats moored in Corsair Bay.
- 3 The northeastern most finger jetties as shown on plan 930903/30A attached, shall be reduced on the northern extremity by 2 berthing bays either side of the central finger pier (4 finger piers).
- 4

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<https://www.ecan.govt.nz/data/consent-search/consentdetails/CRC960350.2/crc960350.2>

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17/03/2021

Consent search | Environment Canterbury

- The fuel dispenser line from the storage tank to the floating fuel jetty shall be a double contained pipe and shall be fitted with a shear valve and a leak monitoring system.
- 5
 - 6 Fuel dispenser nozzles shall be hand held and shall be fitted with automatic cut off action to prevent refuelling overflow spillages.
 - 7 The consent holder shall submit to the Canterbury Regional Council prior to the fuel jetty being commissioned for operation, a contingency plan covering fuel spillages from the storage tank and fuel dispensing equipment and the effluent pump out facilities.
 - 8 The lapsing provision of Section 125 of the Resource Management Act shall not apply to this consent until 15 years from the date of commencement.
 - 9 The Canterbury Regional Council may annually, on the last working day of June, serve notice of its intention to review the conditions of this consent for the purposes of:(i) dealing with any adverse effect on the environment which may arise from the exercise of the consent not foreseen at the time of granting the consent and is therefore appropriate to deal with later; or(ii) complying with the requirements of a relevant rule in an operative regional plan.(iii) dealing with any adverse effects on existing swing moorings in Corsair Bay.
- Charges, set in accordance with section 36 of the Resource Management Act 1991, shall be paid to the Regional Council for the carrying out of its functions in relation to the administration, monitoring and supervision of resource consents and for the carrying out of its functions under section 35 of the Act.

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<https://www.ecan.govt.nz/data/consent-search/consentdetails/CRC080350.2/crc080350.2>

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09/01/2017

Print

Subject: Document Request - CRC960350 EMAIL:00480000569
From: Morrow Anna (Anna.Morrow@ecan.govt.nz)
To: [REDACTED]
Date: Monday, 9 January 2017 1:09 PM

Dear James,

Thank you for your call regarding CRC960350.

Please find attached the consent decision documents for CRC960350, CRC960350.1 and CRC960350.2. I have also included the transfer decision for the original consent as this includes that plan.

If you have any further enquiries, please reply to this email or call Customer Services (details below).

Kind regards

Anna Morrow

How did we do today?
Give us your [feedback here](#).

CUSTOMER SERVICES
Environment Canterbury

ecinfo@ecan.govt.nz



PO Box 345, Christchurch 8140, New Zealand
Customer Services: 0800 324 636



Anna Morrow
Advisory Officer I
Environment Canterbury



PO Box 345, Christchurch 8140
Customer Services: 0800 324 636
Pollution Hotline: 0800 76 55 88



Facilitating sustainable development in the Canterbury region

ecan.govt.nz

Attachments

- CRC960350 Decision Documents.pdf (81.39 KB)
- CRC960350, transfer of resource consent and summary of consent hearing decision.pdf (1.02 MB)
- CRC960350.1 Decision Documents.pdf (81.57 KB)
- CRC960350.2 Decision Documents.pdf (81.50 KB)

P10
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P16 map
35 years
P12 duration

In respect of those matters referred to under Part II of the Act, Section 6 of Part 11 requires recognition and provision of matters of national importance such as the preservation of the natural character of the coastal environment from inappropriate subdivision use and development; the protection of outstanding natural features and landscapes, the maintenance and enhancement of public access to and along the coastal marine area and the relationship of Maori and their culture and traditions with their ancestral lands, water, sites, waahi tapu and other taonga. The natural character of Lyttelton Harbour has been already significantly modified by human developments and this proposal could be seen as enhancing rather than detracting from that natural character in its present modified state. We have already expressed a view on the effects of this development on public access. Mitigation measures proposed for potential contaminants entering the harbour adequately recognise the relationship of Maori and their culture with the harbour.

Section 7 refers to various matters, some of which are relevant to these applications, to which particular regard shall be given. They include Kaitiakitanga, the efficient use and development of natural and physical resources, and the maintenance and enhancement of amenity values.

There would appear to have been adequate consultation with the local Runanga and the issues of concern to tangata whenua. The marina in most respects, can be categorised as an efficient use of the natural and physical resources for recreational benefit and in general the proposal could be regarded as enhancing the amenity value of the harbour.

In an overall context we consider this proposal is consistent with the purposes and principles of the Resource Management Act in providing for the use and development of resources to meet a social need of the community in a sustainable way.

DECISIONS

RECOMMENDATION TO THE MINISTER OF CONSERVATION CONSENT APPLICATION NO. 960348

That a coastal permit be granted to Banks Peninsula District Council and the Lyttelton Port Company to reclaim approximately 5104 square metres of foreshore and seabed in Lyttelton Harbour in connection with a marina development subject to the following conditions;

The duration of the consent to be for an unlimited term.

Conditions

- 1) The location of the reclamations shall be as generally shown on the attached Plan Proposed Marina Development Map No. 2.
- 2) The solid breakwater extension of the Naval Point Reclamation stub breakwater shall not extend further than 160 metres from the existing reclamation.
- 3) The consent holder shall submit a scaled plan of the location and dimensions of all areas reclaimed within 3 months of completion of works.
- 4) The lapsing provision of Section 125 of the Resource Management Act shall not apply to this consent until 5 years from date of commencement.
- 5) The Canterbury Regional Council may annually on the last working day of June serve notice of its intention to review the conditions of this consent for the purposes of -
 - (i) dealing with any adverse effect on the environment which may arise from the exercise of the consent not foreseen at the time of granting the consent and is therefore appropriate to deal with later or

- (ii) complying with the requirements of a relevant rule in an operative regional plan.
- 6) Charges, set in accordance with section 36 of the Resource Management Act 1991, shall be paid to the Regional Council for the carrying out of its functions in relation to the administration, monitoring and supervision of resource consents and for the carrying out of its functions under section 35 of the Act.

DECISIONS : APPLICATIONS NO. 960349, 960350, 960351, 960352, 960360.

That Banks Peninsula District Council and Lyttelton Port Company be granted the following coastal permits for the terms shown and subject to the following conditions.

Application No. 960349 - A coastal permit to disturb the sea bed in the areas shown generally on Map No. 3 attached to remove sediment by dredging and basalt rock outcrops by blasting and excavation.

Duration of consent - 35 years.

Conditions

- 1) Delay detonators/relays and air curtains shall be used in all rock blasting.
- 2) The explosive charges used for blasting shall be limited to reduce the vibration velocity to at least .05 metres/second.
- 3) The lapsing provision of Section 125 of the Resource Management Act shall not apply to this consent until 5 years from date of commencement.
- 4) Charges, set in accordance with section 36 of the Resource Management Act 1991, shall be paid to the Regional Council for the carrying out of its functions in relation to the administration, monitoring and supervision of resource consents and for the carrying out of its functions under section 35 of the Act.

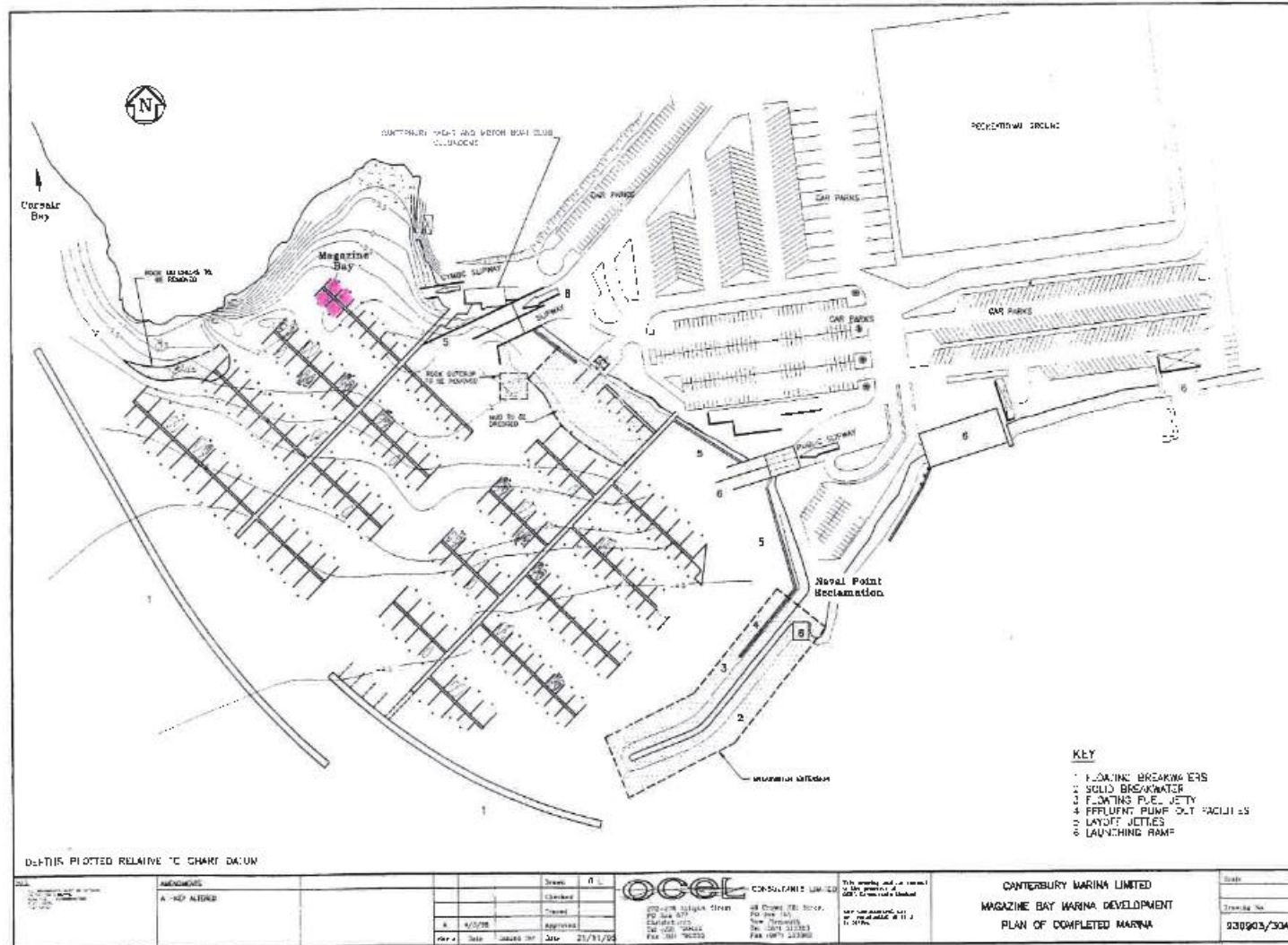
Application No. 960350 - A coastal permit to disturb the bed and to erect, reconstruct, replace, alter and or extend the following structures on and over the foreshore and seabed; two floating breakwaters - two piers and associated finger jetties and vessel berths; a floating fuel jetty; effluent pump out and disposal facilities; layoff jetties and breastworks; five slipways and a vessel lift/haulout facility.

Duration of consent - 35 years.

Conditions

- 1) All works shall be located generally as shown on plan No 930903/30A attached.
- 2) The floating breakwater shall be curved to practical engineering limits to achieve the best wave attenuation and to minimise back wave reflection towards the boats moored in Corsair Bay..
- 3) The northeastern most finger jetties as shown on plan 930903/30A attached, shall be reduced on the northern extremity by 2 berthing bays either side of the central finger pier (4 finger piers).
- 4) The fuel dispenser line from the storage tank to the floating fuel jetty shall be a double contained pipe and shall be fitted with a shear valve and a leak monitoring system.
- 5) Fuel dispenser nozzles shall be hand held and shall be fitted with automatic cut off action to prevent refuelling overflow spillages.

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27/01/2021

Xtra Mail Inbox

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Boat Safety Group Rock Volumes

 Copy James Ensor

13:28

▶ 3 attachments View [Download](#)

Hi John and James

Great speaking with you this morning and learning of your capacity to supply suitable rock for breakwater construction.

Attached is a simple spreadsheet with approximate volumes for the proposed Boat Safety Group breakwater in Magazine Bay, Lyttelton.

Comparative volumes are:

Boat Safety Group breakwater:

Armour Rock (250 – 1000 kg) = 31,000 tonne

Core Material (0.5 – 250 kg) = 150,000 tonne

CCC breakwater:

Armour Rock (250 – 1000 kg) = 16,000 tonne

Core Material (0.5 – 250 kg) = 75,000 tonne

Building up of existing spur breakwater

Armour Rock (250 – 1000 kg) = 5,875 tonne

Core Material (0.5 – 250 kg) = 3,500 tonne

]- \$560 K excl gst + contingencies + professional fees

These volumes are all preliminary estimates, the breakwater layout and construction is yet to be fully designed. The weights are based on a rock density of 2600 kg/m³ and void ratio of 35% for armour rock and 25% for core material.

Note that the CCC breakwater volumes assume that the main breakwater will be constructed as a continuous breakwater arm from shore. Once rock placement is completed the area above the seabed which links to shore will be removed to form the entrance.

Kind regards

<https://wobmail.xtra.co.nz/aopsuite/#!/?app=io.ox/mail&folder=default0/INBOX>

1/3

10/02/2021

Xira Mail Inbox

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FW: Boat Safety Group Rock Volumes

To James Ensor

9/2/2021 08:22 

4 attachments View Download

Good Morning James,

As discussed and based on the below volumes from Rob, I can confirm an estimate for the rock supply (including transport) and breakwater construction based on previous similar works.

You can apply these rates to either the CCC or BSG options accordingly.

Amour Rock **\$65 per ton**

Core Material **\$50 per ton**

Estimate for construction to excavate and place would be \$100 - \$150 per ton although this is very hard to predict until more concise methodology's are established.

Good Luck

John Airey
Manager



Component	Description	Total
Priority 1 - Environmental, public safety and partnership		
A	Haulout Yard	\$1,450,000
B	Initial site access/parking improvements	1,250,000
C	Handlaunching ramp and Rigging Area	\$2,030,000
D	Rebuild of existing public boat ramp	\$3,625,000
E	New Fixed Breakwater, Removal of Existing Breakwater and Partial Removal of Marina	\$7,625,000
F	Rockfall Hazard Work	\$680,000
G	Public Realm Improvements (site furniture, sculpture)	\$550,000
Priority 2 - Access, services, circulation and parking		
H	Upgrades to existing seawall and rock armour	\$1,000,000
I	Site Services	\$1,180,000
J	Pedestrian improvements, access and landscaping	\$2,550,000
K	Roading Upgrades	\$2,650,000
L	Later site Parking / Parking Lots	\$2,000,000
TOTAL		\$26,590,000

Note: Costs are estimates only and based on high-level planning work

Attachme

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Plan presented to Community Board 30 March 2010 - Isalyn Makenei - designer



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The Christchurch Civic Trust Inc. PO Box 1927, Christchurch 8140, New Zealand

April 24, 2021

RESPONSE TO THE CCC DRAFT CLIMATE CHANGE STRATEGY

Christchurch Civic Trust (CCT) broadly supports the draft strategy but finds that several areas of the Programmes need much greater focus / stronger measures. Selected CCT comments will be spoken to at the Hearings Panel.

Programme 5: Carbon removal and restoration

Carbon removal and natural restoration

Our commitment: Our biodiversity and ecosystems will be increasingly threatened by climate change. By protecting and expanding natural areas in our district, we will help capture carbon dioxide, while benefiting natural ecosystems and biodiversity.

Next step for the Council: Identify sites where partnership opportunities could increase indigenous planting across Christchurch and Banks Peninsula.

Programme 5 CCT response

CCC only mentions indigenous planting. This is eco-romantic nonsense...

1. Removal of atmospheric CO₂ is a critical action in the net zero quest.
2. Indigenous tree species are both extremely expensive to establish, and extremely slow at the critical task of doing CO₂ removals in the decades ahead
3. The average cost of CO₂ removals using natives is in the range of \$250-\$1000 per tonne of CO₂ sequestered, whereas fast-growing introduced tree species can sequester at \$20-\$30 / t CO₂
4. Also native trees are more at risk to drought and higher temperatures.

Programme 7: Low-emission transport system

Low-emission transport system

Our commitment: Road transport is the biggest single contributor to Christchurch's emission footprint. The transport sector contributes 54 per cent of our district's greenhouse gas emissions, with 36 per cent coming from road transport. Reducing transport emissions is essential to achieve our greenhouse gas emissions targets. Christchurch has high levels of private car use and low level use of public transport.

Next step for the Council: Complete the Christchurch Transport Plan to understand pathways to reduce emissions and identify a progressive series of options to achieve the level of reductions we are seeking.

Programme 7 CCT response

CCC has a very parochial view of our emissions responsibilities. Climate change is a global commons issue. Our consumer preferences and behaviours are causing massive emissions affecting the global commons...offshore where the goods we demand are manufactured. We need to change our consumer demand...for example to smaller and fewer vehicles (especially with the imminent shift to EV's...)

Further: CCT applauds the CCC intention to improve transport in the city, with better service and greater efficiency including a reduction in carbon emissions. For a number of years before the quakes a free shuttle service ran in the central city using buses designed by the late David Thornley, long-time board member of the Christchurch Civic Trust. A revival of this service with electric buses would go some distance to reducing carbon emissions while improving city life for citizens and visitors alike. An inner city orbital shuttle-bus would also provide enhanced connectivity with the radial bus system and would promote modal shift towards more sustainable public transport.

Commuter Rail

In the post-earthquake rebuild process, the population distribution has changed leaving the red zone for the north, west, and south of the city. This aligns with the existing heavy rail network that connects the rapidly expanding settlements and significant employment areas. Kiwi Rail is a reluctant operator of passenger commuter rail services. If only a fraction of the costs that have been allocated to building motorways had been directed to the provision of commuter rail services, Christchurch and Canterbury would now be enjoying a high quality rail commuter service associated with Park and Ride and better intermodal integration. The energy benefits alone would advance progress in response to climate change targets.

Light Rail

Because of earlier lack of foresight, the mainline rail network does not have a central city terminus: note the 2013 demolition of the reparable former Christchurch Railway Station in Moorhouse Ave. Christchurch is reliant on a bus network that does not have an exclusive right-of-way. This is all the more reason for reintroducing the electric shuttle buses to serve the inner city with coverage including the CBD and Hagley Park and the mainline train station at Tower Junction. In addition, it would be a very positive move to convert some of the bus network to operate as electric powered trackless trams, which recharge their batteries at strategic stops. There is no need for overhead catenary infrastructure. Temporary route changes are easily implemented which assists maintenance of underground infrastructure. These rail-based options require one agency to take control and lead the process. Then there

would be one authority to hold accountable. The current glacial-like progress needs the impetus of global warming to overcome the current inertia shown by our local body authorities. If we twiddle our thumbs and don't plan, we will not be an accessible city. So some serious resources must be put into public transport planning!

Programme 8: Energy efficient homes and buildings

Energy efficient homes and buildings

Our commitment: Our homes, buildings, businesses and infrastructure consume large amounts of resources such as energy, water and materials to build, operate, maintain, repair and replace. We will design our homes, businesses, buildings and infrastructure to be more energy and resource efficient, and powered by affordable, renewable energy. This will lower emissions, reduce costs, deliver healthier buildings, create businesses that are more efficient and conserve our precious resources

Next step for the Council: Promote awareness of resources available to communities and businesses to assist with energy efficiency efforts.

Programme 8 CCT response

This is the most pathetic diversion: conventional building materials dominated by cement products and steel have massive amounts of embedded carbon. With a shift to wood...our buildings could be better than carbon neutral...they could become carbon sinks.

Further: there is absolutely no acknowledgement in the draft strategy document that buildings (heritage and non-heritage) can be and should be recycled (retained, strengthened, repurposed, design-modified), with enormous environmental benefits compared with demolition and new building involving loss of embodied energy, energy consumption, CO2 emissions, etc. This is an appalling omission given the last 10 years of relentless post-quake demolition by central government (noting that the demolition of the former Christchurch Railway Station in 2013 – refer back to Programme 7 – is just such an example); at the same time the CCC heritage Team has led the way with a huge number of CCC restorations.

Programme 9 Towards Zero Waste

Towards zero waste

Our commitment: Generally, our society busy things, uses them, then throws them away. About 9 per cent of Christchurch's greenhouse gas emissions come from our waste. However, approximately 40 per cent of waste currently going to landfill in Christchurch has the potential to be recycled or composted, using the services currently available.

Next step for the Council: Implement the Council's Waste Management and Minimisation Plan.

Programme 9 CCT response

No mention is made of the fact that building and construction waste is 40% - 50% of current landfill. Strong measures / inducements are needed from CCC to reduce this: relates to comment on building recycling referred to above and in the attachment.

CCC needs to present itself as national exemplar in organic and inorganic waste recycling (national mention is rarely heard of Christchurch's scheme which has been running since 2009). Nevertheless the heavy energy consumption / emissions involved in providing the CCC three-bin collection service raise the question: are more environmentally-friendly improvements being investigated?

See attached document earlier presented to the Climate Change Commission on national issues but also with relevance to Christchurch climate change mitigation measures.

Have we got the game plan right?

Our overarching proposal is to focus on a deliverable capital programme that helps drive our city forward, with particular investment in roads and transport infrastructure and in protecting and upgrading our water networks. We're borrowing for new projects that have long-term value, and ensuring that the debt repayments are spread fairly across the generations of ratepayers who will benefit from them. We're maintaining enough financial flexibility to be able to handle unplanned events, and we're finding permanent efficiencies in our day-to-day spending. We've managed to do all of this while keeping rates increases as affordable as possible.

Have we got the balance right? Have we prioritised the right things? If not, what changes would you like to see?

The Christchurch Civic Trust (CCT) considers that in general the CCC has a reasonable LTP game plan, with **some exceptions**, largely to do with **heritage funding** and the **city's assets which are being considered for disposal**.

We are also concerned that aspects of day-to-day living in the city are in danger of being jeopardised, e.g. **opening hours for facilities**.

Our climate change concerns include **a request for the return of the pre-quake free electric buses**.

Rates

We've considered a range of options for how best to achieve what we need to achieve while also keeping the average rates increase as affordable as possible.

What do you think of this plan for an average residential rates increase of 5 per cent for 2021/22 and an overall rates increase of 4 per cent over the next 10 years?

CCT considers this proposed rating increase to be a prudent approach to the demands of the future and with generational equity in mind. **There also needs to be equity between commercial and residential rates**.

Proposed changes to existing rates, and new targeted rates

We're proposing a range of changes to existing rates, including the land drainage targeted rate and how we define remote rural properties. We're also proposing some new targeted rates, including a targeted rate specifically for the Arts Centre Te Matatiki Toi Ora, a heritage targeted rate to show the proportion of rates you already pay towards specific heritage projects, and an excess water targeted rate for households that use more than 700 litres a day.

What do you think of these changes to existing rates, and new targeted rates? Have we got it right? If not, what changes would you like to see?

CCT strongly supports the proposed targeted rate for the Arts Centre Te Matatiki Toi Ora: the Arts Centre is amongst the most highly prized city heritage and cultural assets which CCT has long held a close interest in. We contend that the **rating for the Arts Centre should be subject to a contribution from surrounding authorities, as for Canterbury Museum.**

The proposed new targeted rate for specific heritage projects is well-founded, enabling an equitable and democratised approach to the retention and celebration of the city's past long into the future. **BUT A VERY REAL CONCERN:** the proposed HIG funding model sees a **reduction of \$168,000 per annum** on the current annual sum available for chosen projects: see our comment further on.

The proposed targeted rate for water (and for other infrastructure) **raises the question** as to whether this is based on the average annual maintenance costs for the supporting infrastructure.

Investing in upgrading and protecting our city's water networks

We have a responsibility to provide and maintain the wells, pipes, reservoirs, treatment plans and pump stations for drinking water, and manage the collection, treatment and disposal of wastewater and Stormwater.

We are proposing to invest 41 per cent (\$2.329 billion) of our capital spend on water infrastructure. Have we got the balance right? If not, what changes would you like to see?

Investing in our transport infrastructure

We've heard from residents that transport is a top priority. It's also the city's biggest contributor to carbon emissions. We want to give people better options for getting around, whether by car, public transport, on foot, on a scooter or on a bike. We also want to ensure our networks are safe.

We are proposing to invest 25 per cent (\$1.445 billion) of our proposed capital spend on transport infrastructure improvements. Have we got the balance right? If not, what changes would you like to see?

CCT applauds the CCC intention to improve transport in the city, **with better service and greater efficiency including a reduction in carbon emissions.** For a number of years before the quakes a free shuttle service ran in the central city using buses designed by the late David Thornley, long-time board member of the Christchurch Civic Trust. **A revival of this service with electric buses would go some distance to reducing carbon emissions while improving city life for citizens and visitors alike.** It would also encourage park and ride based on the central city parking buildings.

Commuter RAIL

In the post-earthquake rebuild process, the population distribution has changed leaving the red zone for the north, west, and south of the city. This aligns with the existing heavy rail network that connects the rapidly expanding settlements and significant employment areas. Kiwi Rail is a reluctant operator of passenger commuter rail services. If only a fraction of the costs that have been allocated to building motorways had been directed to the provision of commuter rail services, Christchurch and Canterbury **would now be enjoying a high quality rail commuter service associated with Park and Ride and better intermodal integration.** The energy benefits alone would advance progress in response to climate change targets.

Light Rail

Because of earlier lack of foresight, the mainline rail network does not have a central city terminus. Christchurch is reliant on a bus network that does not have an exclusive right-of-way. This is all the more reason for **reintroducing the electric shuttle buses to serve the inner city with coverage including the CBD and Hagley Park and the mainline train station at Tower Junction.** In addition, it would be a very positive move to convert some of the bus network to operate as electric powered trackless trams, which recharge their batteries at strategic stops. **There is no need for overhead catenary infrastructure. Temporary route changes are easily implemented which assists maintenance of underground infrastructure.**

These rail based options require one agency to take control and lead the process. Then there would be one authority to hold accountable. The current glacial-like progress needs the impetus of global warming to overcome the current inertia shown by our local body authorities. If we twiddle our thumbs and don't plan, we will not be an accessible city. **So put some serious resources into public transport planning.**

In 2020 the Council adopted a new Waste Management and Minimisation Plan that focusses on changing our 'throwaway' culture and reducing the amount of waste we send to landfill. Implementing the actions in that plan are the key drivers of our operational and capital spending.

We're proposing to spend \$25 million on organics infrastructure (which includes upgrades to the organics processing plant), \$18.5 million on transfer station infrastructure and \$18.4 million on recycling infrastructure. Have we got the balance right? If not, what changes would you like to see?

CCT generally supports increased spending on organics infrastructure, transfer station infrastructure and recycling infrastructure; however, we believe that in a **'climate emergency' these sums are somewhat minimal**. We would like to see CCC make some attempt **to educate and encourage those involved in the construction industry to reduce landfill wastage which currently accounts for over 40% of landfill**.

Any moves CCC can make to encourage a 'retain, restore and repurpose' attitude to the built Christchurch environment which will help reduce wastage and the city's carbon footprint would be welcomed by CCT.

Our facilities

We're proposing to invest 19 per cent of our capital spend on community facilities. We're also proposing some changes to levels of service. This includes changes to libraries, service desks and the Christchurch Art Gallery Te Puna o Waiwhetū to reflect how and when residents use these facilities, and to acknowledge the impact that COVID-19 has had on visitor numbers. It also includes closing the Riccarton Road Bus Lounges.

What do you think of our proposed investment in Council-owned facilities across Christchurch and Banks Peninsula, and in our changes to levels of service? Have we got the balance right? If not, what changes would you like to see?

CCT considers that the proposed spending on community facilities is too low. Proposed cuts to hours send the wrong signal about Christchurch to the rest of the country and to its own citizens. Library and Art Gallery hours/ levels of service should not be cut / lowered while we are still in the pandemic, ie when 'normality' is yet to be recovered: this is the time when these services are needed more than ever and following many years of post-quake disruption for citizens. What is being proposed is a short-term expediency which disproportionately affects some parts of the community.

CCT is particularly concerned at the proposed reduction of the Art Gallery education outreach services: it is 'short-termism' in the extreme to discount the value of arts-educated youth of today who will be the future users of Te Puna o Waiwhetu.

Our heritage, foreshore and parks

Christchurch has a long and proud history of protecting and respecting our heritage. Over the past decade we've carried out a massive programme of repairs and restorations, but we still have some work left to do. In the next 10 years we will continue to restore our own buildings and support private development of heritage buildings. We will also be maintaining and improving our parks and foreshore.

We're proposing to invest 11 per cent of our capital spend on our heritage, foreshore and parks. Have we got the balance right? If not, what changes would you like to see?

CCT considers that the investment of 11% of CCC capital in heritage, foreshore and parks is **too low**. Notwithstanding the change to a targeted rate for heritage, the reduction from \$750,000 p.a. to \$542,000 p.a. will **adversely affect CCC ability to sustain the level of heritage support for which the city is well known**. It should be remembered that central government provided only \$10m for the restoration of earthquake-damaged heritage buildings after the September 4, 2010 quake (on a dollar for dollar basis) and that no additional heritage funding was provided by the government after the February 22 quake (with the exception of support for Christchurch Cathedral).

CCT considers that Hagley Park, the premier heritage open space in this Garden City, deserves a higher level of funding to enable the very best level of care to be provided for this world class facility. This applies also to the internationally significant Christchurch Botanic Gardens. **Note: CCC has an intergenerational statutory obligation under the Reserves Act to protect Hagley Park's heritage values and manage the park accordingly. Greater council oversight is required to prevent damage to the park.**

We are proposing to provide the Arts Centre with a capital grant of \$5.5 million. We would do this via a targeted rate that would recover the grant cost over 10 years, and would phase in over two years, so the targeted rate would be smaller in 2021/22 than in subsequent years. We're proposing that every ratepayer will pay this rate and it will be calculated as a number of cents per dollar of capital value.

Do you support the Council funding \$5.5 million for the Arts Centre? This proposal is currently accounted for in our proposed rates increase. If a decision is made not to proceed, rates would drop by 0.04 per cent.

CCT strongly supports the proposed targeted rate for the Arts Centre. It is the city's special taonga which must be given every possible assistance, post-quakes, to thrive again.

Funding for base isolation of the Robert McDougall Art Gallery

Canterbury Museum considers the base isolation of Robert McDougall Art Gallery to be a key part of the Museum's redevelopment. In July 2019, the Council agreed in principle to support the base isolation of Robert McDougall Art Gallery at a cost of \$11.8 million, subject to public consultation in the Long Term Plan.

Do you support the Council funding base isolation of the Robert McDougall at a cost of \$11.8 million? This proposal is not currently accounted for in our proposed rates increase. If a decision is made to fund base isolation, rates would increase by 0.07 per cent.

CCT is against the proposal as it stands. It results from a request by Canterbury Museum for the base isolation of the Robert McDougall Art Gallery as part of its redevelopment project for which the Museum is yet to receive approval for its Resource Consent application.

The Museum redevelopment centres around the need for more space on its site. It considers the RMDAG to be part of its 'site', **but in fact that is not true.** Funds for the building and operations of the RMDAG were gifted to the citizens of Christchurch by Robert McDougall and in statute the building still belongs to the citizens of Christchurch (the CCC) and its function (in statute) is to **operate as an art gallery for the benefit of the citizens of Christchurch and Canterbury. As such CCT does not consider that base isolation of the gallery, at \$11.8m, is money well spent in the present economic climate. CCT supports separate B I of the RMDAG if it is a cost-effective means of strengthening and protecting the building for its statutory purpose.** We repeat that the redevelopment of the Museum with its proposed B I and increased basement area of the RMDAG should not be reliant on the Museum obtaining a CCC lease for the RMDAG.

We have a small number of properties, including two heritage buildings, that are no longer being used for the purpose they were originally acquired for. These surplus properties make up less than 1 per cent of Council's overall property portfolio.

Help us decide their future – what do you think of this proposal to dispose of surplus properties?

CCT considers it vital that **the two heritage CCC-owned properties are not disposed of** without there being a transparently conducted review, with public input carefully considered. Disposal of 5 Worcester St and Coronation Hall could lead to a new owner opting, at some point in the future, **for demolition: too much of the city's heritage has been lost since the earthquakes**, continuing even to this day with the demolition of the Cathedral of the Blessed Sacrament and with a threat to the NG building remaining.

CCT shares Historic Places Canterbury's concern about the future of the Yaldhurst Memorial Hall, with a similar recommendation to that above: community consultation and fully transparent decision-making.

Any other comments:

The Draft Plan could present a **stronger sense of the climate change emergency** which the city has declared itself to be in! A section on this vital part of the future Christchurch could have been expected in the LTP Consultation Document – to relate to the [Ōtautahi Christchurch Climate Change Strategy \[PDF, 1.9 MB\]](#).

Supporting Documents

CCT submission to Climate Change Commission

Our Draft Annual Plan 2022/23 from Gray, Ross organisation: Christchurch Civic Trust behalf of: Chair 120

Our Draft Annual Plan 2022/23

Submitter Details

First name: Ross Last name: Gray

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

Christchurch Civic Trust

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

Chair 120

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 Any further comments

Christchurch Civic Trust supports the Special Heritage (Cathedral) Targeted Rate for the \$10m allocated - as long as it is needed (as per original CCC agreement).

CCT continues to support the Special Heritage (Arts Centre) Targeted Rate for the \$5.5m CCC grant for this vital core of the city's culture and built heritage.

CCT does not support the proposed Base Isolation of the Robert McDougall Art Gallery which we consider should not be acting as a key part (in fact an 'indispensable' part) of the Canterbury Museum redevelopment; as an indispensable adjunct element of Christchurch Art Gallery, the RMDAG does not require base isolation to fulfill its function as an exhibition space for, principally but not exclusively, the city's historical collection. Its 1930's

Our Draft Annual Plan 2022/23 from Gray, Ross organisation: Christchurch Civic Trust behalf of: Chair 120
strength of construction saw only moderate damage to the building in 2011.

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CCT is disappointed, alarmed that the Draft Annual Plan 2022/23 shows little evidence that this is a plan for a city which has declared a Climate Emergency (Newsline 23 May 2019).

The attached documents are our reminder of what CCT submissions were on the CCC LTP and on the CCC Draft Climate Change Policy.

Thank you.

Ross Gray

Attached Documents

File
Final CCT submission to CCC Draft Climate Change Policy
the game plan Word doc Wed 14th 15th20466 hilighted

419

Our Draft Annual Plan 2022/23

Submitter Details

Submission Date: 18/04/2022

First name: Paul Last name: Broady

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

1.5 Capital Programme

I totally support all the proposed expenditure for Transport Environment in the categories Asset Renewal, Growth, and Level of Service Improvement.

In the context of the climate emergency / crisis the need for reduction in greenhouse gas emissions is urgent. "Urgent" means now. According to the latest IPCC AR6 WGIII report (April 2022), emissions should have peaked for achievement of a best, if low, chance of restricting average global warming to +1.5°C. Christchurch should be vigorously pursuing rapid reductions in order to minimise heating.

The enhancement of public transport and personal transport such as cycling and electric scooters provides us with the best opportunity to reduce emissions from private cars. The Ōtautahi Christchurch Climate Resilience Strategy (2021) has stated that 36% of our emissions come from land transport. An extensive and complete network of cycleways taking people to all parts of the inner city and suburbs is essential for encouraging use of bikes and making them a more efficient form of transport.

Costly damage from climate disruption will become more apparent over the next few years. This will increasingly persuade people of the good sense of making these shifts in transport modes. Those who deny the need for change and favour the dominance of the private car have surprisingly limited vision of the requirements for a healthy future.

A disappointment is that so many projects are flagged to start in 2023/24 or later. The urgency for mitigation of climate disruption by reducing emissions suggests that these projects should be brought forward.

1.6 Further Comments

T24Consult Page 1 of 2

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Page 2 of the Draft Annual Plan states that: "the purpose of this plan is to inform the community on the spending priorities outlined in the plan, and may not be appropriate for any other purpose".

I suggest that it should have one other important purpose and that is to indicate which spending will contribute towards 1) mitigation of, and 2) adaptation to climate disruption. Without this it is impossible for a citizen to estimate the extent to which there is progress in the 10 Climate Action Programmes described in the Ōtautahi Christchurch Climate Resilience Strategy (2021).

It is urgent that action is taken to rapidly progress those programmes and no doubt considerable funding is required for this. Page 19 of the Draft Annual Plan provides an overview of "Where our funding will go 2022/23" and pages 80-85 provide a summary by activity of the Proposed Capital Programme. Neither of these provides any information about the proportion of funding that will contribute to either climate change adaptation or mitigation. They should do so. If they did then this would help the public assess progress being made with the Climate Resilience Strategy.

Some of the hundreds of individual activities listed on pages 86-135 (Proposed Capital Programme Detail by Activity) will contribute to adaptation to climate disruption. Many will either add to or reduce our city's emissions. Where appropriate, an indication of which of these applies to each activity should be shown, possibly using simple symbols in an extra column to the table.

On page 57, in a description of the role of "Strategic Planning and Policy", it is stated that: "Responding to climate change and building resilience will be one of the biggest challenges Christchurch faces". This indicates that the need for climate action is recognised but it would help immensely if the reader could clearly see how funding allocations contribute to facing this "biggest challenge". It is unfortunate that the future tense "will be" is used rather than the present "is". It is vital that Council documents stress the present urgency of action and do not hint that it might be acceptable to delay action.

In the table "Significant Forecasting Assumptions" under "Impact of policies and external factors", section 3.6 covers "Potential climate change impacts" (p194-195). It is noted that better understanding of impacts of climate change on our assets is required for determination of the financial consequences of those impacts. However, there is no mention of the risk of increased costs of climate mitigation activities. There is likely to be more international and central governmental pressure and societal demands for an increase in mitigation activities as climate disruption accelerates. Also, it is not unlikely that increases in scientific knowledge of climate disruption will indicate the need for faster and deeper cuts to emissions. What might be the financial impacts of this?

In the Mayor's Introduction to the Draft Annual Plan Consultation Document (p5), she states that "Climate action continues to be a priority...Central...is our goal of halving greenhouse gas emissions...by 2030". It is heartening to read such a strong commitment to mitigation. It is unfortunate that this theme is not continued in the "word from our Chief Executive" or in the remainder of the document, although, as in the Draft Annual Plan, "adaptation" receives a few mentions.

Please be explicit in showing where mitigation and adaptation efforts are being funded. This would help generate public interest and stimulate action.

Attached Documents

File

No records to display.

Our Draft Annual Plan 2022/23

Submitter Details

Submission Date: 15/04/2022

First name: Bryan Last name: Gilchrist

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

1.1 Rates

It's fine

1.2 Revenue, spending and borrowing

Please make Phillipstown a priority - as there is a proposed reduction in the Capital Programme spending, its m concern that Phillipstown will, once again, be overlooked, and it's a suburb that desperately needs urgent and long overdue infrastructure work.

1.4 Fees and Charges

It would be great if Council could consider an incentive plan, such as lowering fees at the refuse stations, to discourage people dumping litter on our streets, or making public rubbish bins available.

1.5 Capital Programme

Please consider allocating funding for a our community facility in Phillipstown. Any opportunity to bring funding forward is significantly important and would be greatly appreciated.

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Please support funding road improvements on Ferry Road, between Wilson's and Aldwins roads. Status quo sees no designated pedestrian crossings, cars parking in designated parks on pedestrian walkways, huge bottlenecks in traffic at busy periods.

Please, especially on Olliviers Road, implement infrastructure improvements that align with the slow neighbourhoods programme. Cars travel at unsafe speeds putting children and pets at risk. It is terribly dangerous.

Lastly, please consider landscaping beautification in Phillipstown. We desperately need it!

1.6 Further Comments

Thanks for proceeding with the Lancaster Park redevelopment, however, please seriously consider what residents want in terms of design and use.

Attached Documents

File

No records to display.

From: [REDACTED]
Sent: Monday, 18 April 2022 4:10 PM
To: CCC Plan
Subject: DAP2022-2023: BNA Submission
Attachments: CCC DAP 2022-23BNA Submission FINAL.docx

323

Categories: Karen

Greetings

Please find attached a submission from the Beckenham Neighbourhood Association Incorporated.

Yours sincerely

Peter Tuffley

[REDACTED]

CCC DRAFT ANNUAL PLAN 2022~2023
SUBMISSION BY BECKENHAM NEIGHBOURHOOD ASSOCIATION INCORPORATED

PREAMBLE

1. We note with approval the recognition, expressed by both the Mayor and the Chief Executive in their respective Consultative Document forewords, of the need to make adjustments in order to prepare for uncertain times ahead, in particular the Chief Executive's reference to the war in Ukraine and its potential impact on the economic landscape in an already inflationary situation.

2. Emphasis on "getting the balance right" has been a recurrent theme in the Annual Plans of recent years. We think the Council has again broadly succeeded in that regard.

3. Already in 2020 the Council demonstrated both willingness and ability to make significant adjustments in the face of crisis. In the Annual Plan for 2021-22 it performed well in catching up on projects that had been deferred because of the COVID emergency of the previous years (as evidenced in the completion of the Cashmere/Hoon Hay/Worsleys Intersection reconfiguration, as well as the water main pipelaying work that has been underway in our neighbourhood). That solid track record gives us confidence that the balanced approach laid out in the current Draft Annual Plan is soundly based and should work – barring the unforeseen.

FINANCIAL CHANGES

4. Given the present level of inflation it comes as no surprise that operational costs have risen. That trend can be expected to continue, indeed worsen.

5. In those circumstances, the DAP shows wisdom in reducing capital expenditure and borrowing. We support the proposed capital expenditure reductions, and congratulate the Council on also achieving yet again a reduction in the proposed level of rate increase.

6. Aiming at future-proofing and resilience at a time when so much in the future is uncertain and potentially threatening is in our view the obviously right approach. Even so, and even with the best efforts, the possibility remains that unprecedented commodity-price-led inflation on an unanticipated scale may push some costs over budget to an unsustainable degree and force a choice between budget blowout and curtailment, deferral or even abandonment of some projects.

7. While not suggesting that the Council "go back to the drawing board" as it did with its 2020 updated Draft Annual Plan, we think it would nonetheless be prudent, even if the Draft Plan is approved in its present form, for staff to be tasked to prepare a prioritized contingency list of expenditure items to be considered for further pruning should the need arise (e.g. in the event of higher-than-anticipated commodity-price-driven inflation).

WATER-RELATED MATTERS

8. We support the Council's efforts in working with other local authorities to seek a change in the Government's Three Waters approach.

9. In the meantime, we agree that the Council cannot suspend expenditure on water infrastructure over which the Government's proposals will, if implemented, deprive the Council of control. In the circumstances we agree that this expenditure should be funded from borrowing.

PARKS AND HERITAGE

Mid Heathcote Linear Park Masterplan Implementation

10. In view of the uncertain times ahead, we are deferring any plea for the reinstatement of this item for the time being.

OTHER MATTERS

Policy on Council Working Relations With Residents' Groups

11. We think that the critical situation our city faces, and will continue to face, as a result of the war and consequent inflation adds to the importance of close communication between the Council and the community, and adds point to the recommendation we have made on this subject numerous times in recent years – namely that it would be timely to revive the policy review that the Council initiated many years ago and failed to complete.

IN CONCLUSION

12. Subject to the various matters that have been touched upon above we broadly support the Draft Annual Plan.

13. We wish to be heard in relation to this Submission

18 April 2022

On behalf of the Beckenham Neighbourhood Association Incorporated

Peter Tuffley, Submissions Co-ordinator



From: Peter Tuffley [REDACTED]
Sent: Monday, 18 April 2022 4:25 PM
To: CCC Plan
Subject: DAP 2022-2023: PeterTuffley Submission (attached this time)
Attachments: CCC DAP 2022-23PTuffley_sbmsn.docx

304

Categories: Karen

Hello

Please find my submission attached.

Yours sincerely

Peter Tuffley
[REDACTED]

CCC DRAFT ANNUAL PLAN 2022~2023
SUBMISSION BY PETER TUFFLEY

1. I congratulate the Council on the economic realism and prudence evident in this year's DAP. Inflation – already with us before the start of the war in Ukraine – is forecast to be greatly exacerbated by the impact of the war, as well as by the sanctions on Russia, and the Chief Executive rightly takes note of this.
2. While no-one can be certain how longlasting or severe this impending inflationary period may be, it would probably be well to err on the side of pessimism. The Financial Prudence Benchmarks statement indicates that there is adequate leeway in the event of circumstances becoming worse than anticipated (as might be highly likely in respect of operating costs). Recalling how well the Council succeeded in producing an emergency updated DAP in 2020 in the face of the COVID crisis, I have every confidence that the Council will be as well placed and well equipped (as future-proofed and resilient) as possible to cope with the worst.
3. I think the proposed capital expenditure reductions show a sensible appraisal of what can be deferred for future better times. Achieving a further reduction in the proposed level of rate increase over what was proposed in the LTP is also a praiseworthy achievement, as is the proposed reduction in borrowing.
4. Nevertheless, the possibility has to be recognised that an unforeseen degree of inflation may push some costs to unacceptable levels over budget and force further expenditure cuts (or further borrowing to fund added expenditure) on perhaps all but inescapable commitments. The more contingency planning can be done to prepare for this eventuality, the more flexibly and selectively the Council will be able to respond to circumstances as they develop, and I strongly recommend that staff be put to work on this. The ability to prioritize soundly will be essential.
5. Turning to water-related matters, I support the Council's efforts in working with other local authorities to overcome apparent ministerial obstinacy and persuade central Government of the wisdom of seeking an alternative to its current flawed Three Waters proposals – preferably one that will enable the Council to retain control over the water management assets of which it has been an excellent custodian.
6. Whatever may be the outcome of those efforts, expenditure on water infrastructure has to continue. In the circumstances it would be wrong to burden ratepayers with that expenditure, and best to fund it by borrowing, whereby the liability can be passed on to the entity that takes control of the assets in the regrettable event that the Government's proposed scheme goes through.
7. The coming hard times will in my view make it important for the Council to strengthen consultative and other links with local communities. As one who participated in the original initiative to review Council policy on working relations with residents' groups, I would strongly recommend that now would be a good time to revive that sadly abandoned process and take it forward to completion.
8. With the above provisos I broadly support the Draft Annual Plan.
9. I wish to be heard in relation to this Submission

18 April 2022
Peter Tuffley







Halswell
RESIDENTS ASSOCIATION (inc)

The Chairman:
2 McDermott Place,
CHRISTCHURCH, 8025

Submission:	Draft Annual Plan 2022/23 (Christchurch City Council)
Date:	14 April 2022
Wish to be heard:	YES
Standing:	<p>Halswell Residents Association (Inc.) is an incorporated society and a registered charity, and advocates for the interests of people in Halswell. Activities are largely carried out by a Committee of 6-8 members, which holds monthly meetings open to the public. For submissions such as this, a draft is circulated to our committee and consensus obtained before the final version is submitted and minuted at the next monthly meeting.</p> <p>The Association Chairperson is John Bennett; David Hawke and Adele Geradts are Co-Secretaries. Adele Geradts is also our Acting Treasurer following the resignation of our previous Treasurer for health reasons. The Association can be contacted by email at secretary.HRA@gmail.com</p>

Halswell's growth has been enormous, and City Council's capital projects have failed to keep up. This is something we raise repeatedly, and very little seems to happen except that more houses are built. Consequently, City Council has accumulated a sizeable deficit of capital projects that need to be done. In our view, this is not responsible financial management.

Informing our submission are the results from four surveys we have run on the Halswell Community Facebook page, starting in September 2021.

- Local government representation (September 2021; c. 120 respondents)
 - **Key finding:** a poor level of understanding of City Council. This is picked up again below in Section 3 of our Submission.
- Halswell public transport (October 2021; c. 160 respondents)
 - **Key finding:** At 49% of respondents, "The bus takes too long to get where I want to go" is the largest reason for not catching the bus more often. This is picked up again below in Section 4 of our Submission.
- Halswell community facilities (January 2022; >300 respondents)
 - **Key finding:** most people travel by car to community facilities. Hardly anyone (<10%) catches the bus.
- Halswell physical environment (March 2022; >300 respondents)
 - **Key finding:** noise from traffic is the standout issue, with trucks, buses and cars all of concern. Although some folk don't see an issue, those living on busy roads are not happy.

1. Areas where City Council has performed well

- a. Strengthening Communities funding: In this past financial year (2021/22), City Council (through our Community Board) has granted us money from its Strengthening Communities Fund for our ongoing expenses including organising the 2022 ANZAC commemoration.
 - i. Without this support, our work would be seriously reduced and the ANZAC commemoration would not happen.
- b. Community Board Discretionary Response funding: City Council (through our Community Board) has granted us \$6300 over the past two years for our matai project from its Discretionary Response Fund. Businesses, a local trust and a local donor have also contributed substantially.
 - i. Just as a reminder, this project is based around a 1000 year-old matai forest buried beneath Halswell. We are hoping to build a heritage narrative that will go beyond the present colonial narrative, to include both mana whenua and recent arrivals in Halswell.
 - ii. As well as support from Community Board elected members, we acknowledge the enthusiastic support from City Council heritage and community board staff and note that such a project can only really be done bottom-up by people in the community.
- c. Support for establishing the Halswell Hub: Community Board has given significant financial and moral support for this initiative by Halswell Community Project. The result is a true “community hub” where all sorts of community activities take place (including our monthly meetings).

Action requested (1): maintain (or boost) community funding disbursed by community boards.

- d. The Draft Annual Plan consultation process: Last year, we were extremely disappointed at the late and incomplete responses to questions we posed on aspects of the draft plan.
 - i. This year, we lodged five tightly worded questions on Saturday 2 April. We received a prompt acknowledgement on Monday 4 April, to the effect that relevant staff had been asked to respond. This came through to us with an appropriate level of detail on 6 April.
 - ii. This is a vast improvement on our experience last year, and City Council is to be commended on attending to the issues so evident then.
- e. What would be much better is if each Project had a 1-2 sentence explanation. This would save submitters time, help give more informed comment, and save City Council money.

Action requested (2): provide a link in future Draft Annual Plans to a brief description of each project.

2. Draft Annual Plan proposal for amended Level of Service: Transport

- a. The decrease proposed for the percentage of land holdings with a 15 min walking access (54% to 48% for 2022/23) reflects the change in measurement from a walking speed of 5 km/h to 4 km/h. We support this change.
- b. Regardless of the walking speed, there will be large parts of new residential developments in Halswell’s south and southeast that do not meet requirements for four of Food Shopping, Education, Employment, Health, and Open Spaces to be within 15 min walking access.

- i. Running eastward from the motorway exit onto Richmond Avenue and nearby streets, only Education, Open Spaces and Health are accessible within 15 min.
 - ii. Further east, through Country Palms to Sabys Road, Food Shopping adds to the list but Health drops off – so only three of the four levels of service.
 - iii. Then, east of Halswell School to Sutherlands Road, Health drops off the list and there is presently no Food Shopping. This leaves only Education and Open Spaces.
 - c. The upshot of all of this is that the brand-new areas of Halswell, for which in a well-planned city one might expect this sort of level of service to be comfortably exceeded, in fact fall well short. We find this remarkable.
 - d. Beyond this issue, there is no recognition in this Level of Service for (shall we say) a 10 year-old or an 80 year-old's ability to cross the road safely.
 - i. This is particularly important in Halswell because of the grid of high-traffic roads; Halswell Road, Halswell Junction Road, Sabys Road, Dunbars Road, Whincops Road, Wigram Road to name just a few. On all these roads, crossing refuges are particularly sparse and hard to use safely. The situation on Halswell Junction Road and Wigram Road will become even worse when the Lamb & Hayward funeral home opens.
 - ii. Even if (say) school or the shops fit within the 15 min rule, if the 8-year old or the 80-year old cannot cross the road safely and confidently it is all to no avail.

Action requested (3): implement the Draft Annual Plan's proposed change to measuring the Level of Service: Transport.

Action requested (4): add age criteria to the Level of Service: Transport.

Action requested (5): add capital projects to the Draft Annual Plan that improve the compliance of Halswell to both the current and the proposed Level of Service: Transport.

3. What is missing from the Draft Annual Plan

- a. Intersection improvements at Richmond Avenue / Whincops Road
 - i. Knights Stream School has an enrolment zone that stretches east to Sabys Road, including all the areas south of Halswell Junction Road. The school is about to be expanded to double its roll to beyond 700 children.
 - ii. Anyone coming to the school east of Whincops Road and Wigram Road must go through the roundabout at the intersection with Richmond Avenue and Caulfield Avenue. This roundabout is especially busy at school drop-off and pick-up times.
 - iii. Having primary school children negotiate this busy roundabout is potentially going to lead to dead children. We already have a dead person from a collision at this intersection last month, following a collision with a bus.
 - iv. Given this level of risk, parents or caregivers will more likely drive their youngster to school.
 - v. As a society, we want our children to be active and independent. Having them carted to school because of safety concerns goes against this principle, and contributes to the traffic that causes the problem in the first place.
 - vi. It is very clear from Waka Kotahi documents that City Council, as Road Controlling Authority, must play its part by providing safe roading infrastructure for children to get to school.

Action requested (6): add active travel improvements at Whincops/Richmond Ave intersection to the Annual Plan.



The Whincops Road / Richmond Avenue roundabout is especially hazardous for people wanting to do the right thing and have their children walk, scooter or bike to Knights Stream School. Improving this intersection is urgent, given that the school zone extends far to the east at Sabys Road.

- b. A plan to boost public understanding of how council works.
 - i. In the 2019 local government election, only 43% of enrolled electors voted. We find this totally unacceptable.
 - ii. In our survey on Representation in September 2021, 47.5% of 120 respondents said either they didn't know the name of their Ward councillor from a list, or chose the name of a Member of Parliament.
 - iii. It is always difficult to know where to start on a complex problem such as this.
 - iv. In our view, what needs to happen in the first instance is to get Community Boards into their communities. There was a start made, but since then it has faltered. For example: Waipuna Halswell – Hornby – Riccarton Community Board and neighbouring Spreydon – Cashmere Community Board each held all 16 of their in-person meetings in 2021 in a single City Council Service Centre (Riccarton and Beckenham respectively). We think this a dereliction of duty.

Action requested (7): add a Level of Service to the Draft Annual Plan that provides a benchmark for Community Boards that gets them into their communities.

- c. Funding to allow portable recording of Community Board meetings at venues around the community.
 - a. Andrei Moore from Waipuna Halswell – Hornby – Riccarton Community Board promoted a measure to have recording of community board meetings during the recent period of virtual meetings.
 - b. This measure has led to a substantial increase in the number of people engaging with community board meetings.

- c. Recording of community board meetings needs to be provided for to allow for the movement of meetings to different venues around the community.

Action requested (8): add funding for portable recording of community board meetings at venues around the community.

- d. Fenced dog park
 - i. Many people in Halswell own and walk dogs. In our Community Facilities survey, over 90% go walking and 34% of those who go walking often take a dog.
 - ii. In the absence of a formal dog park, the stormwater areas have become de facto dog parks so that wildlife is now almost entirely gone.
 - iii. There is a vague reference in the Long Term Plan to city-wide dog parks but not until the very end of the planning period.

Action requested (9): add a fenced dog park in Halswell to the Draft Annual Plan.

4. Particular capital projects that need to be brought forward

- a. 1344 Milns, Sparks & Sutherlands Intersection Improvement (\$630k in 2024/25 or later)
 - i. The traffic along Sparks Road is steadily increasing, contributed by both Halswell folk and by people living in Selwyn District.
 - ii. The level of traffic makes turning out of Milns Road and Sutherlands Road difficult. Milns Road is especially problematic because it is on the inside of a blind corner. For people on bikes or walking the situation is virtually impossible.
 - iii. Once on Sparks Road, cyclists have only a narrow shoulder to travel along yet it is a key route for accessing Quarryman's Trail. City Council and Waka Kotahi put a lot of money into constructing Quarryman's Trail, and having it so difficult to access is such a waste.

Action requested (10): bring Project 1344 forward to 2022/23 to reflect current realities of a busy and difficult intersection.



The Sparks/Sutherlands/Milns intersection is hazardous and difficult for all road users right now, and needs to be upgraded urgently. Waiting beyond 2024/25 as proposed is too long.

- e. 917 Lincoln Road Passenger Transport Improvements (Between Curletts and Wrights); 63366 Lincoln Road PT priority – Whiteleigh to Wrights (2015k in 2024/25 or later) (\$787k in 2022/23, then \$3256k in 2023/24 and \$5221k in 2024/25 or later)
- i. Getting PT priority down Lincoln Road and Halswell Road has a long history of delayed implementation.
 - ii. For example, the section between Whiteleigh and Moorhouse was approved in 2020 yet construction still hasn't started. We were told that the delay is due to "an engineering issue at Whiteleigh Avenue / Lincoln Road" but we find this explanation inadequate. Instead, we suspect a convenient excuse and lack of motivation.
 - iii. As proposed, PT priority are not programmed for completion until 2024/25 or beyond, yet many of the people who will use these services have already moved into their new homes.
 - iv. Furthermore, ECAN have told us that they will not be implementing changes to bus routes from Halswell to the central city until the PT priority lanes are finished, to ensure that new customers are not subjected to delays due to partly completed road works.
 - v. Finally, we hear repeated requests for a covered all-year swimming pool for Halswell, with our survey showing small but significant numbers of people driving to pools outside Halswell. We understand that such a pool for Halswell is unlikely to happen anytime soon, given the Metro Sports Facility underway adjacent to Christchurch Hospital. However, this needs good PT access. It also needs City Council to talk with ECAN about making PT the mode of choice to get to the new facility.

Action requested (11): bring Project 63366 forward to 2022/23 to reflect current realities of PT delays from Halswell and increasing congestion.

- f. 41845 Cycle Connections – Quarryman's Trail (\$283k in 2024/25 or later).
- i. This is another project on which we sought more information from City Council. Part of the response stated "a shared bi-directional pathway alongside Sparks Road will be continued from the current signalled crossing through to Sutherlands Road".
 - ii. We are really pleased that Quarryman's Trail is to be extended to Sutherlands Road. However, work on this needs to start right now. Sparks Road is really busy, and cycle access to Quarryman's Trail is along a narrow to non-existent shoulder. This is another example of a project that has lagged behind the residential development of Halswell.

Action requested (12): in Project 41845, bring forward to 2022/23 the extension to Sutherlands Road of Quarryman's Trail to reflect current realities of a crowded road and minimal shoulder.



Sparks Road is extremely busy and cyclists must ride a narrow shoulder to access Quarryman's Trail (seen here in the distance). It is no coincidence that the cyclist here is a middle-aged male.

- g. 44710 Local Cycle Network – Halswell to Hornby (\$1015k in 2024/25 or later)
 - i. This is another project on which we sought more information from City Council. The response we received stated that “the project route is based on a connection improving the cycle connection between Halswell and Hornby. From Halswell Road following Dunbars Road – Awatea Road – Amyes Rd to Shands / Goulding Street. The costings on this project include allowance for an off road connection alongside the eastern berm side of Dunbars Road whilst little is now required along the Awatea Road section as it is largely developed and the cycle facilities are continuous along its length.”
 - ii. We are really pleased that the project includes separation from motor vehicles along Dunbars Road and Awatea Road. These roads are really busy right now and few people on bikes use them, so we think that this project needs to be brought forward to meet this already-existing situation.

Action requested (13): bring Project 44710 forward to 2023/24 to reflect current realities of traffic along Dunbars Road and Awatea Road.

- h. 60377 Programme – Active Transport Level of Service Enhancements (\$13182k in 2024/25 or later)
 - i. As already noted, many areas in the new parts of Halswell do not meet the current Level of Service: Transport.
 - ii. Many of the areas in Halswell’s south and east have people already moved in or well on the way. Catering for these people cannot wait until 2024/25.

Action requested (14): bring Project 60377 forward to 2022/23 to reflect current realities of barriers to active transport.

5. Particular capital projects we support

- a. 43696 Halswell Community Local Play Space Planned Renewals (\$250k)
 - i. We greatly appreciated a visit last year by City Council’s recreation planners to explain what is involved in this project.
 - ii. Although we are concerned that there are too many “pocket parks” in new subdivisions, that is a separate issue. Key point here is that we support the renewal

- of equipment in parks such as Patterson Park; these parks are well used and important bumping spaces for the local community.
- b. 17052 Sparks Road Improvements (\$1104k in 2022/23; \$760k in 2023/24):
 - i. This is one of the projects on which we sought more information from City Council.
 - ii. We were told that this project “is the Council’s share of costs to provide kerb and channel, shared path and carriageway widening in conjunction with developers (plan attached of scheme). This scheme is close to being consented as part of the developments along the southern side of Sparks Road. The developments are progressing faster than anticipated, hence the request to bring back funds to FY23 in this Annual Plan.”
 - iii. As such, we support this project.
 - c. 61531 Ngā Puna Wai Car Park and Access Improvements (\$1680k in 2022/23)
 - i. This should have happened years ago. We have heard lots of angry Aidanfield residents who must put with both the traffic and the off-site parking on neighbourhood streets. This is only going to get worse, as we understand that the Netsal facility will be up and running from around 12 months.
 - ii. There is a lot of local mistrust of Council motivation around the Ngā Puna Wai project. We often hear from Aidanfield residents: “They will never listen to us – their minds are already made up”. We sympathise strongly with their viewpoint.
 - iii. You need to make sure that you engage with local people right from the start, and given the Netsal timeline, “start” means “right now”.
 - d. 42027 Wigram & Hayton Intersection Improvement (\$210k)
 - i. We understand that this project is to ensure that cycle and pedestrian access is preserved into and adjacent to the Ngā Puna Wai access point and Wigram Road.
 - ii. Assuming we are correct, we are really pleased that City Council is attending to active transport needs at key pinch-points at the same time as it is attending to vehicle access to Ngā Puna Wai.

Action requested (15): ensure Projects 61531 & 42027 happen on schedule, with the Aidanfield community meaningfully engaged ASAP.

6. Final comments

- a. While not strictly a stand-alone “capital project”, we think it would be a good time to get more native tree plantings underway in the stormwater retention basins to supplement the wetland plants now well established.
- b. We know from our Matai Project that matai forest was formerly well established in Halswell, and work done by Dr Matiu Prebble at University of Canterbury has documented kahikatea forest in wetter sites.
- c. New subdivisions, plus the suburban intensification envisaged by the proposed revision of the District Plan, either have already decreased or will decrease the amount of greenery in the areas where most people live. Putting in more trees in wetland areas will counterbalance these trends, at least to some extent.
- d. We commend City Council for its work in tree plantings at Springlands (southern side of Quaifes Road, at Murphys Road), but more needs to be done. Particular sites include the wetlands at 66 Quaifes Road and the Hendersons Road / Sparks Road wetland.

Action requested (16): establish matai or kahikatea plantings at wetlands at 66 Quaifes Road and at Hendersons Road / Sparks Road.

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This could this be a Halswell stormwater basin, if City Council plants appropriate native trees

our mailing list
Our Draft Annual Plan 2022/23 from Hawke, David organisation: Halswell Residents Association (Inc.) behalf of: Co-Secretary; 30 on 239

Our Draft Annual Plan 2022/23

Submitter Details

First name: David Last name: Hawke

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

Halswell Residents Association (Inc.)

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

Co-Secretary; 30 on our mailing list

Postal address:

Suburb:

City:

Country:

New Zealand

Postcode:

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

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

See attached

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)?

See attached

Attached Documents

File

HRA CCC Annual Plan 2022 submission v4

Our Draft Annual Plan 2022/23

Submitter Details

Submission Date: 18/04/2022

First name: Viviana **Last name:** Zanetti

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

Phillipstown Community Centre Charitable Trust

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

We support the Phillipstown Residents (about 4,000 people)

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

1.2 Revenue, spending and borrowing

The Draft includes a proposed reduction in Capital Programme spending equal to \$75.2m.

We are concerned that this decrease will affect heavily Phillipstown where there are a number of areas that require urgent and overdue infrastructure work to maintain a safe neighbourhood (just to name a couple of examples: Cross Reserve where the lack of a pathway/s leading to the playground makes it difficult for parents and children to use it on wet days; Olliviers Reserve where the overgrown vegetation makes the park unsafe). We would like to ask that, if the proposed reduction are implemented, work in Phillipstown is brought forward. It would also be preferable that the operational spending budget on items such as maintenance is prioritised in Phillipstown.

1.5 Capital Programme

Funding for a community centre/hub in Phillipstown.

We support the allocation of funds towards a community centre/hub in Phillipstown. We would welcome any opportunity to bring this funding forward, as the current tenure on the former Phillipstown Primary School is a short term one and the lease is temporary. We believe that the need for a community facility that supports the growing community is extremely important. As highlighted in the Submission produced by the Waikura Board on

the Annual Plan (Point 2.2) where the Board supports 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 importance of having a community hub in the neighbourhood has been outlined by the feasibility study recently produced by the PCCCT.

We would also welcome the opportunity to work closely with the City Council in order to identify together possible options for the community facility, should the current site not be available in the future. We believe that any discussion about a permanent community centre/hub in Phillipstown should be part of a wider conversation about needs and aspiration for the neighbourhood where the future of the former Phillipstown Primary School represent one of the major topics for discussion.

Ferry Road from Aldwins Road to Fitzgerald Ave

We are aware that The Ferry Road Master Plan includes reference to road improvements, safety and streetscape enhancements and amenity upgrades, however we are also aware that the budget for the implementation of the Master Plan was postponed, last year, after 2031.

The current condition of Ferry Road in Phillipstown is far from being "reasonable" and, regardless any plan for possible future improvements, it needs immediate attention.

While Ferry Road from Fitzgerald to St Asaph St and Ferry Road in Woolston has been redeveloped, we think that Ferry Road in Phillipstown (the section between Wilsons and Aldwins) has been missed out and presents a number of issues and concerns, specifically around the basic maintenance, or better the lack of basic maintenance which, apart from increasing the unpleasantness of the road – gray, polluted, noisy and busy – has an impact on the safety for pedestrians and bikers.

Similarly, it appears that in the years there has been a very minimal maintenance of the drains which are - almost all - blocked, damaged, and creating an uneven surface.

We would like Council to consider residents' concerns over:

- Safe crossing along Ferry Road between Wilsons and Aldwins Road.

In that space there are 4 pedestrian *crossing, with the first 3 of them (those closer to Wilson) being in the first 300 metres, the last one being at the intersection with Aldwins. This leaves about 460 metres without any crossing points. The Council needs to provide safe crossing points across the road at key points where pedestrians are likely to cross to reach businesses and bus stops on the opposite sides of the road. There has already been one pedestrian killed trying to cross between Mathesons and Olliviers Roads. These crossing points also need to be clearly visible to motorists such as with the inclusion of metal fencing . The 'safe crossing' point at Mathesons rd. is particularly unsafe with 2 lanes merging from the Wilsons intersection , plus Mathesons vehicles turning left into the just merged lanes ,and occasionally, vehicles travelling towards the city ducking onto the right hand side of the median (in the same lane as opposing traffic!)to access Mathesons Rd.

- Cars sharing the footpath with pedestrians along all Ferry Road from Wilsons Road to Aldwins Road, both ways. We think it is not acceptable that the council is enabling cars to park on the footpath. Not only does this decrease the footpath width for pedestrians, but it also damages integrity of the asphalt resulting in a safety hazard for bikers and pedestrians. It also means there are no physical barriers(curbing) between pedestrian and parking or U turning vehicles .

The feedback that we receive from our community is that Ferry Road is an unsafe and unpleasant road to walk on (but also to bike or drive on): due to the lack of barriers between cars and pedestrians, it is unsafe for anyone but especially for parents to walk with a pram or with young walkers, maybe students heading to the closest school (Te Waka Unua in Woolston).

Due to the concrete safety strips in the middle of the road, drivers on Ferry Road coming from Ensors Road are not able to turn into Phillipstown through Nursery, Leydon, Matheson's and Ollivers. The first street available is Phillips Street. This produces the following issues:

1. Both residents and business owners have witnessed cars heading west on Ferry Road take a shortcut on wrong side of median strip to access Mathesons and Ollivers Rd (driving on the right-side of the road in the wrong direction to bypass the concrete barrier)
2. We are aware that, as consequence of this behaviour, staff of the Ferry Road Pharmacy have had near misses while waiting to cross as pedestrians back to the pharmacy side.
3. With most cars now turning down Phillips Street across the East Ward cycle lane, increased danger for cyclist as the lighting of the cycleway in winter is insufficient and the cyclists' lights blend in with the oncoming traffic lights of the cars coming down Ferry Road from Fitzgerald Ave,

We suggest that Council prioritises resources in investigating and solving the different issues in Ferry Road and we support bringing forward the budget for Ferry Rd improvements and for developing safe pedestrian crossing facility.

That Phillipstown be prioritised for inclusion in Slow Neighbourhoods Programme.

The increase in intensification/housing developments has been impacting on street parking as well as traffic on the side roads. This situation is not expected to get better when the Urban Development Plan imposed by Central Government is implemented as Phillipstown is meant to become High Density area.

Intensification, house development and lack of off-street parking have already resulted in the narrowing of the streets, in cyclists sharing the footpaths with pedestrians as they find the roads too dangerous, The 50km limit plus drivers travelling faster than this puts everybody - residents, drivers, cyclist - in danger.

We support the inclusion of Phillipstown in the Slow Neighbourhoods Programme.

Greening Phillipstown.

We very much appreciate that funding for Lancaster Park has been brought forward. However we urge that the Council work towards ensuring that the wider Phillipstown community has sufficient green space: apart a couple of pocket parks and the area used by the Phillipstown Community Hub, Phillipstown is – according to the residents – a concrete jungle and there are still some parts of the suburb where residents need to walk more than 1km to reach green space.

The lack of trees and greenery is systemic in streets such as Tuam St, Harrow St, St Asaph St, Ferry Road, Bordesley Street, Buccleugh St, Cashel St. This has a detrimental impact on pollution (on Ferry Road on a sunny day, car emissions are even visible to the naked eye!) and heat in summer.

We ask that Phillipstown is included in the Greening the East Project as it is part of the East of Christchurch and absolutely need "greening".

1.6 Further Comments

Phillipstown has been neglected for too many years. Phillipstown has lost the schools (first the Primary School, and in few months, the Technology Centre) which has impacted in the demographic composition of the area. Many of the city assets that remain are neglected and in a poor state. After a great engagement with the local communities, the Ferry Road Master Plan hasn't been implemented in the area (but it has been in Central and in Woolston) with no communication with the residents on the reasons behind this decision.

Phillipstown is one of the oldest neighbourhoods in Christchurch, with a lot of history and character. The Council

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needs to take the lead in prioritising maintenance and initiatives to demonstrate that it values the suburb. This especially as the Phillipstown area is experiencing and will experience a growth in building developments increasing the housing density in the suburb.

We recommend that Council prioritises Phillipstown in future planning and develops, together with residents, organisations working with the community and stakeholders with specific interest in the area (Kainga Ora, Police, Central Government) an intentional plan for the development and improvement of the area. A plan that holistically consider Phillipstown and the potentials and opportunities that might arise in the future (such as the disposal of the former Phillipstown Primary School, should the Ministry of education decide that there is no further need of the land for educational purposes).

Dumping of shopping trolleys

We encourage Council to work with supermarkets (and retailers using shopping trolleys) on a programme to reduce dumping of shopping trolleys on the streets, in waterways and on open spaces.

Attached Documents

File

No records to display.



The Voice of Heritage

Christchurch City Council Draft Annual Plan 2022-2023

Submission

From Historic Places Canterbury

Mayor and Councillors,

Historic Places Canterbury (HPC) wishes to acknowledge the work and professionalism of the Council's Heritage Team and requests the Councillors to pass on our appreciation of their work.

HPC in addition wishes to draw the attention of the Councillors to the Canterbury Stories web site initiative. HPC commends the Council for funding work on this project. Our initial contacts with them has been very positive and HPC is sure the project will have strong community support. Our contacts outside Christchurch have expressed real interest in this initiative. **HPC requests this projects funding be continued.**

HPC considers the continual restoration of its earthquake damaged Heritage buildings to be a real success. HPC requests the Council pass on our appreciation to those staff involved.

Specifically, HPC requests the Councillors adjust the Draft Annual Plan for the following:

Christchurch City Council Heritage Team

HPC requests the Council Heritage Team be restored to its pre-COVID staffing levels and make an adjustment to the funding accordingly.

The CCC deferred from filling a Team Heritage vacant position due to the financial influence of COVID.

HPC is requesting this vacant position be filled as it has been our experience the Heritage Team's expertise is required both internally and externally.

Councillors will recall our recent Public Forum presentations where we noted the lack of Heritage Team input and advice in CCC Reports.

The Heritage Team's work will increase as the Government's intention to intensify our City will place additional strain on the preserving our Heritage. Due to the Government measures we face the real prospect of significant loss of Heritage that would qualify but has not yet been assessed for protection by the Heritage Team.

HPC considers the District Plan is not as representative of our Heritage and extra effort needs to be made to rectify this. HPC would like to remind the Councillors a couple of years ago we found that scheduled Heritage Buildings were just (if I recall correctly) just 0.25% of the total building stock) so Heritage is rare.

Heritage Incentive Grants- The Tangible Fund

HPC requests at minimum, the full reinstatement of the grant to its highest previous levels (between \$800,000-900,00).

Reinstating it to its previous levels will bring operational parity with the Intangible Fund.

HPC considers there is an imbalance as applications for built heritage are generally more cash intensive so the funding for the Tangible Fund should reflect this and needs to be raised. "Our

Heritage Our Taonga" Heritage Strategy commits the Council to supporting and partnering with the Community in the retention of our Heritage and the funding must reflect this.

HPC argues BOTH the Tangible and Intangible Funds should be well supported to be effective.

This is not a case of one or another but both together.

CCC Cemeteries

HPC requests the Cemetery Repair Fund be reinstated.

The CCC is to be commended for having a specialist Cemetery Team. (HPC has complimented their work in a past Public Forum presentation.) The systematic repair of these Heritage Objects will supplement their work and will enjoy public support.

In addition there is a Bill before Parliament that will very likely direct the Council to take responsibility for cemetery maintenance. Setting aside funds for repair is the CCC preparing for the inevitable.

Robert McDougall Gallery- Deferment of work on Weathertightness

HPC requests the Councillors give an assurance that delaying the work in making the Gallery weathertight will not cause (further?) damage to its heritage material.

HPC is asking for this as we can find no reference in the Draft Plan to any report stating that the proposed delay will not materially affect the heritage material of the building.

If no report exists HPC requests the Councillors seek one before making the final decision.

The Provincial Council Buildings

HPC supports that funds have set aside for work on the complex.

HPC requests the CCC actively seek a lasting solution on the future of these important and much loved Heritage buildings.

HPC understands this is a complex situation however we are sure Christchurch residents and yourselves agree a solution is long overdue.

Vacate Land Rate Differential

HPC requests that for the proposed Vacate Land Rate Differential a provision allowing for discretion for Heritage and Character buildings be added.

HPC is concerned the proposed new Rate in its application should not become a contributing factor in a buildings demise.

HPC considers that an increased funding of the Tangible Fund (HIG grants etc) empowers the CCC Heritage Team to be more proactive and achieve more positive outcomes..

General Comments

Aside from the above requests, HPC endorses the Draft Plan in relation to what is proposed for Heritage.

HPC is pleased the repair of the Cunningham House renewal is on the budget. The Botanical Gardens are one of Christchurch jewels and Cunningham House is an integral part of the Parks experience.

Barbadoes Street Cemetery Sextons House Renewal

HPC is pleased work is planned for this building, as it is long overdue. However if the renewal is to be delayed as proposed, HPC requests an assurance the building will be made very secure.
HPC has knowledge of other CCC buildings where this has not happened.

Wayfinding

HPC has seen the initial installations and looks forward to the continued rollout of the program.

"Our Heritage Our Taonga" CCC Heritage Strategy

"Kia kōmiroa, kia whiria ngā weu kia ū, Kia roa, kia pītonga ai te taura
we lengthen and strengthen the essence within
As we weave together new strands into our rope,

We work together to recognise, protect and celebrate our heritage, which weaves our stories and places together, and is vital to the identity and wellbeing of our communities and the district."

Mark Gerrard

Chair Historic Places Canterbury

The Following are slides taken from a presentation:
“Heritage and Economics: Multiple Lenses” given by Building Economist Donovan
Rykema

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Measuring Economic Impact *Environmental* *Measurables -- Landfill*



A quarter to a third of all solid waste is from construction debris

What's the cost in dollars?

What's the cost to the environment?

379

Measuring Economic Impact *Environmental* *Measurables -- Landfill*



1,344,000

379

Measuring Economic Impact *Environmental* *Measurables – Landfill*



50,000 s.f.

=



26

379

Measuring Economic Impact *Environmental* *Measurables – Embodied Energy*



50,000 s.f.

=



640,000

379



The Economic Impacts of Preservation

379

Labor Intensity in Historic Preservation

New Construction



Rehabilitation



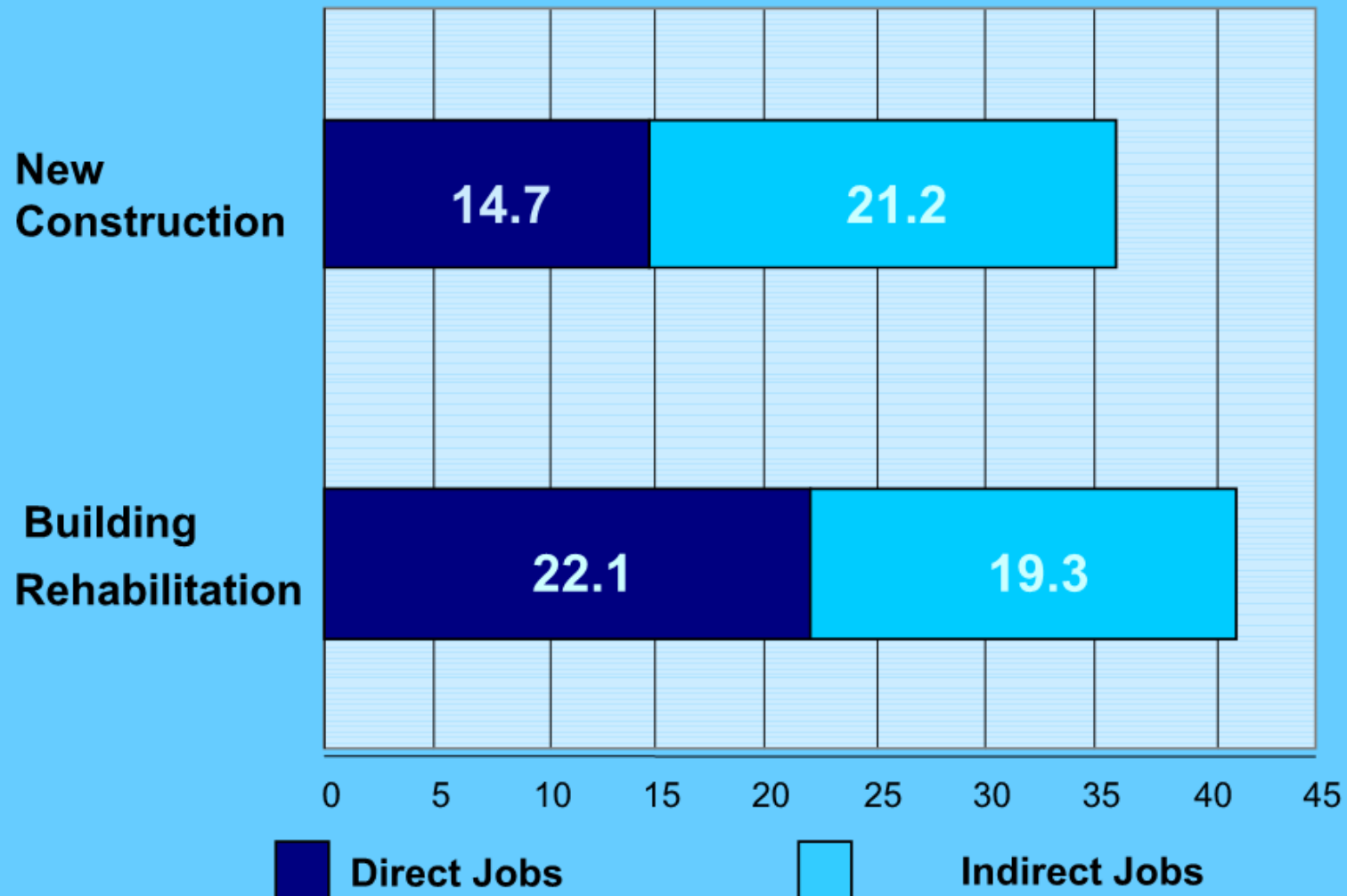
Materials



Labor

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Job Creation in North Carolina Building Rehabilitation vs. New Construction Per \$1 Million in Output



Rehabilitation of
2-3% of building
stock per year
means *perpetual*
employment in
building trades



Our Draft Annual Plan 2022/23

Submitter Details

Submission Date: 18/04/2022

First name: Mark **Last name:** Gerrard

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

Historic Places Canterbury

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

Chair

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
Historic_Places_Canterbury_Submission_CCC_Draft_Annual_Plan_2022_2023