

# Annual Plan 2022 – 2023

Thematically coded submission content  
& officers responses

Full Report

May 2022

# Table of Contents

<b>1. Rates</b> .....	<b>12</b>
1.1. Residential Rates.....	12
General Comments .....	12
Officers Response .....	12
1.2. Business Rates .....	38
General Comments .....	38
Officers Response .....	38
1.3. Remote Rural Rates .....	40
General Comments .....	40
Officers Response .....	40
1.4. Annual General Charge .....	40
General Comments .....	40
Officers Response .....	40
1.5. Rates Remissions .....	41
General Comments .....	41
Officers Response .....	42
1.6. Other.....	46
General Comments .....	46
Officers Response .....	46
<b>2. Financial Policies</b> .....	<b>49</b>
2.1. Revenue & Financing Policy .....	49
General Comments .....	49
Officers Response .....	49
2.2. Rating Policies .....	50
General Comments .....	50
Officers Response .....	50
<b>3. Revenue</b> .....	<b>57</b>
3.1. Dividends .....	57
General Comments .....	57
Officers Response .....	57
3.2. Development Contributions .....	57
General Comments .....	57

Officers Response .....	57
3.3. Central Government Grants & Funding .....	64
General Comments .....	64
Officers Response .....	64
3.4. Excess Water Charge .....	65
General Comments .....	65
Officers Response .....	65
3.5. Other.....	69
General Comments .....	69
Officers Response .....	69
<b>4. Fees and Charges .....</b>	<b>70</b>
4.1. Eco Central Charges .....	70
General Comments .....	70
Officers Response .....	70
4.2. Rec & Sport Charges .....	71
General Comments .....	71
Officers Response .....	71
4.3. Community Halls & Spaces.....	76
General Comments .....	76
Officers Response .....	76
4.4. Resource Consents .....	76
General Comments .....	76
Officers Response .....	76
4.5. Building Consents.....	77
General Comments .....	77
Officers Response .....	77
4.6. Libraries .....	78
General Comments .....	78
Officers Response .....	78
4.7. Parking .....	81
General Comments .....	81
Officers Response .....	82
4.8. Other.....	84
General Comments .....	84

Officers Response .....	84
<b>5. Borrowing .....</b>	<b>88</b>
5.1. Borrowing & Debt Management.....	88
General Comments .....	88
Officers Response .....	88
<b>6. Spending .....</b>	<b>94</b>
6.1. Our Planned Spending.....	94
General Comments .....	94
Officers Response .....	94
<b>7. Grants &amp; Funding.....</b>	<b>113</b>
7.1. Edgware Pool.....	113
General Comments .....	113
Officers Response .....	113
7.2. Pukeko Centre .....	177
General Comments .....	177
Officers Response .....	177
7.3. Community Grants.....	182
General Comments .....	182
Officers Response .....	182
7.4. Strengthening Communities Fund .....	187
General Comments .....	187
Officers Response .....	188
7.5. ChristchurchNZ Funding (General).....	189
General Comments .....	189
Officers Response .....	189
7.6. Funding for other CCOs .....	190
General Comments .....	190
Officers Response .....	190
7.7. Canterbury Museum .....	190
General Comments .....	190
Officers Response .....	191
7.8. Requests for additional grants & funding.....	191
General Comments .....	191
Officers Response .....	191



7.9. Other.....	198
General Comments .....	198
Officers Response .....	198
<b>8. Three Waters .....</b>	<b>205</b>
8.1. Three Waters (Operations) .....	205
General Comments .....	205
Officers Response .....	205
8.2. Waste Water (Capital).....	209
General Comments .....	209
Officers Response .....	209
8.3. Water Supply (Capital) .....	213
General Comments .....	213
Officers Response .....	213
8.4. Stormwater & Land drainage (Capital) .....	222
General Comments .....	222
Officers Response .....	222
8.5. Waterways Quality & Compliance (Operations).....	238
General Comments .....	238
Officers Response .....	238
8.6. Other.....	247
General Comments .....	247
Officers Response .....	247
<b>9. Transport.....</b>	<b>249</b>
9.1. Transport (Operations) .....	249
General Comments .....	249
Officers Response .....	249
9.2. Roads (Capital) .....	271
General Comments .....	271
Officers Response .....	271
9.3. Cycleways (Capital).....	332
General Comments .....	332
Officers Response .....	332
9.4. Footpaths & Streetscape (Capital).....	357
General Comments .....	357

Officers Response .....	357
9.5. Public Transport Infrastructure .....	387
General Comments .....	387
Officers Response .....	387
9.6. Carparking.....	393
General Comments .....	393
Officers Response .....	393
<b>10. Resource Recovery .....</b>	<b>396</b>
10.1. Resource Recovery (Operations) .....	396
General Comments .....	396
Officers Response .....	396
10.2. Resource Recovery (Capital) .....	398
General Comments .....	398
Officers Response .....	398
<b>11. Parks .....</b>	<b>400</b>
11.1. Parks (Operations) .....	400
General Comments .....	400
Officers Response .....	400
11.2. Neighbourhood Parks (Capital) .....	409
General Comments .....	409
Officers Response .....	409
11.3. Sports Parks (Capital).....	421
General Comments .....	421
Officers Response .....	422
11.4. Reserves (Capital) .....	430
General Comments .....	430
Officers Response .....	430
11.5. Regional Parks (Capital) .....	436
General Comments .....	436
Officers Response .....	436
11.6. Cemeteries (Capital) .....	440
General Comments .....	440
Officers Response .....	440
11.7. Foreshore (Capital) .....	441

General Comments .....	441
Officers Response .....	441
11.8. Public Toilets (Capital) .....	443
General Comments .....	443
Officers Response .....	443
11.9. Wharves (Capital) .....	446
General Comments .....	446
Officers Response .....	446
11.10. Heritage (Capital) .....	450
General Comments .....	450
Officers Response .....	451
11.11. Ōtākaro Avon River Corridor Regeneration .....	461
General Comments .....	461
Officers Response .....	461
11.12. South New Brighton & Southshore Estuary Edge .....	471
General Comments .....	471
Officers Response .....	471
<b>12. Libraries.....</b>	<b>472</b>
12.1. Libraries (Operations) .....	472
General Comments .....	472
Officers Response .....	472
12.2. Libraries (Capital) .....	473
General Comments .....	473
Officers Response .....	473
<b>13. Community Facilities .....</b>	<b>476</b>
13.1. Community Facilities (Operational) .....	476
General Comments .....	476
Officers Response .....	476
13.2. Halls & Community Centres (Capital) .....	481
General Comments .....	481
Officers Response .....	481
<b>14. Recreation, Sports and Events.....</b>	<b>509</b>
14.1. Rec & Sport (Operational) .....	509
General Comments .....	509

Officers Response .....	509
14.2. Events.....	510
General Comments .....	510
Officers Reponse.....	510
14.3. Pools (Capital) .....	512
General Comments .....	512
Officers Reponse.....	512
14.4. Recreation Centres (Capital).....	516
General Comments .....	516
Officers Response .....	516
14.5. Community Arts .....	516
General Comments .....	516
Officers Response .....	516
<b>15. Art Galleries and Museums .....</b>	<b>520</b>
15.1. Art Gallery (Operational).....	520
General Comments .....	520
Officers Response .....	520
15.2. Art Gallery (Capital).....	521
General Comments .....	521
Officers Response .....	521
15.3. Museums (Operational) .....	521
General Comments .....	521
Officers Response .....	521
15.4. Museums (Capital) .....	523
General Comments .....	523
Officers Response .....	523
<b>16. Strategic Framework .....</b>	<b>527</b>
16.1. Strategic Priorities .....	527
General Comments .....	527
Officers Response .....	527
16.2. Climate Change.....	528
General Comments .....	528
Officers Response .....	528
16.3. Other.....	546

General Comments .....	546
Officers Response .....	546
<b>17. Planning and Strategic Transport, Urban Design and Urban Regeneration .....</b>	<b>552</b>
17.1. City Planning.....	552
General Comments .....	552
Officers Response .....	552
17.2. Strategic Transport.....	565
General Comments .....	565
Officers Response .....	565
17.3. Mass Rapid Transit.....	570
General Comments .....	570
Officers Response .....	570
17.4. Hazards Adaptation & Adaptation Planning .....	571
General Comments .....	571
Officers Response .....	571
17.5. Urban Design .....	575
General Comments .....	575
Officers Response .....	575
17.6. Urban Regeneration .....	577
General Comments .....	577
Officers Response .....	577
17.7. Heritage (Strategic).....	596
General Comments .....	596
Officers Response .....	597
17.8. Greater Christchurch Partnership .....	599
General Comments .....	599
Officers Response .....	599
<b>18. Other .....</b>	<b>600</b>
18.1. Water Reform .....	600
General Comments .....	600
Officers Response .....	600
18.2. Tree Canopy .....	604
General Comments .....	604
Officers Response .....	604

18.3. Governance .....	613
General Comments .....	613
Officers Response .....	614
18.4. Public Transport.....	626
General Comments .....	626
Officer Response .....	626
18.5. Social Housing.....	631
General Comments .....	631
Officers Response .....	631
18.6. Christchurch Waste Water Treatment Plant.....	635
General Comments .....	635
Officers Response .....	635
18.7. RMA Reform.....	645
General Comments .....	645
Officers Response .....	646
18.8. Future of Local Government.....	647
General Comments .....	647
Officers Response .....	647
18.9. Consultation Process/Engagement & Communications .....	648
General Comments .....	648
Officers Response .....	648
18.10. Covid-19 Vaccine Policy & Requirements .....	659
General Comments .....	659
Officers Response .....	659
18.11. Capital Programme Deliverability .....	660
General Comments .....	660
Officers Response .....	660
18.12. Te Kaha/Canterbury Multi-Use Arena .....	663
General Comments .....	663
Officers Response .....	663



# 1. Rates

## 1.1. Residential Rates

### General Comments

140 submitters addressed our residential rates proposal.

62 provided comments in support of our proposal, with many noting that it was good to see it below what was signalled in the LTP.

62 provided comments that opposed our proposal, with many citing the rising cost of living and the additional pressure that this will place on households as the reason for their opposition.

24 submitters provided other opinions or alternative proposals.

### Officers Response

Submitters were generally evenly split on the level of rates increase in line with the LTP. Of those supporting, several supported an additional increase for climate change and resilience issues.

Of those opposing, 10 were specific to the current issues in the Bromley area. Others noted the impact of Covid and current inflationary pressures on low income households.

Several thought increased valuations and house prices would cause their rates to increase.

The draft rates increase is in line with that proposed in the LTP which a number of submitters appreciated. Council is not immune to the current Covid and inflationary issues outside its control.

House price and valuation increases do not in themselves cause a rates increase. The overall rates requirement is determined and then apportioned to ratepayers largely based on CV. Only if a property's CV increases more than the average during a revaluation would an increase in rates occur and vice versa.

### Support

#### *109 - David Simpson*

---

This level is fine.

#### *11 - Cody Cooper*

---

I think that we should be targeting a CPI increase only, but at the same time would also like some things to happen faster. However



upon checking the budget there is very little things I would suggest to cut. So on balance I think you have the right mix.

---

**124 - James Dilger**

I have no issues with fair rates increases - as long as it is justified and spent without wastage.

---

**14 - Caroline oliver**

Okay

---

**147 - Anjanette Cannon**

positive

---

**150 - Holly Parfitt**

sounds reasonable

---

**151 - Julie Kidd**

I support this.

---

**16 - Yolanda Soryl**

I would prefer the rates to increase if it means we still get Council services such as pools, libraries and public events such as the Vegan Expo that you sponsored.

---

**163 - Aaron Kwak**

I approve of these changes

---

**17 - Mike Patchett (Water and Wildlife Habitat Trust)**

Support the increase

---

**19 - Louise Wainman**

Being a new resident relocating to Christchurch I am not affected by rate increase, but aware our landlord will have to increase the rent here to accommodate extra costs coming up. I appreciate the Council has to take into account the various resources that the tax will affect.

**191 - Bebe Frayle (Waitai Coastal-Burwood Community Board)**

---

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

**205 - James Newlove**

---

Not unreasonable given the size of the ratepayer base

**21 - Jill Borland**

---

Support in principle; not withstanding the comments regarding impacts on struggling businesses and whānau

**210 - Emma Norrish (Waipapa Papanui-Innes Community Board)**

---

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

**226 - Audrey Baldwin**

---

Good plan

**23 - Cameron Bradley**

---

I think this is fine and dandy

**231 - Ian Armstrong**

---

Seems reasonable, considering infrastructure projects in the pipeline

**237 - Nathaniel Herz-Edinger**

---

increase rates as much as you need to keep up with climate and infrastructure planning

**25 - Ella Pairman**

---

I support this proposal.

#### **250 - Tori Peden (Te Pātaka o Rākaihautū Banks Peninsula Community Board)**

---

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

#### **257 - Nick Clark (North Canterbury Federated Farmers (NCFF))**

---

NCFF notes that the Council is proposing an overall average rates increase of 4.96%, slightly lower than the 4.97% forecast for 2022/23 in the current 2021-31 Long Term Plan. We understand the need for the Council to continue increasing its capital and operating spending to improve levels of service, but we also support efforts to find more efficient ways of doing things and to keep rates increases at a time of high inflation putting pressure on people and businesses.

#### **260 - Jocelyn Papprell**

---

Whilst few people welcome rate rises, our city has a number of projects that need to be advanced now rather than further down the track, particularly those that are providing resilience in terms of infrastructure or improving the quality of our green spaces for the well-being of our natural and human communities.

#### **266 - Bryan Gilchrist**

---

It's fine

#### **267 - Sarah Elicker**

---

I support this rates increase.

#### **273 - Marian Krogh (Protect Our Winters NZ)**

---

*[Strategic Transport]*

We agree with this increase, provided the increase contributes to increased public transport availability, affordability and usage and increased active transport networks and safety.

---

**278 - Sophie Cooper**

Rate increases are expected it's about what the money is being spent on that matters.

---

**282 - Ken Maynard (Lyttelton Community Association)**

I can't see how you can do what you need to do without an appropriate rate rise.

---

**292 - Robert Fleming**

OK with the increases as advised.

---

**304 - Peter Tuffley**

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.

---

**308 - Ian Burn (Flourish Kia Puawai)**

Fine

---

**310 - Viv Van Dam**

No concerns

---

**311 - Sonya Hodder (Spreydon Neighbourhood Network)**

Spreydon has a high percentage of elderly, many living alone, low income families and solo parents struggling to meet their budgets so efforts to reduce the rates increase percentage is appreciated.

---

**320 - Theresa Meha**

As a local resident (XXX Dover Street) I think the pool will make the rates rise worth it.

### **321 - Mark Darbyshire**

---

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

### **323 - Peter Tuffley (Beckenham Neighbourhood Association Incorporated)**

---

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.

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.

### **326 - Jane Hopkins**

---

I'm OK with the increase as long as money is spent wisely and not wasted.

### **345 - Stephen Howard (Keep Our Assets (KOA) Canterbury )**

---

The projected rates increase for 2022-23 of 4.25% to 5.29% seems reasonable in light of the huge challenges in front of local government.

### **351 - David Close (Christchurch East Labour Electorate Committee)**

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We note with approval the following policies, programmes and projects:

2.1 The Council's decision to levy a 4.96% rate increase. We think this is reasonable in the light of the costs the Council is continuing to incur to remedy the impact of the earthquakes, costs that result from central government actions and current inflation. A lower increase would be imprudent in the light of the Council's capital programme. An increase of \$2.78 a week for the average householder and \$13.37 a week for the average business is affordable.

### **352 - Mike Gibbs (Avondale Neighbours Group)**

---

It is good to see the council is thinking about long term residents and those who rent, as these rises are being passed down to renters now as well making less affordable to rent

---

**353 - Cynthia Roberts**

• I support the rates increase and borrowing as proposed in the Draft Annual Plan

---

**364 - Dorothy (Dot) Lovell-Smith**

I have no objection to the rates increase as long as the money is spent wisely on services for the public.

---

**373 - Finn Jackson**

Support.

---

**376 - Katie Martin (Christchurch Big Band Festival)**

Rates increases are inevitable. It is always good to see an increase lower than anticipated, especially in the current covid environment.

---

**377 - Ali Plunket**

Fine.

---

**385 - Allan Taunt**

I am supportive of the rates increase.

---

**388 - Judith Jordaan**

Happy with proposal

---

**389 - John Gould**

Acceptable.

---

**393 - Marie Gray**

I fully appreciate and understand the challenges of increasing rates for those on fixed and low incomes. Cost of living pressures are real and urgent. But when I look at the environmental situation we now face, it is because previous governments and councils did not do

enough. They kicked the can down the road. They prioritised keeping rates low over doing what is needed. Solutions are now more expensive and less likely to succeed. We have to take a long term view and not focus on the current term only. I would rather pay more rates now than place a worst burden onto my kids.

#### **397 - Kari Hunter**

---

It is not too high. It may be too low for the work needed.

#### **406 - Lindsey Conrow**

---

I support the rates increase even though it is lower than what was signalled in the LTP 2021-31.

#### **408 - Ian Wells**

---

thus seems fair to me, based on the city services ccc provides

#### **431 - Barbara Stewart**

---

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)?

ACCEPT PLAN

#### **5 - John Drayton**

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About right

#### **51 - Scott Aucutt**

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I think a 0.01% increase in rates for 2022/23 and a 0.02% increase is acceptable considering the massive community benefit this will bring St Albans and the surrounding suburbs.

#### **52 - Miranda Jane Aucutt**

---

I think a 0.01% increase in rates for 2022/23 and a 0.02% increase is acceptable considering the massive community benefit this will bring St Albans and the surrounding suburbs.

#### **53 - Kerry Porter**

---

I think a 0.01% increase in rates for 2022/23 and a 0.02% increase is acceptable considering the massive community benefit this will bring St Albans and the surrounding suburbs.

#### **54 - Rowan Davis**

---

I think a 0.01% increase in rates for 2022/23 and a 0.02% is acceptable considering the massive community benefit this will bring St Albans and surrounding suburbs

#### **6 - Mikaere Greenslade**

---

Fine with that amount of increase.

#### **70 - Arthur McGregor**

---

This sounds fine to me. It is less than expected which is nice :-)

#### **73 - Abigail Johnson**

---

I rent and don't own, so won't be as affected by the rates increase as many families are, but I believe they are fair in order to continue providing the same quality of services given the increases in costs of building and other inflation. However it is still a significant increase which won't go unnoticed. The council has a responsibility to spend these funds on services and projects which are desired by the people who pay for them, and to be diligent and intentional with their spending.

#### **9 - Lynette Birnie**

---

That's fine so long as it is spent wisely

Oppose

#### **10 - Megan Gourley**

---

I am against this.

DO NOT DO THIS!

People are struggling - read the room!

Find better solutions instead of taking more from struggling ratepayers.

>>>



I do not agree that your revenue should be continually raising rates for the residents of Christchurch. This is all you ever do with our rates! Surely, you can find better solutions to meet these rising costs - prioritise your projects better, cut operating costs, cut salaries etc

>>>

Read the room people!!

The cost of living is going up big time and more than most are struggling. We have had YEARS of rates increases and you want to continue this in the current economic climate - seriously?!?

>>>

Go back to the drawing board on this one.

Now is not the right time to be proposing rates increases and price hikes to the few facilities we are able to enjoy within family budgets.

### **11 - Cody Cooper**

---

I don't believe that Council should breach its political neutrality by paying for an Anglican Cathedral. This charge should be abolished.

CDHB or MOH should be paying for the Akaroa Community Health Trust building. This charge should be abolished.

### **118 - John Harris**

---

its too high. There will be enough additional revenues based on the house price increases

### **12 - Mark Hampton**

---

Given that it is only 0.01% lower, i dont think this is anything to be particularly proud of. The average rate is lower than inflation which is good, however the plan seems to indicate a bit of excess spending still.

### **123 - Jessica Rae**

---

In all honesty I don't understand how people are going to be able to survive/live. The cost of living has increased but wages are low. Even with the living and working wage increases, companies still pay as little as they can. If people have to work to live but wages do not increase and match inflation rises, then how are people going to pay their bills, keep a roof over their heads, buy food and travel to work. If you want all these living costs to increase, then companies have to

be made accountable and more work needs to be done to improve wages and actual proper thresholds set/be enforced.

### **130 - Teresa Frapwell**

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*[Revenue > Excess Water Charge]*

Why can't you budget properly. We are getting charged for water consumption. Do you think this is fair and just. We have had lots of council things cancelled or postponed due to covid. Our stadium is still not up and running. Why are we now asked to increase our rates when we get little or almost nothing in return. I think the councillors need to take a good look at themselves and ask is this what my customers really want.

### **132 - Thomas Boleyn**

---

I don't think the rate increase is justified at all, given my location and lack of available CCC services. No drinking water. No septic/sewerage. No mains water. No street lighting. No roadside waste collection. No footpaths. And externally, no cell reception. What are we paying for?

### **133 - Kaitlyn Leeds**

---

I don't think the rate increase is justified at all, given my location and lack of available CCC services. No drinking water. No septic/sewerage. No mains water. No street lighting. No roadside waste collection. No footpaths. And externally, no cell reception. What are we paying for?

>>>

Would rather them not increase

### **143 - Nic Drummond**

---

I think it is still too high for families like myself who are struggling with inflation and COVID after effects

### **145 - Jenn Benden**

---

People will be hurting enough from covid, inflation, and mortgage interest increases. Why put this back on the ratepayer, why not delay a project or cut costs instead?

### **15 - Matthew Aked**

i think this increase is far to high, the spending of rate payer money is wasteful.

we have a cost of living crisis and you need to look how to cut costs.

### 152 - Gary Chisholm

---

its too much. I am retired and can't afford it. Its 5% this year and 5% next year etc - so in 5 years its well over 30%.

>>>

yes its too much. the value of properties have gone up through no fault of me (say 25%) yet you increase rates 5%. So where am i going to get 30% more cash to pay rates? I am retired

### 162 - Alistair Paterson

---

City rates are becoming prohibitive. I will pay my rates of course, but it will come to the stage where I will not pay the increases proposed by CCC.

This is not a viable threat, but being on Superannuation the CCC rates are eroding my income.

I feel it is unfair to have worked hard to maintain my inner city property only to see rates

eroding my income.

>>>

Yes I get Govt rebate but CCC rates increases are eroding any subsidy.

### 165 - Sasheen Brownlie

---

Way too Much for Superannuitants

### **178 - Janet Stokes**

---

YES - TOO DAMN HIGH - NOT BENEFITTING ME AS A RATEPAYER

### **18 - Lana McLeod**

---

not good

>>>

still to high for the limited services ChCh offeres to raye payers.

### **180 - Richard Harris**

---

This rate increase is going to be very steep and difficult to afford!!

I would not mind as much if my area was being improved in some way in the next year.

>>>

There many other things in the area that could do with works and improvement.

It honestly feels like the east pays significant rates, no less than other areas and do not get the same level of care or attention.

### **181 - Sarah Vercoe**

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*[Other > Bromley Waste Water Treatment Plant]*

Bromley/Aranui/Linwood residents have been subject to a horrendous smell since 1 November. To hear that the council now plans to increase the costs of rates, despite the smell not improving, is extremely disappointing. I believe the residents in the east side have put up with enough from the counsel and to expect them to pay more is unfair, inconsiderate and right out rude.

### **192 - Murray Peacock**

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The increase percentage coming off years of increase is not on , the council need to spend on all works within their income received

*[Revenue > Excess Water Charge]*

The percentage increase does not take into account the charging for water from 1 July , the 700 litre per day cap is ludicrously low when compared to the average National daily consumption of 279.9 litres per person per day, with an average of at least 3 people per household some rate payers are going to be paying at least an extra \$500 a year , so added to the 4.96% the average ratepayer is going to

be paying about 10% more . When you look at the rates charged in other centres Christchurch rates are un affordable

### **197 - Alan Mears**

---

Its a bit high.

### **199 - Jade N**

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As a rate payer I absolutely disagree with a rate rise.

>>>

The only way id agree to a rate rise is all the councillors agreed to drop to minimum wage for the nextcalender year.

### **20 - Rhodora Sagles**

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Give us a break, do not raise the residential rates for a couple of years.

### **21 - Jill Borland**

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Whilst I understand the need to increase revenue, to invest in change (such as future development, climate change response etc) I am very concerned about increase in outgoings for families and owners of small - medium businesses in particular. They are taking a hit on all fronts this year - COVID, job losses, significant downturn in business, increasing power costs, significantly increasing cost of living generally, a brightline test that in some cases makes it too expensive for 'Ma and Pa investors' to sell rental properties to alleviate their burden, and a rate increase on the basis of the significant shift in housing prices - with out the rate rise being applied. Additionally we are likely to see further increases in fuel, supply and therefore consumer pricing due to the war between Ukraine and Russia - which also proposes risk of escalation.

Consider:

What can be paused for the next 12 months to allow for rate payers and businesses to 'catch their feet' again and further evaluation of the likely impacts of war in Europe?

If there cannot be a pause, how can the impacts of the rate rise be mitigated for those who need help most, and how can you make it easy (super easy!) for those who need help to know help is available, to feeling at ease to reach out, and to know easily how access this?

How can council reduce bureaucracy, operate and provide more proactive, agile and responsive services to its community, and further reduce it's 'cost to deliver'?

**217 - Bridget Williams (Waimāero Fendalton-Waimairi-Harewood Community Board)**

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

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

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

**223 - David Lang**

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Excessive. The Council should be cutting costs, not trying to increase revenue

**247 - James Wood**

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At a time when inflation is running at an all time high, the council should be doing all it can to keep cost increases down. I note with alarm the significant growth in corporate costs within CCC compared to the long term plan; if these overruns were eliminated it would enable a significant reduction in the size of the rates increase. You should not be congratulating yourself for a 4.96% increase (0.1% lower than target), you must be able to do better and I will be voting for candidates at this years election that show good fiscal discipline.

**259 - Karyn Fallen**

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I dont agree with any rates increases until the oxidation pond stench that is affecting our health has been dealt with, and Christchurch has been tidied up in general

>>>

I dont agree with any rates increases until the oxidation pond stench that is affecting our health has been dealt with, and Christchurch has been tidied up in general

### **27 - Sarah Watson**

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Why do rates have to rise every year? We font get pay rises every year!

>>>

Help the middle income earner they NEVER get any relief.

### **272 - Connor Hopkins**

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I think that the net difference between LTP of 0.01% is not worth the paper it is written on. Also, I find it unfair that rate payers in the city are forking out for works happening in banks peninsula. Banks peninsula should be having a larger rates increase than central due to their small population and large capital spending (i.e. roading maintenance and flood/slip responses)

### **275 - Linda Sunderland (Friends of Akaroa Museum)**

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Any increase is very hard on superannuatants who are on fixed incomes which is very restrictive anyway.

### **287 - Jason Harvey**

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Would have liked to have seen this a lot less given the crazy struggle families are having at the moment with everyday cost of living increases.

### **289 - Margaret Stewart**

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

### **303 - Leeann Watson (Canterbury Employers' Chamber of Commerce)**

---

While it is noted that the Council faces the same inflationary pressures as every other business, and that increases of rates are less than the rate of inflation, we are not supportive of the 4.86% rate increase for a typical household and the 4.97% increase for businesses. \$700 in additional rates for an average business may not seem like a significant amount on the surface however it is important to recognise that the cost of doing business is at unsustainable levels with compounding cost pressures coming from every direction. Small businesses can only absorb so much. There is no recognition of this in the draft plan.

### 305 - Lyn Bunn

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Higher than needed. Adds a lot to the financial burden of residents.

### 307 - Shannon Williamson

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i think the last 10 or so years of rate increases has been a joke, our rates have more than trippled over this time already.

### 31 - Liam Chrisp

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*[Spending > Other > Te Kaha/Canterbury Multi-Use Arena]*

Being .01% lower than an already incredibly irresponsible increase is no 'win'. Especially after the decision to increase the size of the stadium - without the appropriate level of consultation and without the consideration of the subsequent rates increases, which will see future increases being much more than 'planned'. It is an appalling lack of judgement to increase rates at all in this time - inflation, a pandemic, cost of living going through the roof without pay rises to address these - people cannot afford to live. You need to look at reprioritising existing spending, not creating new spending. You should also be looking to address the ineffective spread of rates costs across suburbs. It also seems dishonest to say this is lower than signalled, when you have just moved a bunch of spending to other years.

>>>

As I have said above, a 4.97% rates increase in this difficult time is incredibly irresponsible and shows a huge lack of judgement or awareness of what the people of Christchurch are going through.

>>>

With the absurd rates increases being proposed by ECAN, the Council needs to realised that even a 2% rates increase in the



current environment is unaffordable, irresponsible and a huge lapse in judgement. It shows that decision makers are out of touch with the constituents and the pressures being faced. There are people on lower wages who also paid less than half the price for their house than those of us buying over the past 18 months. The housing market has created significant problems and inequities and the Council should be more aware of that, especially when proposing extra pressures on already stressed out rate payers.

### **312 - Marc Duff (Greater Hornby Resident)**

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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.

### **313 - Fiona Garrett**

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I do not agree. Mortgage holders will be exponentially crippled with rising living costs and utility fees. There is not much difference between 4.96% and 4.97% is there?

### **315 - Glenn Jordan**

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Im concened about my own properties in the CBD of which I have three along Manchester St. I dont think it is fair or even legal that you want to charge more rates if we do not landscape them. Why target us? My three sites are kept extremely tidy but you are forcing us to grass and landscape our own private land for your benefit. How can you decide that if you dont like the look of a property then you can charge that person more rates? Surely this is against my rights as the property owner?

Would it not be better to approach us personally and come up with ideas that suit both of us, perhaps you offering assistance? I believe

that we have already made a large investment by owning these properties and will be investing even more on them in the future to make some awesome buildings and adding great benefits to the city.

This heavy handed approach does nothing but annoy us as owners, investors and developers of the city. The people you need to keep on side.

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### **343 - Julene Leslie**

Ridiculous.

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### **369 - Dominic McKeown**

this should be made lower than 45 and council staff can do this by removing more non essential stuff

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### **37 - Nigel McConnell**

I'm not terribly impressed with the planned increase of rates when the current distribution of disproportionately high rates seems messy.

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### **374 - Caroline Gray**

Impossible to understand why this is appropriate when CCC is not providing effective, sustainable or equitable outcomes for all areas of Ōtautahi. The suburbs of the poorest areas like Phillipstown and Linwood, are repeatedly failed by the council despite the high proportion of vulnerable whānau in these areas.

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### **375 - Melanie Riwai-Couch**

i think that any infrease will be difficult for most middle and low income families. In light of covid a rates freeze would have been more appropriate.

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### **378 - Acacia Lane**

Absolute bullshit!

>>>

Don't raise rates!

### **384 - Alison Allsop**

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Still too high

### **39 - Shane McInroe**

---

can we try keep rates lower than 4.86%

### **4 - Mark Penrice**

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Could be lower without a stadium.

### **405 - Andrew Walker**

---

Why should we have any increase when we are not getting fresh air. Bombarded with shit smell.

>>>

Should be not changes for those putting up with Stench

### **413 - Harry Stronach (Akaroa Ratepayers & Residents Assn Inc)**

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Simple Mathematics

The rate rise proposed in this plan of around 4.9% follows the strategy of the long term plan, whereby we will face a rate rise of a similar amount every single year over the 10 year period. At the same time, the expected typical rate of inflation is only around 2.1 % per annum<sup>1</sup>. This means that the rates taken in by the CCC will continue to increase at a noticeably higher rate than inflation. At the end of this 10 year period, cumulative inflation will have added around 20.5% to costs, but the amount taken in rates will be have increased by 53.8%<sup>2</sup>. So the council wins, and in 10 years time the CCC empire will be funded by a 30% greater rates take, after allowing for inflation. And of course, that also ignores the natural increase in the rates take that will come from population growth and increased development. Does anybody around the council table actually think that our local government is sustainable on this sort of funding basis?

### **415 - Annel de Kort**

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In this currently economic environment whereby there have been several price increases, while many income earners have not been paid more, I am reluctant to agree with an increase, however I understand that the CCC has also incurred price increases which

rate payers need to help pay for. Having said that I think an increase of 4.86% is too much. As a central city resident I see a number of contracted council services that do not full fill their duties, such as maintaining green areas such as Victoria Square, including weeding, grass mowing and planting, and the likes of the emptying of rubbish bins in public areas.

#### 416 - Christopher Webster

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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)?

I think the rating system based on property values is past its use by date - it is unfair, has no connection with use of ccc services and reflects a time and social setting which is long past.

#### 417 - Amanda (Mandy) Jane Nelson

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Still too much! Currently, I pay \$10,000 p.a. to live in my house at [redacted]. It sits on a tiny piece of land about 49m<sup>2</sup>. My partner and I are semi-retired and when we bought our house in 2010, rates cost us about \$5,000 p.a. It has doubled in 12 years and, as semi-retired people, our income has halved. Do you not want older inner city residents? This is unsustainable.

#### 420 - Lucy West

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Its still too high, given you are also startibg to charge water rates.

reduce the increase to 3% as a way of softwnribg the blow of water rates.

#### 421 - Alistair Price

Still too high. With the proposed water charges many ratepayers will be paying a lot more.

#### 44 - Jay Waretini-Beaumont

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rates increases during pandemics is terrible

### **55 - Annette Rigden**

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Rate increase is a bit steep.

### **60 - Cindy Merritt**

---

Crap as we have to increase rents to cover it we cant cover the cost

### **68 - SSRA South shore residents association (South shore residents association)**

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SSRA are concerned that this year with the inflationary pressure, many households will struggle.

We also believe that communities will not be able to weather consistent rises year after year. We need a better system.

### **76 - Trish Murray**

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Our rates are already crazy expensive \$4K per year for a 4 person family with only 2 of us working, yet both of us having to work to afford it

Our wages have not even increased more than 25c per hour for the past 5 years, yet everything else has increased exponentially including the absolute human basics of mortgage payments, heating, food, transport and even water now that we have chlorine in our water supply Yuck!

Please please please think very seriously about council spending and find a way to halt rate rises.

Only the very wealthy 5% can actually afford them. The rest if us are suffering and making sacrifices to afford them. Sacrifices that mean our children miss out on health & opportunities, just so you can have pretty paths and gardens.

I urge you! Please think very seriously about the affect on ALL chch residents before you open the purse strings to frivolous purchases!

### **8 - Jan Edwards**

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I believe that there are many many items listed for expenditure that could be deferred so that the rates increase could be less. The CCC rates are excessive but the basics dont even get done.

>>>

Spending is excessive and all on the wrong things.

### **89 - Paul Bailey**

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I guess that the increase is under the proposed increase , but the rates are already too high.

### **Other**

### **105 - Marcus Clyne**

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It is what it is....

### **11 - Cody Cooper**

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Active Travel Targeted rate should be doubled from \$20 to \$40. This would be a relatively insignificant charge for most households (less than \$1 a week), yet would provide substantial extra revenue to accelerate Active Travel which would also help with Health & Climate objectives. Arguably if we're going to split out Active Travel Rate then we should also split out Inactive Travel Rate (for cars and the like). This would provide a stark contrast in funding

Heritage Rates should not be broken out separately, unless all other Rates were broken out separately. For example, showing Transport as a charge. This would be more transparent.

### **151 - Julie Kidd**

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I would also signal that personally I would be prepared to pay higher rates as required to support further action on climate change, both to try to mitigate effects and to further reduce emissions.

### **17 - Mike Patchett (Water and Wildlife Habitat Trust)**

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recommend an additional 0.5% as an environmental enhancement levy to provide special funding for restoring the environmental and social values of catchments , particularly the Avon/Otakaro Green Corridor and City National Park proposal to make Christchurch the most liveable City.

### **228 - Faye Greenwood**

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This is Ok only if I have the potable drinking water I having been paying and not getting - non existent for 19 years at Okains Bay.

>>>

Give a refund to Okains Bay residents who have no drinkable water

### **23 - Cameron Bradley**

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If anything it should be higher to fund change-inducing projects because we are still trudging along a path which heaps economic, environmental and social costs to future generations via ignoring climate change, not maintaining our assets properly, and ensuring Christchurch is a sprawling, car-dependent parking lot.

### **24 - Annemarie Prendeville**

---

This year rate rises should be under 3% - with current rising costs households are under extreme financial pressure.

This will mean some council spending will need to go on hold, just like in a household things go on hold until you can afford it.

### **28 - Drucilla Kingi-Patterson**

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With the 2011 earthquake, 15 march attack, covic many have been effected. Right now I have family members with

covic in christchurch and wellington. Plus a sick husband and all the problems that goes with that. Base your

answer not on thoses earning over 100 .000 a year but some one with children and only one income earning

below 43000 a year. I have also notice the decline in trade in christchurch in the last year.

### **299 - Blair McHugh**

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Fine with this as long as council are considering a similar percentage increase in wages for employees and a commitment to living wage to all contractors

### **3 - Ashley Crook**

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Maybe look into increasing rates on bare sections on land rather than increasing rates for sections that have already been developed.

### **322 - Daniela Bagozzi**

---

I commend the efforts this Council is making in trying to curb increases in rates HOWEVER, reductions in spending must not come at the expense of essential infrastructure work, especially in the lower income areas of the city, and especially where they impact on safety.

### **323 - Peter Tuffley (Beckenham Neighbourhood Association Incorporated)**

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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.

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).

### **327 - Tammy Ramsey-Evans**

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The difference in rates rise is negligible 4.96% vs 4.97%.... whilst rates rise I would suggest that the rate payers themselves get additional benefits as a result e.g: rate payers (as opposed to residents) are able to claim additional discounts at council run facilities- especially in the area of recreation such as camping, swimming pools etc.

### **329 - Greg Partridge**

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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.

### **367 - Bebe Frayle (Dallington Residents Association)**

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We understand the need for rates increases, but are concerned that there seem to be neverending rates rises without residents getting anything new for it.

House valuations are increasing due to the housing crisis, and this means that rates also go up - but people don't have extra money in their pockets. This can create financial difficulties for some people.

### **382 - Sharyn Fullard (Bromley residents )**

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disgusting bromley residents should not pay rates or get a rebate. Remember who pays your wages.

>>>

Listen to your people and realise who pays you.

### **383 - Amy Young**

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Increasing rates should be reflected in an increased or even improved council upkeep of the neighbourhood.

### **387 - Katinka Visser**

---

You better NOT in Bromley

### **396 - Vickie Walker**

---

No increase for those affected by the wasterwater plant stench. Having to live with this stench costs us our health and livelihood. You can not increase our rates when we are sick.

### **43 - Charmayne Forster**

---

I like to see them low as I'm on the pension.

### **49 - Stephen Rea**

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Given the increasing cost of living council should do all they can to keep rates increases to a minimum.

### **6 - Mikaere Greenslade**

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I would prefer a larger increase for valuable properties and a lower level increase for lower income ratepayers.

### 71 - Guest User

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Bearable

### 78 - Annmarie Bradford

---

should be no rates rise for Bromley residents the smell we have to put up with is affecting our health

## 1.2. Business Rates

### General Comments

Four submissions were received on business rates, one provided comments in support of the proposal, two provided comments that opposed and one provided an alternative proposal.

### Officers Response

There was some support for the rates increase, where a lower increase felt imprudent given current cost impacts and the capital programme, although one felt the Plan didn't recognise the current cost pressures on businesses.

Several felt Council should widely explore alternative funding options and better articulate what benefits are being provided for the additional rates cost.

Council is aware of the cost pressures particularly on retail businesses in the central city and is focussed on assisting where it can.

Council is aware of the alternate funding tools mentioned. Several targeted rates were introduced in the last LTP and Council is active in seeking partnership arrangements.

### Support

### 351 - David Close (Christchurch East Labour Electorate Committee)

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We note with approval the following policies, programmes and projects:

2.1 The Council's decision to levy a 4.96% rate increase. We think this is reasonable in the light of the costs the Council is continuing to incur to remedy the impact of the earthquakes, costs that result from central government actions and current inflation. A lower increase would be imprudent in the light of the Council's capital programme. An increase of \$2.78 a week for the average householder and \$13.37 a week for the average business is affordable.

## Oppose

### *224 - Sandamali Gunawardena (Property Council New Zealand)*

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#### Alternative Funding

- Investigate alternative funding methods to more equitably share the rating burden.

>>>

Rates remain the main source of funding for the Christchurch City Council's activities with Christchurch City Council proposing to collect \$634.1 million in the 2022/2023 financial year. Property Council advocates for all local authorities throughout New Zealand to investigate alternative funding methods. This will more accurately reflect the rating base and allow Christchurch City Council to deliver much needed infrastructure. Alternative tools may include user charges (e.g. congestion charging), targeted rates, public-private partnerships and special purpose vehicles.

### *303 - Leeann Watson (Canterbury Employers' Chamber of Commerce)*

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While it is noted that the Council faces the same inflationary pressures as every other business, and that increases of rates are less than the rate of inflation, we are not supportive of the 4.86% rate increase for a typical household and the 4.97% increase for businesses. \$700 in additional rates for an average business may not seem like a significant amount on the surface however it is important to recognise that the cost of doing business is at unsustainable levels with compounding cost pressures coming from every direction. Small businesses can only absorb so much. There is no recognition of this in the draft plan.

## Other

### *303 - Leeann Watson (Canterbury Employers' Chamber of Commerce)*

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Further to the previous point, The Chamber is not advocating for no increase as the Council must continue invest in the future, however it is important that for any increase that is imposing additional costs on business, that there is a very clear rationale that articulates what increased level of service or increased benefit will be realised as a result – and that consideration is given to further reprioritisation and asset recycling as an alternative before rates increases are

considered – this is one option only that Council has, as all others should be widely explored first.

## 1.3. Remote Rural Rates

### General Comments

There was one submission received on the remote rural rates proposal, which supported the proposal.

### Officers Response

One submission noted that while the average rural property rates increase was 4.41%, viable farms would have higher CV's and potentially higher rates increases. The submission requested rates increases don't go above 4.96% for any rural property.

As the rates system is largely based on CV, higher value properties will tend to have higher than average rates increases. However the remote rural increases modelled for the Draft Annual Plan show the highest increase would be 4.79%, assuming the property doesn't pay for water, land drainage and/or sewerage.

### Support

#### *257 - Nick Clark (North Canterbury Federated Farmers (NCF))*

We note that the rates increase for an 'average' remote rural property, with a capital value of \$1,039,580, will be 4.41%, somewhat lower than the overall average rates increase. However, as previously observed most economically viable farms will have significantly higher CVs than the average and their rates increases will be higher (e.g., a \$5 million property will have a rates increase of 4.70%).

We strongly submit that the rates increase should not go any higher than the currently proposed increase of 4.96%.

## 1.4. Annual General Charge

### General Comments

Two submitters addressed the proposed annual general charge, both opposed.

### Officers Response

Both submitters requested all rates be charged on a capital value as opposed to a flat/fixed basis.

Councillors usually have quite extensive discussions each year about the appropriate balance between "fixed rates" and rates based on capital value. Relative to other Councils, Christchurch already has very low fixed rates, and a corresponding focus on capital-value

rates. Consequently, low-value properties in Christchurch are already contributing much less towards the city's rate requirement than in almost all other Councils in New Zealand. Section 21 of the Local Government (Rating) Act 2002 provides that fixed rates must not exceed 30% of total revenue (excluding water and sewer rates which are, in any case, on a capital value basis in Christchurch). In Christchurch the figure is currently 12%.

We can illustrate the point by comparing Christchurch's fixed rates with our neighbouring Selwyn District Council, and with Auckland Council.

- The uniform annual general charge (UAGC) in Christchurch's draft Annual Plan 2022/23 was \$145 including GST. In Selwyn District Council it is \$294, while in Auckland it was \$461 in 2021/22.
- The main other rate that is charged on a fixed basis in Christchurch is the Waste Minimisation rate which is proposed to be \$193 in 2022/23. In Selwyn the fixed rate for wheelie bins (including refuse) is \$449 (based on 80 litre refuse), and there are other substantial rates charged on a fixed basis such as water supply (\$288) and sewerage (\$586). In Auckland the fixed refuse/recycling rates totalled \$293 in 2021/22.

## Other

### 282 - Ken Maynard (Lyttelton Community Association)

As much revenue as possible should be raised on the 'property tax' portion with minimal revenue from flat-rates.

### 438 - Peter Scholes

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)?

That the fixed dollar charges

- Uniform Annual General Charge
- Waste Minimisation
- Active Travel Rate
- Heritage (Cathedral)

All be changed to Capital Value Rates for greater equity and make it more affordable

## 1.5. Rates Remissions

### General Comments

Seven submitters addressed the rates remissions proposal. Four provided comments that supported the proposal, one opposed and three provided alternative views or proposals.

## Officers Response

Support for the Policy on Remission and Postponement of rates on Maori Freehold Land.

Consideration could be given to payment schemes, deferral etc for those suffering significant financial hardship.

One disagreed with the proposed vacant land remission suggesting it would encourage developers to land bank.

Council has a rates postponement policy which is available to anyone over 65, plus younger ratepayers who can demonstrate financial hardship. Council's Customer Centre and Rates team can also arrange regular payments to make rates and/or arrears easier to budget for.

Note the Vacant land rates remission only reduces the level of rates to normal Business rates.

## Support

### *243 - Anthony Wright (Canterbury Museum)*

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Support – Heritage Targeted Rate: Capital Grant for Canterbury Museum Redevelopment amounts  
The Museum supports the Capital Grant amount of \$23.5m forecast in the draft Annual Plan which is consistent with the requirements set out in the Museum's draft Annual Plan.

Support - Heritage Targeted Rate: Capital Grant for Canterbury Museum Redevelopment timing  
The Museum supports the payments are made in three installments over the years 2024/25- 2026/27. The Museum objected to this timing in the LTP (being made two years later than planned by the Museum) so any further delays would be unworkable.

### *250 - Tori Peden (Te Pātaka o Rākaihautū Banks Peninsula Community Board)*

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

### *292 - Robert Fleming*

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Support the rates relief programme for those in need.

### *317 - Kay Robertson*

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Very pleased to see that rates remissions are being considered for Maori whenua.

## Oppose

### *364 - Dorothy (Dot) Lovell-Smith*

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Do not introduce rate remissions on vacant land and buildings. That would encourage developers to land bank. Maybe increase the rates. especially if the developer has removed tree cover....

## Other

### *241 - Mike Mora (Waipuna Halswell-Hornby-Riccarton Community Board)*

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The Board acknowledges the difficult task the Council has to balance the costs of maintenance and development of the city, particularly in these difficult and uncertain times including current rising construction costs while keeping rates at a level that is affordable to residents. It urges the Council to recognise, however, that many residents are currently suffering significant financial hardship and to provide support where possible for those struggling to pay increased rates.

In addition to the rates remission policy consideration could be given to payment schemes, deferral etc. with residents made aware that staff are available to discuss and support access to the options for payment of rates.

### *364 - Dorothy (Dot) Lovell-Smith*

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I also think there should be really high rates on places like McDonalds, Burger King and liquor out-lets to compensate the Council for the money spent on removing broken glass and take away container rubbish littering public spaces.

How about a rates remission for those of us who grow our lawns long, plant shrubs on our berms and preserve trees. Valuable carbon sinks and habitats for diverse fauna.

#### 417 - Amanda (Mandy) Jane Nelson

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

The remissions process is labourious and complex for minimal relief.

~~At~~ Rates remissions are a 'patch' to stop residents haemorrhaging! If remissions are needed, the system is not working properly. Make it easier and cheaper for long-term residents and charge visitors/tourists more. Reduce rates; re-introduce the inner-city shuttle. Charge non-residents to visit all CCC facilities incl. museum, library, use the shuttle, visit Botanic Gardens. All of this is in

We're also proposing some changes to rates as part of separate consultations:

- Wheelie bin kerbside collection area changes and 'opt out' arrangements
- A new general rate differential for vacant central city land
- A new Policy on Remission and Postponement of Rates on Māori Freehold Land

like with how cities operate overseas.

#### Other General Comments

Six submitters provided feedback on other rates issues, which included support for the Arts Centre, the special heritage targeted rate, and suggestions of alternative ways to charge rates.

### Support

#### 258 - David Pannett (Creative New Zealand)

We welcome investment in the Arts Centre through the Special Heritage (Arts Centre) Targeted Rate (funding a \$5.5 million grant to the Arts Centre over three years). This initiative will come as welcome relief for The Arts Centre as a major part of Christchurch's unique cultural fabric. The Arts Centre is a platform for residents and visitors to engage with a wider range of art forms and creative activities. The investment signals Council's recognition of the value that arts and culture create for the city and is essential for the Arts Centre to continue operating.

#### 28 - Drucilla Kingi-Patterson

yes to christchurch Art Centre their telescope project will bring people into the centre of christchurch

355 - Ross Gray (Christchurch Civic Trust)



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.

## Other

### 31 - Liam Chrisp

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You need to review how you charge rates. For example, my house in the west has an RV of \$500,000 - despite being worth much less. However, I pay more in rates than someone with an RV of \$500,000 in the east. With the housing market as it is, it isn't fair to treat areas differently now. The west has less funding invested than the east and yet pays more rates.

### 351 - David Close (Christchurch East Labour Electorate Committee)

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6.1 In our submission on the LTP last year, we praised the Council's recognition that rating for asset renewals had been too low, and the Council's commitment to transition to fully fund renewals from rates by 2029 (Draft LTP, Vol 2, page 11). We noted also the more precise statement to continue to incrementally increase rating for asset renewals to around 80% of depreciation by 2031.

6.2 We note that total depreciation sits at \$292m in 2022-23 (Financial Overview, page 9) and that rating for renewals is \$164.6m, 56% of depreciation. Is this figure in line with the intention to reach 80% of depreciation by 2031, when depreciation is forecast to be \$400m? It seems to us that, for clarity and accountability, sources of capital should include a line for funding from rates.

6.3 We have read the sections on Depreciation, and Surplus, operating deficits and sustainability. As non-accountants, we accept the advice of accountants that, technically, there is no operating deficit. However, we doubt that funding such a small proportion of depreciation is sustainable, because almost all the Council's assets will have to be renewed, and depreciation rates, properly calculated, are the best means of advising what must be spent year by year. The Council's current accounting practice differs from the interpretation adopted when the Local Government Act 1996 required Councils to fund depreciation.

6.4 Submission That the Council:

- (i) accept that the end goal should be the full funding of depreciation
- (ii) continue to pursue the LTP target of 80% funding of renewals by 2031
- (iii) monitor progress towards the goal by including Funding from rates under Sources of capital funding.

### **397 - Kari Hunter**

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Consider differential rating for empty dwellings. This has been done successfully in other places at marginal rates of 1-2 % of house value.

## **1.6. Other**

### **General Comments**

Six submitters provided feedback on other rates issues, which included support for the Arts Centre, the special heritage targeted rate, and suggestions of alternative ways to charge rates.

### **Officers Response**

3 in support of the Arts Centre targeted rate.

A claim that houses in the west of the City with the same rateable value as those in the East pay more in rates.

Consider differential rating for empty dwellings.

Support the full funding of depreciation and urge Council to continue to pursue the LTP target of 80% funding of renewals by 2031.

Rates are generally set on a City wide basis so houses with the same rateable value and services will pay the same rates irrespective of location in the city.

Applying a differential to empty dwellings would be difficult to implement and maintain, as Council does not collect that information currently and rates are set on 1 July each year, whereas vacant status is more point in time.

Council has been steadily increasing rating for renewals since the 2015 LTP. The current target is to fully fund long run average renewals by 2031 from rates. The 2022/23 figures quoted are in line with achieving that. This increase in rating does form a material part of rates increases in the foreseeable future.

### **Support**

### **258 - David Pannett (Creative New Zealand)**

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We welcome investment in the Arts Centre through the Special Heritage (Arts Centre) Targeted Rate (funding a \$5.5 million grant to the Arts Centre over three years). This initiative will come as welcome relief for The Arts Centre as a major part of Christchurch's unique cultural fabric. The Arts Centre is a platform for residents and visitors to engage with a wide range of art forms and creative activities. The investment signals Council's recognition of the value that arts and culture create for the city and is essential for the Arts Centre to continue operating.

### **28 - Drucilla Kingi-Patterson**

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yes to christchurch Art Centre their telescope project will bring people into the centre of christchurch

355 - Ross Gray (Christchurch Civic Trust)

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.

## **Other**

### **31 - Liam Chrisp**

---

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- (iii) monitor progress towards the goal by including Funding from rates under Sources of capital funding.

### **397 - Kari Hunter**

---

Consider differential rating for empty dwellings. This has been done successfully in other places at marginal rates of 1-2 % of house value.

## 2. Financial Policies

### 2.1. Revenue & Financing Policy

#### General Comments

Six submitters addressed the proposed Revenue and Financing Policy. Five supported the proposed policy while one questioned how it would affect their community.

#### Officers Response

The proposed changes to the Revenue and Financing Policy relate to the following issues:

- Support for principles in legislation relating to Māori land
- General rate differential for vacant land in the central city
- Inclusion of financial contributions as a possible revenue source for the Council
- Recognising the Water Services Act 2021
- Inserting an omitted paragraph relating to funding of Community and Citizens group of activities

Submitters generally agreed with the proposed changes to the Revenue and Financing Policy. One submitter wanted to know how the proposed changes would affect the community.

The consultation paper noted that the proposed changes to the Revenue and Financing Policy (RFP) were minor in terms of their impact on the community.

#### Support

##### *11 - Cody Cooper*

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I support the changes.

##### *217 - Bridget Williams (Waimāero Fendalton-Waimairi-Harewood Community Board)*

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The Board supports the intention of updating the policies to make sure they remain relevant and easily understood, and to remove any expired provisions.

##### *241 - Mike Mora (Waipuna Halswell-Hornby-Riccarton Community Board)*

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The Board supports the proposed change to the Revenue and Financing Policy to enable the Council to require financial contributions from developers to fund related Council works, if it chooses to do so in future after appropriate consultation.

### 385 - Allan Taunt

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In general, I agree with the area of Revenue and Financing and Rates Remission.

### 388 - Judith Jordaan

---

Happy with proposal

### Other

### 254 - Lavinia Vea'ila

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how is this going to effect our community

## 2.2. Rating Policies

### General Comments

Sixteen submitters provided feedback on the proposed rating policies. Four provided comments that supported the proposal, one opposed and ten provided other views or proposals.

### Officers Response

The changes proposed to the Rates Remission Policy related to the following issues:

- Removing expired provisions relating to COVID-19 payment extensions
- Changing the remission amount for pressure wastewater system electricity costs
- Including a new remission for vacant central city land
- Including a new remission for wheelie bin service reduction
- Removing text previously included by mistake

The proposed new remissions for vacant central city land and wheelie bin service reduction were both part of larger proposals. The submissions for those proposals (including submissions relating to the associated remissions) are covered in other submission sub-categories, so they are not dealt with here.

Also covered in other submission sub-categories are comments about:

- The overall level of rates
- Rates should be conditional on resolving local issues (e.g. potable water for Okains Bay, stench in Bromley)
- The balance of fixed cf CV-based rates
- Ideas for additional Council spending (e.g. on climate change).

Several submissions supported the proposal at a broad level. They generally did not go into detail on specific elements of the proposed changes.

Some submissions proposed that the Council work with central government to increase the available rates rebate from its current maximum level of \$665. (This is funded and governed by Central Government rather than Council)

Apart from the proposed new remissions for vacant central city land and wheelie bin service reduction (dealt with in other submission sub-categories since the remissions are part of larger proposals), no specific concerns were raised about the proposed changes to the Rates Remission Policy. This reflects the fact that those proposed changes had only minor significance for residents/ratepayers.

The rates rebate scheme is funded and governed by Central Government rather than Council. Council is not able to influence the rates rebate scheme through its annual plan. The rates rebate scheme is not mentioned in the Rates Remission Policy (since it is a government-funded rebate rather than a Council-administered remission).

## Support

### *11 - Cody Cooper*

---

I support the changes.

### *217 - Bridget Williams (Waimāero Fendalton-Waimairi-Harewood Community Board)*

---

The Board supports the intention of updating the policies to make sure they remain relevant and easily understood, and to remove any expired provisions.

### *364 - Dorothy (Dot) Lovell-Smith*

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I support the rates remission policy for community-not-for-profit groups

### *385 - Allan Taunt*

---

In general, I agree with the area of Revenue and Financing and Rates Remission.

### *388 - Judith Jordaan*

---

Happy with proposal

*224 - Sandamali Gunawardena (Property Council New Zealand)*

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Alternative Funding

- Investigate alternative funding methods to more equitably share the rating burden.

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Over the last decade, Christchurch City Centre has faced unique challenges of literally rebuilding the city. Throughout the rebuild process, obstacles such as policy rules around vacant land sizes resulted in immediate challenges for landowners and developers alike. As a result, the buildings we see today within Christchurch are ones in which planning rules such as land lot sizes and intensification did not hinder development. Over the last couple of years, COVID-19 has added an additional complexity as working from home became more prevalent while existing CBD businesses (such as hospitality) have struggled.

6.2. Throughout the last couple of years, there has also been a literal pause in construction through the form of many 'lockdowns'. This has not only added a layer of complexity but also added to existing costs such as; construction costs, wage increases, lack of resources and building materials. This has resulted in increased uncertainty within the overall market. It is therefore important that Christchurch City Council's proposed policies strike the right balance of encouraging development, not solely through rating tools but by working with prospective developers to ensure that Christchurch City Council's own District Plan settings are not hindering development, and in particular on vacant sites.

6.3. Our members understand the need to beautify the CBD and to ensure that vacant sites do not have a negative impact on the amenity of the city and on demand generally. However, we do not believe that the best way to achieve this is by imposing additional financial pressures on property owners. We acknowledge that Christchurch City Council has few tools to apply but we consider that the differential is too blunt a tool. We also note that some of the impacts of vacant sites will already be mitigated by the implementation of Christchurch City Council's parking policy and the consenting of at grade carparks.

6.4. We are concerned that there is a lack of transparency and clarity with the Vacant Site Programme. It is unclear how a site is determined vacant or what constitutes a site that is in use. While there has been a vacant site improvement guide published to assist



property owners, the decision on whether a property owner qualifies for remission is ultimately based on the Council's discretion. A mixture of uncertainty in criteria for property owners and the subjective interpretation by the Council may lead to unfair outcomes.

6.5. For our members, there are a multitude of reasons why sites may be vacant or appear vacant. The development process varies meaning that Christchurch City Council's 'one size fits all' approach cannot be applied. For example, there could be an inability to secure an anchor tenant or a situation where there are development plans on a vacant site, but it remains vacant due to timeline sequencing within a portfolio. New Zealand is a small market, and it is unlikely that development will occur at the same time especially when there are skills shortages exacerbated by COVID-19. Furthermore, the programme does not take into consideration property owners who are trying to on-sell, a process that can take a number of years. These are just a few examples of many.

6.6. Christchurch City Council should reconsider the timing of the vacant sites programme. Property owners should not be penalised for deferring development when it is not economically viable. A global pandemic, increasing CPI and interest rates as well as a lack of people returning to the CBD, is not conducive to stimulating development. Property Council recommends that Christchurch City Council take time to understand property cycles and allow property owners to put their case forward to the Council and explain what their plans are for the site and/or why they have decided not to develop. In order for the CBD to thrive, quality infrastructure is critical. Property owners should not be forced to develop for the sake of it as that will only encourage bad development.

6.7. We recommend that Christchurch City Council does not implement the differential.

## Other

### *17 - Mike Patchett (Water and Wildlife Habitat Trust)*

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Rates policy should include an additional 0.5% as an environmental enhancement levy to provide special funding for restoring the environmental and social values of catchments, particularly the Avon/Otakaro Green Corridor and City National Park proposal to make Christchurch the most liveable City. Invest more in natural capital.

### **191 - Bebe Frayle (Waitai Coastal-Burwood Community Board)**

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

### **224 - Sandamali Gunawardena (Property Council New Zealand)**

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- If adopting the differential:
  - Defer the programme for a further 12 months to enable property owners to plan, and budget for, either the differential or the required amenity improvements;
  - Provide further clarity on both qualification and remission;
  - Adopt a grace period of 12-18 months from the acquisition of sites to allow new owners to plan development;
- Extend the exemption to capture the early design stage of the development cycle;
- Lead by example by ensuring that all vacant sites it owns or controls are kept well maintained in accordance with the proposed policy; and
- Promote the thinking behind the proposal in terms of the impacts of unmaintained sites in the CBD and by providing examples, options and costs of improving amenity.

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6.8. If the differential is implemented, then we submit that Christchurch City Council should:

- Defer the programme for a further 12 months to enable landowners to plan, and budget for, either the differential or the required amenity improvements;
- Provide further certainty on both qualification and remission; and
- Adopt a grace period of 12-18 months from acquisition to allow new owners to plan development.

6.9. We would also like to see clarity on what stage of the development cycle these charges would apply. The development cycle can take a number of years and the proposal is unclear as to whether this will impact property owners who have begun the development process. We recommend that the exemption also captures the early design stage.

### **228 - Faye Greenwood**

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Yes reduce rates for people without drinkable water until you change it.

### **254 - Lavinia Vea'ila**

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how is this going to effect our community

### **345 - Stephen Howard (Keep Our Assets (KOA) Canterbury )**

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Three Waters Proposal from central government illustrates that both present day local authority funding and future funding for climate response requires a reassessment of how councils are funded. It is the general reluctance of councils to increase rates that has driven much of the deferral or just ignoring of needed work. At the moment rates are basically a wealth tax (a la Picketty) on real estate. This impost has two forms, one is a flat charge per unit and the other is a charge based on the capital or land value of that unit. A unit whether home, farm or business is charged the same rate whether it is a revenue generating business which will see rates as a business cost or a home and whether the home is very high value or very modest. A multimillion-dollar unit is charged at the same rate per dollar value of the property as a three hundred thousand dollar modest dwelling. This is in contrast with the tradition of the central government income tax system which is progressive. In fact, it is worse than that if seen as a wealth tax. It also ignores the reasons for taxing (<https://braveneweuropa.com/richard-murphy-the-reasons-to-tax>) except maybe the rationing of resources. To make it clear I would give an example; A young family has bought a four hundred-thousand-dollar home a couple of years ago, but their actual wealth in that home (equity) is small while their two empty-nest neighbours had bought their homes many years before and have no debt on the home. But when rated (taxed on wealth) all three homes are taxed at the same rate per dollar value of the home. But when looked at as a tax on wealth it is a much greater wealth tax on the young family than it is on their neighbours. If the neighbours were businesses it would be even more inequitable as they would be able to write off at least some of the rates against business income. And it is further exacerbated with the practice of rating flat charges. CCC and all councils alongside central government needs to reassess how it generates the revenues required, a wealth tax is probably a good way of doing it but it should be on the actual wealth held.

### **437 - Chris Ford (Disabled Persons Assembly NZ (DPA))**

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The third is around proposed rates increases. Rates increases will primarily impact upon people on low or fixed incomes who are either homeowners or private sector renters, many of whom will be disabled people. Disabled people have higher disability related costs when it comes to daily living and given the current cost of living crisis, many will be particularly hard pressed if they are rate payers or renters to meet increased rates demands and/or rent increases stemming from this. At the same time, we acknowledge that Council has kept rates increases within the current rate of Consumer Price Index (CPI) inflation. Therefore, Council should actively lobby Government to increase the level of rates rebates for low-income rate payers from its current maximum of \$665.00 per year as a means of providing additional support. If central government were to do this, then rates would be able to remain within inflation thereby maintaining a steady revenue base for the CCC which, in turn, will allow it to continue providing the full range of public services it currently does, including to disabled people who are more likely to rely upon them.

#### **68 - SSRA South shore residents association (South shore residents association)**

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Given the inflationary pressure at present we do believe that relief is warranted.

Some cities allow those on the superannuation to freeze their rates from increase at 65, whilst they remain in their own home. Once the house is sold or rented market rates are restored. This is also income tested at \$45,000.

#### **79 - Lisa Spence**

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*[Other > Bromley Waste Water Treatment Plant]*

As long as Bromley receives a rates rebate for the fact we have lost freedom from the stench of the waste water fire i will be happy.

>>>

Rates rebate for those affected in Bromley and close surrounding suburbs.

## 3. Revenue

### 3.1. Dividends

#### General Comments

One submitter addressed dividends, providing an alternative to the proposal.

#### Officers Response

The only submission received supported asset sales, e.g. Airport and Port down to 51% to maintain control, the stated benefits being a boost to funds and better management.

Council has previously periodically considered asset sales, e.g. Red Bus Ltd. This is outside an Annual Plan process.

#### Other

##### *12 - Mark Hampton*

I would like to see Christchurch sell down some assets. For example, our airport and port could be sold so that we maintain 51% control. This would provide a big boost in funds, better management, and the way a public asset gets valued means the councils holding probably wouldnt even drop in value (ie 51% of the listed asset is probably worth the same as 100% of the non listed asset).

### 3.2. Development Contributions

#### General Comments

Eight submitters provided feedback on development contributions.

One provided comments that supported the proposal, four opposed and four provided other views or proposals.

#### Officers Response

One submitter expressed support for the Council requiring financial contributions from developers to fund related Council works. (397)

A number of submitters raised issues regarding development contributions and intensification for consideration. These include:

- One submission recommended spending development contributions in suburbs where older houses/trees are being cut down for intensification (289)
- A submitter noted intensification occurring to the detriment of the Richmond community. The submitter sought information on development contributions being applied to mitigate loss of amenity and information on funds allocated to various activities, noting Richmond did not receive a fair share of funding (265)

- One submission recommended development contributions are spent in growth areas where needed and should be spent as soon as possible. Milns upgrade as an example (241)
- A submitter recommended development contributions be spent in outer/greenfield areas. (23)
- One submission recommended the Council upgrade the Candys Road intersection and recover costs through DCs. (140)
- One submission noted the Council had levied development contributions for development around Sutherlands Road but was of the view that infrastructure had not been provided to support these developments. (124)
- One submission suggested the Council needed to be careful in the collection of financial contributions as there is potential for 'double-dipping' (The Property Council)

#### Intensification and tree loss:

- As part of the suite of changes the Council is proposing in response to the National Policy Statement on Urban Development and the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act, the Council is proposing that anyone wishing to develop land may need to pay financial contributions to help mitigate the effects of the loss of trees and would be taken to maintain the tree canopy.

#### Development contributions:

- Development contributions can only be used to fund the growth-related cost of a capital project and not for improved levels of service, or maintenance and renewal costs. Development contributions can only be collected for CAPEX projects included in the Long Term Plan.
- The Development Contributions Policy contains a schedule of the assets/ projects the Council has provided (or plans to provide) which have a growth component. These projects form part of the calculation for the relevant development contribution. The development contribution component of each project (% of cost which is DC funded) is outlined in the schedule of assets. CAPEX is loan funded (usually over 30 years) with the growth component repaid from development contributions.

#### Intersection improvements:

- The Council is in discussion with the developer on their future development, and the new intersection with Sparks Road. This future intersection will improve the traffic safety of the existing Sparks / Sutherland / Milns intersection. Staff will be working with the Community Board to seek approval for road stopping and changes to traffic movement to and within the current network.  
The Council can look into this when it considers the capital programme for the 2024 Long Term Plan.
- Milns / Sparks / Sutherlands is in the Development Contribution Schedule of Assets and is partly funded by Development Contributions. CAPEX is loan funded with the growth component repaid from development contributions.
- The Development Contributions Policy ensures that a fair share of the cost of providing infrastructure capacity to service growth is allocated to the development that creates the need for, and benefits from, that capacity. A fair and proportional

approach to cost allocation avoids collecting too much funding for assets provided to service growth.

- Development contributions can only be collected for CAPEX projects that are included in the Long Term Plan (and can only collect DCs for the growth component of the project). An upgrade to Candys Road/Halswell Road intersection does not appear to be in the schedule of assets
- Any CAPEX spending that may benefit Sutherlands Road developments needs to be considered in the Long Term Plan before development contributions can be used to fund the growth component of the project.
- 'Double-dipping' Development and financial contributions are separate charges, which the Council can utilise to fund different projects or activities. Development contributions can only be used to fund the growth-related cost of a capital project, whereas financial contributions can be collected to manage the direct impacts of a particular development. Councils can charge developers both financial contributions and development contributions, but cannot recover more than the financial impact of the development. Under the Draft Housing and Business Choice Plan Change, the Council is proposing that if anyone wanting to develop land does not retain or plant 20 per cent tree canopy cover on a site, then they will be charged a financial contribution. This is not the same thing as charging the developer for the growth component of the infrastructure needed to support the development.

## Support

### 397 - Kari Hunter

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Amongst many sensible components in the LTP and Annual Plan, I particularly want to express support for your plans to:

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enable the Council to require financial contributions from developers to fund related Council works

## Oppose

### 124 - James Dilger

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*[Transport > Roads (Capital)]*

The council has taken a significant amount of money from the surrounding developments (on Sutherlands Road there are 3-4 developments underway, the new Questral retirement village and surrounding development on Sparks Road). Yet you haven't provided the infrastructure to support these developments which is unacceptable.

## 140 - Hamish Wheelans (Your Section)

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*[Three Waters > Waste Water, Three Waters > Water Supply, Transport > Roads (Capital)]*

Christchurch City Council has rezoned areas around the city for residential growth through a series of Outline Development Plans however has not always aligned provision of infrastructure to cater for the growth, relying in places on developers to provide such infrastructure. However, when the infrastructure provides greater community benefit or services a large catchment than just one ODP area, such infrastructure should be provided by council with growth related costs recovered through development contributions or a Private Developer Agreement/Infrastructure Provision Agreement to ensure the appropriate cost share mechanism is achieved.

A point in case is the growth of south Christchurch (Halswell). Council has installed new sewer and water mains to service growth areas for a distance of 2.8km connecting to a new pump station on Sparks Road through ODP 19 to a terminal point on Kennedys Bush Road east of ODP 20. However Council then determined that developers should fund/continue this pipeline a further 850m connecting Halswell Road to Kennedys Bush Road, being the western end of ODP 20, with a future connection for water made available to ODP 21. There is an inconsistency of what is deemed community infrastructure and what is placed on developers.

The primary point of this submission is the funding for an upgraded roundabout intersection at the corner of Halswell Road and Candys Road, the western end of the collector road through ODP 20. To the east of this intersection the land is zoned Residential New Neighbourhood with provision for approx. 400 houses within ODP 20. To the west, the land is also zoned residential ODP 21 with a further approx. 400 houses south of Quaifes Road potentially using the intersection, and a further approx. 1,000 houses north of Quaifes Road using either this intersection or Halswell Junction Road as their primary routes of travel.

The ODP 20 requires a connection Halswell Road. To ensure this connection is made in a safe and appropriate manner, the connection must be designed to take into account the residential growth of ODP 21. Clearly when linking the Collector Roads, this intersection forms an integral part of the road network connecting ODP areas and becomes a major intersection.

The attached report by Stantec details the proportional benefit that the greater community will receive from the intersection improvements, with the developer benefit from ODP 20 being less



than 16-18%. Please find below extract being the conclusion of this report

“9. Conclusion - The assessment carried out shows that an equitable funding mechanism is warranted for the Halswell Road / Candys Road roundabout. Whilst the adjacent River Stone development benefits from improved access to the wider transport network, there is a high level of through traffic associated with other movements in the road network. It has been identified that there would likely be a need for other improvements at SH73 / Glovers Road, and SH73 / Candys Road if the roundabout did not proceed. The contribution of the River Stone development area to future traffic volumes is indicated to be approximately 16-18% of all turning movements at the roundabout.”

We submit that Council makes provision in its Annual Plan to appropriately fund the upgrade of the Halswell Road/Candys Road intersection in this coming financial year (being 2022/2023) with the cost recovered through Development Contributions over the catchment that will receive the benefit of the upgrade, whilst allowing for further recoveries from improving levels of service for all users of the intersection. We estimate the total cost of the intersection upgrade works to be between \$1.5m and \$2.0m. If Council chooses to fund this intersection upgrade through a Infrastructure Provision Agreement, we submit that Council make provision for a minimum of 82% of this cost.

We fully accept the requirement to pay our share, however it cannot be expected that developers pay 100% of the cost of infrastructure that provides a significant 82% benefit to other users of that infrastructure.

## **224 - Sandamali Gunawardena (Property Council New Zealand)**

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### Financial contributions

- Reconsider financial contributions as a possible revenue source, due to the increased costs faced by businesses as well as the potential to ‘double dip’.

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*[Planning and Strategic Framework Transport, Urban Design and Urban Regeneration > City Planning]*

### 8. Financial Contributions

8.1. Christchurch City Council proposes to amend the Revenue and Financing Policy to recognise financial contributions as a possible revenue source. However, commercial property owners are already

facing a multitude of costs including development contributions, rates increases and the proposed vacant sites differential.

8.2. Christchurch City Council needs to be careful with the collection of financial contributions as there is potential for 'double-dipping'. For example, the Council will not be able to collect financial contributions as well as development contributions from the same development to fund the same activities. In practice, this can be difficult to implement, which is why many councils look at alternative funding mechanisms instead.

8.3. On the other side of the spectrum, increased fees often end up on the end consumer, namely the end purchaser. Increased development contribution fees or the introduction of financial contribution fees likely result in the following outcomes: • Additional costs begin passed on to the eventual buyer, making housing more expensive; and/or • Planned developments are postponed or cancelled, due to increased costs reducing the overall feasibility of the development or project.

8.4. At a time where costs continue to rise, Property Council recommends that Christchurch City Council reconsider proposing financial contributions as another revenue source and keep the Revenue and Financing Policy as it is.

## Other

### 23 - Cameron Bradley

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I would like to see higher revenue from development contributions for developments in the outer suburbs. These developments push us towards car dependence and lock us into higher operational costs to service three waters, waste, public transport and roads, lower quality neighbourhoods with more dangerous streets and higher transport emissions.

### 241 - Mike Mora (Waipuna Halswell-Hornby-Riccarton Community Board)

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*[Spending > Our Planned Spending]*

The Board recommends that development contributions be spent in growth areas where they are most needed and emphasises the importance of contributions being used as soon as new developments go in to ensure that the necessary supporting infrastructure is provided and provision is made for ongoing maintenance.

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

### **265 - Rachel Crawford (RRBA Richmond Residents and Business Association/ 'We are Richmond')**

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RRBA notes that there has been significant intensive development in our suburb over the last couple of years. Much of the existing community considers it inappropriate and significantly detrimental to the existing amenity in our community. We opposed and fought the view that the effects were “less than minor,” but were disappointed by the non-notification of the new District Plan.

The Development Contributions paid to facilitate each of these developments will have added considerably to the Council purse. RRBA seeks to understand the Development Contributions' value, and how the financial resource generated in our community has been applied to mitigate the loss of amenity in our community. We are particularly interested in the value and allocation of funds collected to:

- Sports Parks (Richmond Park)
- Garden and heritage parks (Avebury House lawn and park)
- Neighbourhood parks (Richmond Village Green, Avebury Park, Petrie Park, Richmond Park)
- Water supply
- Wastewater collection
- Road network
- The planting of street trees
- Stormwater and flood protection
- Cycleways, cycle charging, cycle parks

These are areas where Richmond has been underfunded. In our view, Richmond has experienced a significant reduction in the level of service over a long period. We seek for this inequity to be redressed as a priority over other locations in the city, where the level of service is greater than that provided to our community.

### **289 - Margaret Stewart**

---

Start spending developer fees in the suburbs where mature trees and mature houses are being destroyed and put in the landfill so developers can make a quick easy buck building tomorrow's tenements without any thoughts for the local communities who have to live in these treeless, characterless, soulless concrete

jungles with no off road or even on road car parking, privacy or sunlight.

## 3.3. Central Government Grants & Funding

### General Comments

Two submitters addressed the grants and funding that Council receives from Central Government, one provided comments in support and one questioned how the 'Better Off' funding may be used.

### Officers Response

Both submitters agreed with Councils endeavours to maximise external funding. One supported Council applying for "Better Off" funding for projects the community considered important, the other agreeing with the lower capex spend proposed as realistic in these challenging times.

Staff are preparing advice on the Better Off Funding Package, which is intended for investment in local community wellbeing, for discussion with the Council.

### Support

#### *257 - Nick Clark (North Canterbury Federated Farmers (NCFF))*

We note the proposed spend is \$72.3 million less than forecast in the LTP. We agree that it is important for the Council to be realistic about what it can deliver and when in this challenging and ever-changing economic environment. We also agree with the Council's endeavours to maximise external funding.

### Other

#### *437 - Chris Ford (Disabled Persons Assembly NZ (DPA))*

In respect of these first two points, DPA would like to ask as to whether Council has any intention of applying for "Better Off" funding from central government to fund projects which the community considers to be important in terms of, for example, swimming pools, gardens, libraries and community centres, etcetera? If not, DPA would like to recommend that Council does so.

>>>

DPA recommends that Council apply for 'Better Off' funding from central government if it has not already done so to fund infrastructure projects which are desired by the community.

## 3.4. Excess Water Charge

### General Comments

Nine submitters commented on the excess water charge. One provided comments in support of the charge, six provided comments that opposed and three provided alternative views or proposals.

### Officers Response

Mixed views on the excess water use charge for residential properties with a majority opposed.

Support;

- Approve water rates

Oppose;

- Oppose excess water rates (x5)
- Why can't CCC budget properly?

Other:

- Consider additional allowance for the east where it is sandier and ground dries out quicker
- Consider reductions for community groups / gardens
- Water meter query not responded to

The excess water use charge is a key component of our efforts to ensure the sustainable use of our water resources and is focused on managing peak summer demand. The issues raised around large families and gardens on free draining soils have all been canvassed previously; and the threshold for excess water use is well above the average household use, providing a generous allowance before the charges apply.

### Support

#### **163 - Aaron Kwak**

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I strongly approve of the water rates.

### Oppose

#### **130 - Teresa Frapwell**

---

*[Rates > Residential Rates]*

Why can't you budget properly. We are getting charged for water consumption. Do you think this is fair and just.

## 192 - Murray Peacock

---

*[Rates > Residential Rates]*

The percentage increase does not take into account the charging for water from 1 July, the 700 litre per day cap is ludicrously low when compared to the average National daily consumption of 279.9 litres per person per day, with an average of at least 3 people per household some rate payers are going to be paying at least an extra \$500 a year, so added to the 4.96% the average ratepayer is going to be paying about 10% more. When you look at the rates charged in other centres Christchurch rates are unaffordable.

## 247 - James Wood

---

The excess water use rate (domestic) is a complete nonsense and should be abolished for several reasons:

- 1) if you're levying revenue for higher use it should result in savings for lower users - the system does not do this.
- 2) 700 litres per property per day is arbitrary and does not take account of any of the drivers of usage such as number of inhabitants.
- 3) This rate penalises people who are actively trying to beautify the city by keeping gardens.
- 4) The usage charge is excessive and seemingly has no link to the actual marginal cost of providing an extra cubic meter of water (which I estimate to likely be an order of magnitude lower than the specified charge).
- 5) It likely opens the council's process for implementing this charge to judicial review, a further waste of ratepayers money when defending it.

## 4 - Mark Penrice

---

Water charges are a terrible right wing idea.

## 420 - Lucy West

---

reduce the increase to 3% as a way of softening the blow of water rates.

Which may in addition be so ableist.

many people with disabilities need to bath or have long showers.

People with children use a bath nightly. We are really being discriminated against with the water rate charges going ahead in July.

#### 421 - Alistair Price

---

I am totally against the proposed water charges.

I want all ratepayers to pay the same for water they use. No Capital Value based charges for water.

Please see my submission attached.

>>>

I have completed this presentation because I believe the CCC has unfairly targeted ratepayers who have pride in their properties.

I am not against charging for water as long as it is based strictly on usage and everyone pays the same for every litre used.

I want to be treated the same as everyone else. I do not want to pay a single cent more than my neighbour or less for each litre of water used.

I want the capital value for water removed and replaced with a flat fixed charge plus a charge for every litre used.

For those ratepayers that are on shared meters that a uniform flat rate be applied.

I strongly object to what is proposed for the following reasons.

☒ The 700 litre daily allowance and charging ratepayers based on capital value are inequitable. Why should I pay over \$2.29 per cubic metres for 700 litres water that I may or never use?

☒ The CCC will bill every 3 months and charge if more than 700 litres are used in that 3 monthly period plus ratepayers will still be paying their capital rates charge via their rates account.

☒ What happens if the meter is not read? The CCC will estimate usage. (A response from the council)

☒ What happens if there is an incorrect reading? How will the CCC correct this? The CCC has estimated that 650 error reads will occur every 3 monthly period. My estimate is that it is likely to be double this.

☒ Water meters are one of the most difficult meters to read. Due to their location and access to the meter.

☒ What a huge waste of money reading the meters every 3 months as the CCC believes only 20 to 22% of ratepayers will pay excesses that will probably apply only in the peak summer months. My summary to date indicates the CCC is totally wrong with their assumptions.

☒ Shared meters details, as supplied by the CCC, is 24%. Where is the need or the pressure for these ratepayers to conserve water? There are no excess charges for shared water meter ratepayers.

☒ Talking to friends, most ratepayers have no knowledge of how water is charged for via the CCC. For example they do not know water was charged by capital value and a water allowance that was based on the capital water charge. I acknowledge in a few cases excess water charges applied.

Conclusion.

.To my knowledge no other Council in NZ is charging for water based on capital value and a set allowance.

It is either a capital charge with a variable allowance or a standard fixed charge and water charged by the litre.

The CCC based its assumptions based on water meter readings every 2 years prior to 2021. Is that reasonable?

I want the current proposal dropped and a more equitable charging process put in place.

I do not support the Three Waters proposal the Government is trying to force onto Councils.

*[Full attachment available]*

## Other

### **186 - Tracey Nelson**

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I am still waiting for a response to the query re my water meter that I sent to the Council in January - I will not be paying water charges from a shared meter that is only being attributed to my unit.

### **364 - Dorothy (Dot) Lovell-Smith**

---

I support the proposed three criteria for Excess water rates remission, but I would also like an extra one included;- ie remission considered on excess water rates in areas like Brighton and Hei Hei



where soils are light and sandy so that gardeners can continue to support themselves and other members of the community with veges and fruit from their gardens. There is a huge difference in the amount of water needed for a suburban garden in Hei Hei and one in Bryndwr purely because of the type of soil and its water retention qualities.

I am lucky enough to own a quarter acre section on which I can almost completely provide year round veges. Despite huge amounts of horse poo and pea straw being added to the soil, and many wind breaks, I still need to use quite a lot of water to keep things growing. Even my trees which are valuable carbon sinks need water during prolonged dry spells.

### **364 - Dorothy (Dot) Lovell-Smith**

---

I would also like to see such groups especially the various community gardens receive a water rates remission on excess water charges.

## **3.5. Other**

### **General Comments**

Two submitters provided comments that provided general support for our revenue proposal.

### **Officers Response**

Support for Draft. Noted.

### **Support**

### **385 - Allan Taunt**

---

Agree with the changes to revenue, spending and borrowing.

### **388 - Judith Jordaan**

---

Happy with proposal

## 4. Fees and Charges

### 4.1. Eco Central Charges

#### General Comments

Two submitters addressed the proposed Eco Central Charges, both suggested lowering the charges to encourage good habits and behaviour.

#### Officers Response

Submissions were received with concerns raised in regards to the cost of refuse disposal at Eco central managed Transfer Stations and mitigations around illegal dumping.

Council are committed to Education and Waste Reduction initiatives as detailed in our Waste Management and Minimisation Plan adopted by Council in 2020. Free educational visits to Council recycling and waste facilities are currently provided to schools and will continue.

Central Government is increasing Waste Levy charges therefore charges at the Council Transfer Stations, managed by EcoCentral, will continue to increase progressively over the next few years.

Timeline for the increase and expansion of the waste levy (per tonne)

LANDFILL CLASS Waste types	1 JULY 2021	1 JULY 2022	1 JULY 2023	1 JULY 2024
Municipal landfill (class 1) Mixed municipal wastes from residential, commercial and industrial sources	\$20	\$30	\$50	\$60

In response to illegal dumping, Council have been trialling a targeted community approach to prevent illegal dumping of rubbish as well as education campaigns.

#### Other

##### **266 - Bryan Gilchrist**

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.

##### **372 - Sarah Killoh**

We have a huge prob with fly tipping or dumping rubbish in the east and esp around Phillipstown. Please consider lower dump fees as an alternative to street dumping. An inorganics day or some way for people top get rid of rubbish. esp large items like matterresses. Lower affordable fees for the dump would be a start.

## 4.2. Rec & Sport Charges

### General Comments

Thirteen submitters addressed the proposed Rec and Sport charges.

Six provided comments that supported the proposal, largely focusing on the standardisation of fees and no increases to the fees for children. Three submitters provided comments that opposed the proposal and four provided alternative views or proposals.

### Officers Response

A submission in support of the Recreation and Sport charges referenced the simplification/consistency of the proposed fees and no increase to children's entrance fees.

Other submissions raised the level of concessions available for Hapai, Community Services or Gold cards, the affordability of the sensory room, and discounts or free admission for those affected by the Bromley Waste Water Treatment Plant.

A submission opposing the charges were on the basis they were becoming unaffordable. One submission highlighted that the proposed charges for indoor court hire for handball, korfbal, and floorball would be twice as much as basketball.

The concession available for Community Services or Gold cards is 25%, Hapai and Kiwiabale cards will receive 25% or 50% depending on the service being accessed.

The Recreation and Sport Unit will continue to monitor price as a barrier to participation and will work directly with Handball, korfbal and floorball re their pricing concerns for events at Parakiore.

### Support

#### *11 - Cody Cooper*

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I largely support the changes. While I would've preferred pool charges to stay the same or become less, I appreciate that they are now becoming simpler and more uniform.

#### *260 - Jocelyn Pappill*

---

It seems eminently sensible that fees & charges are standardised across the recreation centres and that language used when outlining fees is clear and easy for all people to understand. It is really encouraging to see the Council trying to be more inclusive in the way they operate the community /recreational centres.

>>>

Fully supportive of the dropping of fines for overdue books at the libraries.

**311 - Sonya Hodder (Spreydon Neighbourhood Network)**

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Appreciate that there are few increases in fees for public amenities, swimming pools etc.

**393 - Marie Gray**

---

- The decision to not increase children’s entrance fees or swimming lesson charges at recreation and sport centres. Indeed given the terrible drowning toll, I would like to see the Council offer a 50% discount for those on community service cards rather than the current 25%.

**441 - Karolin Potter (Spreydon-Cashmere Community Board )**

---

Recreation and Sport Fees

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

**68 - SSRA South shore residents association (South shore residents association)**

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SSRA understand you are standardising fees across your recreational centers. This is sensible. Wellbeing is important and we would support some remission assistance for elderly and the disabled.

**Oppose**

**10 - Megan Gourley**

---

Stop it!

The people you have built these facilities for wont be able to afford to come and enjoy them with these proposed increases.

Surely you can come up with BETTER solutions to these problems than price increases? Limiting hours, reducing costs in other ways...

>>>

Go back to the drawing board on this one.

Now is not the right time to be proposing rates increases and price hikes to the few facilities we are able to enjoy within family budgets.

### **277 - Melissa Himin (Templeton Residents Association)**

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Please ensure adult fees do not change for entrance into recreation facilities - as this would limit the use.

### **296 - Justin Cope (Canterbury Handball; Canterbury Floorball)**

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**Submitting against:** Proposed changes to fees and charges (pg. 216). New charge for futsal/handball/korfball/floorball full sized court – adult (\$106.00/hr), child (\$80.00/hr).

Handball and floorball are all developing sports in Christchurch. We provide playing opportunities for adult players and children as part of organised senior, junior and schools competitions. We also offer our sports as school holiday programme and as community sporting opportunities.

Our two sports share a common regulation court perimeter dimension (40mx20m) although with different internal line marking configurations. We also share the same court configurations as korfball and futsal. This regulation court size is considerably larger than other sports, for example basketball (28mx15m) or netball (30mx15m). When played indoors, depending on the venue configurations this generally requires the court to span an area of at least two of these smaller courts.

We are very excited that the CCC has provided for three community courts at Parakiore which are near regulation size for our sports, as well as for futsal which also requires this larger court dimension. Our understanding is that three of the community courts at Parakiore will have permanently marked lines for futsal and one each for handball, floorball and korfball.

We are concerned however, that the single court fee for a handball/korfball/floorball court is double the proposed fee for a basketball court (\$53.00/hr for adults). This decision is obviously based on the Parakiore court configurations having the handball/korfball/floorball courts spanning two basketball courts. This might seem pragmatic (i.e., double the court, double the price), but we see it as inequitable, and damaging to our continuing growth and appeal. The number of players per team in our sports are the same, or similar to other team sports such as basketball, netball

or volleyball. However, this proposed charge, if worked out as a cost per participant is essentially doubled for our sports compared with others. We see this as a penalty for the unavoidable fact that our sports require more space.

Of course, our sports can be downscaled to be played on a smaller court i.e., a basketball court. This is fine for beginners or young players but not for adults to get a proper playing experience. An additional hindrance is that if we play on a basketball court, then there will be no appropriate line markings, again reducing game experience or adding additional costs if temporary lines are required.

By far the largest cost for our sports is court hire. Generally, this cost needs to be passed on to participants. As developing sports, we need to try and keep the cost of participation as low as possible. After all, there is no better way to discourage new players from taking up or continuing a sport than the costs being prohibitive. Subsidies by way of grant funding can only go so far.

As only one of the three community courts at Parakiore will be fully marked out for handball, floorball and korfball (or at other CCC facilities where there are no lines at all), if we organise larger events that need use of all three courts, we will incur significant additional costs for temporary line marking.

The use of a wonderful new facility like Parakiore, or indeed opportunities to use other CCC facilities where space has been freed up by the increased capacity that Parakiore provides, has given us a lot of optimism about being able to promote and grow our sports and to provide more opportunities for kids and adults alike to become, and continue to be more active.

However, this optimism has been dampened by the potential significant cost of court hire proposed in the Draft Annual Plan. These fees would likely rule out the regular use of the CCC facilities for things like weekly trainings for club teams, or schools' competitions as the costs will prove prohibitive. Use might be restricted to higher level senior competitions and one-off events. We are also aware through conversations with Korfball Canterbury, who are likewise experiencing considerable growth, that they share similar concerns.

**Annual Plan Change Sought:** That the fees for the hire of a full-sized futsal/handball/korfball/floorball be \$53.00/hr for adults and \$40.00/hr for children in line with the charge for a single basketball court.

### **222 - Dianne Fenwick**

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I work in mental health and am concerned that the fees for our patients to access the sensory room, [ie people with autism and ID] and the pool, have limited funds due to their reduced benefit due to being in hospital. These people have limited activities suitable for them and within accessible distance as nursing staff need to transport and attend with them. Please consider our disadvantaged folk who have limited resources and supports and reduced activity and exercise opportunities.

### **326 - Jane Hopkins**

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Charges for our pools are already quite high compared to other areas in New Zealand. For comparison there is a wonderful indoor pool at Paraparaumu and they charge \$5.40/adult, \$3.30/child and just \$2.50 for unlimited hydroslide rides for adult or child. In Christchurch, current charges are \$6.60/adult, \$3.80/child and a whopping \$9 (child) or \$11.20 (adult) for the hydroslide at Jellie Park, or \$6.20/\$7.20 at QEII. With our high drowning rate in New Zealand, it is important for children to learn water skills and confidence but the high entry costs to our pools mean that many kids do not regularly visit the pools.

### **437 - Chris Ford (Disabled Persons Assembly NZ (DPA))**

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The fourth is around the proposals to change swimming pool and leisure centre entry fees. DPA is pleased to hear that work on both the Hornby and Parakiore sites is progressing and that the proposal to change the charges is completely understandable given the need to standardise them across all seven council owned complexes. We are also pleased to see that there are proposed fee reductions or even no swim charges being applied for children, and this move will benefit families/whanau with disabled children too. However, we would like to clarify as to whether further discounted concessions will be made available by Council to people who use Hāpai, Community Services or Super Gold cards given these proposed reductions?

>>>

DPA seeks clarification as to whether Hāpai, Community Services or Super Gold card holders will be eligible for further concessions at Christchurch's public swimming pools in line with plans to further

reduce leisurecentre and swimming pool charges as proposed in this annual plan.

### 79 - Lisa Spence

*[Other > Bromley Waste Water Treatment Plant]*

Answers to how toxic the WWP fire debris and smell is. *[Coder note: provided for context only, no response is required on this point.]*

>>>

Discounted or free admissions for those affected to council services (the new brighton pools) etc for those affected to actually be able to enjoy something for once in the last 4-6 months.

## 4.3. Community Halls & Spaces

### General Comments

One submissions was received on fees and charges for our community halls and spaces, singalling concern that a rise in charges will limit resident's ability to use these facilities.

### Officers Response

A submitter contends that the recent standardisation of fees and charges for community facilities may disadvantage some community groups hiring facilities in unintended ways.

Staff have identified a few occasions where changes have unintentionally impacted specific hirers, on each occasion staff endeavour to work with the individual group on a bespoke solution rather than further complicate a schedule of fees and charges. Staff propose this approach continue as there is no impact on levels of service or cost to rates.

### Oppose

### 191 - Bebe Frayle (Waitai Coastal-Burwood Community Board)

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

## 4.4. Resource Consents

### General Comments

One submission opposing the proposed resource consent fees was received.

### Officers Response



Submitters expressed concern about rates funding potentially covering the costs of processing resource consent applications.

Processing costs of resource consent applications are covered by the fees paid by applicants.

The rates component of funding for the Resource Consents Unit pays for matters unrelated to specific resource consent applications like public advice and Court appeals which cannot be funded from resource consent application fees.

Oppose

### 312 - Marc Duff (Greater Hornby Resident)

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?

## 4.5. Building Consents

### General Comments

One submission opposing the proposed building consent fees was received.

### Officers Response

In terms of building consents, as costs associated with these applications are recovered from the applicant there is no impact on the residential rates.

With regard to charge out rate, these are established to ensure that all costs are recovered.

The costs associated with resource consent application processing are set at each annual plan. This is by setting a minimum application fee for each application type and then an hourly rate for officers' time spent of processing applications. The total costs is a product of the number of hours spent processing an application and the hourly rate. Both application fees and hourly rates have not been increased for several years now, recognising the impact of raising fees, and are not proposed to be increased in the coming year.

The costs are calculated according to forecasted revenue and the processing of resource consent applications service is forecasted to be fully funded by application fees. While revenue has increased in the last financial year, costs have also risen due to needing more staff, higher use of consultants, etc.

There are also some components of the overall service that the unit provides such as planning advice to the public and appeals to the Environment Court. These are funded by rates as these services can't be funded by applications fees as they can't be attributed to a particular application.

Oppose

## 312 - Marc Duff (Greater Hornby Resident)

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?

## 4.6. Libraries

### General Comments

Twelve submitters addressed the proposed fees for our library services. Eight provided comments that supported the proposal, one provided a comment that opposed and five provided other views or proposals.

Those in support generally supported the removal of late fines, and alternatives largely addressed the removal of other library fees and charges.

### Officers Response

#### Support

The recent removal of charges for overdue library items was supported by eight submissions (plus two that were received last week in Operations submissions). One of these submissions was from the Spreydon - Cashmere Community Board.

#### Oppose

Waitai Coastal - Burwood Community Board opposed the removal of library fines on the basis that it creates a disincentive for people to return books promptly.

#### Other

- Three submissions requested the removal of the fee for holds (\$3 per item)
- One submission requested the removal of the fee for interloans (from other NZ libraries)
- One submission requested that borrowers aged 16 and over are charged for the late return of books.

The recent removal of overdue fines encourages people to take advantage of everything libraries has to offer.

We appreciate that the \$3 hold fee is a barrier for some customers who wish to request specific titles. Libraries receive regular feedback from customers wanting to have the holds fee removed. Revenue from holds generated approximately \$230,000 in FY2021. Removing the holds fee would require Council to reduce the amount of revenue libraries are required to generate.

Christchurch City Libraries provides an inter-library loan service to enable customers to borrow items from other libraries in New Zealand and overseas. Our library is a member of a national, subsidised and reciprocal service. The \$12 charged for most inter-library loans

goes towards postage costs. Removing these charges to the customer would increase the postage costs Libraries incur when returning items to other library networks.

Introducing charges for over 16 year olds is seen as a barrier to fostering literacy and learning, accessing information, and supporting wellbeing through recreational activities provided by libraries. Customers 18 years and under have been fine free for over 25 years. Overdue charges for all other customers was removed 1 March. Since library fines were removed, we have been monitoring patterns of use to identify any changes in behaviour. Most customers are continuing to return their books promptly. Currently 8% of loans are overdue, compared to 9% being overdue at 31 March.

## Support

### *151 - Julie Kidd*

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I support the abolition of overdue charges at the libraries.

### *250 - Tori Peden (Te Pātaka o Rākaihautū Banks Peninsula Community Board)*

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

### *326 - Jane Hopkins*

---

I am very happy that library fines have been removed, well done!

### *364 - Dorothy (Dot) Lovell-Smith*

---

Great that the library has dropped its overdue fines..

### *385 - Allan Taunt*

---

The removal of overdue fees for library items was an excellent motion to pass. Thanks those that put this forward and the supporters. This was very interesting to read about. Having studied economics previously, I did realise a population may not behave as expected when faced with perceived incentives/disincentives. Nice to see in action how removal of fines can bring benefit.

### *393 - Marie Gray*

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While environment issues are very urgent it is also important that we create a vibrant city for the future, where everyone feels a sense of belonging, where arts and culture are valued and where active

recreation, especially for children is visible and accessible. I therefore support:

- The end to library fines. I commend the council on making such a forward-thinking and inclusive decision.

#### **437 - Chris Ford (Disabled Persons Assembly NZ (DPA))**

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One significant move that we wish to commend Council for is its decision to stop charging for library overdue items. This move will benefit many disabled people whosometimes have accessibility issues with returning borrowed items and given thatmany within our community are on low incomes, it will be a very welcome oneindeed. This move brings Christchurch into line with other local authorities inAotearoa including, for example, Dunedin who have dispensed with late fees as well.

#### **441 - Karolin Potter (Spreydon-Cashmere Community Board )**

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Library Fines

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

### **Oppose**

#### **191 - Bebe Frayle (Waitai Coastal-Burwood Community Board)**

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

### **Other**

#### **151 - Julie Kidd**

---

While I'm personally happy to pay for the service of requesting particular books or other physical items, I wonder if that, too, is a barrier to library use for some people.

### 192 - Murray Peacock

---

Libraries need to charge over 16 year olds for books and there definitely needs to be a charge for the late return of books

### 327 - Tammy Ramsey-Evans

---

I wouldn't get rid of library fines- I would make inter-library loans free for everyone. Getting a book back on time is not related to poverty but charging someone to read a book will be prohibitive.

### 339 - Victoria Andrews

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The Library System - Waive the \$3 hold and deliver fee for pensioners and ratepayers in remote and isolated communities

The system of council libraries is excellent with hardworking staff who serve members of the public, often beyond the call of duty. Librarians go out of their way to make ratepayers and their families feel welcome and comfortable in a safe community space. The council recently dropped fines for overdue books, however placing a hold and delivery charges remain at \$3 per item remain. Because I live in Akaroa and rarely drive into Christchurch (now that petrol has increased in price ) I often check out 30 items at a time from the Halswell and the South Library. Akaroa and parts of Banks Peninsula are more than 60 kilometers from Christchurch. As remote and isolated communities \$3 per item is a high fee especially for pensioners living on a basic income. Would the council please waive the \$3 fee for pensioners and residents living in remote and isolated communities?

### 364 - Dorothy (Dot) Lovell-Smith

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But I would also like them to stop charging the \$3 fee for book holds. It is an added expense that I just can't afford. A friend in Auckland can order books from all Auckland City libraries to be delivered and held at her local library free of charge. She has a much more interesting reading life than I do.

## 4.7. Parking

### General Comments

Six submitters addressed the proposed changes to parking fees and charges, three providing comments that opposed the changes and three provided alternative views or proposals.

## Officers Response

Council takes a market-based approach to setting parking fees, based on the supply and demand for parking around the City. The implications of reducing parking fees in the central city include loss of revenue, longer stays by users and less turnover for parking spaces.

To set the parking fees, Council regularly reviews the charges set in other main centres around New Zealand, and takes a comparative approach, which is appropriate to local market conditions.

Council is also investigating the removal of credit card fees for parking to encourage the uptake of cashless payments and decrease the risk of vandalism and theft, whilst still providing customers with the opportunity to pay by cash, if preferred.

## Oppose

### 145 - Jenn Benden

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*[Transport > Carparking]*

Please don't increase parking charges again.... it's sooo expensive to park in town just to go to one meeting or visit one shop. It's not always possible to cycle. If you want people to use the bus then put pressure on ECan to deliver monthly bus passes and frequent services. I know there is a huge push to get people into the city centre, don't make it even harder than it already is. Prices increased not long ago.

If you want to encourage people to come into town, make more 30 min parks so that we can come in, go shopping or grab what we need and leave. Otherwise, everyone just goes to rickarton westfield because parking is free?

### 350 - Candice Poissonnier

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Parking prices needs to be lowered. Businesses in the central city have been hit hard. Not only would a reduction benefit the businessowners as it would draw more people into the city because it is very hard to compete with shopping malls who give 3 hours free parking! But also workers who need to bring their cars in -not everyone can cycle. I'm a solo mother of 3 working in the city. There is no other way I can get my kids to school and then myself to work without driving, then parking in town. If prices are lower then I will

have extra money to spend in the shops or at the local cafes and restaurants.

#### **406 - Lindsey Conrow**

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I support increasing off- and on-street parking fees.

#### **Other**

#### **217 - Bridget Williams (Waimāero Fendalton-Waimairi-Harewood Community Board)**

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

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

#### **30 - Requested Redaction**

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Oh and finally, can we please take away parking fees in town to encourage people to shop there - parking is free in the malls and should be free in some (if not all) of our central city parking areas as well.

#### **326 - Jane Hopkins**

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Parking charges are also very high. Parking after 5pm and in the weekends should be free and this would encourage many locals to return to the city centre for dining or visiting in the weekend.

## 4.8. Other

### General Comments

Fifteen submissions were received on other fees and charges issues, including general support for the proposed changes to fees and charges and alternative charging models.

### Officers Response

Submitters are generally in favour of and appreciative of the low increase in fees and charges. Several have raised comments about charging non-residents a higher rate and about having a higher proportion of the fee met through a user charge.

Higher charges for non-residents and a higher % met by a user fee and are considered each year by Councillors in setting the fees and weighed against ease of implementation and the ability of the wider community to pay. Financial impacts are insignificant in the total budget.

There are no impacts on climate change of Mana Whenua.

The suggestion that cruise ships fees for use of Akaroa Wharf be increased by more than 2.1% has merit and should be considered again in 2023.

The Council's CAR fees were revised in July 2021 following consultation with industry who are involved in submitting CARs.

The fees charged reflect the cost of providing this service. Cost recovery is undertaken in accordance with the NZUAG code of practice. Council is required to provide this service and charges are to cover the Council's legislative responsibilities in issuing WAPs.

Fees are only charged for work that is performed. If no work required, fees are not charged.

Council currently provide a standard set of wheelie bins to all rateable properties, i.e. 140L Refuse, 240L Recycling and 80L Organics. Lost or damaged bins are replaced by the contractor at no charge to residents, however misuse, including contamination of recycling and organics may result in bins being removed and a replacement fee applying.

We are looking at our service delivery model, including options for enhanced bin flexibility, however a number of further operational considerations need to be finalised before we can implement these changes, and will be consulted as part of the forwards work program.

### Support

#### *257 - Nick Clark (North Canterbury Federated Farmers (NCF))*

NCF notes the proposed changes to fees and charges. We support restraint in setting fees and charges, especially at a time of high inflation putting pressure on people and businesses. Most fees and charges are proposed to have zero increases and many others small increases of less than 2 percent.



### 317 - Kay Robertson

---

All Good.

### 385 - Allan Taunt

---

Agree with the changes to fees and charges.

### 388 - Judith Jordaan

---

Happy with proposal

## Oppose

### 225 - Kim Kelleher (Lyttelton Port Company)

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#### Stormwater Industrial Stormwater Discharge Licence Fees

LPC wishes to raise concern with the license fees proposed as are a new fee and add additional costs to operate across sites. We appreciate CCC has need to meet its obligations under its Resource Consent; however, believe there needs to be more engagement with industry on this process to allow adequate understanding of how sites will be assessed for risk levels, or the application requirements in general (noting that material which has been shared is draft and has had a number of questions raised by stakeholders). We also wish to understand the justification for the fees proposed and what is allowed for within those fees.

### 272 - Connor Hopkins

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*[Coder note: This is in relation to Corridor Access Requests]*

CAR request price increases are unwelcome. The cost from these will just be passed on to the public. The CAR services, in my opinion, do not provide value to the city and should be reviewed.

## Other

### 192 - Murray Peacock

---

All council amenities need to have a return on investment

### 23 - Cameron Bradley

---

I would like to see a CCC residents scheme investigated for CCC community services which allowed us to set higher fees and charges for non-Christchurch ratepayers or residents.

### **343 - Julene Leslie**

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Not prepared to pay fees or charges while I can't breathe fresh air or drink clean water.

### **352 - Mike Gibbs (Avondale Neighbours Group)**

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Please keep fees and charges within affordable rates; for example, for a bigger family to get a replacement rubbish or green bin, this should not cost, as their circumstances might be that they have 3 or 4 times the amount of Rubbish or Green waste than recycling - however if you lost or damage your bin it should be paid for!

### **396 - Vickie Walker**

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Do not increase fees or charges to those affected by the Wastewater stench

### **413 - Harry Stronach (Akaroa Ratepayers & Residents Assn Inc)**

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User Pays, or Ratepayer Pays?

Most of the various user-pays charges for council facilities and the like are increased in this draft annual plan by around 2.1%, and no doubt that number reflects the long term inflation rate. We also know that the charges seldom reflect actual costs; in most instances there is also a ratepayer funded subsidy to the cost of running those facilities.

But, as noted above, the rates are being increased at over twice the inflation rate. So, overtime this will lead to a progressive shift in responsibilities, with the ratepayers shouldering more of the financial burden and the user's contribution proportionately decreasing. We do not believe that that is equitable.

There is a similar inequity involved with the charges for the Akaroa wharf. The documents show that the charges for cruise ship tenders to use Akaroa wharf are to increase by the standard 2.1%. At the same time it is planned that a new wharf is to be built, funded largely by the ratepayers, at a cost of \$20m.

It is fairly obvious that none of the cruise ship operators or passengers are going to be ratepayers, and in fact they are not going to care much about whatever is charged for use of the wharf, given that it is only a token amount in terms of the ships' operating

budgets. Why not increase the charge by at least 4.9%, which is the increase that the ratepayers are seeing? Even better, why not increase the charge by 100%, so that is starting to look like a realistic figure?

#### 417 - Amanda (Mandy) Jane Nelson

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

The remissions process is labourious and complex for minimal relief. ~~At~~ Rates remissions are a 'patch' to stop residents haemorrhaging! If remissions are needed, the system is not working properly. Make it easier and cheaper for long-term residents and charge visitors/tourists more. Reduce rates; re-introduce the inner-city shuttle; charge non-residents to visit all CCC facilities incl. museum, library, use the shuttle, visit Botanic Gardens. All of this is in

We're also proposing some changes to rates as part of separate consultations:

- Wheelie bin kerbside collection area changes and 'opt out' arrangements
- A new general rate differential for vacant central city land
- A new Policy on Remission and Postponement of Rates on Māori Freehold Land

line with how cities operate overseas.

#### 8 - Jan Edwards

There should be far more user pays

# 5. Borrowing

## 5.1. Borrowing & Debt Management

### General Comments

Seventeen submitters commented on our proposed borrowing. Eight provided comments in support of our proposed borrowing. Six opposed, largely signalling that they think that we should instead review our spending, and three provided alternative views or proposals.

### Officers Response

A mixed response with those supporting seeing the need, particularly to complete key projects.

Those opposed largely cited the intergenerational impact of saddling future ratepayers with higher costs and supported minimising borrowing and/or only for critical projects.

A separate submission was concerned that the total flow-on cost of borrowing (interest and principal repayment) was not clearly disclosed. It requested the Council provide greater transparency on the cost of borrowing by:

- i. revising its Financial Prudence Benchmarks to include Loan servicing (interest and principal) as a proportion of annual rating income
- ii. giving prominence to this key benchmark in annual plans and consultation documents
- iii. stating the cost of the planned new borrowing in annual plans and consultation documents.

The varying views on whether borrowing is good or bad are noted. Councillors do receive advice in relation to borrowing during the Annual Plan process, and have seven prudence benchmarks in relation to debt and debt servicing, all of which are met for 2022/23.

In terms of transparency, Council already has six debt prudence benchmarks reported in its Annual Plan and Report. Four of these are reported to LGFA annually for compliance with covenants. However staff believe the request has some validity for communication purposes (rather than a benchmark). After consideration staff will bring advice to Council on this. For example, 2022/23 the total debt servicing cost as a percentage of rates is 20.5% (as opposed to 11.3% for just net interest costs). This will increase by 2024/25 to settle around 25%. Commentary will also be added to the Financial Overview around the additional annual cost of proposed new borrowing.

### Support

#### *10 - Megan Gourley*

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And the borrowing... if you need it, sure.

### **151 - Julie Kidd**

---

I support them.

### **21 - Jill Borland**

---

Support in principle; not withstanding the comments regarding impacts on struggling businesses and whānau

### **224 - Sandamali Gunawardena (Property Council New Zealand)**

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*[Other > Te Kaha/Canterbury Multi-Use Arena]*

4.2. Christchurch City Council's borrowing for the capital programme is \$72 million less than recorded in the Long Term Plan 2021-31, with the operational spend up \$12.7 million more than predicted. This is partly due to changes in timeline for projects such as the Te Kaha Arena with \$75 million of spending on it pushed to future years. We support local projects such as the Te Kaha Arena as this will have significant impact on Christchurch's much needed infrastructure. We understand the pressures Christchurch City Council are under, however it will be more beneficial and cheaper in the long run to use capital expenditure to build now.

### **260 - Jocelyn Pappill**

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Further to my initial comment, there are a number of projects which need to move forward toward completion in order to future proof our city, hence I think borrowing to meet these increased costs is necessary at this stage. In short, borrow now to meet the needs of today while also thinking about & planning for a future that will be impacted by climate change.

### **364 - Dorothy (Dot) Lovell-Smith**

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I do approve of the council borrowing money for development.

### **385 - Allan Taunt**

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Agree with the changes to revenue, spending and borrowing.

### **388 - Judith Jordaan**

---

Happy with proposal

**191 - Bebe Frayle (Waitai Coastal-Burwood Community Board)**

---

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

**20 - Rhodora Sagles**

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CCC should look into bringing down costs, rather than borrowing and passing this is rate payers who have been affected by COVID-lost jobs due to mandates, health issues.

**31 - Liam Chrisp**

---

You should only be borrowing what is critical, and you should be adjusting spending to ensure that there are no more cost blowouts that will require addressing in the next few years.

**327 - Tammy Ramsey-Evans**

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I do not support the council borrowing money at all- "you should not be buying things you can not afford to pay cash for"- I will credit that to both my Form 2 home economics teacher and Grandmother.

**356 - Emma Twaddell (St Albans Residents Association )**

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It is the former generations that gave us the gift of low indebtedness and low interest costs we pay currently. We should give the same gift to our future generations, instead of saddling them with the costs of the money we are spending now.

We submit that in the long-term interest of ratepayers and the financial sustainability of the Council, Council avoids increased borrowing as much as possible by imposing budgetary discipline on the planning of capital projects

We submit the Council minimize the rates burden by funding what meets basic needs, is sustainable and offers a good long-term return

and the Council's Procurement of Services has more weighting on sustainability and wellbeing.

#### 4 - Mark Penrice

---

I would rather the city didn't borrow and put the stadium on hold - it will lose money and the city is getting poor.

### Other

#### 351 - David Close (Christchurch East Labour Electorate Committee)

---

The need for transparency on the cost of borrowing

5.1 Nowhere, as far as we can see, does the Draft Annual Plan make a clear statement of the annual cost of loan servicing (interest and repayment) as a proportion of annual rating income, a key measure of financial prudence and easy to understand.

35.2 The consultation document has several references to borrowing:

(i) New borrowing of \$238.4m (page 8 & 11) – but there is no mention that this will add \$10.25m a year (1.6%) in the future.

(ii) On page 13 it is said that projects totalling \$56m “don't materially impact the Draft Annual Plan 2022/23 because we're borrowing to pay for them” – without adding that the annual loan servicing cost will be \$2.4m in future.

(iii) On page 21 a large pie graph ('Where our funding will go') shows debt repayment at 4%. This is comforting but very misleading, as the graph includes all spending, including spending from loan. Moreover, interest costs are not shown, as they are 'hidden' in the spending on activities funded from loan.

5.3 The Draft Annual Plan contains the basic facts. A spreadsheet (Financial Overview, page 9) shows debt repayment at \$58.1m, and net interest can be calculated to be \$71.7m, making a total of \$129.8m as the cost of debt servicing in 2022-23. This is 20.47% of rates revenue. (This may be overstated if debt repayment of \$58.1m includes repayments from subsidiaries.)

5.4 The Financial Prudence Benchmarks (page 76) have a benchmark of 30% for net interest as a percentage of annual rates income, and show 11% as the figure for 2022/23, but there is no benchmark for debt repayment, which must also come from rates. We consider that the benchmark of 30% is imprudently high. If net interest on

debt approached 30 cents in the rating dollar, debt repayment would push the total cost of loan servicing to over 40 cents in the rating dollar. We urge that the benchmarks be revised to include a new benchmark for loan servicing (net interest plus repayments) as a percentage of annual rates income and that it be set in the 25-30% range.

5.5 The Significant Forecasting Assumptions state the net cost of rate-funded borrowing is projected to be 4.3% in 2022-23 (page 197). This is helpful information and could be given greater prominence. By contrast, on page 188, we have the confusing statement that the impact of borrowing \$10m is a rates increase of 0.11% spread over two years. Ten million is a trifling sum. When \$238m is to be borrowed, a statement of the ongoing annual cost would be far more relevant.

#### 5.6 Submission

That the Council provide greater transparency on the cost of borrowing by:

- (i) revising its Financial Prudence Benchmarks to include Loan servicing (interest and principal) as a proportion of annual rating income
- (ii) giving prominence to this key benchmark in annual plans and consultation documents
- (iii) stating the cost of the planned new borrowing in annual plans and consultation documents.

#### ***367 - Bebe Frayle (Dallington Residents Association)***

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We seem to be borrowing a lot and this will be paid back for generations of Christchurch residents.

#### ***438 - Peter Scholes***

---



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

That after consultation like this the council increase the

- Applications for new alcohol licence

- Change of ownership

- Never been licenced or changes to licence fees/charges to \$10,000 per application

To help with the high borrowing the council has

# 6. Spending

## 6.1. Our Planned Spending

### General Comments

70 submitters commented on our proposed spending.

22 provided comments in support of our proposal, generally acknowledging that they feel we have it about right. 25 provided comments that opposed our proposal, commonly indicating that we don't have the priorities right or should be reducing our overall level of spend, and 38 provided alternative views or proposals.

### Officers Response

A number of responses noted the capital programme reduction and were concerned and/or requested if spend on urgent works in Phillipstown could be brought forward.

The decrease in the capital programme largely relates to retiming of Te Kaha expenditure. Details of other material programme changes are listed in the CD, which include increases in roading and three waters spend.

\$40 million of the increase in capital costs beyond 23/24 relates to the expectation that 2021/22 forecast carryforwards of \$50 million would cause some of the capital programme to be pushed out beyond this time.

In relation to the 18% proposed spend on “Other”, as mentioned in the CD this comprises unallocated interest costs, and capital expenditure largely relating to Te Kaha, IT projects and the Performing Arts Precinct project.

### Support

#### *10 - Megan Gourley*

---

I agree with the areas of spending outlined.

#### *11 - Cody Cooper*

---

However upon checking the budget there is very little things I would suggest to cut. So on balance I think you have the right mix.

#### *151 - Julie Kidd*

---

I support them.

### **19 - Louise Wainman**

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Your Council has a good leader & it can be difficult to know where to spend tax payers money wisely.

### **192 - Murray Peacock**

---

No I am happy with this [*coder note: proposed capital programme*]

### **21 - Jill Borland**

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Support in principle; not withstanding the comments regarding impacts on struggling businesses and whānau

>>>

Support in principle; not withstanding the comments regarding impacts on struggling businesses and whānau

### **241 - Mike Mora (Waipuna Halswell-Hornby-Riccarton Community Board)**

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[*Planning and Strategic Transport, Urban Design and Urban Regeneration > City Planning*]

There Board supports inclusion of 1.8 million dollars in the Plan for implementation of the Government's Resource Management (Enabling Housing Supply and Other Matters) Amendment Bill. The Board understands that this is a significant piece of legislation and it is important that meaningful consultation be undertaken on it.

### **257 - Nick Clark (North Canterbury Federated Farmers (NCF))**

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NCF supports the Council's focus on doing the basics better, including on the day-to-day services provided by the Council. Operational spending is forecast to be \$527.5million over the coming year, \$12.7 million more than forecast in the LTP. It is crucial that all areas of operational spending are continually reviewed to ensure it delivers strong value for money and is appropriately phased, controlled, and directed to maximise its benefits. Fiscal discipline is also important for reducing the need for large rates increases. This is especially important at a time of high inflation.

### **258 - David Pannett (Creative New Zealand)**

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We acknowledge the 2022/23 Annual Plan is keeping focus on the main issues identified in your Long Term Plan (LTP). Over a decade on from the earthquakes, this is an opportunity to further commit to Council's LTP, to invest effectively and wisely, and to enable Christchurch to develop into a 21st century city that Ōtautahi residents are proud to call home.

### **273 - Marian Krogh (Protect Our Winters NZ)**

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*[Strategic Transport, City Planning]*

We support increased spending on Land Use planning & strategic transport.

### **303 - Leeann Watson (Canterbury Employers' Chamber of Commerce)**

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It is pleasing to see that the Council has continued its focus on considering more efficient ways of doing things. The Council has an obligation to ratepayers that they receive the best return on their rates and an assurance that their contributions are being wisely spent. We expect, before anything else, that the Council focuses on the provision of core services, sticking to that and doing it well before focusing elsewhere.

### **317 - Kay Robertson**

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Thank you for the opportunity to make a submission.

Overall, I am in support of your various proposals. It is very difficult to plan given the challenges from Covid, supply chain disruptions, cost increases and now Putin's disastrous actions. The adjustments outlined in the Annual Plan make sense given all that. However, more adjustments will no doubt be needed due to all the uncertainty at present.

>>>

Thank you for the opportunity to make a submission.

Overall, I am in support of your various proposals. It is very difficult to plan given the challenges from Covid, supply chain disruptions, cost increases and now Putin's disastrous actions. The adjustments outlined in the Annual Plan make sense given all that. However, more adjustments will no doubt be needed due to all the uncertainty at present.

>>>

All Good.

### **323 - Peter Tuffley (Beckenham Neighbourhood Association Incorporated)**

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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.

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.

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.

### **351 - David Close (Christchurch East Labour Electorate Committee)**

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We note with approval the following policies, programmes and projects:

2.3 The Council's decision, in making adjustments to the capital programme, to increase spending on water supply (\$24m), wastewater (\$11m) and roading \$9m (roading).

### **353 - Cynthia Roberts**

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- I support the four priorities set out in the LTP around Climate Change, Water, Affordability and Infrastructure

### **37 - Nigel McConnell**

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I agree with expenditure on infrastructure upgrades, trying to future proof for inevitable climate change catastrophes (I'm not sure how we propose to hold back the Pacific ocean) the transitioning to electric public transport, light commuter rail and some of the urban density housing plans.

### **385 - Allan Taunt**

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Agree with the changes to revenue, spending and borrowing.

>>>

On the earlier revenue from the Crown for Shovel Ready projects, I would like to thank CCC Staff for having these projects ready to apply for funding (and making a good case for funding). It is really appreciated, thanks team!

### **388 - Judith Jordaan**

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Happy with proposal

### **396 - Vickie Walker**

---

Spend what you have to.

### **437 - Chris Ford (Disabled Persons Assembly NZ (DPA))**

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DPA commends the Council's annual plan and believes that if it continues to resource essential infrastructure maintenance and services, then this will have a positive impact on disabled people's ability to participate fully in the Christchurch community.

## **Oppose**

### **11 - Cody Cooper**

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Most councils do not have Discretionary Funds for Community Boards. These funds should be abolished and reinvested into local community activities, like Parks maintenance.

### **130 - Teresa Frapwell**

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Over spending as usual

>>>

How about you learn to budget

### **145 - Jenn Benden**

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I'm always disappointed to see parks and open space losing more budget for the sake of others. Such a small part of the budget for

something that services so many people. 'The Garden City' is what we are known for, we should be prioritizing this.

>>>

Only that I'd like to see parks / community facilities to be given a larger budget to deliver on projects long overdue.

### 152 - Gary Chisholm

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you are out of control with too much spending.  
roads/water/libraries etc are important.

>>>

My comment is - dont spend so much. simple

>>>

yes this is basic council business so maintain those of course. [Coder Note: our roads and footpaths, our water, wastewater, surface water and waterways, our facilities and our parks] but stop spending money on loser projects

### 162 - Alistair Paterson

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do you have any comments about our proposed changes to revenue, spending and borrowing:

eroding my income. I feel spending needs to be seriously examined. If we are paying big money for so called good quality staff, then they should be making a concerted effort to reduce rates.

>>>

The council has to spend but I feel that there are too many people being paid large amounts of money - all this needs to be seriously examined and changes made.

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### 178 - Janet Stokes

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WASTING FAR TOO MUCH MONEY ON CYCLEWAYS WHEN YOU COULD BE FIXING THE STINKS FROM THE COMPOST AND WASTEWATER PLANTS.

#### **186 - Tracey Nelson**

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Please put more effort into upgrading our infrastructure and services rather than wasting money on art installations that then end up costing us money to upkeep repair.

#### **191 - Bebe Frayle (Waitai Coastal-Burwood Community Board)**

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

#### **197 - Alan Mears**

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I do question some of the expenditure. Are the Council spending money on key functions (infrastructure) as a priority rather than some “nice to have” projects?

#### **217 - Bridget Williams (Waimāero Fendalton-Waimairi-Harewood Community Board)**

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

#### **24 - Annemarie Prendeville**

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It appears the council has not taken into account the current economic situation we are in, cut back on spending is required and nice to have projects need to go on hold.

### **259 - Karyn Fallen**

---

Unnecessary spending needs to be stopped. Case in point: those ugly statues in Woolston, amongst others

### **289 - Margaret Stewart**

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

>>>

#### *[4. Revenue>Development Contributions]*

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

### **303 - Leeann Watson (Canterbury Employers' Chamber of Commerce)**

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The Chamber acknowledges that the Council has attempted to present a plan that demonstrates a balanced approach, recognising that there are continued pressures on both our business community and residents of the city. Rampant inflation, combined with a barrage of legislation that has negative consequences for business, continual supply chain disruptions and a labour market that is unable to supply a workforce to fulfil requirements have all combined to create an environment that is exceedingly harmful to business. The Chamber is not convinced that there is enough recognition and understanding of the current climate in which we operate, and an understanding of the role that the Council has to contribute to the improvement of this.

Our longstanding position is that austerity measures are not necessary given the strong economic position that our region holds, however any spending – continued or new – must be supported by a clear rationale that it will positively contribute to our social and economic recovery as we emerge alongside much of the rest of the world in normalising the existence of COVID-19 in our communities, reopening the border, and restoring healthy economic conditions.

### **305 - Lyn Bunn**

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I think the Council should stick to the basics and complete the infrastructure projects that are needed most. I think the priorities need looking at as there are many basics that need upgrading or completing that are being ignored. Our water, sewer and roading projects should have priority "need to have" over "like to have" projects.

### **31 - Liam Chrisp**

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It is an appalling lack of judgement to increase rates at all in this time - inflation, a pandemic, cost of living going through the roof without pay rises to address these - people cannot afford to live. You need to look at reprioritising existing spending, not creating new spending.

>>>

You should only be borrowing what is critical, and you should be adjusting spending to ensure that there are no more cost blowouts that will require addressing in the next few years.

>>>

Need to focus on the critical spend only, not new 'pet' projects - these are not affordable. Things like Edgeware pool are not feasible, and irresponsible to attempt doing in the current environment.

### **313 - Fiona Garrett**

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CEO wages are outrageous. There is absolutely no excuse for a civil servant to receive this exorbitant salary.

### **334 - Colleen Philip (Sustainable Otahutahi Christchurch Inc)**

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*[Strategic Framework > Climate Change]*

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.

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### **343 - *Julene Leslie***

Spend less on cycleways, more on the stench in Bromley

---

### **364 - *Dorothy (Dot) Lovell-Smith***

I do object to obscenely high salaries ( eg over three times lowest pay rate) being paid to a few CEOtypes especially when some people who work for subsidiary companies or for other companies puton to provide services to the CCC, like bus drivers, work long inconvenient hours and get lowwages. Every person working for or on behalf of the CCC should receive the living wage.

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### **367 - *Bebe Frayle (Dallington Residents Association)***

We are spending a lot of money on flashy things - stadium and highly engineered roads that don't need to be so fancy. Get the basics right before we worry about making our streets and roads gold plated.

### 37 - Nigel McConnell

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However I'm not a fan of wasting hard earned public taxes on fluffy things like festivals, concerts, fireworks, sculptures, yet more swimming pools (how many does one city need?) and buying swathes of land in Tarrus.

### 387 - Katinka Visser

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If you're not spending it where you should be as in the Waste Water plant get lost

>>>

Don't waste our money on things that aren't in CRISIS

### 67 - Lynda Janks

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Please cease the grand gestures and expenditures. Like the general population, we and the CCC must learn to live within our budget.

### 76 - Trish Murray

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Please please please think very seriously about council spending and find a way to halt rate rises.

Only the very wealthy 5% can actually afford them. The rest of us are suffering and making sacrifices to afford them. Sacrifices that mean our children miss out on health & opportunities, just so you can have pretty paths and gardens.

I urge you! Please think very seriously about the affect on ALL chch residents before you open the purse strings to frivolous purchases!

>>>

yes, as above, I absolutely URGE you! Please think very seriously about the affect on ALL chch residents before you open the purse strings to frivolous purchases!

>>>

yes, as above, I absolutely URGE you! Please think very seriously about the affect on ALL chch residents before you open the purse strings to frivolous purchases!

Get the basics right first, then worry about the pretty stuff if you have money leftover

>>>

Please please please think very seriously about council spending and find a way to halt rate rises.

Only the very wealthy 5% can actually afford them. The rest of us are suffering and making sacrifices to afford them. Sacrifices that mean our children miss out on health & opportunities, just so you can have pretty paths and gardens.

I urge you! Please think very seriously about the affect on ALL chch residents before you open the purse strings to frivolous purchases!

Have a heart! We are all suffering out here.

Please get the basics right first before re-doing things that are simply not important RIGHT NOW!

Please 🙏🙏

## Other

### *124 - James Dilger*

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With inflation being so high and mortgage rates climbing rapidly, I would hope that our council would look internally at wasted spend before reaching into the rate payers pockets.

### *132 - Thomas Boleyn*

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More spending on the Banks Peninsula please, specifically in the outer bays, not just in the Akaroa township.

### *152 - Gary Chisholm*

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You guys pay a fortune to consultants so chat to them and get the rates increase down to say 1%

### *163 - Aaron Kwak*

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I would like to see more money going toward transport and the Parks, Heritage & Coastal Environment sectors.

### *18 - Lana McLeod*

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Overpaid staff seems like a problem and dog fees that don't go towards the mess dogs make.

### *19 - Louise Wainman*

---

Because I left Chch before the earthquakes & have returned after a 40 year gap I would say more has to be done, bearing in mind the costs affecting the tax payer.

### ***191 - Bebe Frayle (Waitai Coastal-Burwood Community Board)***

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

### ***21 - Jill Borland***

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Whilst I understand the need to increase revenue, to invest in change (such as future development, climate change response etc) I am very concerned about increase in outgoings for families and owners of small - medium businesses in particular. They are taking a hit on all fronts this year - COVID, job losses, significant downturn in business, increasing power costs, significantly increasing cost of living generally, a brightline test that in some cases makes it too expensive for 'Ma and Pa investors' to sell rental properties to alleviate their burden, and a rate increase on the basis of the significant shift in housing prices - with out the rate rise being applied. Additionally we are likely to see further increases in fuel, supply and therefore consumer pricing due to the war between Ukraine and Russia - which also proposes risk of escalation.

Consider:

What can be paused for the next 12 months to allow for rate payers and businesses to 'catch their feet' again and further evaluation of the likely impacts of war in Europe?

If there cannot be a pause, how can the impacts of the rate rise be mitigated for those who need help most, and how can you make it easy (super easy!) for those who need help to know help is available, to feeling at ease to reach out, and to know easily how access this?

How can council reduce bureaucracy, operate and provide more proactive, agile and responsive services to its community, and further reduce it's 'cost to deliver'?

### ***210 - Emma Norrish (Waipapa Papanui-Innes Community Board)***

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The Board is aware of the challenges the Council faces as a consequence of the pandemic and associated issues. This is not a

time for BAU (Business As Usual) and the Council should be prioritising essential items/services in order to keep their own costs down and to relieve the burden on ratepayers.

### **23 - Cameron Bradley**

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I would like more information about the whopping 18% of all spending labelled 'other'.

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I would like a more detailed breakdown of the "Provision for an estimated \$10 million of 2021/22 works expected to be carried forward to 2022/23, with a further \$40 million moving to later years" and would like to know why these delays are happening – i.e. are they happening because we don't want to pay for them right now or are they in progress/influenced by other things and the funding has just been moved to the more appropriate year.

### **241 - Mike Mora (Waipuna Halswell-Hornby-Riccarton Community Board)**

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*[Revenue > Development Contributions]*

The Board recommends that development contributions be spent in growth areas where they are most needed and emphasises the importance of contributions being used as soon as new developments go in to ensure that the necessary supporting infrastructure is provided and provision is made for ongoing maintenance.

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

### **254 - Lavinia Vea'ila**

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Yes, the community should have more say in what changes are to be made in the community and we should be made aware of at the very start.

### **266 - Bryan Gilchrist**

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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.

### 273 - Marian Krogh (Protect Our Winters NZ)

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*[Parks(Operations)]*

A lot of the budget spend for parks has been pushed to 2023/2024. This shouldn't be pushed any further away.

### 292 - Robert Fleming

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Difficult times. Provided Christchurch City follows current fiscal policies adopted by Local Government Act I see no need for changes provided a conservative (sharp the pencil) approach is maintained for non-core activities and close attention is paid to prudent replacement of aging infrastructure, particularly horizontal infrastructure.

### 304 - Peter Tuffley

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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.

While no-one can be certain how long lasting 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.

### 304 - Peter Tuffley

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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.



### **306 - Viviana Zanetti (Phillipstown Community Centre Charitable Trust)**

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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.

### **308 - Ian Burn (Flourish Kia Puawai)**

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4. We are concerned to note that expenditure on Corporate Capital costs is to increase 54m beyond 23/24. It appears from the information on p90 of the DAP summary that this is largely due to a change in the 'Capital Carry Forward Adjustment'. Further information about this significant change would be appreciated.

### **322 - Daniela Bagozzi**

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I commend the efforts this Council is making in trying to curb increases in rates HOWEVER, reductions in spending must not come at the expense of essential infrastructure work, especially in the lower income areas of the city, and especially where they impact on safety.

(For example: there are areas of Phillipstown where urgent work is needed to ensure safety - I trust this sort of work will be given higher priority)

### **326 - Jane Hopkins**

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Please focus on fixing the badly damaged roads, footpaths and drains in the North East suburbs. Progress is far, far too slow!

### **329 - Greg Partridge**

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*[Fees and Charges > -Building Consents]*

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".

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**351 - David Close (Christchurch East Labour Electorate Committee)**

We commend the Council for the electric vehicle battery-charging stations in parkingbuildings, but what is the progress in replacing its small-vehicle fleet with electricvehicles?

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**352 - Mike Gibbs (Avondale Neighbours Group)**

More money for roading in Avondale is needed - Even down on Breezes by the Intermediate School - the change in parking there could be an improved way in creating better flow... for example, making the parking on a different angle by the golf course for the school - allowing more to stop - or creating a parking space in the entrance to the old Avondale Primary - meaning the residents in this area can still have visitors park out the front of their own properties

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**369 - Dominic McKeown**

this should be made lower than 45 and council staff can do this by removing more non essential stuff

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**372 - Sarah Killoh**

There seems to be a decrease in capital programme spending. Over east there is a lot of work needed to make the area safe. can you please prioritise Phillipstown to receive some of the funding to work on much needed infrasture.

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**382 - Sharyn Fullard (Bromley residents )**

*[Other > Bromley Waste Water Treatment Plant]*

no more spending on cycle ways or beautifying the city until you fix the sewage and compost situation in Bromley.

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**383 - Amy Young**

We have owned and lived in our home since 2008. Aside from the cycleway we have seen little resource put into this neighbourhood

### **390 - Paul Young**

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Yes, I would like to see priority given to Phillipstown and see urgent and overdue infrastructure work be brought forward.

>>>

We have lived in and owned our home for 14 years and often feel pretty let down by the lack of prioritization for the needs of this area.

### **401 - John Wooles**

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I am concerned that the proposed reduction in 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 .

### **421 - Alistair Price**

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Just want to see the CCC not wasting money.

### **437 - Chris Ford (Disabled Persons Assembly NZ (DPA))**

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DPA recommends that all capital and infrastructure budgets, particularly those relating to public buildings, housing, car parks and footpath maintenance, incorporate funding for universal design upgrades within these budgets.

### **441 - Karolin Potter (Spreydon-Cashmere Community Board )**

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Greenspace in Spreydon Area

One of the priorities in our Community Board Plan is to ensure the provision of fit-for-purpose greenspace in the Spreydon area. This area is currently experiencing significant housing intensification, which reduces private greenspace. Access to fit-for-purpose greenspace will provide space for social connection, recreation, having adventures and improved well-being. While we are at an early stage of determining next steps as we only recently approved this priority, we signal the need for funding in the next Long Term Plan. We also expect that development contributions be spent

locally in the communities that are impacted by intensification on improvements such as streetscape renewals, roading, paths, tree planting and deep dish gutter replacements. Intensive housing is a nil return for the residents in Addington/Spreydon and it would be good to be able to tell the communities the positives that will accrue to them and their neighbours in refurbishment, repair and innovation in terms of their environment (trees and green spaces) and infrastructure (footpaths, deep ditch gutters, recreational space and equipment). This is a priority in our Community Board Plan.

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#### ***68 - SSRA South shore residents association (South shore residents association)***

The East is still waiting to be repaired for the first time while some areas are on their second round of improvements. Get these fundamental repairs completed.

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#### ***73 - Abigail Johnson***

The council has a responsibility to spend these funds on services and projects which are desired by the people who pay for them, and to be diligent and intentional with their spending.

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#### ***89 - Paul Bailey***

like to see more happening out east

# 7. Grants & Funding

## 7.1. Edgware Pool

### General Comments

170 submissions were received on the proposed capital grant for Edgware Pool. 160 of these were in support of the proposal, seven opposed and three provided other views or proposals.

### Officers Response

The submissions in support of the Edgware Pool referenced:

- the importance of every citizen having the chance to learn swimming skills;
- swimming being an ideal activity for all;
- the important role the previous Edgware pool played in the community creating social connections and community pride;
- that the new pool will create a sense of belonging within the community, replacing what was taken from the community when the previous pool was demolished;
- being able to use active transport/walk to the pool;
- that the increased population through medium to high density house supports the need for a local outdoor pool; and
- that the pool committee successfully operated the pool for around 70 years before being taken over by CCC.

The submissions that opposed the Edgware Pool referenced:

- using the land for another purpose to activate young people and engaging with young people what this should be;
- the inability to build the pool to date with the land gifted for \$1 and a \$1.25 million grant;
- concerns around the operation of the pool being self-funded so it is likely more CCC (ratepayer) funding will be required;
- the close proximity of Graham Condon 2.5km and Parakiore being 3.5km away from the proposed Edgware Pool
- that funding should be used to enhance existing pool facilities.

The Disabled Persons Assembly alongside other local disabled persons organisations would like to be involved in co-design discussions. Other submission raised the need for a shaded option and that it is vital for young New Zealanders to have access to facilities where they can learn to swim in safety.

Local recreation facilities provide benefits however this needs to be balanced against the capital and operational costs that are required.

Council's aquatic strategy already makes provision for an extensive network of facilities across the City.

In 2010 (pre quake) 67% of Christchurch's population lived within 3 km of at least one pool. In 2017 44% of Christchurch's population live within 3km of at least one pool. Once the full network of CCC's facilities is completed 79% of Christchurch's population will live within 3k of at least one pool.

Please note the staff advice already provided through the 2022/2023 Annual Plan process on the 7th December 2021 and the 27th January 2022.

## Support

### **138 - Michael Borthwick**

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I support the rebuild of the Edgeware Pool and the Council contributing \$3m to this project.

I think a 0.01% increase in rates for 2022/23 and a 0.02% is acceptable considering the massive community benefit this will bring St Albans and surrounding suburbs.

### **139 - Elizabeth Spear**

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I support the Council contributing \$3m to Edgeware Pool Group to rebuild the Edgeware Pool, because:-

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Every child should have the opportunity to learn to swim. NZ's drowning statistics are appalling and this must be partly down to the loss of neighbourhood and school swimming pools where thanks to volunteers generations of children learned water skills.

### **143 - Nic Drummond**

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You should listen to what people say, I would like some of that spending to be towards the Edgeware pool

### **147 - Anjanette Connon**

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glad to see funding to Edgeware Pool

### **150 - Holly Parfitt**

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very supportive of investment in edgeware pool

### **154 - Maria McEntyre**

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I write in support of the planned 3 million dollar budget for the rebuild of the Edgeware Pool. The original pool was a highly valued community owned asset where families learned to swim, spent long summer days and where the St Albans swim club had its home. Many of us in the community have been fundraising for the rebuild but need council help to get this asset rebuilt.

It is planned as a modest and simple outdoor pool that will enable the children of the St Albans community to learn water safety and how to swim. It will be a community asset that whole families and all ages can relax, connect and have fun.

With climate change, the focus of green energy and living within 15 minute communities, having a pool in the heart of this community is the right thing for the CCC to support. The local school and ECEs can make use of this facility as part of their PE curriculum. At the moment school children and residents have to travel to Papanui for the nearest pool.

The council refer to one of their goals being connected communities - supporting this \$3m grant to the Edgeware pool will go along way to St Albans being even more of a connected community

#### 156 - Anne Wiseman

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I/we support the Council contributing \$3m to Edgeware Pool Group to rebuild the Edgeware Pool, because:-

It's a great community facility open to all ages.

It would bring more life to Edgeware village.

#### 157 - Angela McCormick

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I/we support the Council contributing \$3m to Edgeware Pool Group to rebuild the Edgeware Pool, because:-

- schools in the local area need to teach swimming
- local recreational use
- needs to be part of the council Supporting Communities
- Council needs to be seen being proactive <sup>in curbing drownings</sup> & is part of responsibility in community development
- good PR for Council, re engagement & goodwill.

#### 159 - Brian Spear

I/we support the Council contributing \$3m to Edgeware Pool Group to rebuild the Edgeware Pool, because:-

There is a lack of facilities in the area for swimming activities. Prior to the destruction of the previous pool, there was a very active and successful club based at the venue. The pool provided a venue for many schools to hold events and the general public to exercise.

Signed Brian Spear

#### 16 - Yolanda Soryl

I support the recent proposed change to the 22/23 Annual Plan to increase the Council grant to the pool to \$3million.

#### 160 - Daph Parkins



I/we support the Council contributing \$3m to Edgeware Pool Group to rebuild the Edgeware Pool, because:-

As a child of St. Albans the swimming pool was the Mecca of so many youngsters especially on Saturdays. Its rebuild is essential to keep our kids to be healthy, competitive & most importantly learn to swim to save lives.

#### 161 - Pauline Manderson

I/we support the Council contributing \$3m to Edgeware Pool Group to rebuild the Edgeware Pool, because:-

THE ORIGINAL POOL WAS

WELL PATRONISED.

CHILDREN NEED TO LEARN TO SWIM

AS DROWNINGS ARE AT AN ALL

TIME HIGH

#### 164 - Margreet Stronks

This pool has an important part to play in the community of St Albans. Over the years, so many families have learnt to swim here and ensure they were safe in and around the waters of New Zealand.

Unfortunately that came to a halt, but with tremendous community input here is the opportunity for future generations to learn water safety and pass this on to their children. Water safety is one of the most important skills to learn in New Zealand and this pool will once again contribute to the welfare and well-being of not only St Albans residents but also those who once lived there and will return. And then there are those of us who have been touched by the tenacity of the small group of residents who have hung in there despite

controversy and delays, and managed to restore what should not have been taken away in the first place. We all support Council in putting this amount of money towards rebuilding the Edgeware Pool. Council is right in contributing \$3M to now build the Edgeware Pool and restore the faith of St Albans residents. This pool will be an asset, not only in St Albans but for the whole of the Christchurch community.

### **191 - Bebe Frayle (Waitai Coastal-Burwood Community Board)**

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

### **200 - Susan Alexis Caldwell Watson**

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I/we support the Council contributing \$3m to Edgeware Pool Group to rebuild the Edgeware Pool, because:-

This will be very beneficial to all  
the local school learn to swim programmes.  
It will enhance the local community.  
It will also help older people in  
the community maintain a greater level  
of fitness. Families will be able to come  
together to use the facilities

### **201 - Rachel Milner**

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I/we support the Council contributing \$3m to Edgeware Pool Group to rebuild the Edgeware Pool, because:-

because it should never had been demolished and it will be a great asset to the Community like it was before. Also it is important children have easy access to learn to swim which is very important.

#### 208 - Nicholas Allen

I have a neurological disability and would benefit greatly from access to a ~~pool~~ pool. Swimming is a recommended treatment / approach to fitness for my condition. However, I cannot drive and there are no pools within walking distance. A pool in Edgeware would be enormously helpful.

#### 210 - Emma Norrish (Waipapa Papanui-Innes Community Board)

The capital grant of \$3 million to develop a new outdoor pool in Edgeware noting the significant housing intensification in the St Albans area.

#### 214 - Stephen Anderson (Edgeware Business Association )

## **EDGEWARE BUSINESS ASSOCIATION SUBMISSION**

We commend the recent decision of Christchurch City Council in the 2022/23 annual plan to increase the funding to \$3 million to build a new pool in St Albans.

This is an extremely important facility for the community. The positive benefits for the community are many –

- . The project will meet the needs of the many local schools in the area and their swimming programmes

- . It will provide a focal point for the community and bring families together in a healthy environment.

- . During a pandemic an outdoor facility will be advantageous.

- . The St Albans swimming club has for many years taught essential swimming skills to the community. This is critical for all New Zealanders given the awful number of drownings in recent years.

Also remembering that the previous St Albans pool was operated successfully for over 70 years by members of the Community.

- . The decision will go some of the way to compensate the community when Council demolished the beloved former St Albans pool in 2006.

Since then many members of the community have given their time and money towards building a new pool for St Albans.

The pool committee has secured the site, received Resource Consent and designed the pool and facilities.

- . The new pool will address the needs of the community where it has seen a record building and population boom in St Albans. The area statistically is the second fastest growing suburb in Christchurch.

Given the above reasons the St Albans Business Association fully endorses the Council's decision to increase the funding to \$3 million to build the new community pool in St Albans.

***218 - Darryl Wayne Ho Hogg***

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I support the Council contributing \$3m to Edgware Pool Group to rebuild the Edgware Pool, because:-

As a Community based Part of  
City Council with an expanding  
residential type of properties and with more  
younger families will utilize this pool to  
both benefit the safety of children learning to swim  
and engage into the community framework

#### 219 - Carolyn Rawson

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I support the Council contributing \$3m to Edgware Pool Group to rebuild the Edgware Pool, because:-

As a Community based Part of  
City Council with an expanding  
residential type of properties and with more  
younger families will utilize this pool to  
both benefit the safety of children learning to swim  
and engage into the community framework

#### 22 - Kristina Wickham

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I support the recent proposed change to the 22/23 Annual Plan to increase the Council grant to the pool to \$3million, which will put the community funding raising team in a much stronger position to raise the remaining \$1million.

#### 238 - Louise Holmes

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I/we support the Council contributing \$3m to Edgeware Pool, because:-

St. Albans  
the community needs a pool, and has had a local pool for a long time. I cannot understand why the last pool was demolished without consultation with the St. Albans' locals. It will give us a sense of pride in the community again.

#### 242 - Neve Soryl

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I support the \$3 million support towards Edgeware Pool. it was such a loss to our community and the pool needs to come back. The Council took it away so it is only right they contribute towards its restoration.

#### 245 - Jackie Conrad

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Please help restore Edgeware Pool. I support the Council giving 3 million dollars to help bring it back to our community. It has been greatly missed. We need community assets like this more than ever.

#### 246 - Te Koha Soryl

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I/we support the Council contributing \$3m to Edgeware Pool Group to rebuild the EdgewarePool, because:-Edgeware Pool was always such an asset to the community and I missed out on using it because the council pulled it down when I was little. My older siblings got to have fun there and I wish I had. I would like to go to it if it is rebuilt and hang out with my friends in the summer and have fun in the water. I am 17 and there is nowhere else around in our community

where older kids like me can do that. Please give them money so it can be brought back to our community. Thanks.

### **25 - Ella Pairman**

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I support the plan to grant more funding to the Edgware pool project.

### **252 - Rosemary Smyth**

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I/we support the Council contributing \$3m to Edgware Pool Group to rebuild the Edgware Pool, because:- Swimming is a very important tool to learn and is excellent non load bearing exercise. I support the council putting 3 million towards this project

### **253 - Sarah Alwan**

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Please give the 3 million to get Edgware Pool open again. It has been such a loss to our community, especially since Centennial was also shut. St Albans needs to get our pool back - it should never have been pulled down in the first place and was done in opposition to what the community wanted. I support Edgware Pool and the CCC backing it.

### **255 - Geraldine Tyler-Smith**

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I support the Council contributing \$3 million to rebuild the Edgware Pool to address a number of social needs:

- 1) The district sorely lacks exercise facilities which cater for the many elderly and disabled people who live in the area. A heated, year-round pool could provide gentle, therapeutic exercise for those otherwise neglected by community facilities.
- 2) For child residents, there are no swimming pools within walking distance. The many drownings which have occurred this past summer, eloquently speaks for the need for experience in aquatic activities.
- 3) The area's primary and pre-schools could benefit greatly by using the pool for water safety education and swimming lessons.
- 4) Providing easily-accessible venues for the youth of the neighbourhood decreases crime, vandalism and graffiti. (There was a noticeable increase in these anti-social behaviours immediately following the Council's destruction of the pool, the smashing of the Abberley Park sundial being a case in point.)


5) Providing a recreation facility within the neighbourhood reduces the need for automotive transport in order to access it, and consequently reduces carbon emissions, which I understand, is a goal of the Christchurch City Council.

I have lived in Edgware since 1998, and was a frequent user of the now-demolished pool. As a dogwalker for many years, I have observed the many changes, both positive and negative, which have taken place in this lovely neighbourhood

### 256 - Tika Ormond

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I/we support the Council contributing \$3m to Edgware Pool Group to rebuild the Edgware Pool, because:- this will be a win - an important & vital part of the community. Water safety has become a major issue in our country, as has domestic violence. Access to a swimming pool, within walking/bus distance - brings whānau & friends together to support, encourage each other & those of the community. It was a major loss to our community when it closed. It is these activities of fitness, community & fun that help our city grow again.

Signature 

### 26 - Michael Southon

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I support the proposed \$3m capital grant for the Edgware Pool complex

### 261 - Loluama Avia

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I hope you are able to support Edgware Pool reopening and help bring the pool back to the community. We have greatly missed our pool. As a ratepayer I approve of the suggestion that \$3 million be given to reinstate it. Thank you.

### 262 - Ella Soryl

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I loved going to Edgeware Pool when I was a child. It was devastating when the council pulled it down. It has been greatly missed and needs to come back to our community therefore I support the proposal that the council gives 3 million dollars towards rebuilding our beloved pool.

### ***263 - Rosemary Soryl***

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I strongly encourage the Council to help restore Edgeware Pool after Council removed it. The pool has been so missed in our community and we would love to see it come back. As a ratepayer I happily agree to 3 million to be put towards the rebuilding of the pool.

### ***264 - Asher Soryl***

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Please can you help Edgeware Pool reopen. I support the Council giving 3 million dollars towards it. I loved the pool when I was a kid and really missed it when it got pulled down. Our community needs our pool back.

### ***279 - Martin Cooney***

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I wish to support the Council contributing \$3m to Edgeware Pool Group to rebuild the Edgeware Pool

### ***28 - Drucilla Kingi-Patterson***

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yes to edgeware pool could for st Albans mental health and community engagement

### ***287 - Jason Harvey***

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I support the Funding toward the Edgeware Pool. Ideally the Council should fund the whole thing given it was the CCC that demolished it against the community wishes.

### ***291 - Kirsty Humm***

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Please vote YES to the CCC 2022/23 Annual Plan to increases the grant to the new Edgeware Pool to \$3million.

This will be a well used and loved Community Facility for all residents in surrounding suburbs to enjoy for years to come.

### 292 - Robert Fleming

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I would like to see the Edgware Open Air Swimming Pool project proceed. Whilst unlikely to be a big user, the St Albans area is experiencing population growth ahead of many other city areas. There are few community facilities in this area when compared to others. A pool will become a great gathering area for families. Fewer schools in the area now have their own pool. Water skills training for our young people is essential.

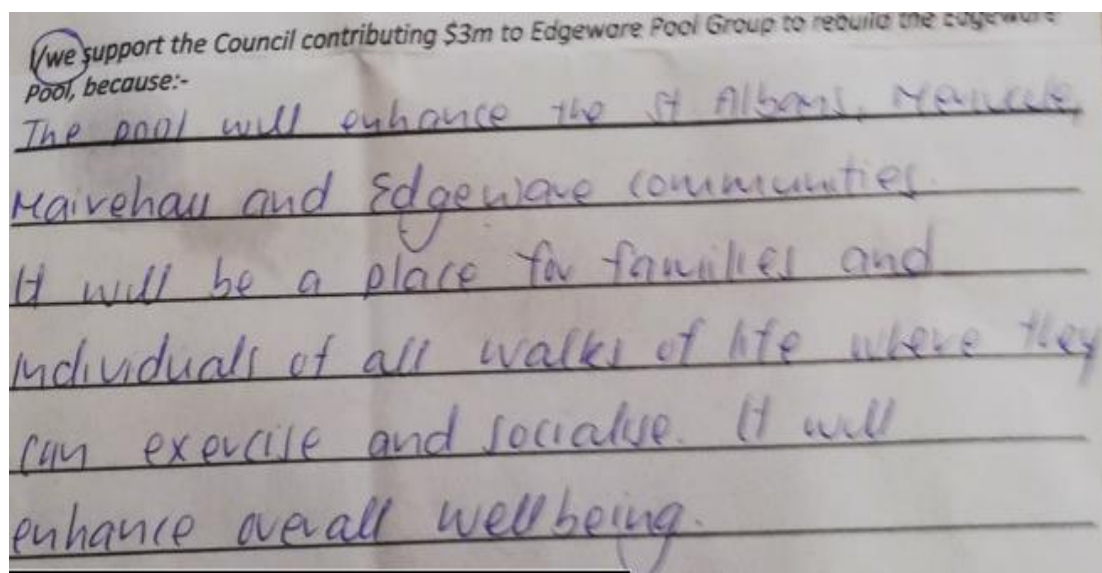
### 314 - Josephine Ritchie

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I support the increase in the Edgware Pool Grant to \$3 million. Higher density housing in our neighborhood is likely to result in population growth in St Albans. There is a need for recreational amenities to be developed to meet the needs of this increasing population. An outdoor swimming pool will strengthen connections within the local community by providing space for families together. It will also encourage the teaching of water safety to children through learn to swim classes with several primary schools being within walking distance of the pool site.

### 316 - Alexandra Priest

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### 318 - Daniel Martin

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I/we support the Council contributing \$3m to Edgware Pool Group to rebuild the Edgware Pool, because:-  
The pool will enhance the St Albans, Mairehau, Mairehau and Edgware communities. It will be a place for families and individuals of all walks of life where they can exercise and socialise. It will enhance overall wellbeing.

**320 - Theresa Meha**

As a local resident (XXX Dover Street) I think the pool will make the rates rise worth it.

>>>

Build the Edgware Pool

**325 - Mark Wilson**

I/we support the Council contributing \$3m to Edgware Pool Group to rebuild the Edgware Pool, because:-  
Historically the Edgware pool was an important facility for families and water safety / swimming proficiency of young children. It was taken from the community with no consultation or engagement. It must be rebuilt and at no further cost to the community. This is just one reason of many, but I'm sure council is aware of all of them.

Freepost 178, Annual Plan Submissions CCC, P O Box 73017, Christchurch 8154  
St Albans Community Centre 1049

## 328 - Lynne O'Keefe (St Albans Pavilion & Pool)

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*[Full attachment available]*

This submission is prefaced by a brief recap of events that have led to this 'imbroglio' as Mike Yardley so eloquently put in his Stuff article March 1 2022.

### BACKGROUND

The Edgware Pool opened in 1934 hosting the NZ Swimming Championships. It was operated by the community until 2002 when it was taken over by the CCC, a decision taken at that time citing health and safety responsibility. This arrangement was only to last 4 years. In 2006, the Council, against the communities wishes demolished the pool.

Since the formation of SAPP a lot has been achieved: land ownership, resource consent granted, concept plans finalised, quantity surveyor costings, business plan and a geotech investigation is underway. Cash and pro bono work has so far expended around \$250,000.

### DESIRED OUTCOMES

With your support SAPP will be in a stronger position to deliver the outcomes we see as important to our community.

#### 1. Every Citizen a Swimmer

Swimming has no age barrier. We must endeavour to provide all of our community with the chance to learn swimming skills. One week a year of swimming lessons, currently provided by local St Albans schools, does not provide our children with even the basic skills required to equip them for lifelong water safety.

In a letter of support from New Zealand Water Safety, their Strategy includes the goal: "Every New Zealander has the opportunity to develop water safety knowledge and survival skills". The letter continues, "We believe community access to a pool is vitally important so children and adults can learn to enjoy the water safely and with confidence." 1

Fiona McLachlan in her PhD thesis writes "Public swimming pools are widely accepted as a social institution which has been part of the cultural landscape in Aotearoa/New Zealand since the late 1800s." 2

We are an island nation. Water is in our DNA, but given the unacceptable drowning rates we must learn to appreciate its dangers.

## 2. Community Benefits

The Edgware Pool complex will bring a new dimension in community engagement.

With the support of the local school communities, and as in 1934 will draw on the wider community to be engaged in the operation of the pool through volunteer roles.

The location of Edgware pool is on two bus routes, a major cycleway in a north/south direction, awaiting an improved east/west connection, and within walking distance of the St Albans School and St Albans Catholic School makes it ideally placed to bond the community. It supports our climate goals perfectly and embraces localism.

## 3. New Facility to Serve Growing Population

You will be well aware St Albans is experiencing a huge increase in population, and requires community amenities to match this growth. It is the second fastest growing suburb in Christchurch. Est 49,000.

The current pandemic shows us the need for outdoor facilities. In a recent Stuff article, Siouxsie Wiles says “Moving more things outdoors and making our indoor environments safer will help. This is not something that can be left to individuals but will need both public and private investment in our country’s infrastructure.”

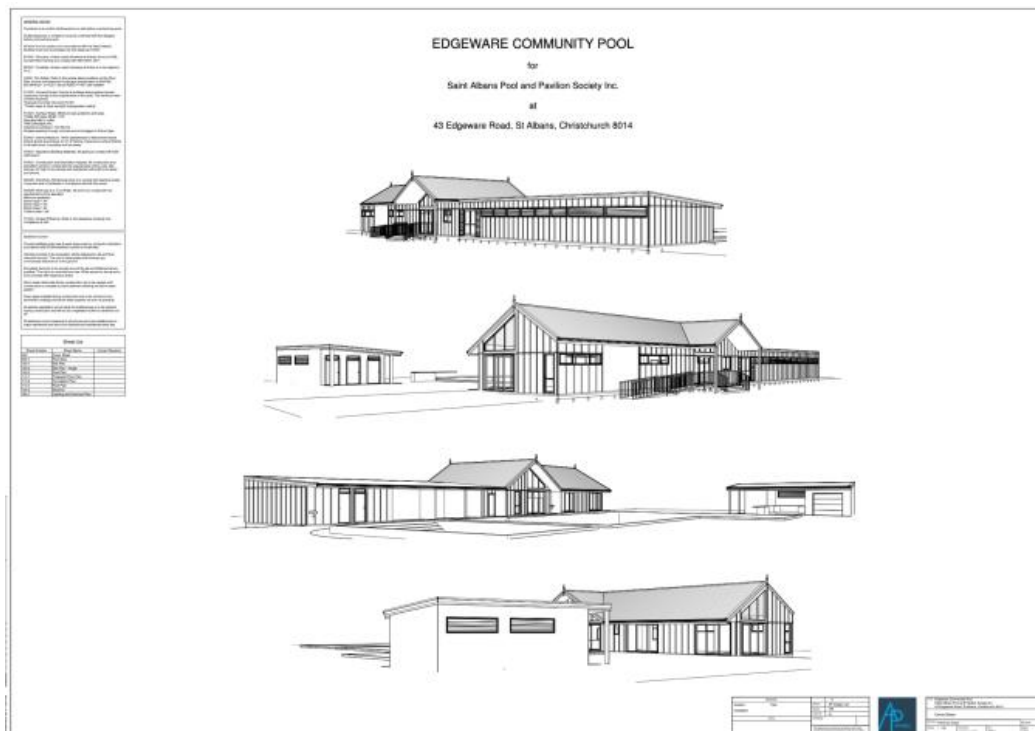
3 The Edgware Pool is exactly the type of infrastructure Siouxsie is talking about.

## CONCLUSION

It is always challenging for ‘not for profit’ community organisations to attract funding for CAPITAL WORKS, however the group through sheer determination has self-funded various reports and expenses, such as geotech and rates, although Covid has made this more difficult over the past two years. The Council grant of \$3M will provide a much higher level of confidence needed in order to approach major funders for this project. As there is so much community support, the residents should not be expected to fund the majority out of their pockets because they will be the ones running it.

SAPP hopes that you will be persuaded to support this project because Edgeware pool represents a renewed vision for our community.

Concept image of Edgeware Pool



### 330 - Aroha McDonald

I grew up swimming at Edgeware pool since I was a baby, it was like my second home, I took lessons there multiple times a week and would spend my spare time swimming with my friends as well. I can't begin to explain how devastated I was when the council decided to tear it down all those years ago. It was such a crucial part of our



community, it brought people together, parents/grandparents/aunts and uncles would come along to competitions and lessons, bringing picnic baskets, and everyone would make new friends. Not to mention how important it is for everyone to learn to swim, especially the children who are most at risk. I was fortunate enough to be within a 10 minute walk to the pool, I'd meet up with my friends along the way and we'd stay for hours, practically falling asleep on our way home, those memories hold a very important space in my heart. There is nothing better than an outdoor pool, it is safer than oceans and way more fun than any indoor pool where the chlorine floats around like a mist and burns your eyes before you even get into the water. I think it's important for everyone to create treasured memories like I have from my childhood. I am in full support of the council donating 3 - even 4 Million dollars to the pool, the sooner we get it up the better! I think it should be obvious by now how much the community of St Albans and beyond want this pool, after all these years of fundraising, the support grows every week.

### **331 - Jesse Little**

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I grew up moving a lot as a child, shifting between Strowan, Fendalton, Merivale to Shirley but the one thing that always stayed constant was the Community pool in St Albans. I visited as often as possible and made many friends along the way. I've always loved swimming, it was a great form of exercise or a way to cool off on a hot day or relax your muscles after a game of footy. It was disappointing to say the least when it was torn down, even if I moved all the way across to Papanui road the pool was always my local. I am in full support of the council funding the pool's rebuild. I haven't lived in Christchurch city for a few years now but would sometimes catch the Pool Quiz fundraiser on the odd weekend visit. It was an absolute blast every time, to catch up with old friends and to know I was helping to make a change. I still have family based in Christchurch and I know they would love and benefit from a newly built local pool.

### **335 - Emily Toth**

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I/we support the Council contributing \$3m to Edgware Pool Group to rebuild the Edgware Pool, because:-  
I support the Council contributing \$3 million to Edgware Pool Group to rebuild the pool because the community has missed having it there. It will bring the community together and be a great pool for everyone to be able to enjoy. Edgware and St Albans suffered greatly in the [redacted] - Earthquakes so it would be a wonderful facility to have for the community  
1000 Bay 72017 Christchurch 8154

### 336 - Louise Landess

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I am fully supportive of the \$3m grant to Edgware pool. And if it were up to me, I'd give them \$4m! Although I live in Bryndwr these days, I lived in St Albans for 10 years.

During this time my son was primary school age and not only did he learn to swim at the pool (a combination of swimming lessons from the class teacher and the brilliant swimming club coaches) but he also gained independence and a sense of belonging to his community as he was able to wander down on his own - at appropriate ages and stages - to meet and hang out with friends there, in a safe, positive healthy environment.

As a young mum originally from outside the area, I could wander down 'a bit later on', have a swim and/or sit on the grass and chat with other parents/people using the pool and get to know people for no other reason than being at the pool. It organically and gently created an eco-system that Community Development Officers can only dream of. I wish the local community all the very best with their goal of getting it up and running again.

### 337 - Lois Parmenter

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I/we support the Council contributing \$3m to Edgeware Pool Group to rebuild the Edgeware Pool, because:-

COMMUNITY POOLS ARE A TRULY WONDERFUL ADDITION TO THE NEIGHBOURHOOD, AND SUPPORTED ME PARTICULARLY DURING MY PREGNANCY AND WITH MY SMALL BABY.

### 338 - Bridget Wright

I/we support the Council contributing \$3m to Edgeware Pool Group to rebuild the Edgeware Pool, because:-

It will be a well used community pool. It is needed by our young + old members for exercise, + enjoyment, + community spirit. A lot of people in this area don't have transport + so can't travel outside of the area.

### 340 - Natalie Hughes

Given the increasing growth of the residents and housing in the St Albans and surrounding areas there is a far greater need for recreational amenities to be developed to meet the needs of the increasing population in the St Albans and the surrounding areas. The facility will increase the physical well being of the whole community. There are huge benefits of teaching a child to swim. The facility will allow families to support this opportunity in their own area. Allowing families that are struggling to walk or bike to use the facility at a lower cost. I strongly support the council contributing \$3m to the Edgeware pool Group to rebuild the Edgeware pool.

### 341 - Maria Fresia

We strongly support the Council contributing \$3m to Edgeware Pool Group to rebuild the Edgeware Pool, because we see it as a real asset for Edgeware/St Albans area. It will be used by locals and also by all

the people that participate in the many activities  
KohingaCommunity centre offers

**342 - Steven Toth**

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I support the council spending \$3 million on the Edgeware Pool. It will be fantastic for all to enjoy and a great amenity for the community.

**346 - Ely Uemura**

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*I/we support the Council contributing \$3m to Edgeware Pool Group to rebuild the Edgeware Pool, because:-*

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*It is a valuable facility to St Albans / Edgeware / Inner City communities.*

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**348 - Sandra McLachlan**

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*I/we support the Council contributing \$3m to Edgeware Pool Group to rebuild the Edgeware Pool, because:-*

*I have resided in St Albans for 29 years. I used the Edgeware Pool frequently during the summer. Since the area has MORE Density housing being built, the replacement pool would be an ASSET. I remember the Pool Enclosure being a community hub, the Volunteers and community proud of the pool.*



**356 - Emma Twaddell (St Albans Residents Association)**

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SARA strongly supports the proposed change to the 22/23 Annual Plan to increase the Council grant for the Edgeware Pool to \$3 million. More medium and high-density housing in our neighborhood is likely to result in population growth overtime. There is a need for recreational amenities to be developed to meet the needs of this increasing population in St Albans. A modern outdoor swimming pool will strengthen connections within the local community by providing much needed space for families to socialise. It will also encourage the teaching of water safety to local children through learn to swim classes with several primary schools being within walking distance of the pool site. SARA has witnessed the local community advocate for a community pool and fundraise for the rebuild over a sustained period of time. The Edgeware Pool is part of St Albans. Long standing residents have fond memories of swimming in the original pool and residents are passionate about getting their pool back. History is important here. The pool was originally community operated. It was later taken over by the Council who made the decision to decommission the pool in favour of funding indoor swimming pools. This decision was met with much protest from the community at this time. SARA supports the increase in grant funding from the Council to help the St Albans community rebuild its pool. SARA believes that this increase in grant funding goes some way towards righting a wrong that occurred when the pool was decommissioned.

**358 - Tracey Fowler**

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I support the Council contributing \$3m to Edgeware Pool Group to rebuild the Edgeware Pool for a number of reasons.

Firstly - the Edgeware community has done an amazing job of maintaining focus and raising funds towards the replacement of its treasured pool. They have demonstrated huge commitment. The Council's contribution of 3 millions dollars will allow the pool to be built more quickly which is important given rising cost of living (increasingly expensive for people to travel across town), rapidly rising inflation, and increasing need for local exercise facilities.

Secondly - the events of the past 3 has shown us that a strong community is more important than ever. Covid has made it harder to do many things. People feel safe in their local communities. The sooner the pool can be completed and used the sooner those wellbeing benefits will be seen and felt in our community.

Thirdly - St Albans and Edgeware has suffered in many ways due to traffic/infrastructure/roading/housing changes in recent years .

Many of these changes have not been what residents have wanted and its tightly knit community has worked hard to remain cohesive and positive. The 3 million dollars provided by the council for the pool will demonstrate that the Council values and supports the Edgeware/St Albans community - indeed all small communities who put in the hard yards themselves and demonstrate that they have what it takes to rally together, focus on a goal, have a clear vision and have the potential to see it through.

Fourthly - the Council should not have destroyed the old pool in the way that they did. It was wrong. It hurt many people and showed great disrespect to the community. This is an opportunity to do things better and heal wounds.

Lastly and not least - Facilities like the Edgeware Pool contribute to an equitable society. We have many problems of inequity in Aotearoa. Equity and partnership for all were promised under Te Tiriti o Waitangi, and it behoves us all seek ways to uphold these promises - at every level of society.

And finally lastly lastly - I am a longterm Edgeware resident. I used the pool as a university student flatting in Canon Street in the 80's. I took my young children to the pool when we lived in Gosset Street in the 90's and early 2000's. I live in Trafalgar Street now and would be so happy to be able to swim again in my own neighbourhood.

### **366 - Lynne Switalla**

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I absolutely support the grant from the council to rebuild the Edgeware pool

### **368 - Mandy McPherson**

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I/we support the Council contributing \$3m to Edgware Pool Group to rebuild the Edgware Pool, because:-

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A local pool is needed for the local community as a valuable amenity. Not only will it help our children with their swim skills, but it will also allow people of all ages to stay fit, socialize and stay cool during hot summers.

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### 370 - Glen Taylor

I support the spend of \$3mil on the edgware pool.

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### 384 - Alison Allsop

I support the increased grant proposed for Edgware pool. Re: the Edgware Pool grant increase – Some key points: Before this pool and its operation was mercilessly undermined and destroyed by the CCC more than 20 years ago, it was the most popular and well attended CCC summer pool in the city. It had the greatest number of people arrive via active transport – bikes, walking, scootering. There were not the number of people/homes in the area then that there are now. The local primary school was not as big as it is now. There also used to be an outdoor CCC pool on Cranford St (the Papanui pool) before mistakes saw the renewal of the bottom create a pool so shallow that your finger tips touched the bottom while swimming – no kidding – so they closed it. This is not only about having “a pool” in the area; it’s also about having an “outdoor pool” in the area. Graham Condon isn’t outdoors; Metro sports will not be outdoors. Asthma and sinus sufferers find indoor pools very uncomfortable. Climate change: bussing kids to pools for 20 mins of swimming is nuts. Traffic (amount, speed, etc) on the roads to Graham Condon are not ideal for kids to travelling the 5km from St Albans to Papanui. Better amenity, more community facilities are needed in this area with the high density housing. Drowning stats are appalling. Our kids need to have easy, cheap, local access to swimming – outdoor pools are the best!

### 385 - Allan Taunt

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I am especially supportive of the \$3 million grant toward Edgeware Pool and \$400,000 grant to the Pukeko Centre. Both facilities help connect people and strengthen communities.

### 403 - Lynne O'Keefe

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*[Full petition attachment available]*

*I/we support the Council contributing \$3m to Edgeware Pool Group to rebuild the Edgeware Pool, because:-*

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I grew up surrounded by water, the sea and rivers. I was given the confidence to be safe in the water because of the lessons and easy access to a pool when younger.

I want to see my grandchildfren given the same opportunity.

A whole generation has missed out on having a local community pool and it is time we addressed this.

### 404 - Alice Holmes

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I/we support the Council contributing \$3m to Edgeware Pool Group to rebuild the Edgeware Pool, because:-

I really enjoyed going to the Edgeware pool as a kid and it would be great to be able to take my own kids who are keen swimmers.

This would be good for community spirit too, our community was hit hard by the earthquakes.

Signed



#### 407 - Yoshihiko Holmes

I/we support the Council contributing \$3m to Edgeware Pool Group to rebuild the Edgeware Pool, because:-

my children can go there with their friends, and they can learn how to swim, also they could be a part of this community if they can use this swimming pool. They would appreciate the pool in community too!

#### 409 - Lara Jay Holmes

I/we support the Council contributing \$3m to Edgware Pool Group to rebuild the Edgware Pool, because:-

I would like a pool near our house so I can go swimming.

#### 412 - Bina Holmes

I/we support the Council contributing \$3m to Edgware Pool Group to rebuild the Edgware Pool, because:-

Because I love swimming and it would be nice to have a pool nearby so I can go swimming more often.

#### 414 - N A Fielding

1. It should have been done years ago.
2. As I have Arthritis to be able to use a pool close to home to aid my mobility would be very beneficial.
3. Excellent activity for all the family.

#### 418 - Jessie Harvey

I support the funding for the Edgware Pool

#### 42 - Susie Taylor



I support the proposed increase in spending on the Edgeware Pool.

**423 - Lisa Heywood**

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I/we support the Council contributing \$3m to Edgeware Pool Group to rebuild the Edgeware Pool, because:-

It's great for the community  
Gives something for the kids to do  
& out of trouble

**424 - Millie McDonald**

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I/we support the Council contributing \$3m to Edgeware Pool Group to rebuild the Edgeware Pool, because:-

Our community has been working hard for years to get this well loved pool back, and it is amazing the council is able to support the cause! St Albans is quite densely populated now and I know there will be many families for generations to come that will enjoy the pool. Learning to swim is a key life skill!

**426 - Natalie Hindson**

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I/we support the Council contributing \$3m to Edgeware Pool Group to rebuild the Edgeware Pool, because:-

This is such a great community initiative, I don't know why it was ever closed in the first place! But as a new mum with a toddler, we can't wait to get down and use the pool, very much looking forward to it.

#### 428 - Valerie Elder

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I/we support the Council contributing \$3m to Edgeware Pool Group to rebuild the Edgeware Pool, because:-

I agree that the public accept the council's offer of funding, & that the pool will be a great asset to the area. It has a long history of serving many generations of learning to swim for young people.

#### 429 - Tim Clyne

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I/we support the Council contributing \$3m to Edgware Pool Group to rebuild the Edgware Pool, because:-

Valuable community asset  
focal point for whanau  
help teach water skills given NZ  
apalling drowning statistics + the  
the absence of school swimming pools

430 - Clive Cook

The Saga of the pool. . . a work of fiction?

Once upon a time there was a village not far from a little city; it had been carved from a swamp that was full of muddy water. The people of the village decided it would be nice to have cleaner water to swim in when it got hot in summer so they banded together and built a concrete pool full of sparkling clear water from a spring nearby.

The people loved their new pool; mothers took their young children along, got to know other mothers from the neighbourhood and chatted. Older children congregated there and learnt to swim, a valuable lesson for when they went to the beach or the river; it didn't matter if they went to different schools or churches. Generations of local people used and enjoyed their pool under the summer sun; it didn't matter that it didn't seat vast crowds to watch other people from far and wide race one another once every blue moon. It was a valuable community asset used and enjoyed by local people almost every day in season.

Then one dark day someone let too much water out of the pool; the pool acted like a boat lifting up on the rising water table. Then it cracked so badly that it couldn't be repaired the people were told; besides it was very old. A man on a big machine came and broke the concrete into little bits that were all taken away.

Some important people got together to discuss whether the pool should be rebuilt. "Too hard." they agreed. "The site has nasty chemicals in its soil; besides there is not space to park enough cars on the site."

The people were sad and set about raising funds to build a new pool but try as they might the funds seemed barely enough to cover the extra it would cost as years went by. Their memories of the pool faded with those years; a new generation of children grew up not knowing the pleasures of having a pool in their neighbourhood.

PTO

A big earthquake occurred; lots of people came to the site to get water from the spring and saw the sad sight of burgeoning weeds where the pool had once been and sighed. A few people planted herbs and vegetables near where the pool had sat until a flash new fence was built to keep them out.

Another pool not too far from the village was badly damaged in the earthquake; it was not rebuilt either but lots and lots of money was spent building a playground that people could drive to with their children. They parked in adjacent streets.

Lots more money was spent building a cycleway through the village; lots of parking spaces were lost on that densely populated piece of road and the street was now so narrow that buses and trucks had barely enough room to pass one another.

Lots more parking spaces were lost when another nearby road was turned into a major access road for other people from far and wide to access the city. It was so busy special traffic lights had to be put in so local children could walk to school safely.

But a glimmer of hope. . . Those important people may yet sit down to discuss if they can find enough money to build a smart new pool; what an asset that will be for a local community! Or will it all be just more talk. . . Watch this space!

### 433 - Aaron Orchard

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*I/we support the Council contributing \$3m to Edgware Pool Group to rebuild the Edgware Pool, because:-*

ITS IS VERY IMPORTANT FOR  
OUR COMMUNITY TO GETS ITS POOL  
BACK . I HAVE MANY FOND MEMORIES  
OF SPENDING TIME THERE IN THE  
PAST

### 434 - Olivia Howie

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I/we support the Council contributing \$3m to Edgware Pool Group to rebuild the Edgware Pool, because:-

I am a Solo Mother with a 6 year old daughter & I would love to be able to walk down & swim with her and boost her confidence in the water.

435 - Sandra Shaw

Yes, I totally support some of my rates going towards the rebuilding of the pool (which shouldn't have been demolished in the first place!!) There has been a very dedicated group of fundraisers (Bailey's regular Quiz Night) and they ~~deserve~~ support from the ECC

436 - Sonny McDonald



I/we support the Council contributing \$3m to Edgware Pool Group to rebuild the Edgware Pool, because:-

I have Vivid memories of using the ~~Edgware~~ pool as I went to St Albans School and it was such an epic part of growing up. I am still a resident in the area and believe these are the types of initiatives the Council needs to support! Bring it on!

#### 439 - Margaret McPherson

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I/we support the Council contributing \$3m to Edgware Pool Group to rebuild the Edgware Pool, because:-

It was always an outstanding community amenity and I would very much like that amenity to be reinstated. It is unique in that it provides an environment that can bring many elements of the community together while restoring a safe swimming venue

#### 440 - M.E Peggy Kelly

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I/we support the Council contributing \$3m to Edgeware Pool Group to rebuild the Edgeware Pool, because:-

1. THE POOL WILL BE A GREAT ASSET TO ST. ALBANS FAMILIES AS THE OLD POOL WAS
2. LOCATED WITHIN THE VILLAGE IT WILL BE WITHIN FAMILIAR WALKING & CYCLING DISTANCE FOR MOST USERS
3. WITH GREATER HOUSING INTENSIFICATION THERE IS A NEED FOR MORE SHARED AMENITIES BECAUSE INDIVIDUALS HERE HAVE NEITHER THE SPACE NOR THE WEALTH TO BUILD THEIR OWN PRIVATE POOLS IN THEIR GARDENS
4. LEARNING-TO-SWIM OPPORTUNITIES ARE ESSENTIAL TO KIWI CULTURE AND SAFETY IN THE WATER FOR PEOPLE OF ALL ETHNICITIES
5. THE REBUILDING OF THE POOL IS A LOCAL AMBITION AND IS IN ITSELF A COMMUNITY BUILDING PROJECT.
6. I SAW THE BENEFITS OF THE OLD POOL AND AM KEEN TO SEE THESE RESTORED FOR A NEW GENERATION TO ENJOY

#### 442 - Lucia Hinton

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I/we support the Council contributing \$3m to Edgeware Pool Group to rebuild the Edgeware Pool, because:-

by having this pool it creates better opportunities and better resources for the edgeware community

#### 443 - Brian Gardner

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I/we support the Council contributing \$3m to Edgeware Pool Group to rebuild the Edgeware

Pool, because:-

In 1930 it was reported that the then Christchurch City Mayor and Councillors had **given** the section of land to the community for the purpose of building a public swimming pool. Led by the St.Albans Swimming Club, fund raising events were held and with lots of pro bono work by members and the local community the whole complex was built. A few years later with more fund raising, filtration and heating were installed. For around **seventy years** the St Albans Swim Club followed by a management committee looked after the running of the pool, employing daytime staff, paying rate, insurance and general upkeep. Swimming Club members provided voluntary lifeguard and kiosk duties for evening and weekend sessions and also taking care of the grounds and repainting of pool and buildings each year.

The main point I wish to make is regarding common law. Common law states that there doesn't necessarily have to be a written contract, but a shake of hands or agreement and the historical outcome of that is in fact a contract. The historical evidence is that the land was **given** and the pool complex was built by the community for the community and therefore was not the property of the Christchurch City Council to demolish. Therefore, a sum of \$3 million is little recompense for the demolition of our beloved pool for our community and for the St.Albans Swimming Club that put in all those years of hard work helping build and manage the pool, teach, coach swimming and lifesaving and then losing our own home pool and since having to raise tens of thousands of dollars just to get consent to rebuild.

Having addressed the historical facts, I recognise that it was not the fault of the current Council Members, and I would like to commend them for proposing the additional funding to help our community rebuild our much-loved outdoor pool.

With the incredible amount of subdividing and building of new homes and apartments in the area it seems to me to be a no brainer that the Christchurch City Council Support the minimum of \$3 Million for the rebuild of the pool.

#### 444 - Diana Lynn

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I/we support the Council contributing \$3m to Edgeware Pool Group to rebuild the Edgeware Pool, because:-

There is a need for local accessible pools.  
Children and adults need to be able to learn to  
swim, and practice these skills to minimize  
the drowning toll in New Zealand. There are  
no close accessible pools for the local community,  
so it is time for the council to rectify the lack  
of facility.

#### 445 - Emelia Hinton

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I/we support the Council contributing \$3m to Edgware Pool Group to rebuild the Edgware Pool, because:-

it brings the Edgware community together

#### 446 - Robyn Drummond (St Albans Tennis Club)

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St Albans Tennis Club supports the council contributing \$3m to the Edgware Pool Group to rebuild the pool. The pool was a previous great facility well utilised by families of the St Albans community. Currently the area is experiencing a rapid growth with the build of social housing (Coles Place) and private housing/townhouses. Families have moved to the area and would greatly appreciate the return of the pool in the community again. Several of these families are of lower socio-economic means and with a limited income would accept having a local pool with a reasonable entrance fee less of a strain on resources. The club can attest to increased families of fixed income moved to the area as we offer free coaching to the local schools and this is very well utilised.

#### 447 - Neil Hinton

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I/we support the Council contributing \$3m to Edgware Pool Group to rebuild the Edgware Pool, because:-

It will be a wonderful community asset.

#### 448 - M Hinton

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I/we support the Council contributing \$3m to Edgware Pool Group to rebuild the Edgware Pool, because:-

It will <sup>reinstat</sup> replace a much loved pool.

A wonderful outdoor community space  
in the heart of Edgware.

A pool that has been enjoyed by  
many families over many decades.

#### 449 - Pamela Pruden

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I/we support the Council contributing \$3m to Edgware Pool Group to rebuild the Edgware Pool, because:-

This will be an asset to the St Albans Community. In this age of pandemics Open Air Pools will be very beneficial to the health & well-being to this community.

**450 - Jonathan Reddiford**

I/we support the Council contributing \$3m to Edgware Pool Group to rebuild the Edgware Pool, because:-

The pool is important as a community hub. In this area which has the 3<sup>rd</sup> highest building perm. of any suburb in the city, it is important to have somewhere for the suburb to teach their children to swim and their residents to relax

**451 - Ruth Cochrane**

I/we support the Council contributing \$3m to Edgware Pool Group to rebuild the Edgware Pool, because:-

Community Pools strengthen  
peoples sense of belonging to  
their communities. It is very  
important for people to identify  
with a community and have fun &  
exercise.  
+  
Connect.

#### 452 - Andrea Drayton

I/we support the Council contributing \$3m to Edgware Pool Group to rebuild the Edgware Pool, because:-

It is so very important for every New Zealander  
to learn to swim from a young age.  
We are an Island nation surrounded by  
water and our drowning statistics are  
a disgrace. Learning to swim from a  
young age is a Kiwi right of passage.

Signed ADrayton.

#### 453 - Sarah O'Keefe

I/we support the Council contributing \$3m to Edgeware Pool Group to rebuild the Edgeware Pool, because:-

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The health benefits of an outside pool is much more appealing than an inside pool. Fresh air, sun and less chance of getting sick if Covid is still lingering. Also because trying to get our daughter swimming lessons at a CCC pool is very difficult. Brings communities together, a safe place for families and kids to use

Signed \_\_\_\_\_

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#### 454 - Lucas Lormans

: Recreation and community engagement for me and my children as I live a few hundred meters down the road on Dover Street. I am excited about the Edgeware Pool.

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#### 455 - Sarah Ferguson

✓/we support the Council contributing \$3m to Edgeware Pool Group to rebuild the Edgeware Pool, because:-

A community pool is needed to make learning to swim (especially for our migrant residents!) accessible to all and would be an asset to our growing population. Outdoor pool environment appeals during pandemic times. — I have spoken

Signed

Send to: Freepost 178, Annual Plan Submissions CCC, P O Box 73017, Christchurch 8154  
Email to : [ccplan@ccc.govt.nz](mailto:ccplan@ccc.govt.nz) or drop into Kohinga St Albans Community Centre 1049 Colombo St.  
Any queries: [swim@edgewarepool.co.nz](mailto:swim@edgewarepool.co.nz)  
Closing date for submissions: April 18th

land-locked countries and cannot swim, but as adults are too embarrassed to attend big pools. They cannot afford lessons either.

#### 456 - Bailey Aked

/we support the Council contributing \$3m to Edgeware Pool Group to rebuild the Edgeware Pool, because:-

I want to be able to swim with my mum dad and Nana at an outside pool  
I love swimming and want lessons

#### 457 - Clare Whatmough (Bishopdale Centre Association)

Comments: It will be a community place to gather and make friends while enjoying the exercise. Swimming has no "age, ability or gender" and can be enjoyed by all, the health benefits are fantastic. A community swimming pool also supports new residents to join in and get to know people in their new community. It is a win, win



project, it is all positive and I really cannot find one negative about having a pool in the community.

#### 458 - Asta Hinton

---

I/we support the Council contributing \$3m to Edgeware Pool Group to rebuild the Edgeware Pool, because:-

Having the pool would be an asset to the Edgeware community.

#### 460 - Sandra Wilson

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Comments: It will be a community place to gather and make friends while enjoying the exercise. Swimming has no "age, ability or gender" and can be enjoyed by all, the health benefits are fantastic. A community swimming pool also supports new residents to join in and get to know people in their new community. It is a win, win project, it is all positive and I really cannot find one negative about having a pool in the community.

#### 461 - David Ormsby

---

I would like to provide a Letter of Support on behalf of the Rehua Marae Trustees to the Edgeware Pool Committee and their plans for a facility that we see as mutually beneficial between the marae whānau and wider community.

The benefits to our tamariki in accessing a safe environment to learn how to swim in their local community will be future reaching for the lifesaving skills needed as active participants in water activities and recreation of the Nation.

Our kaumatua are aware of the need to keep active, and your facility will provide an easily accessible option for them going forward to maintain their health and wellbeing.

As avid advocates of community and whanau relationships, we see this facility as providing clear opportunities for our wider whanau. From becoming active in their local community by volunteering, seeking job opportunities, or residing in a neighbourhood where whanau can thrive in a healthy and supportive environment.

Our unique and flourishing neighbourhood requires accessible, recreational, and learning environments to ensure our future generations foster strong local ties and acknowledge the value that this facility will provide.

#### 462 - Liz Maynard

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I/we support the Council contributing \$3m to Edgware Pool Group to rebuild the Edgware Pool, because:-

This is a much needed addition  
back to the community

#### 463 - Steve Krenek

---

: Our family grew up in St Albans in the 1980s. and the existing Edgware pool was a vital part of our lives, both socially and in teaching our kids to swim. The replacement pool will have a similar advantage for so many families in the area.

#### 464 - P Somerville

---

THE NEW EDGEWARE POOL WILL BE A GREAT  
REPLACEMENT FOR THE EARLIER POOL THAT SERVED  
THE NEEDS OF THE ST ALBANS COMMUNITY FOR 80 YRS  
AND TAUGHT TENS OF THOUSANDS OF KIDS TO SWIM  
- THE NEED TO TEACH KIDS TO SWIM IS NOW GREATER  
THAN EVER.  
- THE HEALTH BENEFITS OF AN OPEN AIR FACILITY  
Signed [REDACTED] ARE WELL RECOGNISED

#### 465 - Lynda Gill

---

Connecting the community in a social and physically active way

#### 467 - Christine Aitken

---

I/we support the Council contributing \$3m to Edgeware Pool Group to rebuild the Edgeware Pool, because:-

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I used to swim every morning while the pool opened in the summer months and can attribute my passing flexibility <sup>(then)</sup> (now) and good health to my early 40 laps of the Edgeware pool. It is greatly missed, especially as many other pools slowly gave up after the Christchurch earthquake !!!

Signed \_\_\_\_\_

Ps: I've lived in St Albans

Send to: Freepost 178, Annual Plan Submissions CCC, P O Box 73017, Christchurch 8154 <sup>for 50</sup>  
Email to : [cccplan@ccc.govt.nz](mailto:cccplan@ccc.govt.nz) or drop into Kohinga St Albans Community Centre 1049 <sup>years</sup>  
Colombo St.

#### 468 - Jean Bell

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Special benefits here as this is an OUTDOOR pool... very Special, very Local.

#### 469 - Helen Pickles

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: A great place to go within walking distance. Promotes health and well being.

#### 471 - Rose Heywood

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I/we support the Council contributing \$3m to Edgeware Pool Group to rebuild the Edgeware Pool, because:-

The pool is very important to young and old in this community and elsewhere.  
Being able to swim is a huge factor in life



#### 472 - Harry Ferguson

✓ I/we support the Council contributing \$3m to Edgware Pool Group to rebuild the Edgware Pool, because:-

We could walk there to swim

We don't have a pool at Heaton. The St Albans school pool was too shallow for seniors.

#### 473 - Valerie Somerville

I/we support the Council contributing \$3m to Edgware Pool Group to rebuild the Edgware Pool, because:-

- The project is supported by the Papanui-Inne Community Bd.
- Addresses historical grievances of lost community funded pool.

- Will meet the needs of swimming tuition for local schools.

- An alternative healthy outdoor venue which addresses future needs "post-pandemic" issues for more outdoor venues.

- Dr Sioussie Wiles 28/3

- Addresses needs of the recent building & population boom in St Albans - "Press" 29/3

- Accessible for locals by foot or bike - Papanui Cycleway.

- Past history of Pool Management successfully for 70yrs.

#### 474 - Natasha Lawson

I/we support the Council contributing \$3m to Edgware Pool Group to rebuild the Edgware Pool, because:-

It's great for the community.

#### 475 - Michael Hole

I/we support the Council contributing \$3m to Edgware Pool Group to rebuild the Edgware Pool, because:-

IT IS NEEDED TO TEACH CHILDREN TO SWIM  
A GOOD COMMUNITY HUB,  
A GREAT PLACE TO EXERCISE FOR ALL AGES  
THE POOL WAS & IS HAS BEEN PART OF ST ABRAHAM'S

#### 476 - Oliver Motoi

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I/we support the Council contributing \$3m to Edgware Pool Group to rebuild the Edgware Pool, because:-

I grew up with a local pool, & it was  
integral to building social skills while keep active.  
In this day & age where devices are prevalent  
with our children, getting them outdoors is becoming  
more & more of a challenge. Don't be fools,  
BUILD MORE OUTDOOR POOLS!!!

#### 477 - Carla Heslop

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Comments: I would like my grand-daughter to have a local pool to swim in when she comes to visit. My own daughter had lessons there and spent a lot of time at the pool in summer. It was a good place for her to spend time away from home.

#### 478 - Samuel Ferguson

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✓ I/we support the Council contributing \$3m to Edgeware Pool Group to rebuild the Edgeware Pool, because:

We could walk there with friends. We don't have many other activities for kids in St Albans.

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#### 479 - Adam Rogers

Bring the community together.

---

#### 48 - Guy Parbury

I support the Council contributing \$3m to Edgeware Pool Group to rebuild the Edgeware pool. This would be a great addition to the heart of St Albans and Edgeware community.

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#### 481 - Cathy McPherson

Comments: I swam there as a teenager and would love to take my local grandchildren there. It was a focus of the local community back in the 60s and 70s and beyond. The local schools could walk there without having to be bused to further away pools for lessons as well.

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#### 482 - Douceline Driessen

Comments: Huge benefit for local families and helping children to learn to swim. Counter the increasingly sedentary lifestyle of kids and adults alike to prevent obesity and its related diseases. Preventing accidental drownings by teaching children confidence around water and many more benefits - long been established that local pools are a huge asset to the community. Loss of school pools and unaffordability of lessons for a lot of families. Drowning rates amongst children is increasing.

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#### 483 - Maria Godinet-Watts

Having a pool will be a big advantage. I will be able to walk instead of busing to a pool.

#### 484 - Tony Smith

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Local swimming amenities, really good to encourage fitness and safety.

#### 485 - Lewis Cochrane-Cree

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I/we support the Council contributing \$3m to Edgware Pool Group to rebuild the Edgware Pool, because:-

I would support the council paying the full 4m because after all the community is going to run this pool at no cost to council. I support localism. Its so important for children to learn how to swim especially with our drowning rates being so high in New Zealand.

#### 486 - Lana McDonald

---

I/we support the Council contributing \$3m to Edgware Pool Group to rebuild the Edgware Pool, because:-

I used to swim there as a child and I have great memories of it. I was a member of the St Albans Swim Club and Im sure thats why I am a confident swimmer and I want other children to have the same opportunity.

#### 487 - Mary Cannon

---

I/we support the Council contributing \$3m to Edgeware Pool Group to rebuild the Edgeware Pool, because:-

When my children were primary school age I took them to the Edgeware pool most weekends. Now my grandchildren have children I would like to see them have the same opportunity to learn good water skills with easy affordable access to a local pool.

#### 488 - Prue Taylor

I/we support the Council contributing \$3m to Edgeware Pool Group to rebuild the Edgeware Pool, because:-

Our sons spent many hours in the Edgeware Pool when they were growing up. It was a wonderful place to learn to swim and to have fun with and meet friends. It was the venue for their primary school swimming sports. A busy, happy place which helped lots & lots of children learn to swim.

#### 489 - Phil Vicary

I/we support the Council contributing \$3m to Edgeware Pool Group to rebuild the Edgeware Pool, because:-

the local community needs a place to teach kids how to swim, and be water safe. It would also be a great place for parents to relax, while the kids burn off some steam.





I/we support the Council contributing \$3m to Edgware Pool Group to rebuild the Edgware Pool, because:-

I feel that the children of  
St Albans have been deprived of  
a chance to learn to swim <sup>for too long.</sup> The Graham  
Cordon pool is too far away for them to go  
to after school ~~in safety~~ <sup>safely by themselves.</sup> Not all parents are  
able to ~~take~~ take their children as family support  
via full time work has to  
be a priority.

Signed



493 - Julie Berg

It's a NO BRAINER!

494 - Ivan Jones

It is vital that recreation facilities  
are available throughout the city.

495 - Hamish Taylor

I/we support the Council contributing \$3m to Edgeware Pool Group to rebuild the Edgeware Pool, because:-

I grew up just down the road from the Edgeware pool and myself and my brother and our school friends spent heaps of time swimming at the pool. It would be great to see ~~the~~ it ~~pool~~ back for kids and families to enjoy as a social hub for the community.

#### 496 - Leigh Figgitt

I/we support the Council contributing \$3m to Edgeware Pool Group to rebuild the Edgeware Pool, because:-

NZ is surrounded by water.  
Water safety is important.

#### 497 - Kane Williams

I/we support the Council contributing \$3m to Edgeware Pool Group to rebuild the Edgeware Pool, because:-

As a keen participant in aquatic sports it would be advantageous for myself to be able to walk to my local pool and reduce my carbon footprint.

#### 498 - Duncan Ferguson



Pool, because:-

It's needed.

#### 499 - Diana Proctor

I/we support the Council contributing \$3m to Edgware Pool Group to rebuild the Edgware Pool, because:-

it will provide a really beneficial outdoor gathering space where young people can initially learn the basics of swimming and then practise in a safe environment to develop water safety competencies. They can also set up swimming and life saving clubs and water sport competitions.

St Albans is an attractive, fast-growing but increasingly built-up suburb. Children and parents/caregivers need extra outdoor space and a positive activity such as swimming which provides both individual and team participation. A pool in the heart of accessible Edgware Village is a catalyst for fitness, fun, greater water safety skills and community well-being.

Signed \_\_\_\_\_

#### 50 - Maria Fresia

St. Albans had a pool and since its demolition we have been missing it greatly - More and more people are coming to leave her, lots of new apartments and I know the pool will be a great asset for our evergrowing community.

Signed \_\_\_\_\_

Maria Fresia

We are far enough from the sea and other water facilities -

#### 500 - Daniel Smith

I/we support the Council contributing \$3m to Edgware Pool Group to rebuild the Edgware Pool, because:-

I it's awesome that the Council want to support a community led initiative. There are limited outdoor swimming facilities on my side of town and this pool will definitely be well used. Need more places to keep cool in the heat!

#### 501 - Ian Kerse

I/we support the Council contributing \$3m to Edgware Pool Group to rebuild the Edgware Pool, because:-

I HAVE LIVED HERE SINCE 1942  
AND I ENJOYED THE POOL WHEN I WAS YOUNG  
OUR CHILDREN HAD LOT OF USE OF IT TOO  
BUT WHEN IT WAS PULLED OUT IN 2006  
MOST OF OUR GRANDCHILDREN MISSED OUT  
ST. ALBANS NEEDS A NEW POOL.

#### 502 - C Daymond

I/we support the Council contributing \$3m to Edgeware Pool Group to rebuild the Edgeware Pool, because:-

This type of facility is of high value to give people of all ages the water skills which last a lifetime, and learn safety and physical activities. Basically also to physically keep fit and active by all in the community. Great activity for children

#### 508 - Greig Bainbridge

I/we support the Council contributing \$3m to Edgeware Pool Group to rebuild the Edgeware Pool, because:-

It is the right thing to do! This asset was gifted to the community and run into the ground by previous councils as it didn't suit their plans. Now, with the new policy of in-fill housing intensification PLUS the loss of the Centennial Pool, it is even more imperative that there are healthy, safe and LOCAL amenities for city-dwellers and their families. Not to mention the appalling drowning stats

in NZ that currently claim; on average, 80 lives each year <sup>508</sup>.  
Our children were raised with this pool, and we firmly believe  
that outdoor pools are far superior to indoor. We have been  
fighting for and supporting the return of this Taonga  
since Mayor Moore filled it in. Please hear the tangata.

#### 51 - Scott Aucutt

---

I think a 0.01% increase in rates for 2022/23 and a 0.02% increase is acceptable considering the massive community benefit this will bring St Albans and the surrounding suburbs.

>>>

I support the rebuild of Edgware Pool and the Council contributing \$3m to this project.

Its an important community facility that will help arrest the lack of water skills in our youth and service an area experiencing population growth

#### 511 - Kirsten Hegan

---



*We support the Council contributing \$3m to Edgeware Pool Group to rebuild the Edgeware Pool, because:-*

I fully support the Edgeware Pool rebuild.  
As a child I learned to swim there so  
spent many happy hours there. Having a  
pool again in Edgeware is essential and  
vitaly important to <sup>the wellbeing of</sup> folk of any age in  
our community - It is a must!!!

#### 512 - Diane Hogan-Hitchings

*We support the Council contributing \$3m to Edgeware Pool Group to rebuild the Edgeware Pool, because:-*

I see it as a necessity for the area. Every  
encouragement should be given to children and  
teens to engage in outdoor activities in preference  
to using their spare time on social media.  
Swimming is an ideal form of exercise for people  
of all ages, therefore a local pool would be an  
asset to the community.

#### 52 - Miranda Jane Aucutt

I think a 0.01% increase in rates for 2022/23 and a 0.02% increase is acceptable considering the massive community benefit this will bring St Albans and the surrounding suburbs.

>>>

I support the rebuild of Edgeware Pool and the Council contributing \$3m to this project.

Its an important community facility that will help arrest the lack of water skills in our youth and service an area experiencing population growth

### 53 - Kerry Porter

---

I think a 0.01% increase in rates for 2022/23 and a 0.02% increase is acceptable considering the massive community benefit this will bring St Albans and the surrounding suburbs.

>>>

I support the rebuild of Edgeware Pool and the Council contributing \$3m to this project.

### 54 - Rowan Davis

---

I think a 0.01% increase in rates for 2022/23 and a 0.02% is acceptable considering the massive community benefit this will bring St Albans and surrounding suburbs

>>>

I support the rebuild of the Edgeware Pool and the Council contributing \$3m to this project

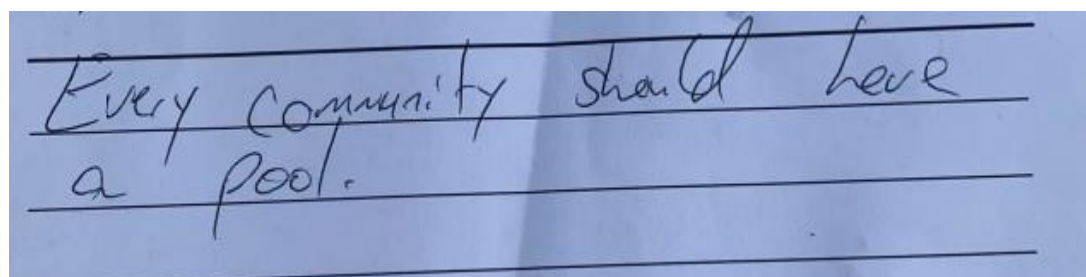
### 56 - Kevin Douglas

---

I would like to specifically register my support for the plan to increase the funding for the proposed replacement Edgeware Pool. As a local resident whose children were lucky enough to benefit from the learning to swim programmes in the old pool before it was unfortunately demolished, I can vouch for the benefits of having a local pool that is accessible to families without the need for transport out of the local area. Local facilities such as this are essential if we are to reduce the unnecessary traffic around the city.

### 57 - Cassandra Hay

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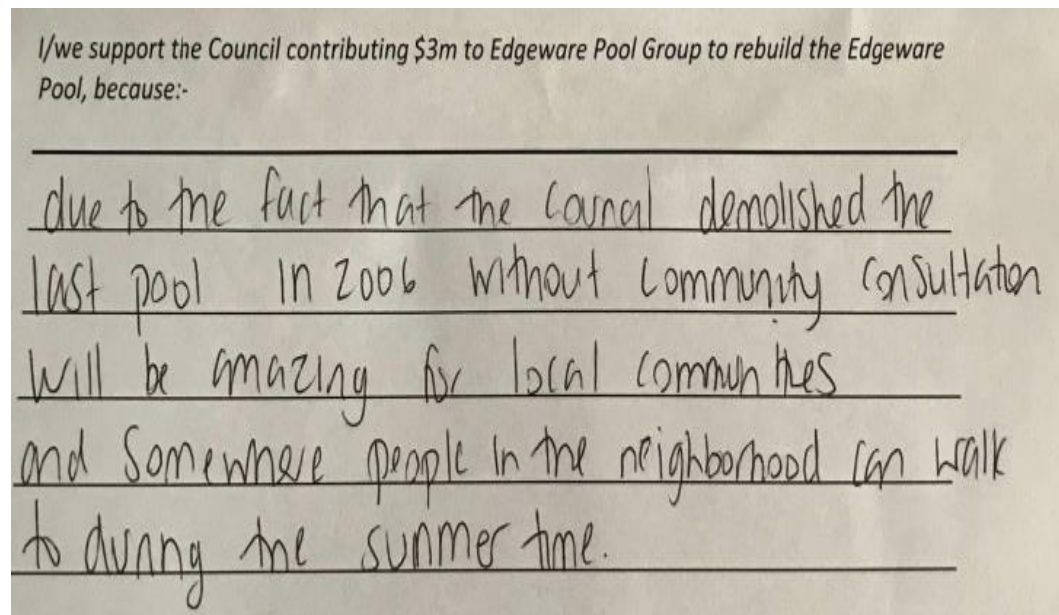
### 58 - Sunita Gautam

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There is a great need and demand for the local pool in this area. I have lived in the area for nearly 20 years and my two children have attended local preschools and primary school. I remember that every summer my children had to rely on their preschool/school to take them to swimming pool which often was limited. As a working parent my time was limited and lack of local pool caused us great inconvenience or sadly my children had to miss out. Edgware pool will be a great asset to our community, local primary school and local preschools. This pool is long due and this community deserves the support from council to make their dream (Edgware pool) come true. Lastly, I agree with and welcome the council supporting this community led project with the proposed \$3M.

### 72 - Deborah Breeding

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### 82 - Sean Iosefa

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I/we support the Council contributing \$3m to Edgeware Pool Group to rebuild the Edgeware Pool, because:-

I have fond childhood memories of the original Edgeware pool. I intend to have a family of my own in the future and would love to create memories for my children at a brand new Edgeware pool. I would love others in the neighbourhood to be able to enjoy this as well.

### 85 - Rebecca Jane Aucutt

I support the rebuild of the Edgeware Pool and the Council contributing \$3m to this project.

I think a 0.01% increase in rates for 2022/23 and a 0.02% is acceptable considering the massive community benefit this will bring St Albans and surrounding suburbs.

### 86 - Glenn Robinson

I/we support the Council contributing \$3m to Edgeware Pool Group to rebuild the Edgeware Pool, because:-

it will be a fantastic asset for the community and bring families together. It will also be a wonderful summer destination for young and old.

### 87 - Sheila Fricker



I/we support the Council contributing \$3m to Edgware Pool Group to rebuild the Edgware Pool, because:-

When the pool was operating it was a great community asset, well used by a wide range of people. I swim regularly at Graham Cordon pool, but would like to have a pool in our community.

### 90 - Defyd Williams

I/we support the Council contributing \$3m to Edgware Pool Group to rebuild the Edgware Pool, because:-

The pool could become the great community pool that it once was. My mother, an English war bride learnt to swim there. I improved my swimming skills there and won St Albans School breaststroke race before being disqualified for a kick above the surface in my last stroke. A great place for kids in St Albans and a better option  
Signed [Signature] Ten Century Cinema on a Saturday.

### Oppose

### 11 - Cody Cooper

Don't fund the extra pool. From memory most - if not, all - of them lose money, yet we already have so many. We should focus capital spend on enhancing existing pool facilities, such as Te Hapua

Halswell, which already have low attendance to make them more attractive before we start adding new ones.

### **12 - Mark Hampton**

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\$3m for Edgeware pool seems ridiculous, and im part of this community. It seems hard to justify govng our community a pool and making all ratepayers pay for it, when everyone is struggling with bills.

### **15 - Matthew Aked**

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Soesning moeny on the edgeware pool should be cancelled. There are multiple pools in the area already. The new pool in the central city will be open soon, rate payers have already paid for this pool, so why should rate payers pay for another communtiy pool that only only a small amount of poeple can use. This pool will be to small and expensive to run.

The communtiy of edgeware will not have the financial means to support the financial up keep of the proposed swimming pool.

The council would have to top up the running costs every year, just like they already do for many of the other pools.

>>>

Domt gove money to the edgeware swimming pool

### **31 - Liam Chrisp**

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The last minute decision to provide more money to Edgeware pool should be stopped immediately. It is not a priority, it is only for a very small percentage of the population, and it is being set up to fail. This needs to be a targeted rate for Edgeware or it needs to be removed from the annual plan.

>>>

Need to focus on the critical spend only, not new 'pet' projects - these are not affordable. Things like Edgeware pool are not feasible, and irresponsible to attempt doing in the current environment.

### **47 - Grenville Tomich**

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I am opposed to the council giving further funding to the Edgeware Pool. When the council gave the land to the pool group it was on the understanding that this group would receive **no** further funding

from the CCC.. Yet the funding amount has now gone from \$1.25 million to \$3 million. When is this going to stop?.

No CCC Pool is self funding and yet this group thinks it can cover operating costs out of admission fees etc. If this pool goes ahead it is an absolute certainty that this pool group will be back at the CCC asking for more money. The CCC (Ratepayers) are not a bank or a bottomless pit of money.

It is only about 2.5km to the Graham Condon Centre and about 3.5 km to the new Parakiore Centre and yet this seem to be to far away for some people in Edgeware. Will these only stop when we have a pool in every suburb in Christchurch

#### 470 - Dawn Bultitude

I do not  
~~the~~ support the Council contributing \$3m to Edgeware Pool Group to rebuild the Edgeware Pool, because:-  
In the 60's/early 70's our children would cycle to the Edgeware Pool..  
Some of their relations regarding the 'experience' related in non attendance.  
Now the Edgeware Pool is defunct- Keep it so  
Could not the CCC use this area for a building in which the children/youth could play video game-table tennis etc etc.  
MAYBE GET OUT THERE AND ASK THE YOUNG PEOPLE WHAT THEY would like?? I'm sure they dont want to swim o o

Signed \_\_\_\_\_

#### 80 - Trevor Taylor

We must not give Edgeware Pool an extra \$3 million.

They have already proven they are incapable of sticking to the agreement that was made when they were sold the land for \$1.

They begged and got \$1.25M and have again proven they cant make any money to complete this project.

Now they have the cheek to ask for \$3 million more.

I can see in the futre they wont be able to raise the rest to start the project let alone complete.

then once when built i can see them sticking out their hand for a yearly grant to run it.

I also note that their website has no mention of what fundraising they have done. , amounts made or how any of there money has been spent. Where are the independently verified accounts ???

This must be stopped.

## Other

### **18 - Lana McLeod**

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Edgware pool - needs to have a covered area to provide a shaded option.

### **347 - Terry Hall**

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New Zealand has one of the highest drowning rates in the OECD and it's getting worse. In order to reduce this, it is vital that young New Zealanders have access to facilities where they can learn to swim in safety. With schools increasingly forced to close their pools for budgetary reasons, it is necessary for the Council to step into the breach and help fund these facilities.

### **437 - Chris Ford (Disabled Persons Assembly NZ (DPA))**

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*[Recreation, Sports and Events > Rec and Sport (Operational)]*

In respect of another key infrastructure project highlighted in the annual plan, the Edgware Pool Project, DPA alongside other local disabled persons organisations would like to be involved in co-design discussions with Council and the St Albans Pavillion and Pool Incorporated about this. Similarly, we will be lobbying for the pool complex to be constructed to universal design standards.

>>>

DPA recommends that Council, mana whenua and relevant organisations involved in the Ōtākaro Avon River Corridor (OARC), and Edgware Pool developments involve us, disabled people, and our disabled people's organisations in co-design-based discussions on them.

## 7.2. Pukeko Centre

### General Comments

Nine submitters addressed the proposed capital grant for the Pukeko Centre. These were all in support of the proposal.

### Officers Response

Submitters supported a proposed grant of \$400,000 to fund the construction of the Pukeko Centre, for a variety of reasons including providing much needed facilities in an area badly affected by the earthquakes to the value of such facilities in building strong and resilient communities.

The Pukeko Centre is supported by Council and the Waitai Board, it is consistent with the Community Facilities Network Plan (2020) and the Strengthening Communities Together Strategy (2022). The project is underway and has already received \$200,000 of Council support for an earlier phase. Discussions with the Pukeko Centre indicate that a \$200,000 grant from the Capital Endowment Fund in July 2022 and a similar grant in July 2023 (\$400,000 total) will provide sufficient funding for the project to raise the remaining \$400,000 needed to open the next stage.

Any Council grant should be conditional upon not being drawn down until sufficient funding is raised to complete the next stage of the project to the public opening stage. Funding is set aside in the Capital Endowment Fund at no additional cost to rates or impact on levels of service.

The Pukeko Centre is an inclusive project reflecting a diverse community and designed in a manner to conserve energy and provide accessible facilities.

### Support

#### *182 - Aaron Winder (Parkland Rugby Football Club)*

Parklands Rugby Club is one of the founding members along with the Parklands Bowling Club of the Pukeko Center in Chadbury Street, Parklands. Parklands Rugby Club is a small junior Rugby Club with Children for ages 4 years through to under 13 years. We are a community-based club with most of our players coming from within the Parklands Community. Parklands Rugby Club has never really had a place to call home and it was not until the Rugby Club joined forces with the bowls club that we were able to find a place where we felt at home.

Throughout the Rugby season we have a club night every second weekend where our families can all get together and celebrate the achievements of our children. To be able to hold these club nights in the Pukeko Centre is fantastic. Prior to this we had to hire the

Queenspark School Hall for the evening. This would involve an hour setting the hall up and an hour breaking it down. Now we can arrive at the Pukeko Centre and everything ready to go.

Although the Pukeko Centre is a fantastic facility the dream is only half completed. We are a club of approximately 200 players plus their families. The Pukeko Centre at its current size is not big enough and we desperately need the adjacent hall to be built. We are actively working alongside the bowling club seeking more funding in order for the project to be completed. At the moment we utilize the Parkview School playground for our children to run around but in the middle of winter this is not ideal as it gets dark early and is weather dependent. Of recent years we have noticed the older children not joining in on Club nights like they once did and the feedback was that it was due to not having anywhere to play or run around like they did at Queenspark School Hall. In order for us to be able to give the best experience to our children we need this facility extended. Our plans is to play games to keep the children occupied and active rather than them roaming the streets or carpark outside.

The Rugby and Bowls clubs are both very proactive at the Pukeko Center and it is not often that you get such a mix of age in one facility across two different sports. The children love mixing with the bowls members who are always happy to teach the art of bowls. This sums up the Parklands community spirit and is what makes us who we are.

The Hall at the Pukeko Centre would not just benefit the bowls and rugby clubs. There are a number of other community organizations struggling for venues and especially over the winter months. Queenspark School Hall is so popular these days it is very difficult to even get a booking.

### ***191 - Bebe Frayle (Waitai Coastal-Burwood Community Board)***

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

### ***205 - James Newlove***

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As a member of the Parklands Bowling Club, I'm supporting the proposed \$400K funding of The Pukeko Centre. I'm very supportive of the project which will provide a wonderful and much needed recreational facility for the whole community. The community deserves such a facility following the negative impacts of the earthquake. Our young people in particular will benefit and certainly deserve it

### **36 - Andrew Weastell (The Pukeko Centre Incorporated)**

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We would love the opportunity to address the CCC regarding its proposal for \$400k towards the Pukeko Centre from the Capital Endowment Fund over the next two years. We have successfully completed Stage 1 of the development being the pavilion, and the CCC support for Stage 2 being the multi-use sports hall will enable the facility to reach its full potential. Attached is a current executive summary of the project and its various user groups, background etc and we will provide an update on the project as part of the presentation to CCC and importantly a progress report on funding raised in support of Stage 2.

>>>

DELIVERYS per above Stage 1, the Pavilion, was completed and opened in 2018 at total cost of \$1.300m. The project has now moved on to delivering Stage 2 being the Sports Hall and the Breezeway connecting the Sports Hall and Pavilion and car parking, landscaping etc. Stage 2 has commenced thanks to \$450k of funding grants received from Christchurch City Council (\$200k) and NZ Lotteries (\$250k). This Stage of the project has a sub-staged construction programme which provides for breaks in the construction based on the level of funding received. The breaks in construction are at points which allow for the project to pause without any deterioration to the work done whilst further funding is raised. The strategy was to raise sufficient funding during construction to enable the whole project to be delivered without a break however with the advent of COVID we have re-phased the project further to allow for smaller phases to be completed which demonstrates prudent governance. The sub-stages are now as follows:

Stage 2 A Foundations - \$250k completed early this year

Stage 2 B Site services/drainage - \$208k funded will complete early 2022

Stage 2 C Superstructure \$900k

Stage 2 D Infrastructure/Rain Gardens/Carpark \$300k

Stage 2 E Fitout \$400k We are now looking to raise funding for Stage 2C which is the completion of the Hall Superstructure at a cost of approx. \$900k.

We have a very strong working relationship with our contractor and they understand the challenges of raising funds and thus are comfortable working with us to reshape construction programmes and scheduling based on the funding that is available.

*[Full attachment available]*

### **385 - Allan Taunt**

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I am especially supportive of the \$3 million grant toward Edgeware Pool and \$400,000 grant to the Pukeko Centre. Both facilities help connect people and strengthen communities.

### **41 - Stephen Lilley (Parklands Bowling Club Inc)**

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We would like to express our support of the proposed provision of funding of \$400k to the The Pukeko Centre. As a founding club of the Pukeko Centre this has been a very successful and positive move for The Parklands Bowling Club and its membership and we now wish to see Stage 2 of the Centre completed to allow the development to reach its full potential and original objective of being a community and recreation hub for the Parklands and surrounding communities. The Pukeko Centre has formed many strong relationships with local sports clubs, community groups and organisations and this has also benefited the Parklands Bowling Club in growing the membership base.

Furthermore the relationship established with Parafed as well as the ability to provide the neighbouring school, Parkview Parua, with a facility they can use as a new school hall are two of the benefits that a number of our members identify with. The Parklands Bowling Club assist the Pukeko Centre currently in delivering have a go Bowls days to the Parkview Parua school and these have been exceptionally well received and are particularly good at encouraging kids that might otherwise not partake in sporting activities to become involved. The delivery of this facility will be a massive boost to the Parklands area and the Parklands Bowling Club itself.

Stephen Lilley

President

Parklands Bowling Club



#### **44 - Jay Waretini-Beaumont**

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I am very much in favour of the Pukeko centre in chadbury street.

#### **84 - David Batchelor**

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I would like to express my support of the proposed provision of funding of \$400k to The Pukeko Centre. As a member of The Parklands Bowling Club I have had an understanding of this project from it's infancy and am extremely supportive of seeing the project reach its full potential and original objective of being a community and recreation hub for the Parklands and surrounding communities.

This facility will be of huge benefit to the Parklands and surrounding areas providing much needed facilities for a large number of potential user groups that have been struggling to find a fit for purpose facility for their various activities for a considerable period of time post earthquakes.

Further Funding has also been received by the Pukeko Centre for the building of sports hall in the last 3 weeks. \$50k from Community trusts NZ, \$50k from Lion Foundation and a Further \$100k from Kiwi Gaming trust. The total funds received so far this year is now \$325 000, with these funds and the high possibility of the Council funding, discussions with our Contractor have started with a recommencement date of building to be decided upon in the near future. There are also more funding applications in the pipeline that may also bear fruit.

#### **88 - Greg Luxon**

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I would like to express my support of the proposed provision of funding of \$400k to The Pukeko Centre. As a member of The Parklands Bowling Club I have had an understanding of this project from it's infancy and am extremely supportive of seeing the project reach its full potential and original objective of being a community and recreation hub for the Parklands and surrounding communities.

This facility will be of huge benefit to the Parklands and surrounding areas providing much needed facilities for a large number of potential user groups that have been struggling to find a fit for purpose facility for their various activities for a considerable period of time post earthquakes. “

## 7.3. Community Grants

### General Comments

Ten submissions were received on community grants provided by the council. Seven of these supported various grants, two opposed and one submitter provided an alternative opinion.

### Officers Response

Submissions support existing levels of service being maintained that contribute to Pest Free Banks Peninsula and Predator Free Port Hills, to this end the maintenance of the Bio diversity Fund and a partner-focused approach to continuing to deliver volunteer projects in Parks and on the Foreshore is also supported.

Submissions support the ongoing Council and other stakeholder support of the Phillipstown Community Hub and Council's proposed capital contribution should this be needed.

Submitters talked about the need to increase community grants to support communities through tough times and to generally support the development of strong connected communities, who in turn deliver superior outcomes. Conversely other submitters talked about the need to prioritise infrastructure and rate reductions over grants.

Support for Banks Peninsula Conservation Trust, Summit Road Society and Pest Free Banks Peninsula was funded from the Environment Partnership Fund during 2021/22 and will continue for 2022/23 and 2023/24. This is provided for within existing levels of service in the 2021/31 Long Term Plan and at no additional cost to rates.

Additional community rangers have been appointed. Existing Council funding can be used to leverage additional funding from government and other agencies. This work is done in partnership with other agencies and community groups. The Biodiversity Fund remains available to support initiatives as Council see fit. This work supports climate action by protecting Council and private landowner native vegetation and assists with restoration and planting projects. This is provided for within existing levels of service in the 2021/31 Long Term Plan and at no additional cost to rates.

Staff are currently working collaboratively with a range of stakeholders including the Phillipstown Hub, MOE and Community Board on the ongoing sustainability of the Phillipstown Hub. The Hub is aligned with Councils Community Facilities Network Plan 2020 and Strengthening Communities Together Strategy 2022. The Hub also assists engagement with Mana Whenua and people from many diverse backgrounds. Operational resources are already set aside for this work to continue at no additional cost to rates or negative impact on other activities. Council proposes to set aside \$3,706,796 in 2024/25 in the draft 2022/23 annual plan as a capital contribution to a future facility should this be needed. The additional cost to rates is approximately 0.04%.

The Strengthening Communities Together Strategy 2022 considers community grants as integral to Council partnering and collaborating with others to build strong, connected and resilient communities. Grants also contribute to better engagement with Mana Whenua, climate action opportunities and accessibility initiatives. In the 2021/31 Long Term Plan Council reinstated a proposed 5% cut to the Strengthening Communities Fund. The Fund

is inflation adjusted by 2% annually maintaining its value in real terms. As these decisions are embedded in the long term plan there is no additional cost to rates or other impact on levels of service.

## Support

### *239 - David Hawke (Halswell Residents Association (Inc.))*

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Community Board Discretionary Response funding: City Council (through our Community Board) has granted us \$6300 over the past two years for our mataī 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 mataī 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.

### *240 - Alexandra Davids (Waikura Linwood-Central-Heathcote Community Board)*

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the Board support the proposed funding (\$3,706,796) allocated to the Phillipstown Community Centre to assist the centre to find a permanent home base once the Ministry of Education pilot project is completed. The Community Centre have recently produced a feasibility study that outlines the importance having a community hub in the neighbourhood.

### *306 - Viviana Zanetti (Phillipstown Community Centre Charitable Trust)*

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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.

### **317 - Kay Robertson**

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Regarding Parks & Foreshore, it looks like the idea is to partner with and support community groups & NGOs to deliver these projects. I think that's a good idea. Volunteers can only take things so far and the costs for local government or contractors to provide these outcomes is quite expensive. We need Gov't and LG funding of paid staff to support and coordinate volunteers. This will enhance community spirit and deliver more cost-effective results.

### **324 - Maree Burnett (Banks Peninsula Conservation Trust)**

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The BPCT gratefully acknowledges the funding support received for 10+ years from the Christchurch City Council (CCC) for our ecological protection and enhancement work on Banks Peninsula via an annual operational grant. We were particularly pleased to have this grant increased for the 2021/2022 financial year following Council's recognition of community demand/support for indigenous biodiversity protection. This increased funding helps to ensure the long-term viability of the Trust.

We were also grateful to see Council increasing funding support for three multi-partner collaborative programmes that the Trust facilitates: Pest Free Banks Peninsula; the Feral Goat Eradication Programme; and Te Kākahu Kahukura.

Additionally, it was pleasing to note an increase in funding available for indigenous biodiversity protection through the Christchurch Biodiversity Fund. The Trust has accessed support from this Fund for our habitat protection and conservation covenanting programme over several years. In September 2021 we proposed to CCC a bulk funding approach for the Trust from this Fund, that would allow us to leverage other funding (from Environment Canterbury and commercial organisations), reduce resources applied to administration, and support more landowners to protect

areas identified by Council as Sites of Ecological Significance. We understand that this proposal (attached) has been accepted in principle and staff are currently working on what is required within Council to progress this.

The Trust is an established, effective community-led organisation that delivers six programmes (detailed in appendices) working with Banks Peninsula landowners, other organisations, and the wider community that all directly contribute to the Council's priorities for indigenous biodiversity protection and enhancement, and assist in addressing the Climate and Ecological Emergency declared by Council in 2019. The Trust's biodiversity protection and enhancement work provides benefits for Banks Peninsula, Greater Christchurch, and the Canterbury Region.

To meet community demand for our services and to continue to deliver outcomes that directly align with Council's priorities, we request that Council maintains existing support for at least the two years remaining before the next Long Term Plan review, specifically:

1. Annual operations grant of \$77,500 with an ongoing commitment.
2. Continued support of \$50,000 annually for the Pest Free Banks Peninsula Programme
3. Continued support of \$40,000 annually for the Feral Goat Eradication Programme
4. Continued support of \$30,000 annually for the Te Kākahu Kahukura Programme
5. Christchurch Biodiversity Fund support provided via an annual bulk funding grant to support BPCT's conservation covenanting & habitat protection programme of \$250,000 (a detailed proposal has already been submitted to Council & is attached).

*[Full attachment available]*

### **353 - Cynthia Roberts**

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I support funding for all the conservation work particularly on the Banks Peninsula and want to ensure this funding is retained.

### **357 - Marie Gray (Summit Road Society)**

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Support for Pest Free Banks Peninsula and Predator Free Port Hills

We would highlight the Pest Free Banks Peninsula initiative, of which the Summit Road Society is a partner alongside the Council and several others. Pest Free Bank Peninsula is an ambitious and aspirational programme that aims to eradicate pests and predators from the Peninsula and the Port Hills by 2050. We are in full support of Pest Free Banks Peninsula's request for support for key

pest control programmes including the feral goat eradication programme and the predator eradication programmes on the extended Wildside and Kaitōrete. The Summit Road Society is leading community trapping efforts on the Port Hills with our Predator Free Port Hills initiative. We are now active in 15 community areas across the Port Hills and Lyttelton Harbour. Over 1200 households are now trapping in their backyards and more households are signing up every week. We are also seeing the emergence of Predator Free Christchurch groups. It is an exciting time for the Predator Free movement. This work supports local action in response to the crises of climate change and biodiversity loss, and also supports physical and mental health, community cohesion and connection, and the enhancement of our natural environment. As part of Predator Free Port Hills, we have been working closely with the Council on a trapping programme in city parks. Local communities are enthused and excited about taking action to protect the natural environment. We see this in our backyard trapping programme, and we see it in the demand for volunteer planting, weeding and predator control in local parks and reserves. We thank the Council for providing additional rangers as a result of last year's Long Term Plan and want to see this continue to increase year on year in response to community interest and enthusiasm. Volunteers are ready and willing to do the work but they need guidance, support and resourcing from the Council. Fostering these initiatives supports biodiversity, community connection and cohesion, and active recreation in local neighbourhoods. We also highlight the importance of feral browser control on the Port Hills and Banks Peninsula. Feral browsers, including possums, deer, pigs and goats, are a threat to old remnant and regenerating areas of native bush. Feral browser control in our living carbon sinks is a climate response. Forest and Bird have estimated that controlling feral browsing pests to the lowest possible levels across the country would increase the carbon sequestration of native ecosystems by 8.4 million tonnes of CO<sub>2</sub> per year, which is equivalent to nearly 15% of New Zealand's 2018 net greenhouse gas emissions.

## Oppose

### *192 - Murray Peacock*

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Any Council expenditure not on infrastructure needs to have a cost benefit, money cannot just be given away to various groups

### *411 - Tim Shannahan (Tennis Canterbury Region Inc.)*

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Council Support for Tennis On the basis of an equitable approach to subsidising the costs of sport facility provision, Council would provide funding and services annually to support tennis. Such funding and services would be fair and equitable when considering the funding and service support Council provides to other sport codes. Council itself has historically acknowledged this inequity. Prior to the Canterbury earthquakes (2010 and 2011), Council was providing Tennis Canterbury Region with an annual grant of \$90,000 to support the costs of maintaining Wilding Park. This grant was provided by way of the Strengthening Communities Fund as that was the most convenient way for Council to provide this funding. Unfortunately, subsequent to the Canterbury Earthquakes the funding available by way of the Strengthening Communities Fund has diminished and this has seen the funds made available to Tennis Canterbury also diminish. For the past few years Tennis Canterbury has only received \$25,000 annually. Compare this to the support provided to other sports, who are generally still receiving support comparable to pre-earthquake levels, despite the associated costs of maintaining fields, courts and pools having increased significantly.

## Other

### *356 - Emma Twaddell (St Albans Residents Association )*

We believe the best money spent for the Council is in support of community led projects. The community grants funding needs to be directed into sustainable development of communities. More seed funding for community amenities is needed.

Considering the current climate of still post disaster, climate emergency and Covid, Christchurch, CCC should increase community funding, not curtail it. This is a time when community supports are needed more than ever, and it is really important that CCC funding is there with the funding to make this happen.

We submit that the Council increase Community Grants Funding in response to the rising needs of residents.

## 7.4. Strengthening Communities Fund

### General Comments

Four submitters addressed the Strengthening Communities Fund, two in support of the fund and two provided alternative views.

## Officers Response

Submitters talk about the importance of maintaining the value of the strengthening communities fund and in particular the portion of the fund allocated locally by community boards. A submission supporting the Phillipstown Hub has been responded to under the Community Grants sub-category.

The 2021/31 Long Term Plan allows for Council's Strengthening Communities Fund to distribute \$6,959,663 in 2022/23: \$3,778,256 on a metropolitan basis to city wide groups and \$3,181,707 through community boards to localised groups.

The Fund is inflation adjusted annually by 2%.

Grants from the Fund generate approximately 3,350,000 volunteer hours (or 1,600 Full Time Equivalent positions) annually. Projects are varied and often positively impact Councils engagement with diverse communities, accessibility and support climate change action. The 2022/23 allocation process is underway with all budgets in place (in the Long Term Plan) resulting in no implications on levels of service or additional cost to rates.

## Support

### *239 - David Hawke (Halswell Residents Association (Inc.))*

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Strengthening Communities funding:

In this past financial year (2021/22), City Council(through our Community Board) has granted us money from its StrengtheningCommunities Fund for our ongoing expenses including organising the 2022 ANZACcommemoration.

i. Without this support, our work would be seriously reduced and the ANZACcommemoration would not happen.

### *240 - Alexandra Davids (Waikura Linwood-Central-Heathcote Community Board)*

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the Board supports the Council's Long Term Plan 2021-31 commitment to Strengthening Communities Funding.

## Other

### *372 - Sarah Killoh*

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We need a well funded community facility in or around Phillipstown. This is a diverse changing community that needs support. Please consider bringing funding forward.

### *393 - Marie Gray*

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- Funding avenues for community organisations undertaking important work on the ground.

## 7.5. ChristchurchNZ Funding (General)

### General Comments

Two submissions were received on the general funding provided to ChristchurchNZ, one opposed the funding and one provided an alternative view.

### Officers Response

One submitter encouraged funding to support events held in Christchurch as a way to assist the business and events community.

The Canterbury Chamber of Commerce notes only 1% of Council funding is allocated to economic development with no significant initiatives included in the Annual Plan. They seek a commitment from Council that it recognises the acute pressures currently facing business and reflects this in the plan.

Council has taken a number of actions recently demonstrating its recognition of the pressures facing businesses. This includes reviewing rental arrangements for its commercial tenants, and staff participating in the collaborative group, which includes the Chamber of Commerce and ChristchurchNZ, working on business recovery to identify actions that can help businesses survive and improve City vibrancy.

### Oppose

#### *303 - Leeann Watson (Canterbury Employers' Chamber of Commerce)*

The draft plan contains no significant initiatives that focus squarely on economic development. Only 1% of council funding for 2022/23 is allocated towards economic development and this is just not good enough. As immigration resumes, Christchurch needs to be positioned as a location of choice for both domestic and international migrants, as a quality city to live, and as having an environment which is conducive to economic growth. Attracting and retaining our young people, business owners and operators, investors, and international events are all a critical part of our city's future, and this must be factored into our economic development strategy.

There is very little regard for the business community in the draft plan and a lack of recognition that local businesses are fundamental for economic growth. As we have expressed in every previous submission to the Council, we expect a commitment from the Council to enable a more supportive regulatory environment that facilitates rather than hinders business. Economic growth is fundamental to achieving strong community outcomes.

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The Canterbury Employers' Chamber of Commerce would like to see firm commitment from the Christchurch City Council that it recognises the acute pressures currently facing business, and a reflection of this in all aspects of the draft annual plan. We would also like to see a far greater effort in positioning Christchurch as an attractive and competitive city both domestically and internationally, in addition to the provision of significantly more major events.

## Other

### 248 - Adele Geradts

With covid still effecting businesses and especially the events industry i would strongly encourage funding to support events happening in Christchurch. Events have a huge role to play in connecting communities and have a huge economic impact for the city which in turn helps the hospitality and tourism industries.

## 7.6. Funding for other CCOs

### General Comments

One submission opposing the funding for other CCOs was received.

### Officers Response

A submitter feels CCHL should be controlled and stopped from spending on an airport in Wanaka that most Cantabrians will never use.

Councillors have been briefed on the development. This is not an Annual Plan issue.

## Oppose

### 8 - Jan Edwards

CCHL should be controlled and stopped from spending even more of our money on an airport in Wanaka that most Cantabrians will never use

## 7.7. Canterbury Museum

### General Comments

Two submissions were received on the funding for Canterbury Museum, both in support of the funding.

## Officers Response

The Canterbury Museum support an increase in the Statutory Grant Allocation and Levy of 5% as forecast in the 2022/23 Draft Annual Plan.

The Museum also supported the existing funding on the Robert MacDougall Gallery Strengthening and Base Isolation projects but have requested a re-phasing of these budgets to align with their latest cash flow forecast.

Following a Council Briefing on 26 April 2022 the Chief Executive has written to the Canterbury Museum advising there will be no increase (0%) in the operational levy for 2022/23 and a minor re-phasing of the capital budget. Full details will be provided to Councillors when available. The Canterbury Museum have requested to be heard.

## Support

### 243 - Anthony Wright (Canterbury Museum)

Support – Statutory Grant Allocation and Levy increase for 2022/23 The 5% increase forecast in the draft Annual Plan for 2022/23 is consistent with the requirements set out in the Museum’s draft Annual Plan

*[Full attachment available]*

### 28 - Drucilla Kingi-Patterson

Canterbury Museum yes to grant

## 7.8. Requests for additional grants & funding

### General Comments

Eight submissions on additional grants and funding were received, one in support of bringing forward community-focused shovel ready projects and seven requests for additional grants and funding.

## Officers Response

Te Rūnanga o Ngai Tahu and Ōnuku Rūnanga support an additional CAPEX contribution of \$500,000 in financial year 2022/23 to deliver the Takapūneke Reserve Master Plan.

Submitters supported continuing to support Orana Wildlife Park and making a \$2,000 contribution to Chinese language week.

Stage one of the Takapūneke Reserve Master Plan working with Te Rūnanga o Ngai Tahu and Ōnuku Rūnanga is currently underway but underfunded. Staff support an additional CAPEX contribution of \$500,000 in financial year 2022/23 to deliver the Takapūneke Reserve Master Plan because:

- This is culturally and historically a nationally significant site for mana whenua, the City and the nation. Increased funding would allow the completion of Stage 1.
- It will maintain project momentum.
- It will have particularly positive benefits to the wider community and support our partnership with mana whenua.
- Allow work to continue until a wider review of the Parks Capital programme can be undertaken in preparation for the 2024/34 long Term Plan.
- This work supports climate action by protecting Council and private landowner native vegetation and assists with restoration and planting projects.

Additional funding will not impact negatively on any other initiative. There will be an additional cost to rates of 0.0055% if the Council is unwilling to prioritise this over another project in the capital programme, particularly one that is delayed.

Council support Orana Park through the Strengthening Communities Fund, in 2021/22 Orana Park were granted \$250,000. Staff are expecting an application for the 2022/23 year and are seeking a collaborative approach with neighbouring TLA's.

Support for Chinese language Week is an eligible activity for Council's Strengthening Communities Fund or the Discretionary Response Fund, staff will contact the organisers and provide details on how to apply. There are no foreseen impacts on levels of service or additional cost to rates.

## Support

### *250 - Tori Peden (Te Pātaka o Rākaihautū Banks Peninsula Community Board)*

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

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

### **17 - Mike Patchett (Water and Wildlife Habitat Trust)**

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CCC need to allocate more funding to support community groups wanting to assist restoring the environmental and social values to the Avon Otakaro, i.e. more investment in green infrastructure and natural capital.

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Supporting community action for healthy waterways

Provide increased technical and financial support to community catchment care groups to undertake waterway and catchment restoration and projects.

Maintain and increase support for the effective development of the Community Waterways Partnership

Establish and support the co-governance scheme for the Avon/Otakaro catchment and provide significant funds and land areas to support community initiatives in restoring the environmental and social values to waterways, wetlands and landscapes in the Red Zone/Green Corridor.

### **266 - Bryan Gilchrist**

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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.

### **28 - Drucilla Kingi-Patterson**

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WHat about funding for Orahna Park we need to make the city more child friendly

### **357 - Marie Gray (Summit Road Society)**

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Support for Te Kākahu KahukuraWe also endorse Banks Peninsula Conservation Trust’s request for continued support for Te Kākahu Kahukuraon the Southern Port Hills. The vision for Te Kākahu Kahukura is that by 2050 the Southern Port Hills has athriving and resilient indigenous forest supporting an abundance of native birds and invertebrates; it is ataonga for the Ōtautahi / Greater Christchurch community to value, protect and engage with. It is an excitingand aspirational initiative that has the ability to deliver landscape-scale restoration on the doorstep toChristchurch city.

**Draft Annual Plan 2022-2023 – funding sought**

9. Additional funding is sought to deliver the Takapūneke Reserve Landscape Master Plan:
- Ōnuku Rūnanga in partnership with CCC have been working together over the past 4 years to design and deliver the Takapūneke Reserve Landscape Master Plan – stage one.
  - Ōnuku Rūnanga and Te Rūnanga o Ngāi Tahu through the Ngāi Tahu fund have contributed \$50,000 towards the design and fabrication of Pou tū te Raki o Te Maiharanui and entrance palisade. Ōnuku Rūnanga has also contributed significant time and resources to ensure this project meets the aspirations and values of mana whenua. Ōnuku Rūnanga will also be contributing \$12,500 towards the purchase of native plants.
  - Due to a range of issues such as COVID restrictions, difficult soil conditions and increases in the cost of materials, Stage One landscape works requires further funding of \$500,000 to complete:
    - Feature timber panelling depicting the cultural and heritage story on the retaining walls
    - Seating designed and placed to as part of the overall design
    - The landscaping of the takarangī including the purchase of additional plants
    - Sand blasting of Māori design into the concrete inserts at strategic points of the takarangī
    - Project management
    - Instillation of the palisade fencing representative of the historic site.
10. Ōnuku Rūnanga, supported by Te Rūnanga o Ngāi Tahu seeks the above funding to be allocated to this project via the Annual Plan 2022-2023. The reasons for this are as follows:
- Takapūneke is a wāhi tapu and the location of historic events that are of relevance and importance to the nation.
  - As a Reserve the site is open to the community. The heritage and importance of the site can be appropriately represented and managed via the implementation of the master plan.
  - Considerable time and investment has already been made by Ōnuku Rūnanga in addition to Christchurch City Council. It is essential that this important work is completed in a manner that is appropriate to the site.

**We wish the Council to make the following decision**

11. To provide additional funding as sought above to support the completion of works on Takapūneke Reserve.

*[Full attachment available]*

Draft Annual Plan 2022-2023 – funding sought

15. Additional funding is sought to deliver the Takapūneke Reserve Landscape Master Plan:

- Ōnuku Rūnanga in partnership with CCC have been working together over the past 4 years to design and deliver the Takapūneke Reserve Landscape Master Plan – stage one.
- Ōnuku Rūnanga and Te Rūnanga through the Ngāi Tahu fund have contributed \$50,000 towards the design and fabrication of Pou tū te Raki o Te Maiharanui and entrance palisade. Ōnuku Rūnanga has also contributed significant time and resources to ensure this project meets the aspirations and values of mana whenua. Ōnuku Rūnanga will also be contributing \$12,500 towards the purchase of native plants.
- Due to a range of issues such as COVID restrictions, difficult soil conditions and increases in the cost of materials, Stage One landscape works requires further funding of \$500,000 to complete:
  - Feature timber panelling depicting the cultural and heritage story on the retaining walls
  - Seating designed and placed to as part of the overall design
  - The landscaping of the takarangi including the purchase of additional plants
  - Sand blasting of Māori design into the concrete inserts at strategic points of the takarangi
  - Project management
  - Instillation of the palisade fencing representative of the historic site.

16. Ōnuku Rūnanga, supported by Te Rūnanga seeks the above funding (\$500,000) to be allocated to this project via the Annual Plan 2022-2023. The reasons for this are as follows:

- Takapūneke is a wāhi tapu and the location of historic events that are of relevance and importance to the nation.
- As a Reserve the site is open to the community. The heritage and importance of the site can be appropriately represented and managed via the implementation of the master plan.
- Considerable time and investment has already been made by Ōnuku Rūnanga in addition to Christchurch City Council. It is essential that this important work is completed in a manner that is appropriate to the site.

We wish the Council to make the following decision

17. To provide additional funding as sought by Ōnuku Runanga to support the completion of works on Takapūneke Reserve.

[Full attachment available]

## 480 - Constance Phua (New Zealand Chinese Language Week Charitable Trust (NZCLW) )

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### **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.



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.

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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](http://www.nzclw.com) or email our Project Team at [nzclw@nzclw.com](mailto:nzclw@nzclw.com)

Many thanks and kindest regards

## 7.9. Other

### General Comments

Ten submissions on other grants and funding issues were received. Six indicated that they support various grants and funds, and four provided alternative proposals.

### Officers Response

Pest Free Banks Peninsula supports Council maintaining 2021/22 levels of service particularly around the feral goat and Pest Free Banks Peninsular programmes.

Submitters acknowledged community Board support for the Avon, Heathcote, Estuary, Ihutai Trust; they supported Councils role supporting the Phillipstown Hub and requested Council support for non-English-speaking immigrants.

Lyttelton Harbour Information Trust asked that their historic annual grant of \$10,584 that was unintentionally removed in the 2021/22 Long Term Plan be reinstated.

A submitter thanked Council for its ongoing support for the Performing Arts Precinct and the proposed re-phasing of the budget to align with the anticipated construction programme.

The Governors Bay Jetty Trust requested that Council formally commit to a 1:1 cost sharing arrangement for the Jetty restoration project and that Council set aside an additional \$815,000 in the 2022/23 annual plan to reflect this commitment.

Historic Places Canterbury seeks the reinstatement of funding for the Heritage Incentive Grant scheme to former levels of between \$800,000 and \$900,000 per annum

Council will maintain 2021/22 levels of service around the feral goat and Pest Free Banks Peninsular programmes. There is no additional cost to rates.

Council have re-phased the budget for the Performing Arts Precinct to align with the proposed construction programme. This will be managed within the overall capital programme resulting in no impact on levels of service or additional cost to rates.

Support for non-English speaking migrants can be accessed from the Refugee and Migrant Service. Council Staff can connect groups and individuals through its work with the multicultural community. Some direct funding may be available through the Strengthening Communities Fund and Discretionary Response Fund.

A detailed summary of the work undertaken by the Council and Governors Bay Jetty trust is contained in the Big Tin Can under the Council meeting dated March 10 2022. Council approved a loan facility of up to \$1,575,000 to allow the Trust to make the commitments needed to complete the project whilst fund raising was underway.

Council have not committed to a 1:1 funding match. Staff would question why such a commitment is necessary at this stage as end to end project costs are known and resources are now in place to ensure the project is completed.

If Council makes a one off capital grant of \$815,000 it will substantially reduce the fundraising requirement on the Trust. Under this scenario, based on the Trusts figures, they will need to raise \$830,000. Staff assessment of the original loan application resulted in a level of confidence that the Trust could raise \$830,000. The Trust themselves and Staff are not completely confident the Trust can raise the full loan amount of \$1,575,000. If the Trust fully drawdown the loan and do not achieve fund raising targets they may default or ask Council to forgive a portion of the loan. This is tantamount to a grant.

Options for Council include but are not limited to:

- Grant a further \$815,000 in July 2022 and have far greater surety the Trust will raise the balance.
- Do not grant a further \$815,000 and rely on the Trust drawing down the full loan amount with less confidence the loan will be repaid in full – or repaid in a reasonable timeframe. This is perhaps not the best approach to be adopted in a win-win relationship with a community partner.
- Agree to reconsider a further grant in the 2024/34 Long Term Plan, the amount informed by the actual fundraising achieved by this time, with all parties committed to reducing the amount of any future grant

The cost of an \$815,000 capital grant on rates is approximately 0.0083%

A reinstatement of some level of Heritage Incentive Grant funding would assist the Council's Heritage Strategy 2019-2029 objectives of supporting the owners of heritage buildings to conserve and maintain their buildings. Additional grant funding of \$900,000 per annum would be approximately 0.16% on rates.

The historic annual grant of \$10,584 to the Lyttelton Harbour Information Trust was unintentionally removed in the 2021/22 Long Term Plan. Staff advise that this is the minimum level of support needed for the Trust to function. Council informally supported the reinstatement in the annual plan workshop in December 2021. The cost to rates is approximately 0.0017%.

## Support

### *258 - David Pannett (Creative New Zealand)*

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We commend your ongoing commitment to funding the Performing Arts Precinct in the central city, and we support the proposed \$6 million budgeted for this project being brought forward to allow earlier delivery of this ambitious project.

>>>

We acknowledge Council's continued commitment to investing in the Performing Arts Precinct. It's positive to see a budget shift for this

work, to allow for delivery that's earlier than in the LTP planning. The precinct will act as a catalyst for the central city and build audiences, increase economic activity and make arts experiences more affordable and accessible.

### **28 - Drucilla Kingi-Patterson**

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Willow Bank also should be supported with their project for Victoria Park

### **33 - Chris Brown (Lyttelton Harbour Information Centre Trust)**

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We understand from Council Staff that the line item of \$10,584 for support of the Lyttelton Information Centre has been reinstated for the next and subsequent financial years after its unfortunate removal in FY2021-22. We are hereby submitting in favour of its reinstatement.

### **333 - Kit Doudney (Avon Heathcote Estuary Ihutai Trust (AHEIT) )**

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We thank the financial support to our Community Boards, who are crucial to the ongoing community engagement activities

### **380 - David Miller (Pest Free Banks Peninsula)**

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Council Support All this is possible because of the support from a range of funders and Council is an important contributor. We are grateful for the funding support we have received from Council to date and ask that the current level of support is maintained this year. Specifically, a \$90,000 contribution (\$40,000 for the Feral Goat Eradication Programme and \$50,000 towards the PFBP elimination programme). We would also like to acknowledge the support of Council personnel. The Deputy Mayor has shown great support for this work serving on the PFBP Project Oversight Group and the Parks Ranger Team are important supporters at an operational level. We look forward to continuing to work closely with Council on this ambitious project.

*[Full attachment available]*

### **401 - John Wooles**

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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.

## Other

### **187 - Prudence Miller (Governors Bay Jetty Restoration Trust)**

*[Parks > Wharves (Capital)]*

Governors Bay Jetty Restoration Trust (Trust) requests that Christchurch City Council (Council) please:

1. Formally commit to contribute 50% of the total project cost of the Governors Bay Jetty rebuild in the 2022/23 and 2023/24 (to the extent required) annual plans; and
2. Allocates capital funding of \$815,000 in the 2022/2023 annual plan for the jetty rebuild.

The Trust owns Governors Bay Jetty under a transfer agreement with the Council, which transferred the jetty to the Trust for \$1. The agreement anticipates that the Trust will undertake the demolition and rebuild of the 300m-long jetty and upon completion, transfer ownership back to the Council. There has always been an understanding, certainly by the Trust, that the Council would contribute to the total project cost on a dollar-for-dollar basis. To date, Council has already contributed \$935,000 on a fund matching basis through the 2015 and 2021 long-term plans and annual plans from 2018 onwards. On 10 March 2022, Council approved a community loan application by the Trust for up to \$1,575,000. This approval allowed the Trust to sign construction contracts to allow the rebuild to commence 1 August 2022. The construction programme duration is 5 to 6 months, which means a completion date of approximately February 2023. The hardwood has now been ordered from Australia and is expected to arrive during the months of August and September. The total project cost is \$3,500,000 (plus GST). Below is a summary of the breakdown:

*Total Project Cost:*

Geotechnical investigation	\$76,000
Consenting fees (resource and building consents)	\$21,000
Design	\$51,000
Procurement, legal, engineering pro bono services to date	\$342,000
Eucalyptus Globoidea Timber (harvesting, transport, milling)	\$100,000
Hardwood supply	\$1,350,000
Main contractor lump sum contract	\$1,425,000
Future costs: Project management, insurance, legal, engineering, project management	\$135,000
<b>Total</b>	<b>\$3,500,000</b>

Council 50% Capital Contribution Council's half share of \$3,500,000 amounts to \$1,750,000. As mentioned above, Council has already contributed \$935,000 and the Trust has already raised \$920,000. See below

*Council Capital Contribution:*

2019/2020 (carried forward from 2018/2019):	\$535,000
2019/2020:	\$50,000
2020/2021 (released 2021/2022):	\$350,000
<b>Total:</b>	<b>\$935,000</b>

*Trust Funds Raised (as at March 2022):*

Pro Bono Professional Services/works provided:	\$340,000
Cash raised through donations, sales, grants:	\$505,000
Pro Bono Professional Services during rebuild:	\$65,000
<b>Total:</b>	<b>\$920,000</b>

Council staff have recently emphasised to the trustees that, although it has been talked about right from the beginning, currently there is no formal written agreement between the Trust and Council establishing a fundmatching / equal-sharing / dollar-for-dollar arrangement. We understand the predicament for Council to commit to equal cost sharing at a time when there was no certainty around the total project cost or whether it would even be completed. Without any control over the project itself and if costs significantly escalated (particularly in the current construction environment), Council's liability may be greater than originally anticipated. However, given the stage the project is now at, there are a number of specific circumstances that limit this risk to Council.

1. The Trust has already completed the design and procurement and signed fixed price contracts with a start date of 1 August 2022.
2. The Trust has financial backing through its own fundraising, Council’s capital contributions to date, and the approval of the Council loan to ensure that the project can be completed by approximately February 2023.
3. The trustees of the Trust have proven their abilities to date. They are made up of professionals experienced in their particular fields, including in the engineering and legal disciplines, who are capable of seeing this project through to completion.
4. The community, including businesses, who are providing donations and pro bono services have been doing so on the understanding that each dollar committed by them is matched by the Council (up to \$935,000), which has provided extra incentive.

The Trust requests formal commitment from Council to contribute 50% of the total project cost. This assurance will assist the Trust in its ongoing fundraising communications with the community and allow the Trust to continue to communicate to the community and businesses that the Council is matching the Trust funds raised for the entire project.

Capital Request 2022/2023 If Council agree to formalise the Trust’s request to a 50% sharing arrangement, then (based on the Total Project Cost of \$3.5 million) Council’s remaining capital contribution amounts to \$815,000. The Trust request that this amount be made available in the 2022/2023 annual plan. The Trust has significant front-end costs which are due not only to the nature of this unique construction project, but which are required in order to secure fixed pricing. By the time construction commences on site in August, the Trust will have already paid for the equivalent of 70% of the total project cost. See below:

Design and Pre-construction	14%
Materials	47%
Escrow Account	9%
<b>Total:</b>	<b>70%</b>

The Trust has negotiated ownership in all materials, for which payments are required up front. Given these significant front-end costs, the Trust requests that the capital contribution of \$815,000 be released to the Trust in July 2022, i.e. the beginning of the 2022/23 financial year. To the extent that this capital is released, the Trust



will not need to draw the equivalent amount from the community loan. Loan interest costs will increase the total project cost, so making this capital available up front will reduce the cost to Council overall. Although the total project cost is as fixed as possible, there is still a risk of contract variations and unforeseeable delays. If the total project cost exceeds \$3.5 million, then the Trust anticipates making a final capital request to Council in the 2023/2024 annual plan (following completion of construction) to cover Council's half share of those additional costs (which will not be known until completion of the rebuild in early 2023).

In summary, we refer to the 2022/2023 draft annual plan key principles in relation to capital expenditure – affordability and deliverability. This rebuild project has been led and managed by a capable group of professionals who have strong community support and who have proven their abilities in bringing this project through the design and procurement stages, now ready for construction. Through their abilities, expertise, and engagement with community, and with the support of Council's capital funding, this unique community waterfront facility will be returned to Council as a brand-new asset with a lifespan of at least 50 years. Based on a total project cost of \$3.5 million and equal cost sharing, the cost to Council will be just 22% of Council's 2015 estimate. What an example to set for other community-led projects, particularly in these current times! The requested capital expenditure by Council and a commitment to share the costs equally with the Trust undoubtedly satisfy the affordability and deliverability themes of the 2022/2023 annual plan.

### ***28 - Drucilla Kingi-Patterson***

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I have one drama and film project eight years of planning and will require 2 years to plan and build set (2009)

1 have one drama and film project eight years of planning = ming period (1840) Tokyo, Nz

1 terrorist film project south Island based queenstown / fox

1 cricket film England, Australia, Nz ( 2021)

None of these projects have received any funding at this stage too early

### ***356 - Emma Twaddell (St Albans Residents Association )***

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To improve the outcome of a culturally more inclusive society, we submit that a budget for services to support and enable new non



English speaking migrants access to council services as well as participate in the life of the city in more meaningful way.

### 379 - Mark Gerrard (Historic Places Canterbury)

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.

## 8. Three Waters

### 8.1. Three Waters (Operations)

#### General Comments

11 submitters addressed Three Waters operational issues in their submissions. Eight provided comments in support of our proposals, two opposed and two provided alternative views or proposals.

#### Officers Response

Overall support for ongoing funding of three waters as a critical function of Council for a safe and prosperous city.

#### Support;

- Prioritise 3 Waters
- Spend money, CCC responsible for healthy environment
- Tackle dumped shopping trolleys
- Support core infrastructure over vanity projects
- Support upgrades
- Support investment
- Need to clean more gutters to avoid flooding

#### Oppose:

- Stopping use of glyphosate is a failure, use in non-amenity areas
- Stop adding chlorine and fluoride

Other;

- Keep out fluoride
- Support Opawaho Lower Heathcote river corridor

Local authorities have an obligation under the Water Services Act 2021, and the Local Government Act 2002 to provide a drinking water supply to the urban areas of the District, to maintain its capacity, to protect it from contamination, and to ensure that it complies with the appropriate Drinking Water Standards and is safe. Local Authorities also ensure an adequate supply of water for commercial use and for fire-fighting and ensure that it is managed in a way that supports the environmental, social and economic wellbeing of current and future generations. This includes maintaining the network, including wells, pump stations, treatment facilities, reservoirs, and underground reticulation pipes and meters. We supply water through approximately 160,000 residential and business connections, through seven urban water supply schemes and six rural water supply schemes. This equates to 50-55 billion litres of water in a typical year, which is the equivalent of around 22,000 full Olympic size swimming pools.

We build, own, operate and maintain wastewater networks and wastewater treatment plants to protect public health and the environment. The service is focussed on providing a reliable, safe and resilient system for conveying wastewater away from properties, for treatment and disposal. Wastewater, also known as sewage, refers to the used water collected in internal drains from homes and businesses, and includes trade waste from industrial and commercial operations. We collect wastewater from approximately 160,000 customers in Christchurch, Lyttelton, Diamond Harbour, Governors Bay, Akaroa, Duvauchelle, Tikao Bay and Wainui. We treat this wastewater at eight treatment plants and dispose the treated wastewater into the sea and to land irrigation schemes. Although all residents benefit from the presence of a safe and reliable sewer network, the primary benefit accrues to those properties which are located within our geographic network area – that is all those properties that can physically connect to the network.

We convey stormwater during rainfall events, and is intrinsically linked to and interdependent with our Flood Protection & Control Works Activity to protect the community from the harmful effects of flooding.

Three waters operational funding is prioritised to ensure the protection of public health and improve environmental outcomes across the city. Funding has increased due to stricter regulatory requirements across all three waters. We use a multi-value approach to stormwater, where the drainage value of the network is considered alongside other values such as ecology, culture, recreation, heritage and landscape. Together these are known as the 'six values' that we utilise in stormwater drainage and waterway management. In delivering this service we provide a balanced mix of maintenance and renewals to preserve the levels of service and improve stormwater discharge quality to mitigate the human effect on water body health.

Operation of our drinking water supplies and the use of chlorine, and potential future addition of fluoride, is in accordance directive from the Director General of Health. The Council is committed to seeking an exemption from the use of chlorine in the city supply.

### **235 - Jenny Hughey (Environment Canterbury)**

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*[Strategic Framework > Other]*

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.

### **267 - Sarah Elicker**

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I'm especially keen for the cycleways to be completed, and the water infrastructure be upgraded.

### **303 - Leeann Watson (Canterbury Employers' Chamber of Commerce)**

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The Chamber is supportive of the significant investment in Three Waters infrastructure that is outlined in the draft plan. Drinking water, stormwater and wastewater systems are a critical function of local government that is often neglected in favour of vanity projects. It is important that this focus continues, especially as population growth is set to continue.

### **306 - Viviana Zanetti (Phillipstown Community Centre Charitable Trust)**

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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.

### **313 - Fiona Garrett**

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Spend money on fixing our air and water. You are responsible for ensuring a healthy environment.

### **317 - Kay Robertson**

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Please prioritise '3 waters' and the environment. It seems that Christchurch is in a better position than other NZ cities, but there is still so much to do.

### 78 - Annmarie Bradford

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Someone needs to clean gutters out more often especially before winter to avoid floodings

## Oppose

### 186 - Tracey Nelson

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*[Transport > Transport (Operations), Parks > Parks (Operations)]*

The weed control programme the Council has implemented since shifting away from Glyphosate has been abject failure. Weeds on roundabouts are a safety issue as they obscure vision, and the number of weeds in gutters does not help with storm water control when we have heavy rain. If you allow weeds to grow in cracks on our cycleways I can foresee millions of ratepayer dollars having to go towards upgrading those surfaces in the next two years. Please use the scientific data correctly and use glyphosphate in non-amenity areas and confine the use the less-effective weed control agents in public parks.

### 20 - Rhodora Sagles

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Do not add chlorine and fluoride to our water

## Other

### 240 - Alexandra Davids (Waikura Linwood-Central-Heathcote Community Board)

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A Working Party of elected members and community group representatives have prepared a draft guidance plan for the Ōpāwaho Lower Heathcote river corridor. The guidance plan was out for public consultation from 22 March to 19 April 2022. This plan seeks to provide a coherent overview to guide current and future work along the river corridor from Opawa to Ferrymead. Once the plan is adopted by the Community Board, the Board will seek endorsement from Council for work carried out along this stretch of the river to be aligned to the guidance provided in this plan. The Board expects that community groups involved will also use the plan to provide background for their submissions and projects.

Keep fluoride put of our water.

## 8.2. Waste Water (Capital)

### General Comments

Fifteen submitters addressed our proposed capital spend on waste water.

Three supported the current proposal, five opposed largely on the basis that they do not think we are spending enough or in the right places, and seven provided alternative views or proposals.

### Officers Response

Good support for investment in wastewater infrastructure with submitters noting the importance of recovering from the fire at the Christchurch wastewater treatment plant, reducing wastewater overflows to waterways, calls for increased spend to support growth and please to spend more in the east of the city.

Support;

- Support investment
- Supports prioritisation of roads and waters.
- Supports \$1M Banks Peninsula treatment plant funding

Oppose;

- Concerned about reduction in funding
- Rezoning doesn't align with infrastructure growth
- Doesn't support any funding delays / reductions
- Poor quality water infrastructure in Avonhead
- Insufficient maintenance budget

Other;

- Prioritise the CWTP stench
- Fix sewers first
- Invest in East sewers
- Reduce overflows

The Annual Plan proposes a significant investment in wastewater infrastructure with the priorities being driven by asset condition and reduction of wastewater overflows to ensure we comply with our resource consents, while protecting public health and minimising adverse effects on the environment. Investment in growth is a challenge with the changes to the Resource Management Act potentially enabling development in parts of the city with wastewater capacity constraints. Development contributions will continue to be an important source of funding for growth.

### Support

## Banks Peninsula Wastewater Treatment Plant Renewals

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

### **257 - Nick Clark (North Canterbury Federated Farmers (NCF))**

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Similarly, NCF supports the Council's high priority for capital investment in roads and the three waters. As with operational spending, it is important that the \$615.5 million forecast to be invested over the coming year is prioritised and planned so that it delivers strong value for money.

### **297 - Josiah Thompson (North Beach Residents' Association)**

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NBRA supports the proposed investment in our City's water, wastewater and stormwater infrastructure. In particular, NBRA supports and seeks the retention of funding for the following projects

## Oppose

### **140 - Hamish Wheelans (Your Section)**

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*[Revenue > Development Contributions]*

Christchurch City Council has rezoned areas around the city for residential growth through a series of Outline Development Plans however has not always aligned provision of infrastructure to cater for the growth, relying in places on developers to provide such infrastructure. However, when the infrastructure provides greater community benefit or services a large catchment than just one ODP area, such infrastructure should be provided by council with growth related costs recovered through development contributions or a Private Developer Agreement/Infrastructure Provision Agreement to ensure the appropriate cost share mechanism is achieved.

A point in case is the growth of south Christchurch (Halswell). Council has installed new sewer and water mains to service growth areas for a distance of 2.8km connecting to a new pump station on Sparks Road through ODP 19 to a terminal point on Kennedys Bush Road east of ODP 20. However Council then determined that developers should fund/continue this pipeline a further 850m connecting Halswell Road to Kennedys Bush Road, being the western end of ODP 20, with a future connection for water made

available to ODP 21. There is an inconsistency of what is deemed community infrastructure and what is placed on developers.

### **18 - Lana McLeod**

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poor quality footpaths and water infrastructure in avonhead

### **23 - Cameron Bradley**

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I **do not support** any delaying or reducing budgets of any projects relating to 3-waters, cycleways, footpaths, public transport or increasing density.

### **308 - Ian Burn (Flourish Kia Puawai)**

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5. Relatedly we are concerned to see decreases in funding to stormwater, wastewater, and water supply investment, and would recommend reprioritising funding from Corporate Capital to this.

### **4 - Mark Penrice**

---

Not enough spent on maintenance.

No point building stuff if you cant afford to own it.

## **Other**

### **10 - Megan Gourley**

---

Where is the evidence of this happening on the East side of Christchurch? It would be great if the work being done throughout the city was consistent and the roads and footpaths, water, wastewater, surface water and waterways were usable and functioned well over here too!

For sure, keep investing in these things BUT please so more to fix up what is still wrecked on the Eastside decades after the earthquakes.

It really feels like there is a severe divide across the city in terms of the way capital is used to maintain infrastructure...

### **270 - Malcolm Long (Ōpāwaho Heathcote River Network)**

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*[Full attachment available]*

*[Climate Change, Stormwater & Land Drainage, Waterways & Quality Compliance, OARC, Governance, Consultation & Engagement, Parks, Reserves]*

Wastewater

The OHRN continues to be concerned about the frequency of wastewater overflows into the Ōpāwaho Heathcote River. Like the Council, we seek reduction of both wet weather and dry weather wastewater overflows into the river.

To that end, we support the Council's increased capital commitment in this area, especially to those projects which will address the capacity and bottlenecks in the system when dealing with wet weather events.

In particular,

22. We acknowledge and support the increases to the Reactive Lateral Renewals programme (17865) and seek, as part of that programme, a communication strategy to ensure that property owners are aware of their responsibilities and liability for the state of private wastewater laterals.

23. We seek implementation of a communication strategy to help the community to reduce the flushable wipes, oil and fat, and stormwater entering the wastewater system.

### **313 - Fiona Garrett**

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Water fees must recognise a healthy sewerage system. Fix our sewerage system.

>>>

East of Christchurch has been neglected in roads and pipe reparations. Consider sewerage management on the fast growing west side of Christchurch rather than continue to overload the Bromley Treatment Plant. Growth out west is phenomenal but the infrastructure out west is not growing to sustain it.

### **317 - Kay Robertson**

---

I would think the fire at the Bromley facility will add huge costs to future budgets.

### **378 - Acacia Lane**

---

**FIX THE SEWER PROBLEMS BEFORE ANYTHING ELSE!!**



>>>

FIX THE SEWER PROBLEM FIRST!

### 396 - Vickie Walker

---

Spend it all on the Wastewater plant to get the stench gone. And infrastructure of that plant.

>>>

Wastewater Sewerage system yes. The Wastewater stench needs prioritizing and the people of the areas affected need to take precedence over any other system. This is our health. We are breathing 400,000 human waste rotting. This is not healthy and I want it resolved NOW.

### 44 - Jay Waretini-Beaumont

---

fix water and the stenchbof sewerage

## 8.3. Water Supply (Capital)

### General Comments

31 submitters addressed our proposed capital spend on water supply.

Ten comments were provided in support of the current proposal, seven opposed and fourteen provided alternative views or opinions which largely relate to drinking water in Okains Bay and infrastrucuture in the east.

### Officers Response

Strong support for investment in drinking water supplies. Calls for urgency with new Okains Bay supply. Mixed views on \$10 million proposed for Koukourarata.

Support;

- Support investment (x2)
- Support Koukourarata water programme (x3)
- Support Okains Bay (x7)
- Remove chlorine (x4)
- Support water infrastructure investment over vanity projects
- Support North Beach water projects
- Support budget increase
- Add fluoride
- Improve taste

- Delivery Marine Parade Water Main
- Want more information on proposed schemes
- More investment in East CHCH

Oppose;

- Decreased funding
- Large investment for small population at Koukourarata
- Delay of Okains Bay
- Misalignment between rezoned areas and infrastructure growth
- Budget reductions
- Poor quality infrastructure in Avonhead
- Maintenance budget reductions

Our investment in the water supply infrastructure across the district is largely focused on renewals with significant additional investment in improvements to meet the increased requirements of the drinking water standards. Investment in drinking water supplies for both Koukourarata and Okains Bay is planned to ensure access to safe drinking water for these communities.

## Support

### *235 - Jenny Hughey (Environment Canterbury)*

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 Koukourarata Drinking Water Scheme, where concerns have been raised over a number of years by Te Rūnanga o Koukourarata. We strongly support funding and development of a Banks Peninsula servicing strategy to prioritise and improve wastewater and drinking water services in that area.

### *250 - Tori Peden (Te Pātaka o Rākohaitū Banks Peninsula Community Board)*

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

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

### *257 - Nick Clark (North Canterbury Federated Farmers (NCF))*

Similarly, NCF supports the Council's high priority for capital investment in roads and the three waters. As with operational

spending, it is important that the \$615.5 million forecast to be invested over the coming year is prioritised and planned so that it delivers strong value for money.

### **260 - Jocelyn Pappill**

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Also, I am really looking forward to when we can get back to chlorine free drinking water so am fully supportive of spending on water infrastructure.

### **297 - Josiah Thompson (North Beach Residents' Association)**

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NBRA supports the proposed investment in our City's water, wastewater and stormwater infrastructure. In particular, NBRA supports and seeks the retention of funding for the following projects:

Estuary & Coastal Waterways Detention & Treatment Facilities:  
Project ID: 41998. total 10 year spend: \$28,565,372, funding starts: 2024, ends: 2031,

Ascot, Randwick, Flemington, Beach & Bower Mains Renewal:  
Project ID: 56177. Spend LTP was \$5,496,808, AP \$4,617,000

Philomel, Inverell, Pegasus, Endeavour, Royalist, Effingham,  
Monowai & Nile Mains Renewal: Project ID: 56167. Spend \$283,000

Ben Rarere Pump Station Bexley Earthquake Replacement: Project ID: 14866. Spend \$1,552,000

>>>

NBRA support retention of all projects in the Coastal Ward and specifically:

Ben Rarere Pump Station Bexley Earthquake Replacement: Project ID: 14866. Spend \$1,552,000

### **303 - Leeann Watson (Canterbury Employers' Chamber of Commerce)**

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The Chamber is supportive of the significant investment in Three Waters infrastructure that is outlined in the draft plan. Drinking water, stormwater and wastewater systems are a critical function of local government that is often neglected in favour of vanity projects. It is important that this focus continues, especially as population growth is set to continue.

### **317 - Kay Robertson**

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First, I really hope that we can get the chlorine out of our beautiful, clean Christchurch water. That is a worthy goal.

### 332 - Barbara Fineran

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This submission is to support the proposed supply of fresh CLEAN drinking water to the residents & holidaymakers in Okains Bay, Banks Peninsula. We own the property at [redacted] Okains Bay. For 20 years we have been carrying drinking water from Christchurch to Okains Bay which will be safe to drink. Or else boiling it.

I have had trouble accessing any information about this scheme. As a ratepayer for this property should I have received information from the CCC about it in order to help make a decision?

It is obviously a basic human need to have clean, safe drinking water.

Where will it be sourced from? What will the flowrate be? And will the supply be consistent? Are there any associated costs to join the scheme?

Are our present rates costs in alignment with not presently being supplied with water as in Christchurch city?

### 393 - Marie Gray

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I would also like to voice my support for the drinking water programme for Koukourarata. This is long overdue.

### 425 - Jackie Simons

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5- I support investment in improving water quality

Oppose

### 140 - Hamish Wheelans (Your Section)

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*[Revenue > Development Contributions]*

Christchurch City Council has rezoned areas around the city for residential growth through a series of Outline Development Plans however has not always aligned provision of infrastructure to cater for the growth, relying in places on developers to provide such infrastructure. However, when the infrastructure provides greater community benefit or services a large catchment than just one ODP area, such infrastructure should be provided by council with growth related costs recovered through development contributions or a

Private Developer Agreement/Infrastructure Provision Agreement to ensure the appropriate cost share mechanism is achieved.

A point in case is the growth of south Christchurch (Halswell). Council has installed new sewer and water mains to service growth areas for a distance of 2.8km connecting to a new pump station on Sparks Road through ODP 19 to a terminal point on Kennedys Bush Road east of ODP 20. However Council then determined that developers should fund/continue this pipeline a further 850m connecting Halswell Road to Kennedys Bush Road, being the western end of ODP 20, with a future connection for water made available to ODP 21. There is an inconsistency of what is deemed community infrastructure and what is placed on developers.

### **18 - Lana McLeod**

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poor quality footpaths and water infrastructure in avonhead

### **23 - Cameron Bradley**

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I **do not support** any delaying or reducing budgets of any projects relating to 3-waters, cycleways, footpaths, public transport or increasing density.

### **250 - Tori Peden (Te Pātaka o Rākahautū Banks Peninsula Community Board)**

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Okains Bay Water Supply

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

### **272 - Connor Hopkins**

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\$10m for Koukourata water supply should be reconsidered. Such a small population does not warrant such a large investment for a location which council should deter people from settling. i.e. goes against the long term plan.

### **308 - Ian Burn (Flourish Kia Puawai)**

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5. Relatedly we are concerned to see decreases in funding to stormwater, wastewater, and water supply investment, and would recommend reprioritising funding from Corporate Capital to this.

#### **4 - Mark Penrice**

---

Not enough spent on maintenance.

No point building stuff if you cant afford to own it.

### **Other**

#### **10 - Megan Gourley**

---

Where is the evidence of this happening on the East side of Christchurch? It would be great if the work being done throughout the city was consistent and the roads and footpaths, water, wastewater, surface water and waterways were usable and functioned well over here too!

For sure, keep investing in these things BUT please so more to fix up what is still wrecked on the Eastside decades after the earthquakes.

It really feels like there is a severe divide across the city in terms of the way capital is used to maintain infrastructure...

#### **132 - Thomas Boleyn**

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PLEASE facilitate the action of the OKAINS BAY WATER SUPPLY BY 2023. Imagine if you could not even drink your own tap water because of the risk of getting sick?!!!!! THIS IS 2022.

>>>

See above. Drinking water please. ASAP.

#### **133 - Kaitlyn Leeds**

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Please ensure spending includes the Okains Bay drinking water supply, by 2023

>>>

PLEASE action the Okains Bay drinking water supply. It's 2022 and we can't drink from our taps from risk of getting sick. I'm tired of taking 20L water bottles and filling them up elsewhere.

>>>

See above, drinking water to Okains Bay ASAP please.

### **227 - Reagan Knapp**

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As a full-time resident of Okains Bay, I would like to make a submission specific to the new drinking water scheme proposed for completion in the 2023/2024 financial year. As you will be well aware, every New Zealand resident is entitled to clean drinking water. Okains Bay does not have clean drinking water, as the only water available (unless you collect rainwater privately) is in the form of a stock route. There are boil water notices posted throughout the bay, and extra care and precaution must be taken to ensure our families and friends living in and visiting the bay are not caused harm by drinking contaminated water. I first met with Mike Bourke of CCC in January 2019 to discuss the initial plans of the drinking water scheme. Obviously the development of the new scheme has progressed since this meeting, but two years later, we are still living day-to-day life without clean drinking water. I would encourage CCC to spend more of the budget in the 2022/2023 financial year, rather than the majority of the budget in the 2023/2024 financial year as it sits in the draft plan, so that our community and its visitors can enjoy the gift of clean drinking water sooner rather than later.

### **228 - Faye Greenwood**

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Yes - the Okains Bay Water supply needs to be more of a priority with babies and elderly residents there it is a disaster waiting to happen with no drinkable water - the cost and weight of bringing it in or filtering it is too much to continue.

>>>

This area includes an area of Ngai Tahu importance and a camping ground where people don't necessarily have the power to boil their water. It is time for urgent action not the talk over the last 20 odd years! I understand priorities change but we seem to be "out on the peninsula" and out of CCC way!

### **236 - Will Knapp**

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I would like to make known my support for the establishment of clean drinking water in Okains Bay item 52902. It has been promised for many years and another delay would be unfortunate.

**265 - Rachel Crawford (RRBA Richmond Residents and Business Association/ 'We are Richmond')**

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**6. Water Supply/Reticulation**

We would like information about the state of the Water supply/Reticulation scheme, regarding water supply to our area and the progress of the well work to bring it to a safe level for the public.

**297 - Josiah Thompson (North Beach Residents' Association)**

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Marine Parade Road Repairs Bowhill Rd to Beach Rd (Reinstate & prioritise) Both the watermains beneath the road and the road itself require repair between Bowhill Road and Beach Road. A reconstruction was included in the 2010 LTP and deleted after the earthquakes. It has never been reinstated in subsequent LTPs. This is a well-used road by locals, city and local events and visitors and should be improved promptly. For cost effectiveness, the road itself (between Bowhill Road and Beach Road), and water mains (mentioned above) should be repaired together with the Kerb and Cannel mentioned below.

>>>

In addition, NBRA seeks that the following projects be included in the AP:

- Repair Marine Parade Water Mains. There are numerous leaks in the water mains along Marine Parade between Bowhill Road and Beach Road. NBRA requests that these be repaired, along with improvements to the road itself at the same time.

**310 - Viv Van Dam**

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As a local to Okains Bay, with friends and family who visit (as well as stay in the campsite), I'm disappointed (and embarrassed) that our community does not have access to safe drinking water. We should be able to drink the water that comes out of our taps, use it to brush our teeth and wash our produce, without fear of becoming unwell.

In 2010 (Resolution 64/292), the United Nations General assembly acknowledged that clean drinking water is essential to the realisation of human rights.

The WHO in a comment on the above states that everyone has the right to sufficient, continuous, safe, acceptable water for personal and domestic use.



The Ministry of Health NZ stipulates that safe drinking water is necessary for good health, and engages with authorities to formulate policy for achieving safe drinking-water supplies.

Perhaps the CCC disagrees with the UN, WHO, and MoH?

Safe drinking water is a human right, please provide our community with this basic right.

### **313 - Fiona Garrett**

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Drinking water across the city varies wildly in clarity/opacity and in taste.

### **34 - Nigel Hampton**

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Yes - the Okains Bay New Water Supply is essential and should be not only started, but completed, in the forth-coming year. It has been (too) long awaited.

To have a non-potable water supply is unacceptable; and the irresponsibility of that is accentuated by the presence of a large and much used camping ground in Okains Bay, administered by the CCC.

Please, please do it, at long last.

### **397 - Kari Hunter**

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Amongst many sensible components in the LTP and Annual Plan, I particularly want to express support for your plans to:

- secure a safe unchlorinated water supply for Ōtautahi

### **417 - Amanda (Mandy) Jane Nelson**

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Need to understand more about how 3-Waters policy would operate specific to Christchurch before commenting. In principle, I am far supporting the supply of 100% pure unadulterated water like we used to have. Fluoride should be applied directly to teeth through a kids dental programme and added to toothpaste. Our aquifers should be protected so we can receive pure water in our city. We should not have to treat water after we have contaminated it or over-drained the aquifers. Clean up the supply, ~~and~~

*Any further comments*

#### 44 - Jay Waretini-Beaumont

fix water and the stench of sewerage

## 8.4. Stormwater & Land drainage (Capital)

### General Comments

25 submitters commented on our proposed stormwater and land drainage spending. Six provided comments in support of our proposal, four opposed and sixteen provided alternative views or proposals.

The alternative proposals largely relate to requests for additional or enhanced stormwater capital projects across various areas of the city.

### Officers Response

Good support for proposed approach to land drainage and stormwater across the city.

Support;

- Holistic approach for wetlands, basins and biodiversity (x2)
- Reduced flooding (x4)
- Stopbanks
- Budget increases (x2)
- Specific projects (x7)

Other;

- Re-instate two way on New Brighton Rd
- Acknowledge and adapt to climate change
- Inconsistent projects across city, less in East

Oppose;

- Reduction in funding
- Oppose change in order of projects being delivered
- Don't support any budget reductions
- Not enough spent on maintenance

Council has a holistic approach to stormwater and land drainage, addressing both water quantity (flooding) and water quality, and catchment works are prioritised in accordance with the requirements of the comprehensive stormwater discharge consent.

The activity includes construction of new flood protection infrastructure and management of existing infrastructure including:

- pump stations and water flow control devices and structures such as valve stations;
- stop-banks, tide gates and basins;
- water quality treatment devices such as basins, wetlands, tree pits and raingardens; and
- hydrometric monitoring devices, measuring rainfall along with surface water, sea and groundwater levels.

Basins and wetlands serve a dual purpose of providing stormwater detention for reducing flood risk as well as providing water quality treatment. The benefit of this activity is considered to accrue to properties located within the Council's drainage and stormwater infrastructure networks. It is therefore considered appropriate to fund this activity and the Stormwater Drainage Activity together using a targeted rate.

There is a strong focus on the Opawaho / Heathcote catchment and the increasing programme across the Otakaro / Avon catchment. Our floodplain management programme takes into account climate change including both increased frequency of storm events and sea level rise. The land use planning rules in our District Plan, particularly those for the flood management areas, complement our investment in infrastructure to manage the risk of flooding.

## Support

### *257 - Nick Clark (North Canterbury Federated Farmers (NCF))*

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Similarly, NCF supports the Council's high priority for capital investment in roads and the three waters. As with operational spending, it is important that the \$615.5 million forecast to be invested over the coming year is prioritised and planned so that it delivers strong value for money.

### *297 - Josiah Thompson (North Beach Residents' Association)*

---

NBRA supports the proposed investment in our City's water, wastewater and stormwater infrastructure. In particular, NBRA supports and seeks the retention of funding for the following projects:

Cygnets Street Outfall Remediation: Project ID 65533. 2022/2023 \$260,000 2023/2024 \$30,000.

>>>

NBRA support retention of all projects in the Coastal Ward and specifically:

- SW Knights Drain Ponds (LDRP 509): Project ID: 44056. Retain 2022-2023 \$1,500,000

- SW Flood Management LDRP 521 Stage 1, Waitaki St, (ORAC): Project ID 62925: Retain 2022-2023 \$868,000

### **308 - Ian Burn (Flourish Kia Puawai)**

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2. It is also positive to see increased funding for flood prevention

### **351 - David Close (Christchurch East Labour Electorate Committee)**

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We note with approval the following policies, programmes and projects:

2.4 The allocation, over two years, of \$10.5 m on stopbank renewal and \$5m on flood management in the Lower Avon, \$7m on flood mitigation and regeneration along the Estuary in South Brighton and Southshore, and \$1m to complete remediation of the foreshore of Bexley Landfill.

### **371 - Tina Bailey**

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The priority for the city is improving the standard of the roads and footpaths, reducing flooding in flood prone areas and regular street cleaning.

### **393 - Marie Gray**

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- A continued focus on a holistic approach to flood mitigation through developing wetlands and stormwater basins that both manage rainwater and improve biodiversity.

Oppose

### **212 - Ashley Campbell**

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[Transport > Roads (Capital)]

I note that the same consultation document states you are bringing forward \$5.1 million for roading improvements and \$4 million for Central City roading projects to align with delivery time frames of Te Kaha.

At the same time, you are deferring for at a year \$1.5m of work on the Knights Drain stormwater infrastructure on Pages Rd, and for at least two years \$1.2m on the Pages Rd Bridge renewal – both of which significantly impact the flooded and frequently dangerous state of this major local arterial.

I will leave you to ponder what it says about priorities that roading to support Te Kaha is given a higher priority than fixing local arterials in the East, which have been substandard – and frequently dangerous – for over a decade.

### **23 - Cameron Bradley**

---

I do not support any delaying or reducing budgets of any projects relating to 3-waters, cycleways, footpaths, public transport or increasing density.

### **308 - Ian Burn (Flourish Kia Puawai)**

---

5. Relatedly we are concerned to see decreases in funding to stormwater, wastewater, and water supply investment, and would recommend reprioritising funding from Corporate Capital to this.

### **4 - Mark Penrice**

---

Not enough spent on maintenance.

No point building stuff if you can't afford to own it.

## **Other**

### **10 - Megan Gourley**

---

Where is the evidence of this happening on the East side of Christchurch? It would be great if the work being done throughout the city was consistent and the roads and footpaths, water, wastewater, surface water and waterways were usable and functioned well over here too!

For sure, keep investing in these things BUT please so more to fix up what is still wrecked on the Eastside decades after the earthquakes.

It really feels like there is a severe divide across the city in terms of the way capital is used to maintain infrastructure...

### **180 - Richard Harris**

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The knights drain development (triangle Pages Road, Anzac drive and Brightstone Crescent) that was promised over 4 years ago still hasn't even been started. The land is just sitting there overgrown and becoming a dump site.

I have no idea what the plans are for the huge piece of land at the end of Farnborough St and Brightstone Crescent but that is also constantly overgrown and becoming a dump sight.

The smell pollution is appalling and unhealthy! This shouldn't have been left this long without being worked on.

We have recently started to pay water rates!!

### **217 - Bridget Williams (Waimāero Fendalton-Waimairi-Harewood Community Board)**

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*[Transport > Roads (Capital)]*

Brenchley Avenue (in relation to Stormwater issues causing flooding)

### **239 - David Hawke (Halswell Residents Association (Inc.))**

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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 mataī or kahikatea plantings at wetlands at 66 Quaifes Road and at Hendersons Road / Sparks Road.

#### ***240 - Alexandra Davids (Waikura Linwood-Central-Heathcote Community Board)***

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Stormwater Management on Port Hills – The Board recently received a public forum presentation from a Mt Pleasant resident around the issue of being flooding caused by storm water. The Board wishes to highlight the issue of storm water management for the Port Hills residential areas where the stormwater collection systems are failing to capture and retain all stormwater. Many of the gutters have cracks where collected water falls through and travels underground rather than in the gutter, and in other places, the drains are insufficient to handle the volumes now arriving in the heavier rain events now common, and floods out over roads and onto properties. The Board requests a review be undertaken of stormwater drainage across the Port Hills to develop an updated strategy for repair and renewal in situations where stormwater is leaking underground or flowing overland in ways which impacts on private property.

#### ***241 - Mike Mora (Waipuna Halswell-Hornby-Riccarton Community Board)***

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It was noted that at 3.3.2. of the Board's Long Term Plan submission the Board drew attention to the longstanding flooding issues in Goulding Avenue, Hornby and asked that provision be made to address this problem without delay. Despite assurance that the work would be done under the 21-22 budget the Board is disappointed that no work has yet been undertaken and seeks provision in the Plan for this work to be undertaken in the 2022-23 financial year.

#### ***244 - Ben Stock (Le Bons Bay Beach Holders Association)***

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This submission to the Council's 2022 budget, from the Le Bons Bay Beach Owners Association Inc, requests that additional funding of \$4,250 plus GST be added to the Flood Protection component of the Council's 2022 Water and Waste budget for a flood protection bund for the Le Bons Bay Beach Settlement.

In addition, the Association requests the Council engage the contractor to reinstate the 75 metres of the stream, temporarily repaired during the 15 December event under emergency provisions, and estimated to cost \$1,800 plus GST.

As has been outlined in recent correspondence with the City Council, the Le Bons Bay Beach Settlement, like other eastern bays on Banks Peninsula, was subjected to an intense rainfall event on 15 December 2021 during which locals measured between 250mm and 280mm over a 24-hour period. During the storm event an ephemeral waterway failed to exit to the beach, as historically occurs, and instead flowed onto the road reserve and back inland inundating parts of the beach settlement. As the Council will be aware significant damage also occurred to the roading network in the bay.

>>>

Nine properties on Le Bons Bay Road, and a further seven on Rue de la Mer were damaged to varying degrees as water and mud entered backs and garages. Several have had internal wall linings removed to a height of 0.7 metre above floor level. During the event the stream was unable to cope with the sheer volume of water and as a result overtopped with significant amounts of debris being deposited on the fan at the base of the catchment see Figure 2 below for the extent. The material buried fence lines and sent silt laden water flowing inland along the road reserve.

>>>

At the time, the Council carried out a temporary fix of the stream using emergency powers that saw 90% of the water then exiting via its natural channel to the sea. However, by this stage the damage to the settlement had already occurred. Unless remedied, both the temporary fix to the stream and the build-up of debris on the fan will enable future flood water to again travel inland and inundate the settlement. To prevent this occurring again, the views of the community and the Le Bons Bay Beach Owners Association is that the stream be reinstated to its former state and a bund running parallel and some distance from the stream be built to ensure future overflow flood waters are contained and directed to the natural outlet to the sea.

*[Planning and Strategic Transport > Hazards Adaptation & Adaptation Planning]*

#### Duty of care

The Resource Management Act 1991 defines flooding as a natural hazard. The Council has a duty of care, where practical, to protect communities from natural hazards. Both the Canterbury Land & Water Regional Plan, and the Christchurch City Council District Plan contain objectives to protect communities from natural hazards including flooding - the natural hazard risks to people, property and infrastructure are appropriately mitigated. The issue of floodwaters flowing back inland along the road reserve from this catchment



has been a long-standing issue. The community holds the view that the risk, frequency and consequence of the flooding to the Le Bons Bay Beach Settlement meets the level of control that is within the District Plan.

#### Le Bons Bay Beach Owners Association Inc request

Council staff have emailed a member of the Association in response to a question and advised that the Council is considering undertaking a detailed survey of land heights in the settlement with a view to establishing potential swales and bunds along the road reserve. Members of the Association have themselves taken spot levels of the land and the roadside drain that leads inland. The levels confirmed what locals have known that the roadside drain has a gradient back inland of 500mm from stream paddock to the Rue del a Mer intersection despite there being no difference in land height.

The Association sees little relief or value in either roadside swales or roadside bunds in mitigating these flood events. Instead, the Association proposes a more prudent fiscal approach and permanent fix by creating the stream bund and reinstatement of approximately 75 metres of the temporary stream repairs carried out at the time under emergency provisions.

>>>

Peninsula Contracting 2012 Limited, a local contractor known in the area, has visited the site and provided a written quote of \$4,250 + GST to build the bund. During the visit the contractor advised that the temporary fix of the stream will not prevent overflow in future floods and needs to be properly fixed. The contractor estimated that fixing the approximate 75 metres of stream would cost in the vicinity of \$1,800 + GST.

The farmland on which the stream and proposed bund is located belongs to the Inwood family and is zoned rural in the district plan.

The Le Bons Bay Beach Owners Association Inc has been given the written permission and approval of the Inwood family to have the necessary bund and reinstated stream work carried out on their land, as they too do not wish to see a repeat flooding of the beach settlement.

#### Summary

The Le Bons Bay beach Settlement was inundated by a storm event on the 15 December 2021 when an ephemeral stream, that historically exits to the sea overflowed sending silt-laden water inland and flooding 16 properties along Le Bons Bay Road and Rue del a Mercul-de-sac.

The Resource Management Act 1991 defines flooding as a natural hazard. Both the Canterbury Land & Water Regional Plan, and the Christchurch City Council District Plan contain objectives to protect communities from natural hazards including flooding.

Unless remedied, both the temporary fix to the stream and the build-up of debris on the fan will enable future flood water to again travel inland and inundate the settlement.

The Association believes that the Council has a duty of care, where practical, to protect communities from natural hazards and holds the view that the risk, frequency and consequence of the flooding to the Le Bons Bay Beach Settlement meets the level of control that is within the District Plan.

The Association sees little relief or value in either roadside swales or roadside bunds in mitigating these flood events. Instead, the Association proposes a more prudent fiscal approach of a permanent fix by allocating the funds for creating the bund and the Council reinstating the 75-metre section of stream temporarily repaired under emergency powers.

Members of the Le Bons Bay Beach Owners Association, and local contractor have developed a plan to remedy the situation and prevent the settlement being inundated in future floods from this stream.

The Le Bons Bay Beach Owners Association Inc, submits a request for funding of \$4,250 + GST to be added to the Flood Protection component of the Council's 2022 Water and Waste budget assigned for both a flood protection bund and \$1,800 + GST for the reinstatement to its former state, the 75 metres of stream temporarily repaired under emergency powers.

*[Full attachment including images available]*

### **250 - Tori Peden (Te Pātaka o Rākahautū Banks Peninsula Community Board)**

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#### Little River Flood Mitigation

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

### **265 - Rachel Crawford (RRBA Richmond Residents and Business Association/ 'We are Richmond')**

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## 5. Avon floodplain management plan

The RRBA would like to be consulted in regards to the Avon floodplain management plan since our suburb sits on the edge of the Avon River, from Fitzgerald Avenue to Banks Avenue. There are groups working hard to develop the Residential Red Zone area in our suburb. We would appreciate having a say in what we would like to see as a community, to ensure we are not being unnecessarily cut off from our river resource.

### **270 - Malcolm Long (Ōpāwaho Heathcote River Network)**

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*[Full attachment available]*

*[Climate Change, Stormwater & Land Drainage, Waterways & Quality Compliance, OARC, Governance, Consultation & Engagement, Parks, Reserves, Wastewater (Capital)]*

The Ōpāwaho Heathcote River Network – Who are we?

The Ōpāwaho Heathcote River Network (OHRN) is a community based catchment group that cares deeply about the health and mauri of the river; about connecting the community around the river and about advocating for the river. We facilitate and support the values, efforts and needs of our local river care organizations and communities along the river.

We have become a voice for the river and a recognised player in the community-led delivery of collaborative actions to support the work carried out by both ECan and the CCC, to improve the health of the river and to strengthen the community connection to the river.

Our Vision is:

An ecologically healthy river that people take pride in, care for and enjoy.

Our Purpose is:

We are a voice for the Ōpāwaho Heathcote River, advocating on its behalf to:

- promote the regeneration of the health and mauri of the awa, and
- connect with and support communities within the river catchment.

The State of the Ōpāwaho Heathcote River

The Ōpāwaho Heathcote River, including many of its tributaries, has some of the poorest water quality in the city of Christchurch. The river has a complex catchment which includes part of the Port Hills, industrial areas, and concentrated urban and residential zones.

Like many lowland rivers, the Ōpāwaho Heathcote River suffers from ‘urban stream syndrome.’

This is a result of the cumulative effects of activities and water management within its catchment over the last 150 years. The loss of water quality and ecological health has resulted in a loss of cultural wellbeing, mahinga kai and indigenous biodiversity and a loss of mauri for the Ōpāwaho Heathcote River.

At the same time, the river has been designated a Site of Ecological Significance in the City Plan. There are early signs that the river is beginning to recover from its historical degradation but there remains much that must be done to restore it to a healthy state. We look forward to observing the ways in which the CCC 2022/2023 Annual Plan will assist in this long-term renovation of the river.

What the Ōpāwaho Heathcote River Network is doing  
As part of our action to restore the health and mauri of the river, the Ōpāwaho Heathcote River Network is:

- Researching the foreseeable impacts of climate change on the river, its tributaries and those who live adjacent to these water bodies. There will also be an initial round of community engagement around the report. The first stage of this research, led by Dr Daniel Collins, is being funded by the CCC Climate Change and Environment Partnerships Fund. We would like to thank the Council for their support in enabling the OHRN to carry out this important project.
- Simplifying water quality data and communicating targets and indicators of the river’s health so that residents can track the progress being made to restore the health and mauri of the river
- Developing a project to advance the understanding of artesian springs in the headwaters of the river. The intention is that this project will lead to greater protection for important springs and the valuing of these by the community. The first stage of this project, involving a review of literature, is being funded by the Christchurch West Melton Zone Committee.
- Actively involved with other community groups and the Waikura Linwood-Central-Heathcote Community Board in developing the Lower Ōpāwaho Heathcote River Guidance Plan.
- Actively working to support the Community Waterways Partnership in communicating messages that encourage improved environmental care by the community.

- Actively working towards Community Participatory Governance by endeavoring to integrate the work of the Council with community passion and enthusiasm for effecting change in the local environment.

#### Feedback on the CCC 2022/2023 Annual Plan

##### General comment

1. The Mayor’s message forwarding the 2022/2023 Annual Plan consultation document indicates that the Council’s priorities include “addressing the impacts of discharge of treated wastewater and stormwater to water bodies<sup>1</sup>”.

a. We strongly support prioritising the reduction of the impact of stormwater on the Ōpāwaho Heathcote River through appropriate contaminant reduction at source.

b. Appropriate contaminant reduction at source should include:

i. Retention, treatment and infiltration of stormwater

ii. Reduction of sediment entering the river

1. We acknowledge the considerable effort that the Council is currently making/planning to limit sediment entering the river.

2. We note that the biggest contributor of sediment to the Ōpāwaho Heathcote River appears to be the Christchurch Adventure Park (CAP) in which the Council has a significant financial interest.

3. We seek the urgent preparation by the Council of an action plan to address erosion and sediment issues at the CAP.

4. We seek that such an action plan for remediation of erosion at the CAP be funded by the Council and implemented by 1 April 2023.

iii. Reduction of zinc runoff from roofs

iv. Reduction of copper contamination from car brake pads

>>>

##### Comments on changes to Capital Plan

We acknowledge the difficult construction, supply and economic environment in which this Annual Plan is being applied and commend the Council for taking a pragmatic approach to the reality of timelines for projects. However, within these changing timelines for projects, we seek prioritising of those projects that will affect the water quality of the Ōpāwaho Heathcote River.

We strongly support increasing priority for the following items in the capital

programme:

- Maintenance, renewal and improvement of stormwater infrastructure

>>>

## Comments on Capital Plan

### 6. Stormwater Drainage

It is difficult to reconcile the commitment made in the Mayor's statement to reduce the impact of the discharge of stormwater to water bodies with the complete absence for the next two Annual Plans of any capital allocation under Stormwater Drainage for "Level of Service Improvement".

If there is to be commitment to reducing the impact of stormwater on waterways then even replacing current infrastructure to maintain the current service level will not improve the quality of stormwater entering waterways.

We seek capital allocations in each Annual Plan to improve the level of service of the stormwater system through the installation of such mechanisms as retrofitted filters and permeable surfaces. This will help achieve the Council's stated objective of reducing the impact of discharged stormwater into waterbodies.

### Flood Protection and Control Works

A significant number of the projects funded under this heading will reduce flooding in the mid and lower reaches of the Ōpāwaho Heathcote River. However, if operated and maintained suitably, they will also have a positive effect in reducing sediment entering the river.

We acknowledge the capital and resource commitment that the council has made in past years and continues in the 2022 Annual Plan towards achieving the flood protection as well as erosion and sediment control in the headwaters of the Ōpāwaho Heathcote River.

In particular...

8. We acknowledge and support the allocations made in the current and future Annual Plans for the continuing construction of the Eastman Sutherland and Hoon Hay Wetlands (32243). These will assist in reducing flooding and we are hoping, if operated appropriately, also reduce sediment entering the river.

9. We acknowledge and support the allocations made for the Hoon Hay Basin Outlet and Cashmere Stream Control Structure (Eastman Sutherlands) (63671). These will assist in reducing flooding and we are hoping, if operated appropriately, also reduce sediment entering the river.

10. We acknowledge and support the allocations made for the Cashmere Stream Enhancement (56318) and the Quarry Road Drain Conveyance Improvements & Sutherlands Road (56343) and acknowledge the collaboration that

has been undertaken between the Council and the Cashmere Stream Care Group.

11. We acknowledge and support the allocations made for the Upper Heathcote Storage Optimisation (LDRP 530) (48918) and seek that the optimisation will be not only to minimise flooding but also to maximise reduction of sediment through extended detention of flood waters.

Unfortunately, with the increasingly likely impact of isolated heavy rain events due to climate change, the urgency of measures to counter sediment flow into the river could not be greater. For that reason.

12. We acknowledge and support the allocations made for the Ōpāwaho - Heathcote Waterways Detention & Treatment Facilities (19398) for 2024/2025 or later and seek the acceleration of these projects to help reduce sediment in the Ōpāwaho Heathcote River within the earliest possible timeframe.

13. We acknowledge and support the allocations made for the Estuary & Coastal Waterways Detention & Treatment Facilities (41998) and seek acceleration of this vital programme to help minimise contaminants entering the estuary as soon as possible.

14. We acknowledge and support the allocations made for the Blencathra - Cashmere Basins (41901) and seek further acceleration of this programme to help minimise overland stormwater and sediment flows as soon as practical.

15. We acknowledge and support the allocations made for the Remuera Avenue Flood Management programme (60255)

When action is initiated and/or derives from the input from community groups, it has far greater buy-in from the wider community than if it appears to be a solution imposed by the Council.

17. We acknowledge and support the allocations made for the Port Hills and Lyttelton Harbour Erosion & Sediment Programme (60356).

a. We seek acceleration of this vital programme to help minimise sediment from erosion entering the Ōpāwaho Heathcote River.

b. We seek an adequate allocation from this fund to be made to programmes that are focused on the city-facing slopes of the Port Hills to reduce erosion from this area. Wide-ranging planting and maintenance of native trees on appropriate sites on the Port Hills is the only significant means to reduce sediment at source.

c. We seek visible action on this project in the 2022/2023 Annual Plan period. This must be in addition to relatively small areas which can be planted by community groups.

>>>

#### Summary

We want to acknowledge and thank Council staff for their time, expertise and willing assistance provided to us whenever we have occasion to meet with individual staff. Without exception, Council staff have been approachable and willing to share their subject expertise, and have demonstrated a commitment to achieving positive outcomes for the river and the city. This includes parks and three waters staff, rangers, community staff, ecologists and other council specialists.

We also thank councillors and community board members as key partners for OHRN.

While we recognise and empathise with the difficulty of balancing the 2022 Annual Plan amid significant economic and social headwinds, we continue to advocate strongly that the Ōpāwaho Heathcote River receives an appropriate allocation of resources and focus of programmes to help restore its health and mauri as required under the principle of Te Mana o Te Wai.

We trust that the adopted 2022 Annual Plan will:

Address the issue of erosion and sediment entering the river from the Christchurch Adventure Park

>>>

Indicate by its allocations that the Council considers the Ōpāwaho Heathcote River to also be a jewel of lustre equal to any others in Christchurch's crown.

### **273 - Marian Krogh (Protect Our Winters NZ)**

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*[Climate Change]*

As an organisation that represents the outdoor community and advocates for climate action, we would like to see >>>wetlands protected, preserved and restored.

### **297 - Josiah Thompson (North Beach Residents' Association)**

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Cygnets Street Outfall Remediation (Retained and Increase Budget) It is encouraging to see some budget included in this AP. Thank you. An immediate temporary fix is required. The ocean outfall was shortened some time ago and is buried under sand due to the



continuous sand accretion. Each time it rains this causes flooding on Marine Parade and neighbouring properties around the Cygnet St area as the stormwater is unable to be released onto the beach. The rain crosses the white line to the other side of the road causing safety issues with traffic. Therefore, in addition to the existing 2022-2023 budget, we request that the AP budget is increased so a permanent solution can be implemented as soon as possible.

### ***311 - Sonya Hodder (Spreydon Neighbourhood Network)***

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1 Many parts of Spreydon have issues with surface water during heavy rain, both on some streets and in properties where the land has sunk since the earthquakes.

### ***323 - Peter Tuffley (Beckenham Neighbourhood Association Incorporated)***

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Mid Heathcote Linear Park Masterplan Implementation

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

### ***352 - Mike Gibbs (Avondale Neighbours Group)***

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Flooding still occurs in our suburb around the main roads and causes a lot of issues for motorists and the public alike. There must be ways around making sure this flooding doesn't happen, like a big rain garden or hole in the red zone to capture the water run off better. for example, on Avondale Rd.

### ***391 - Chris Close***

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- In particular New Brighton Road: the constant flooding, and make it two ways again! Its an extremely important route in and out of New Brighton.

### ***68 - SSRA South shore residents association (South shore residents association)***

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Beach suburbs need better engineering solutions and maintenance for storm water management.

## 8.5. Waterways Quality & Compliance (Operations)

### General Comments

Twelve submissions were received on waterways quality and compliance. Seven provided comments in support of our proposed spending and eight provided alternative views or proposals.

### Officers Response

Good support for investment in improving waterways health, particularly through the improved erosion and sediment control programme.

Support;

- Erosion and sediment control on hill suburbs (x3)
- Biodiversity enhancement (x3)
- General support for the programme
- Support acknowledgement of climate change

Other;

- Heathcote needs more attention
- Address abandoned shopping trolleys
- Enhance water ways (x4)
- Reduce flooding
- Reduce pollution (inc. Zinc)

There is a comprehensive programme in place to improve the health of our waterways which in turn provides ecological resilience in the face of climate change. Erosion and sediment control is recognised as a priority issue and there are a range on controls in place supported by capital projects underway to reduce sediment at source including:

- Updated bylaw to require sediment and erosion control on construction sites
- Information and seminar for contractors
- Improved compliance monitoring and enforcement through building control function
- Major sedimentation basins to remove suspended material and improve run-off during storm events
- Planting programme across the Port Hills.

Implementation of the full suite of initiatives to ensure that we control erosion and reduce sediment going into our waterways would require additional resources, approximately \$500,000, for education and enforcement activities. Providing this funding would need to be balanced against other Council three waters priorities.

We are delivering \$80 million worth of works in the Heathcote catchment to manage the flood risk and to improve water quality in river and its tributaries. The benefits of this work will become increasingly apparent as the individual projects are completed across the catchment – dredging, stormwater basins, wetlands, bank stabilisation and habitat improvements.

## Support

### **235 - Jenny Hughey (Environment Canterbury)**

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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.

### **260 - Jocelyn Pappill**

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I agree with the priorities of the capital programme with particular support for the completion of the major cycleways network, the continued enhancement of our parks and riverbanks and progressing our adaptation to climate change.

### **317 - Kay Robertson**

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Our urban rivers need help, especially the Opawaho/Heathcote. I think CCC is onto this, I just want to add a note of encouragement.

### **333 - Kit Doudney (Avon Heathcote Estuary Ihutai Trust (AHEIT) )**

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We welcome sediment control measures being put in place in the annual plan, and recommend a new budget for dedicated inspectors to educate, manage and inspect construction on-site and provide advice and education for sediment control for the city as a whole and especially the port hills areas. McCormacks Bay has been very hard-hit with recent storm events polluting the bay and Estuary

### **353 - Cynthia Roberts**

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- One of the most effective ways of contributing to climate resilience is to protect and enhance what biodiversity we have left. I support all the work that the CCC is doing to protect areas surrounding waterways, lakes and estuaries and some forest remnants.

### **355 - Ross Gray (Christchurch Civic Trust)**

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Erosion and Sediment Control

Erosion and sediment runoff from our hilly suburbs significantly impact the health of our waterways. We signal the need for the next Long Term Plan to budget for additional staff resource to

monitor and enforce erosion and sediment control on development sites, particularly after large storm events.

### **357 - Marie Gray (Summit Road Society)**

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Port Hills and Lyttelton Harbour Erosion and Sediment Programme  
On a related issue, we support the planned funding for the Port Hills and Lyttelton Harbour Erosion and Sediment Programme. We highlight the importance of native planting along tributary streams. Sediment off the Port Hills is one of the biggest contributors of pollution into Whakaraupō/Lyttelton Harbour, the Ōpawaho/Heathcote River and Ihutai/Avon-Heathcote Estuary. We are in full support of efforts and funding to plant the streams of the Port Hills and Lyttelton Harbour. This includes streams on CCC parks and reserves, and streams on other public or private land. We need landscape scale restoration to address the scale of the environmental challenges we face. Our Avoca Valley restoration programme is one such example. With support from Jobs for Nature and many others, we are planting 45,000 trees and other plants in Avoca Valley over the next three years. In time, we intend to restore the entire Avoca Valley catchment. This project will help restore Avoca Valley Stream (a tributary of the Ōpawaho/Heathcote River), create habitat for native fauna, protect and enhance the rare flora. PO Box 37-115, Christchurch 8245 [www.summitroadsociety.org.nz](http://www.summitroadsociety.org.nz) [secretary@summitroadsociety.org.nz](mailto:secretary@summitroadsociety.org.nz) on the bluff eco-systems, support mahinga kai values, reduce erosion and sediment run-off, provide recreational benefits for the community and support carbon sequestration. The new bush will be covenanted with the QEII National Trust and protected in perpetuity. We acknowledge the Council for their ongoing support of this project.

## **Other**

### **17 - Mike Patchett (Water and Wildlife Habitat Trust)**

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CCC need to allocate more funding to support community groups wanting to assist restoring the environmental and social values to the Avon Otakaro, i.e. more investment in green infrastructure and natural capital.

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Yes, more investment required to restoring the ecological and social values of our waterways, including reducing risks to public health, i.e. swimmable waterways and lakes

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**The Water and Wildlife habitat Trust recommends to the Christchurch City Council the following actions be incorporated and funded in the Annual Plan**

**Improving Erosion and Sediment Control**

Continue participation on the Sediment Working Group facilitated through the Zone Committee and support its recommendations, including sediment source and load and over land flow determinations and development of remedial measures.

Increase the current programmes for building capacity within urban and commercial development industries for erosion and sediment control and stormwater management, including the creation of at least 2 CCC erosion and sediment control monitoring , education and enforcement officers.

Promote and incentivize Water Sensitive Urban Design, including household rainwater tanks.

**Enhancing waterways and catchment ecosystem health**

Reduce the frequency and mass load of sewage overflows with improved sewage infrastructure.

Continue to plan and construct stormwater retention basins to trap stormwater contaminants before they reach our waterways.

Continue to advocate for national reforms to standards of vehicle brake pads and roofing material to reduce copper and zinc contaminants in stormwater.

Continue to advocate for better risk assessments and remedial actions concerning the risk of Colorectal Cancer with drinking water supplies.

Quantify and mitigate the predicted increasing nutrient contaminants in ground water supplying springheads to wetlands and waterways in the City.

Collate and publicly report the projected impacts of a changing climate to wetland and waterways in the City and develop practical advice on cost effective adaptation actions for both governments and the community.

**Public health and water**

Map and better control sources of Faecal coliform to our waterways to improve swim-ability/ water contact and reduce risks to public health, including strategic culling of Canadian Geese.

Continue to advocate for better risk assessments and remedial actions concerning the risk of Colorectal Cancer with drinking water supplies

## **Supporting community action for healthy waterways**

Provide increased technical and financial support to community catchment care groups to undertake waterway and catchment restoration and projects.

Maintain and increase support for the effective development of the Community Waterways Partnership

Establish and support the co-governance scheme for the Avon/Otakaro catchment and provide significant funds and land areas to support community initiatives in restoring the environmental and social values to waterways, wetlands and landscapes in the Red Zone/Green Corridor.

### **270 - Malcolm Long (Ōpāwaho Heathcote River Network)**

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*[Full attachment available]*

*[Climate Change, Stormwater & Land Drainage, Waterways & Quality Compliance, OARC, Governance, Consultation & Engagement, Parks, Reserves, Wastewater (Capital)]*

The Ōpāwaho Heathcote River Network – Who are we?

The Ōpāwaho Heathcote River Network (OHRN) is a community based catchment group that cares deeply about the health and mauri of the river; about connecting the community around the river and about advocating for the river. We facilitate and support the values, efforts and needs of our local river care organizations and communities along the river.

We have become a voice for the river and a recognised player in the community-led delivery of collaborative actions to support the work carried out by both ECan and the CCC, to improve the health of the river and to strengthen the community connection to the river.

Our Vision is:

An ecologically healthy river that people take pride in, care for and enjoy.

Our Purpose is:

We are a voice for the Ōpāwaho Heathcote River, advocating on its behalf to:

- promote the regeneration of the health and mauri of the awa, and
- connect with and support communities within the river catchment.

## The State of the Ōpāwaho Heathcote River

The Ōpāwaho Heathcote River, including many of its tributaries, has some of the poorest water quality in the city of Christchurch. The river has a complex catchment which includes part of the Port Hills, industrial areas, and concentrated urban and residential zones.

Like many lowland rivers, the Ōpāwaho Heathcote River suffers from ‘urban stream syndrome.’

This is a result of the cumulative effects of activities and water management within its catchment over the last 150 years. The loss of water quality and ecological health has resulted in a loss of cultural wellbeing, mahinga kai and indigenous biodiversity and a loss of mauri for the Ōpāwaho Heathcote River.

At the same time, the river has been designated a Site of Ecological Significance in the City Plan. There are early signs that the river is beginning to recover from its historical degradation but there remains much that must be done to restore it to a healthy state. We look forward to observing the ways in which the CCC 2022/2023 Annual Plan will assist in this long-term renovation of the river.

## What the Ōpāwaho Heathcote River Network is doing

As part of our action to restore the health and mauri of the river, the Ōpāwaho Heathcote River Network is:

- Researching the foreseeable impacts of climate change on the river, its tributaries and those who live adjacent to these water bodies. There will also be an initial round of community engagement around the report. The first stage of this research, led by Dr Daniel Collins, is being funded by the CCC Climate Change and Environment Partnerships Fund. We would like to thank the Council for their support in enabling the OHRN to carry out this important project.
- Simplifying water quality data and communicating targets and indicators of the river’s health so that residents can track the progress being made to restore the health and mauri of the river
- Developing a project to advance the understanding of artesian springs in the headwaters of the river. The intention is that this project will lead to greater protection for important springs and the valuing of these by the community. The first stage of this project, involving a review of literature, is being funded by the Christchurch West Melton Zone Committee.
- Actively involved with other community groups and the Waikura

Linwood-Central-Heathcote Community Board in developing the Lower Ōpāwaho Heathcote River Guidance Plan.

- Actively working to support the Community Waterways Partnership in communicating messages that encourage improved environmental care by the community.
- Actively working towards Community Participatory Governance by endeavoring to integrate the work of the Council with community passion and enthusiasm for effecting change in the local environment.

Feedback on the CCC 2022/2023 Annual Plan

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2. The Mayor's message indicates that the separate Ōtākaro Avon River Corridor (OARC) activity plan is "one of the most exciting opportunities in our city, a true legacy in the making for generations to come2."

a. We support the funding for OARC activity plan as a means of improving the water quality of one of the important waterways that make Christchurch the great city that it is.

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c. We seek improvements to all waterway corridors should be done in conjunction with developing the Christchurch: National Park City plan.

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18. We seek continuing commitment by the Council to develop a Healthy Waterways Action Plan for Christchurch.

>>>

20. We acknowledge the progress being made in creation of the Lower Ōpāwaho Heathcote River Guidance Plan.

a. The development of this Guidance Plan, involving as it has community input from the commencement of the planning process, is an exemplar of how the knowledge and wishes of the community can be harnessed to create effective planning.

b. We thank the Waikura Linwood-Central-Heathcote Community Board and Councillor for Linwood Ward, Yani Johanson in particular for initiating and undertaking this important piece of work.

c. We seek that you endorse and adopt the final Lower Ōpāwaho Heathcote River Guidance Plan when it comes before you.

d. The Guidance Plan sets out many excellent actions that need to be undertaken to improve the Lower Ōpāwaho Heathcote River and its community environs. We seek the Council to allocate appropriate



allocations and staff time to implement these beginning in the coming year and spread over the next three years.

e. OHRN has approached the Waihoru Spreydon-Cashmere Community Board to initiate a similar Guidance Plan for the middle and upper sections of the Ōpāwaho Heathcote River. We seek the support of Councillors for this future project.

>>>

#### Summary

We want to acknowledge and thank Council staff for their time, expertise and willing assistance provided to us whenever we have occasion to meet with individual staff. Without exception, Council staff have been approachable and willing to share their subject expertise, and have demonstrated a commitment to achieving positive outcomes for the river and the city. This includes parks and three waters staff, rangers, community staff, ecologists and other council specialists.

We also thank councillors and community board members as key partners for OHRN.

While we recognise and empathise with the difficulty of balancing the 2022 Annual Plan amid significant economic and social headwinds, we continue to advocate strongly that the Ōpāwaho Heathcote River receives an appropriate allocation of resources and focus of programmes to help restore its health and mauri as required under the principle of Te Mana o Te Wai.

We trust that the adopted 2022 Annual Plan will:

>>>

- Indicate by its allocations that the Council considers the Ōpāwaho Heathcote River to also be a jewel of lustre equal to any others in Christchurch's crown.

#### ***333 - Kit Doudney (Avon Heathcote Estuary Ihutai Trust (AHEIT) )***

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We request mechanisms be established which reduce and eliminate zinc runoff from roofs, with non-complying buildings fined for water pollution and the costs to remediate the waterways. We also strongly advocate for the reduction of copper contamination from car brake pads, and argue that non-copper brake pads be encouraged, possibly applying this to council vehicles from now on.

#### ***356 - Emma Twaddell (St Albans Residents Association )***

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SARA submits that CCC progresses with community in finding solutions to the issues with the land, drainage and flooding in Edgeware Village

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We submit

- that the creeks of St Albans are investigated and enhanced to improve the drainage and beautification of the area

### **357 - Marie Gray (Summit Road Society)**

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#### Enhancement of Waterways

The Ōtakaro Avon River Corridor regeneration plan is an ambitious and transformational plan. It highlights the scale of waterways action that is needed. We urge the Council to give consideration to other important waterways requiring immediate attention within the wider Christchurch area, including the Ōpawaho/Heathcote River, Ihutai (the estuary) and Whakaraupō/Lyttelton Harbour. The Summit Road Society contributed to the development of the Ōpawaho/Lower Heathcote Guidance Plan with a particular focus on the relationship between the river and the Port Hills and the importance of predator control along the river. The development of this guidance plan has been an exemplar of grassroots, community involvement and we commend the Waikura Linwood-Central-Heathcote Community Board for this approach.

### **401 - John Wooles**

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#### 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.

### **425 - Jackie Simons**

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It is great to see the Avon river get special attention, but please also consider that the Heathcote river needs equal investment in restoring it towards a healthy urban waterway with good amenity and recreation opportunities.

## 8.6. Other

### General Comments

Four submissions were received on other Three Waters issues, including water bottling and adding fluoride to our water.

### Officers Response

Environment Canterbury is responsible for water resource consents, such as those for Cloud Ocean, for taking water. They are not taking water from this Council's supply.

The addition of fluoride to our community water supplies may be directed by the Director-General of Health. Council has provided information on the likely costs of adding fluoride and the Ministry of Health is looking into the costs and benefits for supplies across the country. There is no funding for this in our current Long Term Plan.

Council has an active 'Learning Through Action' school programme, which includes two key Programmes; All Flushed Out (wastewater) & Water for Life (water). Our website provides up to date information on our three waters networks and all major projects underway to extend and improve our services. We run regular blogs or newsletters for subscribers on hot topics such chlorine in the water supply, the recovery from the fire at the Christchurch wastewater treatment plant and major capital projects (Lyttelton wastewater, Akaroa water reuse etc.)

We are actively engaged with the Ministry of Health, the Ministry for the Environment and Taumata Arowai on the most appropriate regulatory framework to enable more sustainable approaches to our water resources such as water re-use.

### Oppose

#### *84 - David Batchelor*

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Council should resolve to stop the excessive use of company's taking our natural water supplies for bottling, shipping offshore and charging large sums whilst Canterbury does not receive financial benefit for these companies.

### Other

#### *326 - Jane Hopkins*

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Please also fast track putting in fluoride in our water. It is astonishing that it is not already in there. Stop arguing about who is going to pay for it and just get onto it asap.

### 37 - Nigel McConnell

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[Resource Recovery > Resource Recovery (Operational)]

I suggest much more investment into public awareness and education around resource use both supply and disposal. Things like fresh water use, recycling grey water, compost toileting, composting, natural material selection and choices with fabrics re the environment and circular eco systems.

### 507 - John Rodger

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When are you going to charge cloud  
Ocean for exporting our water. Better still  
stop them from taking it @ all. We cant  
get water from China.

Any further comments

# 9. Transport

## 9.1. Transport (Operations)

### General Comments

24 submitters commented on our proposed spend on transport operations. Three provided comments that supported what we have proposed, three opposed and nineteen provided alternative views or proposals.

The alternative views and proposals included changes to speed limits, other safety issues and comments on our proposed levels of service.

### Officers Response

Submitters provided feedback and requests on a wide variety of transport operation issues, including reduction of speeds in Phillipstown, Redcliffs, Richmond, Bromley and along Sutherlands Road; a decrease in the LOS for the 15-min city; removal of tour buses from Akaroa; maintenance of assets, particularly in east Christchurch; Ferry Road active transport space; St Albans traffic volumes and types; provision of modal choice, including free bus passes for central city workers; request for a safety audit at Gilberthorpe / Parker / Waterloo intersection; re-grassing of Beachville Esplanade; emergency response and community engagement on Banks Peninsula; weed control; reduction in dumped shopping trolleys; and providing the % spend of investment in roading infrastructure for vehicles vs % spend of investment in active transport infrastructure.

#### **Speed Reduction and Management**

The Christchurch City Council's Traffic and Parking Bylaw 2017 allows Council to set and change speed limits on roads within Christchurch in accordance with the Speed Management guide and the Land Transport Rule: Setting of Speed Limits 2017. Consultation is required as part of this process.

Slowing down saves lives, with a strong link between speed and safety on our roads.

We want to make Christchurch roads as safe as possible so we are proposing speed management plans because there are concerns the current speed limits are not safe or appropriate.

Having speed limits set at the correct level for the conditions is one of the most important ways we can help people get to where they need to go safely.

Safety for all road users is a high priority. The analysis informing the site risk and intervention identifications and prioritisation as a part of the Safety Programme are based on a five-year rolling crash history undertaken using the NZTA's Crash Analysis System (CAS). In brief, the methodology lists the number and causes of injury crashes (including death, serious injury and minor injury) within the range of each site (50m radius for the centre-point of intersections) over the studperiod being the past five years. Risk ranking of

intersections is done using the listed crashes for every site and according to the Kiwi Risk Assessment Programme guidelines.

The type of intervention for each site is identified by investigating the main causes of the injury crashes listed by Police for the site. Based on the type of the selected intervention, a theoretical death or serious injury crash saving and also a high level cost estimate for its implementation are calculated. Implementation prioritisation is subsequently done based on the death or serious injury crash saving per every dollar spent.

Current legislation provides for 40km/h variable speed limit 'school speed zones' in accordance with the warrants and conditions set out in the New Zealand Gazette (dated 21 April 2011, No. 55, page 1284) and NZTA Traffic Note 37 Revision 2 dated May 2011). All other variable speed limits require specific approval from Waka Kotahi New Zealand Transport Agency and, historically 30km/h variable speed limit school speed zones have not been supported. However, recent legislative changes provide for lower speed limits around schools.

Lower speed limits around schools is a key initiative in the Ministry of Transport's 'Tackling Unsafe Speeds' programme, which supports the Government's 'Road to Zero' Road Safety Strategy 2020-2030. The intention is that lower speed limits around schools will not only improve safety, but will also encourage more children to walk and cycle to school.

Council do not currently have a dedicated budget for the implementation of speed reduction and traffic calming measures. Where these measures are implemented it is generally incorporated as part of another project (such as the Major Cycle Routes) or as a safety initiative through our Minor Safety Programme. Sites for traffic calming within the Minor Safety Programme are determined based on the level of crash risk and are prioritised within available funding relative to other safety initiatives.

In the area of Speed Management, Council has over the past few years undertaken a number of Speed Limit Reviews, focussed on identified high risk roads within the network. These generally cover an area accounting for the surrounding road network rather than on a road by road basis. The Government has recently begun consultation on the new Setting of Speed Limits rule, which will further define how speed management planning is to be undertaken by road controlling authorities. Council will be making a submission on this consultation.

### **15 min city LOS**

This LOS is looking to achieve safety improvements to main road crossings in Halswell to ensure the 15-minute walking distance for all ages is achievable. One of the main purposes for undertaking the 15-minute walking access analysis is to highlight the areas of the city where services are potentially within the walkable range for residents. The underlying idea relies on the fact that the demand for walking increases where more services are within the reach of a higher population and uses it to maximise the benefits of investing in the walking network. The results of the analysis is then used to prioritise investments to enhance amenity and/or access opportunities (e.g. better crossings, better footpaths, shortcuts, etc.) between the services and residential areas. Recognition of the user profile (e.g. school children, elderly, mobility impaired, etc.) is undertaken in the next step where the types of needed enhancements are selected.

The #60377 Programme - Active Transport Level of Service Enhancements is a citywide programme to deliver the outcomes of the 15-minute city analysis. This programme has a holistic view on all suburbs in entire Christchurch including Banks Peninsula. The decrease proposed for the percentage of land holdings with a 15-min walking access (54% to 48% for 2022/23) largely reflects the change in measurement from a walking speed of 5 km/h to 4 km/h. This is done to recognise the effects of an aging population and to broaden the target to a wider population. The reduction, by no means, is to limit the target; in contrast it is to recognise a lower starting point and a bigger need for further investments to make our places nicer, safer and more sustainable.

### **Removal of tour buses in Akaroa**

Standard approved safety and accessibility treatments are applied nationwide. Akaroa bus and traffic management issues have been previously investigated on a number of occasions. Events are a key element in the social and economic fabric in Akaroa, and generate at times a significant numbers of visitors. Council Events staff are aware of the potential traffic and parking effects on the township and actively work with event organisers and Council operational staff to minimise these effects, whilst balancing the benefits to holding these events. Temporary traffic management is one tool that is utilised to manage the traffic and parking effects on township as appropriate. As a result few issues eventuate that need remedial action, and those that do are addressed promptly.

Restrictions on types of vehicles such as buses, coaches and campervans are not supported by staff. These vehicles have a legal right to utilise legal road to carry out their activities and business. There is little evidence in reported crashes that these vehicles are a significant cause or contributing factor to crashes. In particular this is the case for high numbers of buses and coaches who have in recent years operated to service the cruise ship seasons and associated tourist activity. If Akaroa was unsuitable for these types of vehicles it would be regularly reflected in crash statistics.

A prohibition of buses beyond the Akaroa Boat Park for instance would result in businesses and activities beyond this point not being able to be adequately serviced by scheduled and chartered services. These include accommodation providers, Akaroa School, Akaroa Wharf and also further afield such as Onuku Marae, and in the future The Red House. The Akaroa Boat Park would be put under significant pressure at times as a parking space, in particular if additional small passenger service vehicles and drivers are required to be used to pick up and drop off from this location, with likely time and financial costs for both visitors and operators. Large numbers of additional pedestrians walking from this point would accelerate the need for further pedestrian improvements and changes to footpath utilisation. A prohibition would also result in a significant amount of signage being required and enforcement from Police as it would be a moving vehicle offence.

### **Maintenance of transport assets**

Council's maintenance works, both day to day and renewals (capital), are delivered according to need, and are applied consistently across our whole network. Council aims to achieve the best for the City, across all its users, and across all modes. To determine this need, both the number of these users, the function that the road/footpath/cycleway

serves, and the likelihood and consequence of failure are key determinants to ensure Council allocates its funds to where it achieves the most benefit.

Whilst the overall length of network is increasing, which in turn increase maintenance requirements, Council needs to ensure that the work done focuses on achieving the expected improvements for all users. Council is consciously aiming to achieve the optimal balance of asset preservation whilst maximising customer benefits.

Council maintain and improve the condition of our existing roads, footpaths and cycleways, to ensure the smooth running of the transport network and ensure that it can be relied upon for access and is safe. We take a risk based approach to assess and prioritise our work, whether it be planned or reactive, across all of the road infrastructure assets. We carry out work based on consideration of achieving the best outcomes for the whole city in terms of prioritising those works, as well as identifying the optimal time for intervention for asset maintenance or renewal. These assessments take account of the role of an individual road in the city's road hierarchy (that is how it functions to support the city-wide roading network), with assessments of volume of use, strategic benefit - and importantly, the potential rate of further deterioration leading to safety problems if an intervention is further delayed. Whilst we have thresholds for intervention that pick up faults for repair, customer feedback always helps us speed up our identification of faults occurring - and hence we place a large focus on scoping customer requests as quickly as we can.

The overall transport operational budget for 2021–31 is planned to increase in line with inflation and Council has made increased financial provision for more than doubling the proportion of the road network we plan to resurface in the first three years of the LTP.

### **Provision for modal choice**

All forms of transport including walking and cycling play an important part of people moving around the city in a safe way.

The focus on active modes and public transport and less car-centric. By providing choice for all users Council empowers residents to choose the best mode of transport for them for that journey at that time.

The Council's Transport Environment pillar is:

Our networks and services are environmentally sustainable and resilient.

The goal to increase the share of non-car modes in daily trips will be reached through investing in improving journey reliability for passenger transport, increasing the numbers of people cycling into the central city, delivery of school travel planning and education, delivery of workplace and community travel planning programmes and maintaining the condition of off-road and separated cycleways.



Council staff undertake ongoing transport planning work to determine what is required by the community now and in the future, what the options are, how works should be prioritised and the best way to deliver them. An Infrastructure Strategy is developed by the Council every three years to identify the significant infrastructure issues across all Council assets over the next thirty years. The significant infrastructure issues identified over the next thirty years are:



**% spend of investment in roading vs active transport**

Our Transport Activity Plan and Long Term Plan (LTP) introduced three pillars i.e. Safety, Access and Environment across all transport projects.

The performance measurements for Transport were finalised during the LTP process and any changes or alterations will be considered during the next Transport Activity Plan review. A percentage of active transport improvement over the total spending with appropriate target will be considered as part of the next process.

Our team is currently working to develop a GIS map showing ‘Annual Plan’ and ‘Long Term Plan’ transport projects and will be available shortly

**Ferry Road**

Council staff are reviewing the safety audit undertaken on the major cycleway project that transects this intersection and will review how this works and if there a need for further interventions in this location

**St Albans**

The Christchurch Northern Corridor (CNC) designation conditions outline the requirements of a Downstream Effects Management Plan (DEMP).

As specified within the CNC designation conditions, the Council in response engaged an Independent Expert who submitted his recommendations as part of the Downstream Effects Management Plan (DEMP) report to Council in late 2019.

In summary, the DEMP recommends following three stages of work –

Stage 1 – is high priority / early work, required to be delivered prior to CNC opening (which was in December 2020). This includes capacity improvements on key arterial and collector

routes (including intersections) and local improvements to stop “rat-running” traffic through local residential areas. It also recommends safety and efficiency improvements for school children, cyclists and pedestrians.

Stage 2 work is required to be delivered within three years of opening of the CNC (i.e. by the end of 2023). The work primarily includes identifying and mitigating the effects of additional CNC traffic on road users and the community.

Stage 3 projects are required to be delivered within ten years of the CNC opening (i.e. by the end of 2030), but with the majority expected to be delivered from year 3 onwards. The planned and implemented measures will significantly depend upon the outcome of ongoing downstream effects monitoring.

Over the last year, the Council has delivered road improvements as recommended within the DEMP. The monitoring programme (i.e. traffic and environmental) and a bus lane trial on Cranford Street between Innes Road and Berwick Street are currently underway. The on-going traffic monitoring work will therefore help us to understand CNC related traffic changes in local areas and will also assist to develop a targeted interventions to manage any traffic increases appropriately.

Council is continuing to monitor traffic in the area and is developing a wider plan to address traffic issues. All trials have been put on hold currently pending the development of the wider plan.

Trials were undertaken on Francis Ave and Thames St to manage traffic and speed issues, but the impact on the surrounding streets was unacceptable and Council is now reassessing the available options. Nothing is specifically planned under Traffic Operations budgets, as this area is still under DEMP/CNC control.

### **Gilberthorpe / Parker / Waterloo intersection**

The safety audit report is completed and will be presented to the Community Board. It will be available to the Residents Association prior to any construction commencing.

### **Beachville Esplanade**

The Beachville grass area has had many attempts to bring grass area up to the appropriate level of service but has to date been unsuccessful. The Community Board has agreed work is required for the grass area, however budget is required from the Annual Plan to complete the work.

### **Banks Peninsula Emergency Response**

Council significantly increased unsealed road carriageway (metalling) renewals for Banks Peninsula in the 2021-31 Long Term Plan, to circa \$1.1M to \$1.5M per annum, an increase from the previous \$0.75M to \$1.1M per annum.

Maintaining the condition of the existing rural roads is important to maintain access across the peninsula and ensure the network continues to be safe to use. The need for metalling of unsealed roads (the majority of Council’s unsealed roads being located on

Banks Peninsula), varies hugely depending on traffic volumes, type of traffic, topography, climatic conditions, etc. Day to day maintenance of unsealed roads generally consists of grading as and when required to remove corrugations and restore the road's profile. This grading only occurs on the sections of road that require it (i.e. often not the whole road). Every time a road is graded a small amount of material is lost through dust or rolling off the side - and the road surface eventually wears down to bedrock, or clay and therefore requires a metal renewal build up to restore the road's structure.

Coastal erosion from tides, wind driven wave action have been raised and this is a particular concern on Banks Peninsula where roads are closed to the harbours and in many cases the only road into the small settlements and bays. There is no specific funding in the LTP for coastal erosion measures to protect adjoining roads.

### **Weed control**

All Council works must consider their environmental impact and take appropriate steps to avoid, remedy or mitigate any adverse effects. All Council capital transport projects must be undertaken with an approved Environmental Management Plan, which identifies all potential and actual risks to the environment, and the methodologies in which these will be addressed. This perception is totally wrong, especially with regards to sweeping. The whole of Christchurch is swept on a cyclic basis.

### **Shopping Trolleys**

Council acknowledges that this is an ongoing issue. All the main trolley providers - Countdown, New World, Four Square, Fresh Choice, The Warehouse and K-Mart are signed up to use the app "snap send solve" and receive these reports directly via this app so they can take steps to retrieve them.

### **Richmond**

Richmond on list for slow speed neighbourhoods. There is a 40km/h Slow Speed Neighbourhood proposal, which includes a 30km/h Greenway-plan. Public consultation is planned to be carried out in 2022.

## **Support**

### **239 - David Hawke (Halswell Residents Association (Inc.))**

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 5km/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. Page 3 of 9

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.

***240 - Alexandra Davids (Waikura Linwood-Central-Heathcote Community Board)***

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Over time light industry has increased in the Bromley area, a result of which has been an increase in heavy transport and buses using the residential streets as through ways. This has impacted negatively on the amenity of the area and the wellbeing of residents. This project aims to create an integrated plan that addresses the traffic issues facing the Bromley neighbourhood, including channelling heavy traffic off residential streets. The Board acknowledges the support of the Council for this project through the allocation of funding in this Draft Annual Plan.

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Radley Street - the Board have met with residents of Radley Street and surrounding streets. Approximately 25% of people living in the area are aged under 15, with a number using Radley Street to walk to the five nearby schools. Residents are very concerned about safety and speed on Radley St, and also on the Radley Street/Cumnor Terrace intersection, which is a wide intersection with a gradual turn allowing traffic to travel around it at speed. The Board requests that infrastructure changes are made to Radley St, and also to the Radley Street/Cumnor Terrace intersection to slow traffic and improve safety. The Council will be aware that the Heathcote Express cycleway also crosses Radley St, in front of speeding motorists.

a. The Board notes that the proposed changes to improve safety and speed on Bromley streets will have a flow-on effect for the safety of Radley St, so reiterates its support for the Bromley roading improvements. The Board is currently working with staff on ways to prevent heavy vehicles continuing to use Radley St as a by-pass between Brougham Street and Ferry Road, and instead divert heavy traffic to use Dyers Road. The Board notes there may be funding implications for this that may form part of a future draft Annual Plan submission.

### **273 - Marian Krogh (Protect Our Winters NZ)**

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We support the Belfast Park Cycle and pedestrian crossing.

**Oppose**

### **186 - Tracey Nelson**

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*[Three Waters > Three Waters (Operations), Parks > Parks (Operations)]*

The weed control programme the Council has implemented since shifting away from Glyphosate has been abject failure. Weeds on roundabouts are a safety issue as they obscure vision, and the number of weeds in gutters does not help with storm water control when we have heavy rain. If you allow weeds to grow in cracks on our cycleways I can foresee millions of ratepayer dollars having to go towards upgrading those surfaces in the next two years. Please use the scientific data correctly and use glyphosate in non-amenity areas and confine the use of the less-effective weed control agents in public parks.

### **191 - Bebe Frayle (Waitai Coastal-Burwood Community Board)**

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

### **23 - Cameron Bradley**

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I notice there is a change to a key level of service which I would like to comment on. 54% (current) reducing to 48% (proposed) of residential land holdings with a 15-minute walking access – this is a significant change in the wrong direction. We need to be increasing access via walking (and cycling) so people choose these modes instead of the car as this will make our places nicer, safer and more sustainable.

## **Other**

### **11 - Cody Cooper**

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It is a relatively often heard criticism to say Council spends \$X on cycleways, etc. This amount is fairly easy to calculate from Active Travel Rates and the like. However, in the Draft Annual Plan it's not entirely clear exactly how much money is going towards Cars and Car Infrastructure vs Other Modes. For example, when we start adding in things like Pioneer Carpark Renewal and Ngā Puna Wai Car Park & Access Improvements it becomes clear that the amount of money being spent on cars is much larger than first

expected. Accordingly, I would like to see a new performance measure introduced in future that would show "% of Transport-related Funding for Active Transport" with a target >20%.

Similarly, I would like to see a heat / GIS map of spending across the City. There is no reason this should not be possible already given that there is already capital program activity detail.

### **153 - Ben Wiles**

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Finally, it would be great to reduce the speed limit on Sutherlands Road to 50kmh. We have residents walking on the road edges, particularly in winter, making the risk of being hit while walking quite high.

### **216 - Tori Peden (Summit Road Protection Authority)**

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The Summit Road Protection Authority is constituted under the Summit Road (Canterbury) Protection Act 2001 and deemed by that Act of Parliament to be a joint committee of Christchurch City Council and Selwyn District Council.

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The Authority notes that the City Council on 22 March 2018 resolved to not approve the installation of proposed Prohibited Times on Road Restrictions for the Summit Road following a significant response to the public consultation indicating the high significance of the Summit Road to the greater Christchurch region. The City Council also resolved at that meeting in March 2018 to request: "that the Port Hills Management Plan be advanced as soon as possible [emphasis added] recognising that the outcomes and objectives of that Plan may assist in achieving positive outcomes for the Summit Road and other affected roads in the area covered by that Plan."

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

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The Authority and its Advisory Committee wish to make the following joint submission:

Request that the City Council gives appropriate prioritisation to the advancement of a

Port Hills Management Plan in line with its resolution of 22 March 2018 to request that the Plan be advanced as soon as possible recognising that the outcomes and objectives of that Plan may assist

in achieving positive outcomes for the Summit Road and other affected roads in the area covered by that Plan.

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

The Authority has spent many meetings deliberating on the best way to deal with this threat to the Road, and has come to the conclusion that the best way forward is to enhance the Road experience for bona fide users by upgrading the amenity status of the Road to A Heritage Road Through A Park. This would at the same time provide for stronger measures for traffic control and restriction (such as those currently applied in Victoria Park) and hence better options for protecting the Road from misuse

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

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

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

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

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#### a) Improved status for the Road

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

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

(By contrast, there are links to visitor attractions of much lesser historic, natural and recreational value, such as the restaurant tram).

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

The best way to do this is to manage and promote the Road in a way which is consistent with what it has to offer – hence the concept of A

Heritage Road Through A Park. The Road needs its own integrated management plan which recognises that:

☒ Most of the Road now passes through or runs beside reserve lands with public access

ie it is a road through a de facto park, and

☒ The Road is of significant historical value in itself ie it is a heritage road.

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

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

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

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

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

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

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

All recreational drivers and other users of the Road would also be

reconciled to any speed restrictions and closures by knowing that as a result the Road would be safer and more pleasant to use.

### 3. Further Work

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

In particularly this work would establish:

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

### 4. Recommendation

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

*[Full attachment available]*

### **257 - Nick Clark (North Canterbury Federated Farmers (NCF))**

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Reinstating roads damaged by recent storms and flooding on Banks Peninsula has been a challenge but we appreciate the efforts that have been made to restore these crucial links to affected communities and we also appreciate the Council's Banks Peninsula roading updates. In the context of storms and flooding we would also like to see better planning for emergency management and engagement with the community on this planning.

### **265 - Rachel Crawford (RRBA Richmond Residents and Business Association/ 'We are Richmond')**

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#### 7. Speed Reduction

The RRBA is working with the Council to implement the Greenways Cycle Route and the reduction of the speed limit. It is our wish that this work is completed in 2022.

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#### 11. Dudley Street

It is noted that Community Board staff are continuing to seek solutions to the ongoing problems of maintenance relating to falling leaves and bird excrement. We urge the Council to consider working towards a satisfactory solution to the unique health and environmental issues being experienced in Dudley Street.

### **305 - Lyn Bunn**

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More consideration needs to be given to the planning of traffic management as there are so many intersections and traffic light sequences which are not helpful to traffic flow.

### **306 - Viviana Zanetti (Phillipstown Community Centre Charitable Trust)**

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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.

### ***306 - Viviana Zanetti (Phillipstown Community Centre Charitable Trust)***

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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.

### ***312 - Marc Duff (Greater Hornby Resident)***

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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.

### ***351 - David Close (Christchurch East Labour Electorate Committee)***

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4.3 We applaud the measurement of ‘non-car modes in daily trips’ (page 155). The targetset is modest, an increase of 5% from 36% to 41% over eight years, because the meansto achieve it appear equally modest. More direct action is required. Daily commuters tothe inner city are the obvious target group. A deal with the Regional Council to give allCCC workers based in the inner city a free bus pass? An extension of the deal to allemployers in the city centre? The reduction in emissions from peak hour congestionwould be significant, and the savings in expensive intersection upgrades couldcompensate the Council in whole or in part.

### ***356 - Emma Twaddell (St Albans Residents Association )***

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The volume and type of vehicular traffic in St Albans is causing distress to local residents. The speed of thevehicles and the number of large trucks on our damaged local roads are serious safety issues for residents.Many residents are reporting that they do not feel safe walking or cycling on their local streets.This fast, heavy traffic is also affecting many resident’s homes causing them to shake.The closure of local roads across Cranford St has also meant local’s are unable to

move efficiently across this road therefore restricting movement around the community.

We submit that

- Community conversations and action are achieved in regard to plans for the local transport network including rectifying the negative effects from the motorway extension to Cranford St.
- We submit the CCC work with the Government for better enforcement of speed in our communities.

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The safety of walkers on local streets is being lowered due to the increasing number of vehicles parking upon footpaths. We submit that CCC educate residents on the purpose of footpaths and enforce Land Transport (Road User) Rule 2004 6.14 Parking on footpaths or cycle paths - A driver or person in charge of a vehicle must not stop, stand, or park the vehicle on a footpath or on a cycle path.

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We submit

- The classification of Courtenay Street is changed to a local road to fit with the design of the road which was consented 29th June 2009. (Application RMA92013627)

### **390 - Paul Young**

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The addition of the cycleway has unfortunately created a dangerous and ambiguous bi-directional shared stretch of road, footpath and cycleway outside the properties of 231-225 Ferry Road and urgently needs attention.

This is the access to the homes on this stretch and when accessing our homes we need to negotiate scooters, bikes and vehicles cutting through this section to avoid the traffic lights - often travelling at speed. You have all manner of people and vehicles cutting through in both directions weaving through pedestrians. It is very difficult on such a busy intersection to stop in a car without being rear-ended by another vehicle as you check and wait for the accessway to clear. This is also a footpath and the whole stretch is stressful and dangerous to use.

There is no adequate signage, median or instruction that it is a shared road. It desperately needs addressing. There are many small accidents and close-calls outside our property every week. One of

your own workers accidentally crashed into my wife's vehicle and i have witnessed collisions between pedestrians and cyclists.

#### **401 - John Wooles**

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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.

>>>

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.

#### **413 - Harry Stronach (Akaroa Ratepayers & Residents Assn Inc)**

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Common Sense

Planning Akaroa and the wider Peninsula are separated geographically and historically from the central city. We are proud to have a distinct identity, and frequently annoyed at having to defend it against the creeping sameness promulgated by the Council with their standard "one size fits all" approach.

>>>

Ban the buses

We need to develop a traffic management situation where the tour buses are kept out of the main street. They are completely intrusive, and destroy the atmosphere and character of the town.

#### **42 - Susie Taylor**

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*[Other > Tree Canopy]*

Trees! Please plant more street trees for shade, cooling, beautification, increased property values, etc. Just look at Chester St East 40 years ago compared to now - it's miles better, and other Chch communities deserve this too.

#### 420 - Lucy West

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*[Other > Tree Canopy]*

please add \$600,000 to spend towards saving the trees and the canopy of Christchurch.

its almost too late with less than 10% of the original canopy left. Its all gone.

The summer is hot and dry, no natural shade.

Super windy, no trees to block wind across wider Canterbury.

Floods - no trees to wick away the water and soak it up.

it seems to make so much sense to protect what trees are left but it seems that every day the last that are standing are quickly getting wiped out.

>>>

save the trees

\$600,000 at a minimum to be allocated towards research and replacing;planting of LARGE trees.

please allow the trees to remain, every day more are removed and its becoming very rare to be able to walk under tree shade on footpaths, or sit under a tree for a picnic or to watch sport.

please, shut down the tree tech and other companies that are pillaging our mich needed city trees. Look around, its almost too late.

>>>

please allocate \$600,000 towards SAVING the trees.

not to spend on their destruction and removal.



saving them from developers is crucial to the aesthetic and beauty of the city.

its laughable to call ourselves the garden city when every day more and more trees are disappearing. When will it be too late? It almost already is.

#### **421 - Alistair Price**

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Cars, Buses, Trucks etc play a very important role in moving people and stock.

The CCC needs to refocus to get the city moving.

#### **432 - Patrick Fergusson (Mid-Canterbury Roads Skills & Safety Association )**

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G'Day Kia ora,

It's good to know that our CCC are wishing / going to improve our City.

I liked doing your survey in February.

But thought afterwards that I had missed out on some 'important' improvements that we think need to be done.

There are ...

Speed Limit Signs. Or lack of ...

A few years ago we had a standard uniform" speed limit of 50 Km/h

Or in higher speed areas 80 & 100 Km/h speed signs displayed.

Bur recently & today we have many different speed limits, ranging from 30 + 40 + 50 + 60 + 70 + 80 & 100 Km/h.

Could we please have you, our CCC, place more speed limit signs being displayed . Especially where it is a lower speed limit area.

I travel to work, 4.1 Km, along Greers Rd 50 Km/h, Peer St 50,

Curletts Rd 50 + 60 + 70, Parkhouse Rd 50,

Lodestar Ave 40, & Skyhawk Rd 40 into The Runway 30 then Corsair Dr 40 Km/h

& find a place a park near the Wigram Park supermarkets car park.

Last Tuesday travelling at approx. 8.35 am along Parkhouse Rd, at 50 Km then after the passing thru the roundabout (at Hayton Rd) into Lodestar Ave which is now 40 Km/h. I had a dark coloured car tail-gating me, & the young -ish looking male driver using his horn loudly to get me to brake the speed limit & go faster.

as I turned left at the roundabout into Skyhawk Rd, & as he passed me going straight ahead still in to Lodestar Ave. I heard him yell " why the f... didn't you go at 50 or 60 ? "

I did not answer because by then we were going in different directions.

Along the Wigram Park roading area. We should see not just 2 or 3 of the 40 Km speed limit signs. but many more to 'remind' the drivers of what the legal speed limit is.

We should see speed limit signs & many more to 'remind' the drivers of what the legal speed limit is on that part of the road they are driving / riding on.

As I mentioned earlier today we have many different speed limits, ranging from 30 + 40 + 50 + 60 + 70 + 80 & 100 Km/h.

So unless we all are reminded of what the legal speed limit by speed limit signs. How sure are we, & how sure are all the other drivers, of what speed to travel at ?

Plus could we have these different speed limit signs. Placed say 200 or 300 m from the corner of the intersections. Because in some places we drivers do not see the different speed limit sign as we are more concerned about ' driving thru that "busy" intersection.

Could we have your ideas & comments please about having more "speed limit signs" placed along the roads.

So that local drivers & especially visiting drivers , not from the CCC area or NZ know what the legal speed limit is.

### **509 - Christine Toner**

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Restoration of the grass of the Beachville Esplanade - this has been accepted by Council staff as being necessary (but not funded) and has already been considered by the Community Board.

>>>

The improvement of street maintenance. Residents have been shocked to see the same litter (sometimes personal hygiene products) lying in the gutters around the shops for months on end. The garden beds are untidy unless maintained by residents and one particular business owner who gives time and money to keep the village tidy and clean. We see little evidence of any CCC contribution to street maintenance in Redcliffs.

>>>

Speed Reduction through the Village - we have already provided details of our resident survey which show strong support for a speed reduction from the end of the causeway through to Wakatu Ave to feed into the reduced speed zone around Moncks Bay being created for the Coastal Pathway.

>>>

The provision of public toilets in Moncks Bay car park to service the Coastal Pathway and Moncks Bay Beach. Since the removal of the toilets where the school is now, after the earthquakes, there is no

visible public toilet anywhere in Redcliffs. With the closure of the New World Supermarket there is not even an available shop toilet and the toilets in the Barnett Park sports pavilions are not signposted, nor are they adequate or convenient, especially for people on the Coastal Pathway. We are aware that people use the Moncks Bay beach and the Yacht Club carpark as toilets.

## 9.2. Roads (Capital)

### General Comments

157 submitters addressed our proposed capital spend on our roads.

Seventeen provided comments that supported our proposal, eleven indicated that they opposed our proposal and 139 provided alternative views or proposals. The majority of these were in relation to bringing forward works at the Sparks/Milns/Sutherlands Road intersection.

### Officers Response

Submitters have provided a range of feedback on a wide variety of issues and concerns relating to the Council's roading infrastructure asset maintenance, renewal and operation, as well as road surface treatments, emissions reduction, slow speed neighbourhoods, and grass berms. Specific feedback has been received on location specific concerns and queries, including Dyers Pass/Hackthorne/Cashmere Roads, Selwyn Street, Pages Road Bridge, Marriner Street, Bromley Area, Milns/Sutherlands/Sparks Intersection, Mairehau Road, Halswell/Candys Intersection, Knights Stream School, Ferry Road, Stapletons Road, Thomas Street/Jollie Street, Summit Road, Akaroa Tour Buses, Gloucester Street, and lighting of the Anzac Fronds.

#### **Maintenance of roads, facilities and footpaths**

The proposed increased expenditure on roading improvements (renewals) is to catch up with the backlog of the damaged roads due to the earthquake which has caused a knock on effect on the rest of assets with shifting traffic patterns and investment priorities. The increase is intended to elevate the condition of the roading network to a sustainable level where large under-maintenance costs are avoided and ongoing investment requirements are kept at minimum.

The 2021-31 LTP increased renewal budgets for roads to aim to ensure that 6% of the network is resurfaced annually. This will result in the network being back to a condition rating that is comparable with other major metros in approximately ten years.

The comparative spend across the City is as shown below (current contract period, October 2017 to present):

Eastern area LTD	Coastal, Burwood, Linwood & Innes	\$34,522,580.76
Southern area LTD	Riccarton, Hornby, Halswell, Spreydon, Heathcote & Cashmere	\$41,859,109.89
Northern area LTD	Harewood, Papanui, Waimairi, Fendalton	\$25,867,859.26
Central area LTD	Central	\$18,873,673.32

The exact budget to fix the remaining earthquake repair in the AP and LTP is indeterminate, however below is a projection of budget allocated in each area for the coming seasons Capital works for 2022-23

Central area	Central	\$210,413.34
Banks Peninsula	Banks Peninsula	\$1,464,142.77
Northern area	Harewood, Papanui, Waimairi, Fendalton	\$2,083,481.93
Eastern area	Coastal, Burwood, Linwood & Innes	\$3,912,618.90
Southern area	Riccarton, Hornby, Halswell, Spreydon, Heathcote & Cashmere	\$4,085,357.15

The renewal programme is driven by asset age and conditions and has a network wide focus. Council is actively working toward improving efficiency of delivery and improving the quality of the roads and footpaths as soon as possible considering the budget limitations.

There are a number of programmes under the asset renewal portfolio which are targeted to address legacy, and changing travel pattern issues across the network. These include #205 Programme - Kerb & Channel Renewal (Category 1) and #59940 Programme - Street Renewals. The renewal programme is driven by asset age and conditions and has a network-wide focus.

### **General Maintenance**

Issues are found on all types of assets. The Council's roading maintenance contract have strict measures to address problems on all types of assets reported to the council in a strictly short timeframe.

For example, we acknowledge that dumped shopping trolleys is an ongoing issue. All the main trolley providers - Countdown, New World, Four Square, Fresh Choice, The Warehouse and K-Mart are signed up to use the app "snap send solve".

Culverts are inspected yearly by our contractors, repairs and maintenance are then programmed following these inspections. The Transport asset management team are working with the 3-waters asset management team to see what opportunities arise through this collaboration.

Potholes develop on all road networks. The roading maintenance contracts have strict measures to address potholes reported to the council in a strictly short timeframe. Identification of the potholes is assisted by residents through snap-send-solve and the call centre. It is also the responsibility of the maintenance contractors to monitor the network and correct defects identified.

### **Investment in PT, cycling, pedestrian safety and transport options**

The long term plan and annual plan have a large focus on improving footpaths and enhancing active transport level of service with a focus on the 15-minute accessibility as well as other measures including traffic calming, improving public transport infrastructure, developing more bus priority lanes and shelter/stop improvements, completing the Major Cycle Routes, and adding more cycling infrastructure throughout the city.

There are two programmes in the Long Term Plan addressing the pedestrian network and enhancing the level of service for active transport. These are #63365 Central City Projects - Active Travel Area and #60377 Programme - Active Transport Level of Service Enhancements focusing on the inside of the Central City and outside of it, respectively.

### **Dyers Pass, Hackthorne & Cashmere Roads**

A project is currently at investigation stage for Bus Priority improvements on Cashmere Road with the objective of improving journey time and removing barriers to the uptake of Public Transport.

### **Selwyn Street Masterplan**

Selwyn Street received some investment in 2020/21 through the Innovating Streets for People Pilot Programme. Much of the feedback received from the community through this project will be invaluable in developing further initiatives for Selwyn Street through the Masterplan.

### **Pages Road Bridge**

The Pages Road Bridge Renewal Project will continue with the current programme of 2024 / 2025 construction. Before then the project stages that need to be undertaken include finish of scheme design, public consultation, hearings, detailed design and tendering. CCC staff understand this is key infrastructure for New Brighton and are working hard to progress the large project. Pages Road between Avon River and Anzac Drive will be upgraded including being lifted approximately 0.5m from existing ground surface, which will significantly reduce the incidence of flooding.

### **Marriner Street**

Marriner Street will be in resurfacing programme for FY 22/23. The work includes kerb & channel renewal, carriageway shape correction (rip & remake) and asphalt surfacing.

### **Bromley Area**

Funding for safety improvements and speed management in the Bromley area is proposed in the Draft Annual Plan as Project #67989 – Improving Bromley Roads. Cumnor Terrace / Radley Street intersection is planned as part of the minor safety interventions program (65924 Minor Safety Interventions).

### **Milns / Sutherlands / Sparks Intersection and Connections**

Council is in discussion with the developer on their future development, and the new intersection with Sparks Road. This future intersection will improve the traffic safety of the existing Sparks / Sutherland / Milns intersection. Staff will be working with the Community Board to seek approval for road stopping and changes to traffic movement to and within the current network.

### **Mairehau Road**

Council staff are making good progress on this project, and construction is programmed to commence in June 2022. Currently, staff are working with the developer and their contractor on their alternative methodology for the pavement rehabilitation.

### **Halswell Road / Candys Road Intersection**

Council staff are working with Waka Kotahi and the developer to deliver a roundabout intersection at this location.

### **Richmond Ave / Whincops Road Intersection – Knights Stream School**

Council staff will be reviewing this intersection in the next financial year following requests raised through the School Travel Plan process.

### **Road Surface Treatments**

Treatment selection of the road surfaces typically considers the environment the road is located in, safety and economic considerations and the volume of daily traffic. The gravel roads in Banks Peninsula normally cater for a low volume of traffic which typically do not justify the investment to upgrade them to sealed roads. In contrast the roads in the central city cater for tens of thousands of traffic movements on a daily basis and as a result the investment is enjoyed by a larger number of residents. Council actively monitors the traffic volumes on the entire network and makes adjustments where necessary.

The proposed surfacing for Dawson Street has changed to asphalt in the renewal programme due to environmental constraints. CCC is considering updating their treatment selection criteria in the Infrastructure Design Standards to favour smooth surfaces for shared zones.

### **Emissions Reduction – Christchurch Transport Plan**

A new transport plan is currently under development, which provides the strategic direction for transport in Christchurch over the next 30 years. It sets out a pathway for the city to transition to a zero-carbon transport system, through a range of

policies which will move us towards the goal of being a productive and accessible low-carbon city, with safe and liveable streets. Key outcomes include reduced greenhouse gas emissions, safe streets, a transport system that supports good growth, and healthy streets healthy people. Policies being investigated include improving our walking and cycling environment, low traffic zones, a sustainable travel choice programme, transport and urban realm improvements to support intensification, future-proofing our transport network for micro-mobility (e.g. e-scooters), and improving public transport. This transport plan will be consulted on in early 2023.

### **Ferry Road**

A project is currently at Investigation Stage for Bus Priority improvements from Wilsons Road to Mannings Place and Mannings Place to Alport Place, with the objective of improving journey time and removing barriers to the uptake of Public Transport.

Pedestrian improvements are planned as part of 60377 Programme - Active Transport Level of Service Enhancements, and more specifically, 68430 Active Transport Level of Service Improvement Programme has the section of Ferry Road between Wilsons Rd and Aldwins Road as the second priority to deliver pedestrian improvement enhancements until FY24. This project is currently in the early scheme design stage.

### **Stapletons Road**

The Papanui-Innes Community Board have indicated they will request the street renewal of Stapletons Road from North Avon Road to Randall Street in the Annual Plan.

### **Thomas Street / Jollie Street**

There is no specific funding proposed to block off Thomas Street from Jollie Street and create a reserve with trees and a picnic bench in the annual plan, however, this may be an option in the future when the road reaches the end of its life and requires full renewal.

### **Slow Speed Neighbourhoods**

Speed limits are set based on national guidance provided by Waka Kotahi, and slower speed neighbourhoods are planned as part of the Slow Speed Neighbourhoods program. Council staff are currently working through a speed management plan to determine the prioritisation for delivery of slow speed neighbourhoods across Christchurch.

### **Grass Berms and Streetscape**

Not all grass berm renovations require a full strip out and generally top dressing is all that is required, seed is the preferred option for renovation. Leaflets are delivered to residents on completion to provide information for successful establishment.

### **Summit Road**

No funding is currently proposed in the Annual Plan for the remediation work needed to reopen the section of Summit Road currently closed to vehicles.

Council Transport staff support the development of the Parks led Port Hills Management Plan, and as part of this process, the investigation into the 'Heritage Road Within A Park' concept. The Plan is envisaged to support active road users and appropriate use of the space.

### **Akaroa Tour Buses**

Akaroa bus and traffic management issues have been previously investigated on a number of occasions. The most recent of these was during a Briefing Seminar with the Akaroa Wairewa Community Board on 15 March 2021- 21/239425, and via the Memo to the Board - Akaroa Traffic and Parking Update 31 March 2021- 21/254108. A pick up/drop off area will not be created at the Recreation Ground. The current traffic management plan will be reviewed before the start of the next cruise ship season, with consideration to accommodate buses and coaches travelling from Lyttelton to Akaroa.

### **Gloucester Street**

Council has programmed works for Gloucester Street between Colombo Street and Manchester Street, with the intention that those works be completed prior to the opening of the new Court Theatre on the corner of Colombo and Gloucester Streets. Among the options under consideration for that section of Gloucester Street, is for it to become a shared zone / slow speed street, perhaps similar to some sections of Oxford Terrace in function. Those works will be subject to separate consultation when a scheme design has been prepared.

### **Lighting of Anzac Fronds**

There is currently no funding allocated for the lighting of the fronds.

## **Support**

### ***191 - Bebe Frayle (Waitai Coastal-Burwood Community Board)***

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

### ***210 - Emma Norrish (Waipapa Papanui-Innes Community Board)***

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The Board wishes to express its particular support for:



Project 67987 (Greers/Langdons Traffic Lights);

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

### **212 - Ashley Campbell**

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I am glad to see on p116 of the full DAP that \$200,000 has been allocated in 22/23 to improving Bromley’s roads, with a further \$400,000 in each of 23/24 and 24/25 or later.

### **239 - David Hawke (Halswell Residents Association (Inc.))**

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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.

### **240 - Alexandra Davids (Waikura Linwood-Central-Heathcote Community Board)**

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Opawa Village Pedestrian Crossing and Slow Speed Neighbourhood – the Board acknowledges the support of the Council staff to have improvements made to the Opawa Village pedestrian crossing.

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Marriner Street – ongoing issues with the condition of Marriner Street are of concern to the Board, and it wishes to ensure the work planned for Marriner Street in 2022/23 be confirmed and is not delayed.

### **250 - Tori Peden (Te Pātaka o Rākahautū Banks Peninsula Community Board)**

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## Rural Roads

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

### ***257 - Nick Clark (North Canterbury Federated Farmers (NCF))***

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Roading is a key operational activity for NCF, especially rural roading. We are pleased the Council has maintained its higher level of funding for rural roads and we note improvements to the way road maintenance has been undertaken, but there is still room for improvement especially on maintenance of culverts.

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Similarly, NCF supports the Council's high priority for capital investment in roads and the three waters. As with operational spending, it is important that the \$615.5 million forecast to be invested over the coming year is prioritised and planned so that it delivers strong value for money.

### ***292 - Robert Fleming***

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I fully support any expenditure that contributes to our roads becoming safer and calmer with improved amenity for residential areas.

### ***297 - Josiah Thompson (North Beach Residents' Association)***

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NBRA supports the proposed investment in transport infrastructure, including roads, public transport, walkways, and cycleways. In particular, NBRA supports and seeks the retention of funding for the following projects:

Pages Road Bridge Renewal: Project ID: 27273. All funds brought forward to commence in 2022/2023. Reinstate the \$1,200,000 removed from 2022/2023. This is an earthquake repair that is long overdue and is the main entrance directly into New Brighton. Also, given the significant investment, it is essential that this bridge is oriented to align with Seaview Road in order to regenerate the New Brighton CBD. This orientation would feed locals and visitors directly

into the central area of the CBD which would further enhance revitalisation of existing and future businesses. The Hawke St option is the cheapest but not necessarily the most advantageous for regeneration purposes.

New Brighton Roading & Transport: Project ID: 61030 (CRAF) \$68,000  
It is unclear exactly what this funding is for. NBRA supports funding to ensure our roads are of a high standard, this funding needs to be increased and allocated to the right areas along New Brighton Rd.

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### **351 - David Close (Christchurch East Labour Electorate Committee)**

We note with approval the following policies, programmes and projects:

2.6 Deferral of replacement of Pages Road Bridge. In view of other related projects in the area and the major improvements to the approaches a few years ago, we can live with further delay if the bridge remains structurally sound.

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### **371 - Tina Bailey**

The priority for the city is improving the standard of the roads and footpaths, reducing flooding in flood prone areas and regular street cleaning.

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### **389 - John Gould**

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

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### **393 - Marie Gray**

The state of the roads is something that often comes up and I agree there are some areas of the city, especially on the east where the roads are still in very poor condition. And there are other areas of the city where the roads are regularly replaced for no apparent reason. For example, our road in Wigram was resealed. Less than 6 months later the perfectly good road was ripped up again and resealed. It is a mystery why some work is prioritised and why other work is not. Ultimately I would like to see spending on road maintenance reduced over time as people change how they travel. However in the meantime, I would like to see a programme of work where roads are maintained to a specified safety level, rather than a focus on spending the transport budget by 30 June of each year. If at

the expected renewal time the road doesn't need to be renewed, then this work should be delayed and the money reallocated to roads in more urgent need of repair.

#### **406 - Lindsey Conrow**

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I support extra spending for roading improvements, if those improvements remain aligned with Council's commitments to climate action and the proposed level of service goal for trips taken by non-car modes. To achieve a (minimum) level of service where 36% or more of trips taken by non-car modes and 48% of residential land holdings with a 15-minute walk access this includes but is not limited to additional investment in:

Improving footpaths and developing more pedestrianised areas

Traffic calming

Improving public transport infrastructure, including developing more bus priority lanes and shelter/stop improvements

Completing the Major Cycle Routes, and adding more cycling infrastructure throughout the city

#### **437 - Chris Ford (Disabled Persons Assembly NZ (DPA))**

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DPA acknowledges that there are not any significant changes in this year's annual plan. However, we do wish to emphasise some key issues that we either wish to reiterate or seek clarification upon. DPA acknowledges that there are not any significant changes in this year's annual plan. However, we do wish to emphasise some key issues that we either wish to reiterate or seek clarification upon.

The second point is also based around infrastructure and, more specifically, the Council's plan to maintain the upkeep of roads, facilities, and footpaths up to standard. DPA welcomes this commitment given the economic pressures this country is facing.

#### **441 - Karolin Potter (Spreydon-Cashmere Community Board )**

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

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

sector-led actions, Council investment is key to catalysing private sector investment. The Masterplan was approved in 2012, and the Street and Movement (S1) project (ID 26622) was originally scheduled for financial year 2016. The Board strongly supports the \$781,040 budget for this project in financial year 2023. This is a priority in our Community Board Plan.

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#### Traffic Improvements to Dyers Pass, Hackthorne and Cashmere Roads

One of the priorities in our Community Board Plan is traffic improvements to Dyers Pass, Hackthorne and Cashmere Roads. Residents and visitors have expressed concern for a number of years for the safety of motorists, cyclists and pedestrians within this triangle due to increasing congestion from new subdivisions in Westmorland and Halswell. The Board supports the budget in financial year 2024 to improve traffic safety at the Colombo Street / Cashmere Road / Centaurus Road / Dyers Pass Road roundabout. This is a priority in our Community Board Plan.

#### **83 - Thomas McNaughton**

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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.

#### **Oppose**

#### **130 - Teresa Frapwell**

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Our roads in my area are still pretty crap. I have had proposed road works for at least a year and nothing has happened

#### **140 - Hamish Wheelans (Your Section)**

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*[Revenue > Development Contributions]*

The primary point of this submission is the funding for an upgraded roundabout intersection at the corner of Halswell Road and Candys Road, the western end of the collector road through ODP 20. To the east of this intersection the land is zoned Residential New Neighbourhood with provision for approx. 400 houses within ODP 20. To the west, the land is also zoned residential ODP 21 with a

further approx. 400 houses south of Quaifes Road potentially using the intersection, and a further approx. 1,000 houses north of Quaifes Road using either this intersection or Halswell Junction Road as their primary routes of travel.

The ODP 20 requires a connection Halswell Road. To ensure this connection is made in a safe and appropriate manner, the connection must be designed to take into account the residential growth of ODP 21. Clearly when linking the Collector Roads, this intersection forms an integral part of the roading network connecting ODP areas and becomes a major intersection.

The attached report by Stantec details the proportional benefit that the greater community will receive from the intersection improvements, with the developer benefit from ODP 20 being less than 16-18%. Please find below extract being the conclusion of this report

“9. Conclusion - The assessment carried out shows that an equitable funding mechanism is warranted for the Halswell Road / Candys Road roundabout. Whilst the adjacent River Stone development benefits from improved access to the wider transport network, there is a high level of through traffic associated with other movements in the road network. It has been identified that there would likely be a need for other improvements at SH73 / Glovers Road, and SH73 / Candys Road if the roundabout did not proceed. The contribution of the River Stone development area to future traffic volumes is indicated to be approximately 16-18% of all turning movements at the roundabout.”

We submit that Council makes provision in its Annual Plan to appropriately fund the upgrade of the Halswell Road/Candys Road intersection in this coming financial year (being 2022/2023) with the cost recovered through Development Contributions over the catchment that will receive the benefit of the upgrade, whilst allowing for further recoveries from improving levels of service for all users of the intersection. We estimate the total cost of the intersection upgrade works to be between \$1.5m and \$2.0m. If Council chooses to fund this intersection upgrade through a Infrastructure Provision Agreement, we submit that Council make provision for a minimum of 82% of this cost.

We fully accept the requirement to pay our share, however it cannot be expected that developers pay 100% of the cost of infrastructure that provides a significant 82% benefit to other users of that infrastructure.

**199 - Jade N**

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The roads I drive on are not up to standard.

## 212 - Ashley Campbell

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*[Three Waters > Stormwater & Land drainage (Capital)]*

I wish to submit on the DAP 2022. Specifically, I wish to submit on the continued lack of urgency in attending to transport deficits in the East, including repairs to significant local arterial roads that have been in a state of shocking disrepair since the earthquakes of more than 11 years ago.

I note that on page 12 of your consultation document you state your priorities for the capital programme are include “to improve our roads and footpaths”. I would suggest that for residents of the East who regularly use, for example, Maces Rd, Pages Road east of Anzac Drive, or New Brighton Rd between Fleete St and Lake Terrace Road, these are hollow words.

On the same page, you state you’re being realistic about what you can deliver, and when.

Just how realistic is it to expect the people of the East to continue to suffer from third-world roading infrastructure – with few, if any, alternatives, such as functioning cycleways – for more than a decade?

I note that the same consultation document states you are bringing forward \$5.1 million for roading improvements and \$4 million for Central City roading projects to align with delivery time frames of Te Kaha.

At the same time, you are deferring for at a year \$1.5m of work on the Knights Drain stormwater infrastructure on Pages Rd, and for at least two years \$1.2m on the Pages Rd Bridge renewal – both of which significantly impact the flooded and frequently dangerous state of this major local arterial.

I will leave you to ponder what it says about priorities that roading to support Te Kaha is given a higher priority than fixing local arterials in the East, which have been substandard – and frequently dangerous – for over a decade.

There is no road in the central city that floods every time there is significant rain, reducing to effectively one lane, and making it exceptionally unsafe for pedestrians and cyclists (with no viable alternative route for those pedestrians and cyclists).

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When it rains, and Pages Rd floods down to a single lane for all traffic and pedestrians, they cannot alter their route to an off-road

cycleway or footpath to avoid danger. As of last year, there is a raised single-lane footpath on one side of the road, meant to accommodate all cyclists, pedestrians, mobility scooter users – anyone not in a car, bus, or truck. That’s it. This is simply unacceptable. I have to ask whether this would have gone on so long if we were talking about Colombo or Barrington streets, Glandovey or Ilam roads.

There is no road in the central city that is as potholed and uneven as New Brighton Rd, Pages Rd, and Maces Rd.

It is simply not tenable to spend more money on central city roads, while leaving the roads in the East in such appalling condition.

I submit that fixing the roads of the East so they are at least to the current standard of central city roads, must take higher priority.

And if that means giving more urgency to the OARC works in those specific areas so some of these roads can be fixed, or doing the roads first and fitting the surrounding works around them, then do it. At some point, enough is enough – and we’ve passed that point.

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However, excluding the Pages Rd Bridge renewal, I could see just \$256,000 devoted to Linwood, Woolston, and New Brighton in 22/23. Indeed, I could see little else before “24/25 or later”. How long do we have to wait?

Coming back to the Pages Rd Bridge renewal – most of that work is deferred until 2024-25 or later, and I understand it is not scheduled for completion until 2025. Given that an effective repair of Pages Rd cannot be completed until the bridge is completed, I have to ask – why is this continually being deferred? Waiting to finalise the OARC around it is no longer a viable excuse. There must be more urgency given to overcoming obstacles and fixing this.

How long do you expect the current residents of New Brighton – let alone the new residents set to occupy the many new housing developments planned for the suburb – to put up with this third-world major route to their suburb and complete lack of alternatives?

### **248 - Adele Geradts**

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1344 Milns, Sparks & Sutherlands Intersection Improvement (\$630k in 2024/25 or later)

The traffic along Sparks Road is steadily increasing, contributed by



Halswell folk and by people living in Selwyn District. it is very difficult if not dangerous to walk from Halswell road towards hendersons road around the intersections of Milns road and Sutherland Road on foot. Its not much better by car 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.

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 surely it should be easier to access via foot paths and wider roads?

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

### **27 - Sarah Watson**

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On the east side the roads are appalling and patched. Footpaths as well. On other dide of town money is dpentnon beautification projects or refoing roadibg that is more than adequate. Just fix our toads properly. We pay huge rates but get nothing more for them than we did 5 years ago. Very poor ... the council does not look out for our area at all.

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Roadibg on east side is appalling and repairs are shameful

### **32 - Marie Byrne**

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I would like to propose that funding for the Ferry Road, Fitzgerald to Aldwins transport corridor is brought forward from 2024/5 and beyond. (ID916) Having part of a major transport corridor such as Ferry Road with carparking encroaching on the footpath is deplorable. Can I dare suggest that this would not happen along other major transport routes such as Papanui Road, Cranford St, Colombo St, Riccarton Rd, Memorial Avenue? Why this stretch of road? Is it any coincidence that this area (Phillipstown) surrounding Ferry Road has some of the highest social deprivation in Christchurch, from where people are less likely to speak out as they're more concerned with surviving, keeping a roof of the heads and food on the table?

>>>

I find it somewhat confusing that this small patch of Ferry Road is left to deteriorate even further while funding for the St Asaph to Fitzgerald Avenue stretch of Ferry Road (ID18341) has over \$1m proposed to be spent over the next two years - the same stretch of road that had a lovely new cycleway installed alongside other roading improvements over the past two years. I realise that was due to the cycleway installation - however one would assume there were some levels of roading/footpath work done at the same time.

Please - prioritise bringing improvements to this stretch of road forward - to make it safer.

#### **4 - Mark Penrice**

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Not enough spent on maintenance.

No point building stuff if you cant afford to own it.

#### **70 - Arthur McGregor**

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I would like to see road renewals de-prioritised, because I feel that we have historically over-prioritised car travel and we need to rebalance that to encourage mode shift.

#### **71 - Guest User**

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1. I understand work to improve the safety & design of the intersection of Milns, Sparks & Sutherlands Roads has been deferred from this current plan for another 4 or 5 years. The amount of housing feeding into this intersection is growing incredibly fast (as well as wider afield feeder areas), the design of this intersection is currently inadequate for the current amount of traffic, so further increases in traffic flows will only exasperate this. I would like to suggest the council get engineers to assess this intersection, particularly at busy times.

#### **8 - Jan Edwards**

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The suburban roads, sidewalks, ccc managed roadside areas, gutters are all ignored unless we jump up and down. These should be prioritised ahead of doing up streets that dont need doing, instead of more unused cycleways (Harewood should be stopped! as it is a complete waste of our money), and ahead of Councillor pet projects that most Cantabrians dont want

### **10 - Megan Gourley**

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Where is the evidence of this happening on the East side of Christchurch? It would be great if the work being done throughout the city was consistent and the roads and footpaths, water, wastewater, surface water and waterways were usable and functioned well over here too!

For sure, keep investing in these things BUT please so more to fix up what is still wrecked on the Eastside decades after the earthquakes.

It really feels like there is a severe divide across the city in terms of the way capital is used to maintain infrastructure...

### **100 - Yvonne Russell**

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The intersection at the corner of Sparks road , Sutherlands road and Milns road needs to be brought forward to now , ie 2022 . It is dangerous as it is and many times during the day you risk your life just getting across Sparks road . The traffic travelling East along Sparks road is obscured from view and if you start to enter the intersection they are upon you before you can get across. With the huge increase in housing in the near vicinity , the traffic loads are already increasing . This complex intersection is already overdue for an upgrade . I dont people to have to die before anything is done about it . Please bring the action on this intersection forward .

### **102 - Terry Reid**

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Bring forward upgrades to:

Sparks/Milns/Sutherlands Rds Intersection.

### **103 - Malcolm Ellis**

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Please ensure that the Sparks/Milns/Sutherlands Roads intersection planned upgrade is brought forward to the 2022/2023 years budget plan. This is a major intersection with a significant traffic load for cars/pedestrians/cyclists

### **104 - Carolyn Adams**

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I am concerned about the huge growth of housing in Halswell and feel some intersections need to be looked at. One intersection which is scary to cross is Milns and Sparks and Sutherlands Road. I would

appreciate a roundabout and lights. Similarly the intersection of Milns and Halswell Road is hard to navigate if you are turning right onto Halswell Road

### **105 - Marcus Clyne**

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The roads around Halswell, PARTICULARLY The Milns/Sparks/Sutherlands Road intersection aren't keeping up with the development around the area.

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It would be most excellent if the Council prioritised a change to the planned works on this, bringing it forward from the 2027/2028 year.

### **106 - Louise O'Malley**

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improvement to the Sparks Rd/Milns Rd intersection.

adding an onrsm to the motorway from halswell in to the city centre

### **107 - John Crump**

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Milns/Sparks/Sutherlands Road intersection,Halswell.

This intersection is dangerous and is not budgeted to be looked at until the 27/28 year budget. As you know the area is developing rapidly and there are many more houses being built. The work needs to be brought forward to 22/23.

### **108 - Kate Ody**

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I would like to request the proposed upgrade schedule of the milns/sparks/sutherland road interchange be brought forward to the 2022/2023 year.

I regularly walk, cycle and drive this route with my young daughter, particularly to access the halswell domain and library facilities. Crossing this road is particularly difficult due to the speed cars travel on sparks road. It is not helped by the fact the cycle path or footpath do not connect to the crossing further down Sparks road.

### **109 - David Simpson**

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Yes I believe Milns road Halswell needs a rethink due to the increase in housing development that needs to use those two intersections.

### **110 - Brooke Beaumont**

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The Milns/Sparks/Sutherlands Rd intersection needs to be improved in the 2022/2023 plan. It is absolutely hideous and incredibly dangerous. With the new retirement village and new houses going up this cannot wait until 2027/2028!

### **111 - Stefanie Banbury**

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As the Halswell area grows quickly, our infrastructure isn't keeping up. The Milns/Sparks/Sutherlands road intersection is a classic example. There's a retirement village being built right beside it along with hundreds of new homes (thousands in the wider area) as well as a preschool yet this intersection isn't budgeted to be improved until 2027/2028. This should be brought forward to the 2022/23 year in order to keep up with growth happening in these areas. I use this intersection daily and it is getting harder and more unsafe to turn from Milns Road into Sparks Road.

### **112 - Sanchia Braithwaite**

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please bein forward the Milns road/sparks rd intersection to 2022/2023 as this is a dangerous and increasingly busy intersection.

### **113 - Callum Adams**

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Please move the intersection improvements at Milns and Sutherlands road forward to the 2022/2023 instead of the planned 2027/2028. It is dangerous and needs improvement urgently

### **114 - Natasha Kuang**

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The intersection of Milns Rd, Sparks Rd and Sutherlands Rd in Halswell isn't due to be actioned until 2027/2028 - this is too late, and quite simply, not good enough.

The Halswell area is one of the fastest growing areas and the infrastructure is not keeping up. This intersection a major safety concern, as there are no footpaths for pedestrians and there is a blind corner coming out of Milns Rd. It is also a heavily trafficked area, making turns out from both Milns and Sutherlands Rd difficult, and in turn, quite dangerous.

As a Halswell resident, I am asking for this plan to be brought forward to 2022/2023.

### **117 - Jill Sullivan**

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why do we have to wait until 27/28 for main roads in Halswell to be upgraded. You have allowed many hundreds of new builds and no upgrade to existed main road intersections. le Sparks Milns Sutherlands?

### **118 - John Harris**

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I would like to see the Sparks rd, sulivans rd, milns road intersection upgrade brought forward. I have kids and we can't get across there by bike and even walking is dangerous. The cycleway stops just up the road but should continue to Halswell road.

### **119 - Andrew Mears**

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please bring forward the work on Sparks road and milns road intersection to this draft plan

It has always been a terrible intersection and with all the housing and rest home going in it needs to improved earlier rather than later.

For years I normally try and find different ways to go so I don't have to use it as I find it dangerous and that was out all the extra traffic that will start using it

### **121 - Emily Gaffikin**

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That the intersection of Milns/Sparks/Sutherlands road be brought forward to 2022/2023 to cope with the increased growth of the area.

### **122 - Tracey King**

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the miln road and sutherland road crossroads is so difficult to close high risk of accident

need access onto the motorway from halswell, too much traffic going down a single land road into town!!

### **123 - Jessica Rae**

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My family and I live in Halswell in the new Milns Park estate. Halswell is significantly growing and new builds are continuing to go up and land be prepared for development but the actual roads and main infrastructure is not prepared for these new builds. Case example is Milns Road itself. The road is being destroyed by heavy traffic. The section of the road towards Halswell road is narrower than the rest

of the road. An extension is needed on one side of the footpath to link to the new park. But most importantly both ends of Milns Road junctions/intersections need major upgrades to allow cars to integrate on to main roads safely. Both the junctions at Halswell and Sparks roads are a nightmare! Sparks road is also very blind coming from Halswell. I understand that plans to improve this are not due until 2027/28. This is an absolute disgrace! The whole area will be built out by then with a major increase in traffic! This is not good enough! The infrastructure should be sorted out first before any new homes or land being prepared to be built on! The improvements to Milns road are needed now and as a rate payer (with potential increases) I expect this to be brought forward to 2022/2023 i.e., the same time as the estate is being built out!

### 124 - James Dilger

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*[Revenue > Development Contributions]*

I have a few big concerns, primarily relating to the intersection of Milns, Sutherlands, Sparks Road.

This has always been a very dangerous corner which is now seeing increased traffic every day. I see people crossing on foot, children on bikes, and trucks barrelling up and down at a high pace. It is a miracle we have not yet had a fatality at this intersection.

It is absolutely critical that we get this intersection upgraded with traffic lights as soon as possible.

The council has taken a significant amount of money from the surrounding developments (on Sutherlands Road there are 3-4 developments underway, the new Questral retirement village and surrounding development on Sparks Road). Yet you haven't provided the infrastructure to support these developments which is unacceptable.

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The dangers of this intersection:

People are still accustomed to the road being 80kmph from previous speedlimits. People still speed on this road.

Crossing from Milns Road to Sutherlands road is extremely problematic as looking to the right towards Halswell shops is a blind corner where cars can seemingly come out of nowhere.

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The biggest hazard greatly compounds all the above - There are a very large number of heavy truck and trailer units traversing Sparks, Sutherlands and Milns road to access the developments in the area.

These roads are not fit for Pedestrians, Cyclists, commuter traffic and heavy traffic associated with these developments.

One final point to add - On the corner of Sutherlands and Sparks is set to be a new preschool built, and on Milns Road there is going to be a new school built.

We cannot wait for our safety concerns to be taken seriously and this intersection made safe.

### **125 - Reed Smith**

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I would like the council to seriously consider shifting the road infrastructure change to Sutherlands - Milns and sparks road intersection forward from 2027/28 to 2022/23. The reason behind this is that the intersection is extremely unsafe for all road users. The right turn out to Sparks road from Milns road is dangerous due to the available visual splay being very limited whilst looking towards incoming traffic from the right hand side.

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As an example, a new preschool/child daycare is going to be constructed on the corner of Sparks road and Sutherlands Road, as of now, this corner intersection is unfit for public traffic going to and coming from this future education facility development.

### **129 - Rachel Davies**

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Please bring forward the analysis, planning and implementation for change for the intersection on Sparks, Sutherlands and Milns Roads to this year 2022/23. I use this intersection daily. This intersection has become extremely busy due to new development in the area. This situation is only going to increase dramatically as new subdivisions continue to open up. If this intersection is not looked at sooner there are going to be serious accidents as traffic volume increases.

### **131 - Judith Matthews**

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I am very concerned about the Milns Sparks road intersection This is a major problem already and can only increase to become catastrophic. I raised this on the communications about Lincoln road improvements some time ago as a more urgent problem. Then again. Then with my councillor twice and here. This was a foreseeable issue when permission for increased housing was given and should have been addressed urgently. I urge you to address it now before there are fatalities



### **134 - Edward Moore**

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Please bring forward the Milns/Sparks/Sutherlands Road intersection to the 2022/2023 year.

### **135 - Karen Moore**

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The Milns/Sparks/Sutherlands Road intersection needs to be completed in 2022/2023. Waiting another 5-6 years is too late.

### **137 - Charlotte Sullivan**

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please bring forward the intersection upgrade for sutherlands/milns/sparks road

### **14 - Caroline oliver**

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The roads around Halswell, with massive developments springing up on previously productive farmland are not designed for the current situation let alone future. Milnes Road/ Sutherlands road/Kennedys Bush roads are rural designed roads and are dangerous already - please attend to those.

The intersection outside Halswell School is chaotic, and all those corners need re-designing, urgently.

### **141 - Yvette Cundy**

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Yes, the Milns/Sparks/Sutherlands Roads intersection upgrade needs to be brought forward to 2022/2023.

This has always been a dodgy intersection, but traffic has increased here dramatically.

Add to the mix many heavy trucks due to massive construction in Halswell area, a preschool planned at that junction, and a retirement village being built on Milns Rd...the result is a lot more traffic using this intersection.

For safety's sake, the upgrade cannot wait until 2027/28.

Thank you.

### **144 - Ryan Winslade**

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Regarding the Milns/Sparks/Sutherlands intersection. This needs priority in terms of re-alignment and traffic lights due to

the increased housing and traffic heading into/out of town from the rest of Halswell and beyond.

Turning right out of Milns Rd onto Sparks is just plain dangerous with the curve in Sparks Rd and traffic going into town.

#### **146 - Julie O'Brien**

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I'm requesting that the proposed changes to the Intersection of Milns /Sparks & Sutherlands Roads be brought forward to 2022/23. This corner is already dangerous to navigate, but with the area growing at such a fast rate and the traffic increasing with it, its a only a matter of time before serious harm comes from it.

#### **148 - Kelly Wiles**

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I would like the Council to bring forward Sutherlands/Sparks/Milns Road intersection improvements forward to be completed in the 2022/2023 year. I live in a subdivision off Sutherlands Road and my commute by car has already becoming difficult to pull out from Sutherland Road into Sparks Road due to the heavy amount of traffic travelling on Sparks Road in the morning.

#### **149 - Keith Ballantyne**

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Having lived at our current address for 30 years and with the increased traffic flow in the Halswell area. Along with the new sub divisions and proposed preschool & retirement home it is beyond belief that the intersection upgrade at Sutherlands / Milnes / Sparks roads has been proposed for the 2027/28 year period.

Surely infrastructure comes first before allowing residential and commercial development. The volume of traffic now utilising Sutherlands road has massively increased with the new developments and the Closure of Kennedy's Bush road and has become very dangerous.

#### **153 - Ben Wiles**

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I live in Welsh Road, Halswell. I believe the Milns/Sparks/Sutherlands road intersection has become unsafe and it needs upgrading in the 2022/ 2023 year. As you know, many new houses are being built in the area, plus there is a new retirement village on Milns Road. We have also heard that people are commuting from Rolleston etc via Sparks road to avoid congestion on the motorway. The intersection at peak traffic times is difficult to cross by car, bike or on foot.

### **155 - Graeme Pollock**

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The upgrade to the Sparks - Miln - Sutherlands Road intersection needs to be included in the 2022/2023 works program

### **166 - Diane Owen**

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Yes resurfacing of Dawson St

### **167 - Richard McCaskill**

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Milns/Sparks/Sutherlands Rd intersection is far from safe and becoming increasingly busy and more dangerous due to the rapid growth of additional housing and the associated vehicle movements. Apparently no upgrade planned until 2027-28 which if so, 5 years too is 5 years to many to have to wait.

Please bring this capital work forward to next years budget. The council has spared no time being wasted in the rampant spread of new subdivisions in the area and all of these have and are going increase the traffic on this fast becoming major arterial route on Sparks Rd. Strangely not even on a bus route!

There is currently no safe way for pedestrians to cross and turning from Milns and Sutherlands onto Sparks is already challenging.

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While discussing Milns Road, the western end at Halswell Road needs the open drain covered and the road widened asap. New subdivision on that stretch is a major concern and will only increase traffic volume, as it has in the middle with the new housing already there and with the retirement village construction underway. It is too narrow at that corner with so many vehicles parking on the road and enough room on the south side to widen road.

We can't stop progress but it has to be better managed than it is at the moment. Given that the LTA whaka whatever failed to include an on and off to the Southern Motor for Halswell/Wigram suburbs, traffic can only use Sparks and Halswell to access the city and eastern side.

### **168 - David O'Brien**

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I would like to request the upgrade to the intersection of Milns road/Sutherlands/Sparks road be brought forward to 2022/23. This is a very hazardous intersection to cross as a pedestrian/cyclist and motorist. With the growing number of people and cars in the area

this is getting increasingly worse. We have 2 young children and cross this road quite often. Please make it safer for all of us.

### **169 - Rose Crawford**

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In regards to re sealing Dawson Street, I strongly recommend the seal be a smooth asphalt. Many pedestrians in the community use this Street (lane) for a walkway. Families , with prams and little ones on bikes use often. With the current seal there are loose stones which creates more pot holes which requires more cost over time. Cars need to hard turn to come and go from their premises which is harder wear on the current seal. I trust you will make the decision based on a practicle basis.

### **171 - Frank Walsh**

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Milns/Sparks/Sutherlands Rds intersection improvements scheduled for 2028 need to be brought forward as usage with new development s in the area has & will increase creating what is already a dangerous intersection worse.

### **172 - Ross Cameron**

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1. Urgent improvements are required at the intersection of Milns, Sparks and Sutherlands Roads. The works scheduled for 27/28 year need to be bought forward to current year, as the intersection is not safe for pedestrians, cyclists and motorists. There has been a substantial increase in traffic and pedestrian numbers due to housing & a retirement village developments.

### **173 - Stephen Donaldson**

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The Milns/Sparks/Sutherlands intersection improvements need to be prioritised please bring this forward

### **174 - Lauren Ellis**

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2027/2028 is too late to improve the Milns/Sparks/Sutherlands intersection please bring it forward to this year

### **175 - Judith Penney**

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I fully support Andrei Moore in his concern about the intersection of Sparks/Milns/Sutherlands Roads. This intersection is one I avoid wherever possible but with the new Rest Home well underway and

the development underway on the East side which will include a pre-school, many people may not have that option.

This urgently needs to be brought forward into the 2022/2023 Annual Plan. It is not acceptable that we have to see serious injury or death at this intersection before there are changes made.

### **176 - Raewyn Willocks**

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The intersection of Milns/Sparks/Sutherlands Road would have to be one of the most dangerous ones in Christchurch. Turning left out of Milns Road onto Sparks Road is very difficult as the cars coming towards you are travelling at 60km as Sparks Road is L2 highway and cars speed along this road. Turning right is virtually impossible and very scary. Crossing as a pedestrian is extremely dangerous and if you are walking your dog you just have to go as fast as you can with them in tow. There is very limited vision either way. It is only a matter of time before there is a fatality at this intersection.

There also needs to be a footpath along Milns Road from Sparks Road to Six Silvers Ave as this is an extremely dangerous piece of road for pedestrians and cyclists alike.

Further along Sparks Road by Meadowlands Subdivision the road is so skinny that it is hard for cars to stay on their own side of the road. You have a wide cycle lane on one side of the road and on the other side there is a wide footpath and then a wide reserve. It seems that the road has been an afterthought. I have complained to the CCC to no response.

This whole area is going to have hundreds more cars travelling on the roads and no matter how much the council wants to get people out of cars, the reality is it won't happen and you need to do your job and look after ALL ratepayers and not just the selected few that your staff favour. I question whether your staff ever get out of their office chairs and actually go and look at things to see how, in reality, it will work.

As I said Sparks Road is a L2 highway and should be treated as such.. To think you are not looking to have funds available until 2027/2028 is absolutely mind boggling and totally unacceptable. You will be getting rates from the hundreds of new houses being built in the area and that rate money should go back to make the area safe.

### **177 - Cameron McFie**

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Bring forwards the changes to the Milns, Sparks and Sutherlands Intersection to 2022/2023.

It is a very awkward intersection for cars to safely cross.

### **179 - Alison Shields**

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With the proposed resurfacing of Dawson St in chip-seal stone I would like to suggest that after this seal being put on the road in Chester Street East it is a cheap, horrible way to surface an oversized footpath. All the chips get onto your shoes, prams, wheelchairs, etc. and come inside and stick to everything. We have a dog and Dawson St is a regular walking path and the chips get caught up in their paws and careful attention is needed to get the chips out. It is a small area and the residents and other people who use it deserve a smooth asphalt surface.

### **183 - Amandine Budiman**

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Milns/Sparks/Sutherland junction: please redesign this intersection as soon as possible - it is becoming more and more used, therefore it is more and more dangerous for not only cars but also pedestrians. The closest pedestrians crossings are too far away to do a detour if you want to cross from Milns Rd to Sutherland Rd. Same if you're in a car on Milns Rd wanting to turn onto Sparks Rd: the cars drive too fast and the corner is obstructing the view. I'm surprised I haven't witnessed an accident yet but wouldn't be surprised if it had already happened.

The traffic regulation needs to match the intense land development happening in the neighbourhood.

### **184 - Makrina Laftoglou**

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Regarding Dawson Street - This is fine as it is now, putting stones would be inconvenient for parents with strollers and the street is mainly for pedestrians rather than cars.

### **185 - Lee Allan**

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I would like the planned improvements for the Milns Rd / Sparks Rd / Sutherlands Rd intersection to be moved forward to 2022/2023 please.

Currently you have it planned for 2027/2028 which is too far out as it's currently unsafe.

The CCC approved many new builds and a retirement village on all 3 roads which has greatly increased the amount of traffic at this intersection, including large trucks.

### **186 - Tracey Nelson**

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The intersection at the Sparks Rd/Milns Rd/Sutherlands Rd is in desperate need of upgrading to make it safe for the number of new houses going in around that area. There is already an increase amount of traffic and that is only going to get worse in the next 12 months as houses are completed around the Milns Park/Haswell Quarry/Glovers Rd/Sabys Rd subdivisions.

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*[Planning and Strategic Transport, Urban Design and Urban Regeneration > City Planning]*

I am somewhat perplexed (and alarmed as a local resident) as to why the Council is consenting so much new building and sub-division in the Halswell area without upgrading major intersections that are not only catering to residents but others who pass through Halswell to get to Prebbleton and Tai Tapu/Akaroa highway. Expenditure on this intersection needs to be brought forward to 2022/23 as a matter of urgency.

### **189 - Irene McDowall**

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I am writing in regards to the council changing Dawson Street so the road is gravel instead of concrete. This is concerning to a number of residents in the area who regularly use it as a walkway. As the mother of a baby who uses this street almost everyday, I am concerned that gravel could flick up and hurt my toddler when a car passes when my toddler in the pram as it such a narrow street. Please consider pedestrians as this is used much more as a walkway than a road. The current concrete is fine as it is.

### **191 - Bebe Frayle (Waitai Coastal-Burwood Community Board)**

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

Lighting for the Anzac fronds that were recently installed on the corner of Anzac Drive and New Brighton Road.

### **193 - Pam Fantham**

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The Council plans on resurfacing Dawson Street in chip-seal stone. I have an objection to this as Dawson is a very narrow street, about half the width of Kilmore Street and more like a Lane than a Street. Dawson Street is regularly used as a thoroughfare for

cyclists, pedestrians, scooters, wheelchairs, this includes children in prams and trikes. The chip-seal would flick up with a passing car with little room for these people to get out of harms way. Dawson Street is more like an oversized footpath. It also gives the potential of the cars parked in the street being damaged by flying stones. Kilmore Street has been sealed in chip-seal and I have had stones hit me when I have been on my cycle , very unpleasant. Dawson is such a small well used street by the locals surely the council could use a smooth asphalt for the safety and wellbeing of all who use the street. It would also be beneficial to have speed bumps put at each end of the street to stop people speeding down the lane causing it to be unsafe. Also yellow lines at the end of the street in Kilmore St and Chester Street East so stop people parking so close to the entrance that you can not see traffic coming when you try to exit Dawson Street would be beneficial as well. I really hope the Council will listen to my concerns and do the right thing.

#### **194 - Melissa Flint**

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I am writing regarding the Milns/Sparks/Sutherlands Road in Halswell intersection as it is very danagerous. Trucks and cars travel more that 60kms and getting across the road is like russian rountette. We live just 2 houses away and the amount of near misses we see, or horns we hear from vehicles, it is an accident waiting to happen. When you try and cross the road from Milns Road over to Sutherlands Road the vision is very poor as it a blind corner with the trees and vegetation not helping matters.

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As you are aware this is going to get even busier with all the new homes getting built, the rest home and the preschool being built across the Road, already in the mornings sometimes it is impossible to get out of our driveway due to the traffic.

This is a very challenging piece of the Road and I am urging you to bring this forward for the 2022/2023 year before someone gets badly hurt or dies

#### **197 - Alan Mears**

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Im particularly concerned about the abysmal lack of planning/ provision of upgraded traffic infrastructure in SW Halswell. The Council has allowed/ facilitated rapid growth without providing Safe and efficient roading.



A classic example is the Sparks/ Milns/ Sutherlands Roads intersection. The volume of traffic has trebled in the last 5 years ( and is projected to substantially increase in the next 2 years ) yet this intersection is a major Safety hazard. Increasing numbers of vehicles ( including children on bikes, and heavy articulated trucks ) are attempting to turn into Sparks Road. In my opinion it is only a matter of time before a major accident occurs - resulting in serious injury or death!

I understand something ( roundabout ? ) is planned for 2024/2025 but I fear a tragedy may occur before then. Surely this is a matter of Urgency !

### **198 - Barry Shields**

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Regarding the chip seal in Dawson Street - The CCC chip sealed in Chester St East a few years ago. It has been a continuing problem as these small chips are picked up by passing vehicles and are driven or blown into the off street driveways and into garages, entrance ways and halls, etc. Therefore on a daily basis picking up these sticky black tar covered loose metal chips. As Chester St area is a continuous parking area for Margaret Mahy playground the turning into parking lots and reversing continuing to loosen the chip problem. I would highly recommend consideration to smooth seal in Dawson St and similar for the stretch between Madras St and Barbadoes.

### **202 - Jill Banbury**

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I have lived in XXXXX XXXX off Milns Road which leads onto Sparks Road since the end of 2004. Up until the end of last year I worked at XXXXXXX so most days drove out turning right from Milns Road onto Sparks at peak times eg. 8.15 am. I have during this time noticed the volume of traffic coming from both directions from the developing subdivisions and of late the addition of traffic turning onto Sparks Road from Sutherlands Road. I have witnessed accidents and had near traffic misses myself especially from traffic approaching from Halswell Road and have in past written to the Council to ask if the speed limit could be lowered. I was informed in the pastm that there weren't enough entranceways on Sparks to warrant this but I am pleased to say it was eventually lowered from 80kpm to 60kpm however, this still doesn't stop those who pick up speed as they approach the corner towards Milns and Sutherland's Roads. This is of a major concern for the future with the large housing developments increasing on Milns Road, Sparks Road, Sutherlands Road and Kennedys Bush Road. We need the infrastructure for this sooner than later. I understand that the council haven't budgeted to

improve this intersection until 2027/2028. This is far too late and I am asking that can be brought forward to the 2022/23 year.

**203 - Wendy Burt**

I'm asking that the Milns / Sparks / Sutherlands Road intersection is brought forward to 2022 / 2023 year

**204 - Sandra Brailey**

I'm asking that the Milns / sparks / Sutherlands Road Intersection is brought forward to 2022 / 2023 year.

**206 - Paul Brailey**

I am asking that the Milns - Sparks - Sutherlands road intersection is brought forward to the 2022 / 2023 year

**207 - Keith Burt**

**water, wastewater, surface water and waterways, our facilities and our parks):**

I'm asking that the Milns/sparks/sutherlands intersection is brought forward to the 2022/2023 year. currently Budgeted for 2027/2028.

**209 - Carolyn Hooper**

Improvements to the Milns/Sparks/Sutherland Roads needs to be brought forward to the 2022/2023 year. Currently this intersection is unsafe and there will be an increase in traffic with all the subdivisions in Sutherland and Sparks Roads. The proposed child care facility on the corner of Sutherland Rd as well as the retirement village in Milns Rd will increase traffic and these drivers may be distracted by other influences.

This intersection needs a roundabout or lights to manage safety of those who use it. Work needs to be done before we end up with a fatality here.

### **212 - Ashley Campbell**

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I submit that if equity and fairness have any influence over decision-making, central city projects should be pushed back to 24/25 or later, and the roads of the East should be prioritised – with work beginning in the next financial year, and completed in 23/24.

### **217 - Bridget Williams (Waimāero Fendalton-Waimairi-Harewood Community Board)**

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

The Grahams/Memorial intersection (specifically in relation to installing a right-turn arrow)

The Waimairi/Maidstone Intersection (specifically in relation to installing a right-turn arrow)

Traffic issues in the area of Merivale bordered by Rugby Street, Papanui Road, Carlton Mill Road and Rossall Street

*[Three Waters > Stormwater & Land Drainage]*

Brenchley Avenue (in relation to Stormwater issues causing flooding)

### **221 - Josiah Morgan**

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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.

### **226 - Audrey Baldwin**

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I would also encourage you to consider closing Gloucester St from New Regent St to Te Pae, to make the precinct even bigger, and safer for children at Tūranga and to be more pedestrian focussed.

### **229 - Alex Wootton**

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How about pedestrianising Gloucester between Tūranga and the arts precinct?

### **23 - Cameron Bradley**

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I support delaying or reducing budgets of any projects increasing general traffic capacity or promoting urban sprawl.

### **232 - Khye Hitchcock (The Green Lab)**

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We would also like to add our support to the proposal to close Gloucester St from New Regent St to Te Pae, to make the precinct bigger, safer, and more friendly to environmentally friendly modes of transport.

### **239 - David Hawke (Halswell Residents Association (Inc.))**

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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.*

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 Halswellfolk 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.

#### **240 - Alexandra Davids (Waikura Linwood-Central-Heathcote Community Board)**

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Footpaths and Inner City Pedestrian ways – the Board prioritised the improvement of footpaths in its Community Board Plan, and wishes to emphasise that footpaths are not an “add on” to roads or cycle ways; especially the contribution walking provides to lowering emissions and improving wellbeing. The Board continues to suggest that there should be a greater weighting on the quality and ‘fitness for purpose’ of footpaths, especially for less mobile citizens.

a. The Board supports the contribution that ‘woonerf streets’, such as Dawson Street, make towards better pedestrian access, and suggests that when staff are making decisions on how to seal roads and footpaths, consideration needs to be given on how the street and/or footpath is to be used, rather than simply focussing on cost.

#### **241 - Mike Mora (Waipuna Halswell-Hornby-Riccarton Community Board)**

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It is of CRITICAL CONCERN to the Board that the Plan does not provide for advancement road improvements to the intersection of Milns/Sutherlands/Sparks Road (Project 1344) that are currently programmed for beyond 2025. The Board considers that this work needs to be completed sooner than currently programmed and seeks to have the included in the Plan for completion in the 2022-23 financial year. The Board is conscious that a retirement village is currently being constructed in close proximity to the intersection and considers that intersection improvements are CRITICAL for the safety of all pedestrians, cyclists, and vehicles using the intersection.

In addition the Board is aware that Sparks Road improvements will go ahead this year and it considers that continuity requires that the intersection improvements be completed at the same time.

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The Board notes that Amyes Road / Springs Road has been identified as a medium high-risk intersection in Christchurch. Its upgrade is included in the Long term Plan project 60099 that aims to improve safety and reduce death and serious injury crashes at this intersection and also Awatea Road / Springs Road intersection and includes a signalisation of both intersections as a staggered T-intersection.

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

of development and intensification.

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

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#### Projects For consideration In Future Years

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

#### **251 - Victoria Andrews (Akaroa Civic Trust)**

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Pick up, drop off point and a designated parking area for large buses International cruise ships will be returning to New Zealand once border restrictions are eased in the coming year. The Civic Trust believes that most large cruise ships will likely use the new cruise ship terminal in Lyttelton rather than anchoring in the Akaroa Harbour.

Should this be the case it is highly likely that large tour buses will bring passengers to Akaroa on day trips.

Rue Lavaud is narrow with parking allocated on both sides of the street in some areas. Buses have difficulty passing oncoming traffic. Traffic is sometimes forced to divert onto the footpath to avoid a collision as can be seen in this photo, November 16 2017.





Buses parked along Stanley Park; below double parked on Rue Lavaud, December 15 2018

*[More images in attachment]*

Akaroa requires a pick up and drop off point for tour bus passengers as well as a designated parking area for large buses located in the vicinity of the recreation ground area.

Visitors arriving on buses who do not wish to walk can take the local shuttle for a minor charge.

However, the council's traffic engineer has stated numerous times that there are no traffic or congestion issues with regard to large buses in Akaroa. The Civic Trust and many residents disagree with his assessment.

The council has promised a Banks Peninsula Destination Management Plan would be implemented through ChristchurchNZ working in association with the Community Board.

In our view, the issue of traffic congestion caused by large buses carrying cruise passengers cannot be delayed while waiting for completion of the Management Plan which, to our knowledge, has yet to be commissioned.

What is required in the short term, prior to the start of the next cruise season, is an adequate Traffic Management Plan that provides a parking, pick up and drop off area at the Akaroa Recreation Ground area for large buses that provides services for cruise ship passengers.

### ***265 - Rachel Crawford (RRBA Richmond Residents and Business Association/ 'We are Richmond')***

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#### **9. Richmond Road Repairs**

These projects are entwined in the overall road repair programme first begun in 2018. In the beginning, 31 separate projects of work were identified to repair the roads in the area bound by Shirley Rd, Hills Rd, North Avon Rd, and North Parade.

Seven of the original 31 projects have been completed and a further six are about to begin within the next few months. One other priority project, the section of Slater Street between Warden St and Shirley



Rd has been funded through the CRAF. There are also a number of intersection improvements and safety measures listed in the programme covered by the CRAF.

In making a submission to the Innes/Papanui Community Board, the Richmond Residents and Business Association identified the streets which had not been included in any current or future works projects. The R.R.B.A. went further and established a priority rating for the remaining streets according to perceived need of repair. Full details of our proposals are included in Appendix 1.

*[Full attachment available]*

### **266 - Bryan Gilchrist**

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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.

### **268 - Wayne Murray**

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I live at XXX XXXXXXXXXXXX XXXX ( for 25yrs+ ) , i am writing regarding the Milns/Sutherland/ Sparks intersection which i understand is not up for improvement until 2027/ 2028 .

This would be a serious mistake in judgement on the councils behalf . As the volume of traffic has increased multiple times in the last 2 years , and will increase many times over again in the next year as all the homes in the subdivisions in Sutherlands Rd and the feeder roads are completed - this intersection which is already diabolical to get out of safely (especially from Milns Rd side which has restricted vision )will become down right dangerous.

I always assumed the council would have it on its common sense radar , to upgrade the intersection as part of opening up all the land .

I look forward to hearing a change of direction and that this be put into the 2022/2023 budget

### 269 - Helen Murray

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I have lived in Sutherlands Rd for 25+ years.

I am writing regarding the Milns/Sparks/Sutherlands Rd intersection. I understand this is budgeted for upgrade until 2027/2028.

This upgrade needs to happen now . The volume of traffic is increasing everyday , and i understand the council in their wisdom have also granted ( non-notifably) a large daycare facility on the corner of sparks and Sutherlands Rd with approved vehicle flow of 400 cars per day ( an extra 100,000 per year ). The majority of these vehicles will probably arrive/leave within 2 short time windows. What lucky neighbours eh !!

I think this upgrade needs to happen immediately before there is a major accident

### 281 - Ken Julian

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The proposed timeframe of the upgrade of the Sutherlands/Milns/Sparks Road intersection of 2027/28 is too far away. This intersection is becoming more dangerous by the day. There is no safe way for pedestrians to cross and for cars turning out of Sutherlands Rd and Milns road. Turning right from Milns is difficult as it is near a hidden bend with cars often travelling at speeds greater than 60kph.

We have been in our house now for just over 1 year and the increase in traffic numbers has been significant. The new subdivisions on Sparks Road and Milns Rd (including the new Resthome), as well as the number of new ones on Sutherlands Rd will only make this much worse in the next year. Sutherlands Road has also become the main route for the new houses off Muirhill Rd and the subdivisions on Cashmere Rd.

The lack of footpaths between all the new subdivisions makes it unsafe, especially with the speed limits being 60kph, which few cars adhere to.

I believe that this work should be bought forward to the 2022/23 year. In the next 12 months, I'd expect at least another 120 homes being built off Sutherlands Rd alone, not including the Sparks Rd and Milns Road subdivision, with many more to come in the coming years, with the huge new subdivision starting off Kennedys Bush road, which will feed traffic onto Sparks Rd and Halswell Road in the next 2 years.

This area is growing very fast and the roading around it needs to be improved to limit the chances of accidents which will happen if this intersection isn't upgraded.

### **282 - Ken Maynard (Lyttelton Community Association)**

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The Christchurch City Council's web page about Harry Ell tells us this:

The Summit Road's construction began in 1908 in the hope that it would provide pedestrian and eventually vehicle access to the reserves and walking tracks in the Port Hills.

Ell's vision was largely accomplished, but the Summit Road was badly damaged in the earthquakes and has yet to be fully reinstated. It's been 12 years now and there is still a closed section in the middle, preventing an end-to-end drive.

Some walkers and cyclists might want it to stay that way, but Harry Ell's vision was for access for everybody. Walkers and cyclists are already catered for with their own tracks along the summit.

I would like to see the road reinstated so that those less fleet of foot can once again travel the road. It is also a great tour for visitors to the area who may not have time for a lengthy walk. The closure also means it is difficult for police to patrol the road easily as it requires driving up two dead end roads. This may account for the current level of vandalism and theft from parked cars.

I therefore request that a budget entry be made for the repair work, and that the work commence as soon as possible.

I appreciate that it will be expensive, but so is the Convention Centre and Stadium, and the obstacle course which replaces St Asaph Street. Money can be found if there is a will.

Just because it's not about cyclists doesn't mean it isn't worthwhile! It would be a sad day if the road were effectively closed by stealth by its continuing absence from repair plans.

### **284 - Stace Fifield**

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The Milns/Sparks/Sutherlands intersection needs to be improved urgently. Please bring this forward.

### **285 - Zenard Gillard**

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I am concerned about the Milns/Sparks/Sutherlands Road intersection. There is a retirement village and preschool being built beside it and it is unsafe. This needs to be improved in the 2022/2023 year.

### **286 - Rachel Porter**

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The Milns/Sparks/Sutherlands Road intersection needs to be brought forward to the 2022/2023 year.

### **288 - Elizabeth Blake**

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The Milns/Sparks/Sutherlands Road intersection is unsafe and needs to be improved urgently. Please prioritise this as the area is growing fast.

### **297 - Josiah Thompson (North Beach Residents' Association)**

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Marine Parade Road Repairs Bowhill Rd to Beach Rd (Reinstate & prioritise) Both the watermains beneath the road and the road itself require repair between Bowhill Road and Beach Road. A reconstruction was included in the 2010 LTP and deleted after the earthquakes. It has never been reinstated in subsequent LTPs. This is a well-used road by locals, city and local events and visitors and should be improved promptly. For cost effectiveness, the road itself (between Bowhill Road and Beach Road), and water mains (mentioned above) should be repaired together with the Kerb and Channel mentioned below.

Marine Parade Kerb and Channel (Reinstate & prioritise) In mid 2010 this piece of work got through to the stage of a CCC public notification, consultation and public submissions to be heard. However, due to the Sept 2010 Earthquake the planned Community Board meeting was cancelled. Twelve years on the deep dish gutters have further deteriorated and have become a safety issue. NBRA request that this project be given urgent prioritisation and budget allocated in 2022-2023. With the new local schools, Rawhiti Primary, Avonside Girls and Shirley Boys high school (approx. 3,000) pupils use this stretch of Marine Pde to access the beach for educational purposes - safety is a priority. The Christchurch Regeneration Acceleration Fund (CRAF) budget could be applied here.

Bowhill Road Upgrade. (Include & prioritise) This is the main road from QE11 Drive through to Marine Parade. We request the upgrade of this main thoroughfare be given high priority and be included in this year's AP. There are many events held in the immediate area, Thomson Park, North Beach Surfing and Surf Life Saving clubs, local/city wide schools, Coast to Coast, Matariki Fireworks and the North Beach War Memorial Hall and Community Centre. CRAF budget could be applied here.

New Brighton Road Repair. (Increase and reinstate) The AP and LTP should include the full repair and future proofing of New Brighton Road, from the reinstatement of the two way section from Hawke Street, to Cresswell Ave, including footpaths, gutters, kerbs, cycle lanes and islands to pre-earthquake standard.

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In addition, NBRA seeks that the following project be included in the AP:

New Brighton Road Repair. The NBRA seeks that the AP includes the full repair and future proofing of New Brighton Road, from the reinstatement of the two way section from Hawke Street, to Cresswell Ave, including footpaths, gutters, kerbs, cycle lanes and islands to preearthquake standard.

### **3 - Ashley Crook**

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Increase in road safety. Using tree planting & possibility of road narrowing that incorporates parking bays for vehicles (See Alexandra Street in Richmond as an example of good road narrowing & street landscaping/planting).

Block off Thomas Street from Jollie Street. Create reserve with trees & picnic bench.

Fix roads that have been damaged by tree roots. Notably the tree outside 17 Thomas Street. Which causes localised flooding on Thomas Street due to the rain water not being able to drain freely into the street drain.

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Block off Thomas Street from Jollie Street. Create reserve with trees & picnic bench.

### **305 - Lyn Bunn**

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I am living in a subdivision where I pay high rates and we still have not had a signalized entrance completed after approximately 7 years. This should be a priority as it was initially signed off to be completed, the developer and contractor have been ready to complete this for more than a year at least and it is the Council which is holding this up. In terms of health and safety this is disgusting. One entrance for nearly 1200 sections to get in and out of, with shops just being completed right in the middle of this only exit/entrance road. We pay high rates and get none of the services which were supposed to be provided.

I notice that a new development by Bunnings Homebase has had its traffic light poles already installed in a matter of a few weeks, yet we have been waiting years. Shame on you Council Transport planning.

### **306 - Viviana Zanetti (Phillipstown Community Centre Charitable Trust)**

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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:

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)

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.

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.

### **307 - Shannon Williamson**

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I would also like to voice serious concerns regarding the intersection of Sparks/Milns/Sutherlands Roads.

I understand there is no desire to upgrade this vital intersection for at least another 4 to 5 years, this is not good enough. This is one of only 2 ways into the city for an ever growing area, as well as all the extra growth in surrounding areas such as Prebbleton and Lincoln.

As a local rate payer as well as delivery contractor I have watched Halswell grow considerably and expect even more growth over the next 5 to 10 years.

This intersection is not only dangerous to road users but also pedestrians.

The volume of traffic, particularly heavy trucks and other associated building contractors, and the increase in residents has increased the use of this interfold.

There is a preschool being built on one corner, a new retirement village 400m down the road due to open next year as well as the thousands of new residents in Halswell and beyond that use this road.

This should have been planned for accordingly and completed prior to allowing such large amounts of building and traffic to flow through.

With all the consents and rates combined for the area of Halswell that have been collected over the past few years the least we could have in return is some safety and piece of mind on such a small stretch of road.

Please upgrade this intersection sooner rather than later, I seriously fear without doing so somebody will be severely injured or worse.

### **313 - Fiona Garrett**

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East of Christchurch has been neglected in roads and pipe reparations.

### **319 - Jacquie Johnstone**

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Milns/Sparks/Sutherlands Road Intersection - Halswell

We used to laugh about the fact that the “Quarryman’s Trail” bicycle path suddenly stops when it approaches the vicinity of the quarry and veers in completely the opposite direction, where it meanders



through suburbia with no instructions for how one might get to the quarry! In addition to that, a special crossing was put in place in order for this to happen, just down the road from a hazardous intersection that actually needs lights! But the sudden disappearance of the bike path on Sutherland's Road, combined with the lack of shoulder on the road, makes it quite frightening to cycle on when you're forced to merge with traffic on your way home to Sutherlands Road. So it's not funny at all.

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When we moved to Halswell Downs, we assumed that with all the development occurring, the council would prioritise such an obviously dangerous intersection. As the area is growing and getting busier, please don't wait for a serious accident or a death to occur before you take action.

Please bring improvements to this intersection forward to 2022/2023.

### **32 - Marie Byrne**

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I would like to propose the inclusion of areas of Phillipstown, such as Olliviers and Mathesons Roads as priority areas for Slow Speed neighbourhoods and/or Road Safety Priority areas delivery package. The increase of housing density in the Phillipstown area, particularly on these two streets as character houses make way for multi unit developments has increased the volume of on-street car parking by residents. This means that the streets are increasingly only suitable for one way travel - yet the speed of some vehicles remain the same. There are parents in this area who either won't let their children cycle or escort them out of the gate safely onto the road because they do not know if a speeding car may suddenly appear. Similarly, cyclists are now taking to cycling on the footpaths because it isn't safe to cycle on the roads. This makes it hazardous for drivers exiting driveways.

### **322 - Daniela Bagozzi**

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I support the allocation of funding for >>> safe pedestrian crossings along busy routes (for example Ferry Road in the Phillipstown area).

### **326 - Jane Hopkins**

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Please focus on fixing the badly damaged roads, footpaths and drains in the North East suburbs. Progress is far, far too slow! It has

been 11 years now that we've been waiting for our turn after seeing all the progress in the CBD - time to fast track repairs in the suburbs now. The plans to resurface Park Terrace are totally unnecessary - please prioritise road repairs based on the condition of the roads, not where they are. It is unfair that you are prioritising CBD roads in good condition over badly damaged roads in the North East.

### **327 - Tammy Ramsey-Evans**

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Streetscapes are important and all road's that have capital works completed should be returned to their original aesthetic. This would include grass verges repaired with actual grass rather than a sprinkling of grass seed, tar sealing to match what was removed.

Alternatively capital works are actually an opportunity for improvement such as under ground power when the street is already being dug up..

### **339 - Victoria Andrews**

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I would like to support the points made in the Akaroa Civic Trust's submission.

In particular, Akaroa has experienced significant problems with traffic management and cruise passenger buses.

A pick up and drop off point along with a designated parking area for large buses located in the vicinity of the recreation ground is an urgent necessity for community well being

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Cruise ships are set to return to Akaroa in the 2023. The town needs a vastly improved and realistic Traffic Management Plan for with regard to large tour buses transporting cruise passengers from Akaroa into Christchurch and from Lyttelton to Akaroa. It is estimated that 20 buses a day will be arriving in Akaroa from Lyttelton. Ratepayers and businesses will not tolerate another cruise season of tour buses dominating the town's narrow, historic streets. Buses should not be allowed to park for hours on end (or the entire day) in areas that block the stunning views of the harbour, near the access of the Akaroa Area School and around the Akaroa wharf.

What is needed prior to the start of the next cruise season is an adequate Traffic Management Plan that allocates a designated parking, pick up and drop off area at the Akaroa Recreation Ground

parking lot for large buses. I do not agree with statements made by the council's traffic engineer who has stated that there are no traffic or parking issues in relation to cruise buses.

### 354 - Andrei Moore

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As the fastest growing area in Christchurch, the infrastructure in Halswell is not keeping up. Our community has many missing pedestrian links dotted around the area. Somehow, new subdivisions can be built without accessible pedestrian access to nearby amenities, leaving the issue of playing catch up later on.

In my submission, I am asking Council to draw its attention to one project in particular, the Milns/Sparks/Sutherlands Road intersection improvements (Project ID 1344), which are currently budgeted for the 2027/2028 year.

This intersection already poses a danger in that it is two intersections sitting side by side, worsened by the fact that the turn out from Milns Road is a blind turn.

Furthermore, this is an area with numerous developments taking place around it right now, including a new retirement village, a new preschool and hundreds of new homes.

The Halswell Downs development is situated on Sutherlands Road and is now a well-connected community, home to many residents, including many families. Unfortunately, due to a lack of foresight and planning, this community is poorly connected to the rest of Halswell. The residents of Halswell Downs don't even have pedestrian access to nearby shops. They have to walk in the grass and dirt to get there, and in winter, they'll have to walk through mud. There is no access whatsoever for anyone in a wheelchair or mobility scooter, which is shameful and simply not good enough.

Improvements along Sparks Road are budgeted for the 2022/2023 & 2023/2024 years, but the intersection improvements aren't budgeted for until 2027/2028, which makes little to no sense given it's right in the middle of where the Sparks Road improvements will occur.

I've received emails from families who have to drive to the nearest playground on Milns Road, just a couple of hundred metres away. There is nowhere safe to cross the road at this intersection. Not only are there no footpaths, there are no pedestrian islands, refuges or crossings, and it's unacceptable that the situation won't be

improved for another 5 or 6 years.

When residents move into a new suburban area, I think reasonable access to nearby amenities is a reasonable expectation. With the significant number of developments around this intersection, significant amounts of development contributions are being paid. I believe that if Council is willing to approve a new retirement village, a new preschool along with hundreds of new homes while bringing in a large amount of money from these, then it's extremely inappropriate for Council to put off funding this intersection's improvements for another 5 or 6 years.

I am urging Council to bring this project forward to the 2022/2023 year.

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### **359 - Matthew Brownie**

We are asking it to be brought forward the upgrade of the Milns/Sparks/Sutherlands Rd intersection. We are residents on Sutherlands Road and consider it unsafe with all the new development. We consider it needs to be brought forward as part of the capital program in 2022/2023.

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### **369 - Dominic McKeown**

Council should lower the cycleways budget and focus on getting the road sorted out first as there are some that still need attention but are being ignored.

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### **372 - Sarah Killoh**

Ferry road is a problem. The intersection at Aldwins/Ensors needs looking at. The fact that cars and people share the footpath in parts of Ferry road is not good. The new blocks in the middle of the road are not working and need to be relooked at. Many cars go on wrong side of road to get into Ollivers road. Please prioritise funding for Ferry road. A safe pedestrian crossing at the minimum

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Please help us to keep the area clean and tidy by supporting and hearing the needs of the residents. Safe roads. Clean and safe area. Good community support. Now not in 10 or 10 years.

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### **381 - Sarah Schaap**

I am writing to urge you to strongly reconsider leaving the intersection upgrade for Sparks / Milns Road until 2027/28, and plead that you bring it forward to the 2022/23 year

We have been lucky enough to secure a property in the new Meadowlands subdivision and are currently building on the corner of Colliers and Sparks.

The Milns road intersection has extremely poor visibility and is an accident waiting to happen. I currently turn left from Milns Road into Sparks daily and it is a gamble every time.

With a preschool opening on the corner and hundreds of new homes being built within just a couple of km of this intersection, an upgrade should be a matter of urgency.

I also ask that you bring forward the timeline for extending the pedestrian / cycle lane along Sparks Road to Halswell Junction Road. There is no safe way of walking / cycling to Halswell that doesn't involve a huge detour.

Please upgrade both in the next annual plan.

### **390 - Paul Young**

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The addition of the cycleway has unfortunately created a dangerous and ambiguous bi-directional shared stretch of road, footpath and cycleway outside the properties of 231-225 Ferry Road and urgently needs attention.

This is the access to the homes on this stretch and when accessing our homes we need to negotiate scooters, bikes and vehicles cutting through this section to avoid the traffic lights - often travelling at speed. You have all manner of people and vehicles cutting through in both directions weaving through pedestrians. It is very difficult on such a busy intersection to stop in a car without being rear-ended by another vehicle as you check and wait for the accessway to clear. This is also a footpath and the whole stretch is stressful and dangerous to use.

There is no adequate signage, median or instruction that it is a shared road. It desperately needs addressing. There are many small accidents and close-calls outside our property every week. One of your own workers accidentally crashed into my wife's vehicle and I have witnessed collisions between pedestrians and cyclists.

### **391 - Chris Close**

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- quality of roads New Brighton

### **397 - Kari Hunter**

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Set a standard of making roads safe for five year olds going to school, not just 10+. Our young children have at least as much right to roads that meet their needs as the rest of us do, even if they don't get to vote. And we can significantly reduce ICE traffic if young people have safe routes.

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- In the interim, and for smaller roads with very low traffic, throughout the rest of the city where there are not (yet) separated cycle lanes, reduce the speed limit to 30km or lower, and introduce traffic-slowing features. In conjunction with reallocation of roads as above, these measures could make most of Ōtautahi a lot safer for cyclists within one – two years.
- Develop safe intersections to support all commuters. I imagine this would take a bit longer, but should still be considered a priority.

### **400 - Cam Preston**

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We have been waiting for many years for Council to renew Stapletons Road from Randall Street to North Avon Road.

This old wide wide is extremely dangerous and is used by vehicles wishing to rat run busy streets.

Several times local child have come close to being hit by speeding vehicles.

This portion of Stapletons Road needs to be narrowed urgently, however we have been told it is not a priority of the Council and Community Board, instead a larger Stadium is more important.

Shame on CCC staff and shame on the Council.

### **401 - John Wooles**

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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 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 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 I support bringing forward the budget for Ferry Rd improvements and for developing safe pedestrian crossing facility.

#### **405 - Andrew Walker**

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Hell yes. Focus firstly on sorting the shit smell from the sewerage plant. Then the roads around our area.

#### **406 - Lindsey Conrow**

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*[Strategic Framework > Climate Change]*

I support extra spending for roading improvements, if those improvements remain aligned with Council's commitments to climate action and the proposed level of service goal for trips taken by non-car modes.



#### 413 - Harry Stronach (Akaroa Ratepayers & Residents Assn Inc)

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##### The Roads

Roading is a sizeable part of the CCC budget and rightly so – it is a core responsibility. In the consultation document to the Annual Plan, CCC state that it is a priority to “improve our roads”, and we agree.

Some people who live on the Peninsula only rarely travel to central Christchurch, but when they do they see some fairly fancy work that has been done in recent years for roads, footpaths and cycle-ways. This may be in stark contrast to the roads they use on a daily basis – which are more likely to be pot-holed streets, or substandard metal roads, quite often heavily corrugated and poorly maintained.

We understand that there is no plan, budget, or even a long term dream to do any sealing of any metal roads on the Peninsula. This is not a fair and equitable allocation of resources – there is increased usage of some rural roads, in many cases caused by city folk, and in the longer term it would be cost-effective to have a strategy to upgrade and seal the more highly used and important access routes on the Peninsula.

There would hardly be a single unsealed road on the Peninsula where an objective evaluation would say that the condition was satisfactory over most of its length, for most of the time. We have simply had to put up with unsatisfactory roads, for most of the time.

#### 422 - Wayne Keen

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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)?

\* Intersection of Milns Road, Sparks and Sutherland Road. \_\_\_\_\_  
The operation of this intersection has changed with the addition of numerous subdivisions. This would now be one of the most dangerous corners in Chch. Turning right from Milns Rd into Sparks Rd, you are turning blind. There are trees blocking the line of sight and the bend in the road further up means you can't see oncoming traffic. Sutherland Rd + Milns Rd need to be aligned and consideration needs to be given to the installation of traffic lights at this corner.

#### 425 - Jackie Simons

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3- I support the investment in fixing the Bromley roads, but request that more money is provided given the scale of the problem.

4- Please change your spending by reducing spending on central city roads that look in fantastic condition to increase spending to fix the ones that are broken and messed up in the suburbs like Woolston, Bromley, Linwood.

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7- I support the streets of North Linwood being renewed as a package, noting that the Community Board has agreed Capital Acceleration funding towards some of them but not all.

#### ***441 - Karolin Potter (Spreydon-Cashmere Community Board )***

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

#### ***466 - Colin Meurk***

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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).

#### ***49 - Stephen Rea***

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The improvements to the Milns/Sutherlands/Sparks road intersection is currently scheduled for 2028. I would strongly encourage Council to pull this work forward. With Council approving 4 subdivisions on Sutherlands Road in the past 3 years and extensions to Milns Park and Meadowlands subdivisions the traffic in this area particularly travelling into the city has increased significantly. The intersection is a dangerous one with Milns and Sutherlands Road not opposite each other and vehicles at each intersection needing to monitor three different sources of traffic, two directions where visibility is very poor when leaving Milns Rd.

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I would strongly encourage Council pull forward the improvements to the Milns/Sutherlands/Sparks road intersection currently scheduled for 2028.

### **59 - Blake Hansen**

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2027/2028 for proposed upgrades to Milns Road / Sparks Road / Sutherlands Road intersection is a fine example of playing catch up, this intersection is already at or above capacity to operate safely during rush hour traffic. I would suggest the timing of this should be reviewed immediately.

### **61 - Melanie Hubber**

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The Milns/Sparks/Sutherlands intersection isn't budgeted to be improved until 2027/2028.

These needs to be brought forward to the 2022/2023 year.

We built a new home in the Halswell Downs subdivision and have been living there for 2.5 years, we have two toddlers and do a lot of biking/walking in the area. This intersection is notoriously dangerous and very difficult to cross, it is not one bit pedestrian friendly. The new footpath on Surherlands Road just ends. There has been so much housing development in the area yet the supporting infrastructure has not been forward planned to keep up. We would love to be able to walk/bike safely from Sutherlands Rd down to the Halswell shops (butcher, fruit n vege etc) and across onto Milns Rd to the Halswell Domain....at the moment we have to walk/bike on the road, there is no footpath or cycle way.

### **62 - Lara Beskeen**

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RE: upgrades to Milns Rd/Sparks Rd intersection.

I'm appalled to discover that the planned upgrades to this junction are not due to take place until 2027/28.

We have lived in Halswell Downs Subdivision for the past 2 years, and we have 2 children under 5 years of age. The state of this intersection and lack of footpaths in this area is a serious safety concern and restricts residents from accessing local amenities.

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The timeframe of these upgrades must be reviewed urgently before there is a serious accident at this intersection and to allow residents safe access to their local amenities.

### **63 - Claire McOscar**

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I request Council please consider bringing forward the capital delivery spend relating to the Sparks/Sutherlands/Milns Road, Halswell intersection from 2027/28 to 2022/2023. Given the significant growth around this area (number of subdivisions off Sutherlands Road, the new Banbury Park Retirement Village, and subdivisions on Sparks Road) this intersection is extremely busy. The intersection needs to be realigned and traffic lights installed.

### **64 - Kate Nolan**

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I would like to see a re-prioritisation of the plan to improve the intersection between Milns Road , Sparks Road and Sutherlands Road. It should be brought forward to 2022/2023 from 2027/2028 income years. This is to keep up with the pace of development in this area and keeping the residents in this area safe.

It is getting increasingly scary turning right from Milns Road to Sparks Road with the increase of traffic. The vegetation is becoming overgrown and needs to be cut back to clear a blind spot. I also think the speed limit should be reduced from 60km to 50km to align with the Ministry of Transport's decision to reduce the speed limit on State Highway 75 from 60km to 50km in Halswell. It seems senseless that Sparks Road, which now has several subdivisions being built off it, to have a faster speed limit than the State Highway.

Reducing the speed limit and cutting back vegetation is not a material expense to the Council, yet prioritizing getting this activity done sooner rather than later would greatly enhance the safety of residents in this area.

### **65 - Richard Moore**

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The Milns/Sparks/Sutherlands Road intersection needs to be brought forward to the 2022/2023 year. It is unsafe and well overdue for improvements.

### **66 - Maureen Newell**

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Please budget the work on the Milns/Sparks/Sutherlands Road intersection to happen sooner in the 2022/2023 year.

### **67 - Lynda Janks**

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I note that the intersection of : Sparks//Milns/Sutherlands Roads has no definitive road and traffic control infrastructure. Excepting the traffic light for bicycles further toward Henderson Road. In the past two years, this area has become increasingly congested. It is obvious with this rate of infill building this will increase. Hugely. I learn that a retirement home is being planned. I understand previous Council plans have not budgeted for this area until 2027/2028. This is unacceptable. This location, these concerns for traffic and safety and noise control need to be addressed now. I wish to address council in person on this topic.

### **68 - SSRA South shore residents association (South shore residents association)**

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Repair the East. It is still waiting. The state of the roads and paths are appalling.

### **74 - Steven Moore**

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The Milns/Sparks/Sutherlands intersection needs to be brought forward. It can't wait another 5 years. I don't believe it's up to reasonable safety standards currently and certainly won't be in 5 years.

### **77 - Gavin Johnstone**

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Please consider moving the Sutherlands, Milns and Sparks Roads intersection upgrade forward to next years budget. As a daily user of this intersection it is becoming increasingly difficult and potentially unsafe to exit Sutherlands Road due to the extra traffic I sure is a result of the housing growth in the Halswell area.

### **78 - Annmarie Bradford**

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roads are crap horrible to drive on due to patch work fix up that cause pot holes when it rains.

### **81 - Madeline Howe**

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When the new housing is inished on Sutherlands / Miln Roads it will be a huge buildedup of traffic trying to get out onto Sparks Road I walk that way alot andits near impossible to cross over in peak times ligjts need to be installed for bikers and walkers

### **9 - Lynette Birnie**

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Roads and footpaths in my area (North New Brighton) are still pretty abysmal. I believe the amount being spent on creating cycleways would better be spent on repairing these in the first instance. Even before the earthquakes the roads/footpaths were overdue for maintenance. Less spending on fancy sculptures and such like and more on basic necessities.

### **91 - Alicia Renee**

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The Milns/Sparks/Sutherlands Road intersection is unsafe and needs to be upgraded sooner. Please bring forward to 2022/2023 year.

### **92 - Liam Owers**

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2027/2028 for the Milns/Sparks/Sutherlands Road intersection is not good enough. Please do it this year.

### **93 - Stuart Henley-Minchington**

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Please complete the work on the Milns/Sparks/Sutherlands Road intersection sooner. 2027/2028 is too late.

### **94 - Rebecca Clarke**

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Roads in Halswell need to be considered now. Sparks Rd/Milns Rd intersection is a nightmare. Sabys Road is busy and difficult to cross at peak times and new houses are going to adding to the traffic. Safe crossing is needed. Traffic in Halswell and road safety needs considering now.

### **95 - Nellie Harnett**

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Regarding the Milns Rd/Sparks Rd/Suterlands Rd interection, I understand an upgrade is not on the agenda until 2027/2028 year. I mplyore you to bring this forward to the 2022/2023 year.

I use this intersection almost every day and every day I put myself at risk. It is very dangerous turnig right from Milns Rd on to Sparks Road as cars speed along Sparks but I also have to keep an eye on Sutherlands Rd to also see if anyone is turning right onto Sparks Rd. The bend on Sparks Rd just before Milns Rd is also dangerous as when you think you are free to turn right, a car will speed around that bend.

An accident waiting to happen!!

### **96 - Rosalind Ellis**

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Please bring forward the milns/sparks/sunderland roads intersection to the 2022/2023 annual plan. Without the urgent upgrade people will be killed at that intersection. It is also outrageously irresponsible to approve huge additional subdivisions and not plan roading improvements. Regardless of your views on cars, this intersection is a significant risk to bikers, pedestrians, public transport user and the children at the preschool you gave consent for. Thanks looking forward to seeing you reconsidering your future planning for roading in the wider christchurch area

### **97 - David Spriggs**

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installing traffic signals at the sparks/milns/Sutherlands road intersection needs to be a high priority. This area is experiencing enormous growth and using this intersection becomes more dangerous every day, especially for cyclists and pedestrians. Please bring construction of this work as much as possible, ideally next financial year. This is a fantastic opportunity for council to demonstrate proactiveness by doing things as soon as it is needed, not waiting until it is too late. Having had to deal with the fallout of a cyclist being killed on a busy road, I would hate to see construction being delayed longer than necessary. Safety must be first priority.

### **98 - Sivanand Sivaram**

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please bring forward the improvements to Sparks rd, Milns intersection to 2022/2023. With the explosion of housing and population in Halswell, I would appreciate this and other infrastructure upgrades to Halswell

### **99 - Tina Smith**

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The intersection at Sparks/Milnes / Sutherlands road needs to be brought to the 2022/2023. I have lived here for four years, and have seen and heard many accidents/crashes over this time. And now, there is a huge increase in traffic, and not all slow to the 69km/hr either. And at the moment lots of trucks. Its dangerous to try cross the road, and ive seen it been difficult to get out of either sides if the intersection, increasing the risk of accidents!! Just hope no one dies!!!

## 9.3. Cycleways (Capital)

### General Comments

75 submitters addressed our proposed spend on cycleways. 33 provided comments in support of our proposal, 16 opposed and 32 provided alternative views or proposals. These largely related to cycling infrastructure in Halswell and Cashmere and connections to cycleways.

### Officers Response

Submitters provided a range of views on the Council's investment in cycleways around the city, including the Major Cycleway Routes, cycleway maintenance, infrastructure in subdivisions to support active transport modes, shared paths, and the Burnside Community Path.

#### Major Cycleways

A significant effort is being made by the Council to improve cycling, through construction of safer and more encouraging environments, to provide residents with attractive options to use cycling for everyday transport needs. To this end, the Council has constructed a number of Major Cycle Routes over the last few years using a number of different construction and street layouts. These are all aimed at providing safer, more convenient, comfortable, and attractive routes for people to cycle more.

The Major Cycle Routes have been a key transport initiative of the Council for a number of years and seven of the thirteen planned routes are now open or partially open. Despite not being fully completed, the benefits of the routes are already evident with thousands more people feeling that cycling is a safe and attractive mode of transport. Along the completed routes, the numbers of people cycling are increasing 9%-13% per year.

Not only the Council, but also regional and central government, acknowledge the significance of the Major Cycle Route programme through numerous plans and strategies, and through support in financial investment by Central Government. By virtue of being a network, rather than a collection of standalone projects, the benefits are not simply a sum of their component parts, but instead multiply with each completed section.

The benefits are many fold when people choose to cycle over taking private vehicles and most of the benefits accrue to the city as a whole rather than the individual. Examples include:

- Increased population health
- Fewer emissions and reduced noise pollution
- Reduced wear and tear on the roads, saving operating and maintenance costs
- Less congestion and localised traffic impacts
- More liveable communities
- Less demand for parking, particularly in the CBD where land is scarce and expensive.



The benefits to individuals and the wider community through better health, reduced pollution, community severance, and congestion is widely recognised.

The 13 Major Cycle Routes cover a large proportion of the city; however, the Council is investigating the potential for other cycle routes to connect the north-east and east of the city, as well as the north-west, and how those options connect with key recreational, educational and health facilities.

In addition to the Major Cycle Route programme, the Council is also investing in cycle facilities and infrastructure to connect people between the major routes, key suburban centres, and activity centres, as well as the CBD, and in and around schools and educational facilities. This investment includes cycle facilities, cycle wayfinding signage, and ongoing support for cycle education, such as through the Cycle Safety programme delivered in schools.

The current Long Term Plan lists the cycle connections and local cycle network programmes within the latter half of the 2021-2031 period. The programme priorities focus on improving safety and riding numbers and extends to cover all quarters of the wider city. These include many improvements listed in the Northern and Eastern sectors of the city. Notably there are several projects listed for earlier years including provision of an additional safe rail way crossing for cyclists and pedestrians servicing new growth residential areas around Belfast and providing local cycle connections further into the community around the railway cycle paths northern extensions.

In addition to the physical provisions proposed for improving cycling the recent changes to the national policies around posted road speeds has significant potential to improve provision for cycling in and around the whole of Christchurch. Already many streets and local areas are posted with more appropriate speeds that are making the streets safer and more conducive for active transport.

### **Cycleway Maintenance**

Council's maintenance works, both day to day and renewals (capital), are delivered according to need, and are applied consistently across our whole network. Council aims to achieve the best for the City, across all its users, and across all modes. To determine this need, both the number of these users, the function that the road/footpath/cycleway serves, and the likelihood and consequence of failure are key determinants to ensure Council allocates its funds to where it achieves the most benefit.

Whilst the Council is increasing the overall length of network that it undertakes maintenance on, it also needs to ensure that the work done also focuses on achieving the expected improvements in ride quality for all users. Council is consciously aiming to achieve the optimal balance of asset preservation whilst maximising customer benefits.

### **Westmorland Footpath, Milns/Sparks/Sutherland**

Subdivision developments are required to deliver 1.5m wide footpaths built to Council's Infrastructure Design Standards. There is currently no standalone programme or project in the LTP to construct new footpaths along established roads. There are funds available under the CPMS ID #165 Subdivisions (Transport Infrastructure) Programme, which provides funds for completion of footpaths and other transport infrastructure with new subdivisions. The Council does not currently fund the connection between new footpaths

in subdivisions to its existing footpath network, which appears to be the case for Milns/Sparks/Sutherland Roads and Cashmere Road.

### **Shared Paths**

Shared paths (where pedestrians and cyclists share a single path) are utilised in certain design conditions where the Cycle Design Guidelines standards are able to be met. Council requires a minimum of 2.5m wide shared paths under the Council's Infrastructure Design Standards.

### **Burnside Community Path**

Council continues to work with the Ministry of Education and with the schools to recognise the neighbouring community, however Council is not the owner of this property and is not in a position to dictate that the pathway be reinstated.

## **Support**

### **151 - Julie Kidd**

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I generally support the plans. I particularly feel strongly about prioritising continuing development of cycleways, which are very important in supporting cycle use as an alternative to cars which helps reduce CO2 emissions and also promotes health of residents.

### **16 - Yolanda Soryl**

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I am very happy to see all the cycleways up and running despite objections from a vocal minority

### **188 - Rosemary Neave**

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I support finishing our Major cycle ways as soon as possible - while I am happy cycling on an unseparated road, many of my friends do not feel safe, and I note the recent death of a cyclist who was 'doored'

### **210 - Emma Norrish (Waipapa Papanui-Innes Community Board)**

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The Board wishes to express its particular support for:

Bringing funding forward on Project 12692 (Belfast Park Cycle & Pedestrian Rail Crossing) – it is a big safety issue;

Project 23097 (Northern Line Tuckers to Sturrocks) being constructed as soon as possible to improve the cycleway and address safety concerns;

Project 23098 (Northern Line Blenheim to Restell) Harewood Road crossing being constructed as soon as possible (the Board notes its disappointment there appears to be further delay with this project);

Project 23101 (Nor'West Arc Stage 3) being constructed as soon as possible (the Board also request that the upgrade of Condell Ave be done at the same time as this work);

The three sections of the Wheels to Wings Cycleway (Projects 26611, 26612 and 26613) being implemented as soon as possible – the community has been waiting a long time for this; and

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### ***235 - Jenny Hughey (Environment Canterbury)***

We also support the capital expenditure for the completion of the Major Cycle Routes and leverage of Government subsidies.

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### ***239 - David Hawke (Halswell Residents Association (Inc.))***

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.

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### ***260 - Jocelyn Pappill***

I agree with the priorities of the capital programme with particular support for the completion of the major cycleways network, the continued enhancement of our parks and riverbanks and progressing our adaptation to climate change.

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### ***267 - Sarah Elicker***

I'm especially keen for the cycleways to be completed, and the water infrastructure be upgraded.

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### ***292 - Robert Fleming***

Fully support the continued roll-out of the 13 Major Cycleways. There is steady incremental evidence of more people choosing to travel using active travel modes and the benefits from this are accruing.

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### ***297 - Josiah Thompson (North Beach Residents' Association)***

NBRA supports the proposed investment in transport infrastructure, including roads, public transport, walkways, and cycleways. In particular, NBRA supports and seeks the retention of funding for the following projects:

Ōtākaro Avon Major Cycleway -Anzac Dr Bridge to New Brighton - Section 3 (OARC): Project ID: 26603. \$11,144,000 As there is a natural starting point at Anza Drive this project could start 2022/2023 rather than 2024-2027. The Coastal Ward lacks any form of direct commuter or recreational Major Cycleway linking it to the city and vice versa. NBRA notes that there is an obvious gap and lack of cycle ways in the Eastern part of the City, and a disproportionate amount of funding for cycle ways elsewhere in the City. NBRA requests that this be addressed.

Eastern Out Orbital Cycle Way: Project ID: 44700. (will link between Travis Rd cycleway, Bowhill Road to North Beach, a link to New Brighton through Shaw Avenue and Rawhiti Domain, then along Union Street to Bridge Street), total 10 year spend: \$557,000 in 2031, NBRA seeks that this project be brought forward at least 5 years. This route would encourage more local cycle trips, particularly to connect schools (

### ***298 - James Barber (Extinction Rebellion Ōtautahi)***

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#### **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.

### ***30 - Requested Redaction***

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Keep up the good work with cycleways - we need more and as many as you can get

### ***308 - Ian Burn (Flourish Kia Puawai)***

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1. We are pleased to see the considerable amount of investment in cycleways being brought forward to 22/23 from subsequent years.

### **317 - Kay Robertson**

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My main mode of transport is a push-bike. Every year the Cycle Routes are getting better and better. I can go further around the city and largely link together wonderful cycleways. Please keep up the good work there.

### **334 - Colleen Philip (Sustainable Otahutahi Christchurch Inc)**

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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.

### **349 - Lindsay Chan**

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I'm pretty happy with the work you guys have done getting the bike lanes in too. Thank you.

### **353 - Cynthia Roberts**

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I support the work that the council is currently doing to reduce emissions particularly actions around transport and creating safe cycleways that encourage young and old to use active transport. Please keep funding this.

### **364 - Dorothy (Dot) Lovell-Smith**

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Also great that there are getting to be bike tracks offering safer cycling in the outer suburbs and not just the city centre.

### **373 - Finn Jackson**

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Livable neighbourhoods are the building blocks of a great city. Done well they foster community spirit and enable comfortable, convenient living in a sustainable manner. One of the big challenges being faced by neighbourhoods across the

city is traffic. With limited road space available and roads becoming increasingly congested by polluting vehicles, we need to prioritise getting people out of cars and into more sustainable and space-efficient methods of transport. None of our household own a car, with our main methods of transport being walking, cycling, and taking the bus. We support the proposed capital spend on cycleways and other cycling facilities, and would like to see this programme accelerated if possible – especially the construction of the Southern Lights cycleway and permanent central city cycle connections. We support the proposed spend on footpath renewals, and would like to see the budget for this maintained or increased. We would also like to see an expansion of the slow-speed neighbourhoods programme, with additional funding for physical traffic calming measures.

### **385 - Allan Taunt**

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We need to continue growing the public transport network and the active transport network (walking, cycling, other micro-mobility transport devices, etc.). We should also expect in future there will be a desire to move the likes of e-scooters off footpaths and improve how they are parked. Expect cycleways will become micro-mobility lanes in future. The cycleway program goes some way in future-proofing this requirement.

### **386 - James Barber**

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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.

### **389 - John Gould**

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The urgent completion of the cycleway network taking people to all parts of the inner city and suburbs is essential.

Climate disruption will become more common and costly over the next few years and more people will want to shift to more 'climate friendly' modes of transport. Many of the projects relating to cycleway and other appropriate transport improvements are flagged

for 2023/24. These should be brought forward to 2022/23 where possible given the urgency of the situation.

### **393 - Marie Gray**

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- Investment in cycleways. Transport is the low hanging fruit for reducing emissions and it is probably the most significant lever CCC can pull.

### **397 - Kari Hunter**

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Amongst many sensible components in the LTP and Annual Plan, I particularly want to express support for your plans to:

- continue developing dedicated cycle ways for major routes. I am enjoying a number of the routes that have been constructed in recent years – it makes cycling safer, more enjoyable, and encourage me to choose cycling with more enthusiasm.

>>>

Protect vulnerable cyclists etc. from life-threatening collisions with cars and other heavier vehicles. That generally means physically separated lanes for cars etc.

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Separate pedestrians etc from cyclists, e-scooters, etc who may be travelling at 15 - 30kph – commuters need lanes to support these speeds.

### **398 - Chris Abbott (Spokes Canterbury)**

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Spokes would like to submit on the draft long-term plan, stressing the need for continued development of cycling infrastructure in Christchurch.

### **406 - Lindsey Conrow**

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To achieve a (minimum) level of service where 36% or more of trips taken by non-car modes and 48% of residential land holdings with a 15-minute walk access this includes but is not limited to additional investment in:

Improving footpaths and developing more pedestrianised areas

Traffic calming

Improving public transport infrastructure, including developing more bus priority lanes and shelter/stop improvements

Completing the Major Cycle Routes, and adding more cycling infrastructure throughout the city

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The progress on cycling infrastructure has made cycling in Christchurch so cool and fun. I look forward to continued investment in projects that support modal shift away from cars.

#### **408 - Ian Wells**

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i want to give a huge shout out to councillors and planners and staff working so tirelessly on rolling out our first class system of cycle paths. Its getting to the point where i can cycle most places in the city safely and separated from cars and trucks. I now see more and more people cycling. Thus improves our health reduces congestion and most importantly is a demonstration of climate emergency action. Please continue to help reduce carbon emissions at the required pace

#### **419 - Paul Broady**

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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.

#### **425 - Jackie Simons**

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6- I support greater investment in better public transport, cycling and pedestrian safety and improved transport options for Aranui.

#### **441 - Karolin Potter (Spreydon-Cashmere Community Board )**

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

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



and safety risk for cyclists. This is the route that local young people are most likely to use to get to school. It is these students whose habits we would most like to change from a young age as this aligns with our climate change goals. Many residents and schools are also advocating for a new cycleway to ensure safe travel for students and the wider community. In the Long Term Plan 2021-31, the Council decided to fund this in financial year 2025 as part of the Cycle Connections – Nor’West Arc programme budget (ID 41847). While this is outside the Annual Plan’s timeframe, we signal our continued support for this project in financial year 2025. This is a priority in our Community Board Plan.

### **70 - Arthur McGregor**

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I am pleased to see that the major cycleways continue to be a priority. I feel these are very important as a key strategy to encourage mode shift and reduce our carbon emissions. In addition, as stated, it is very sensible to make the most of the currently available government subsidies. I am a regular cyclist and enjoy the safety these cycleways provide and am very much looking forward to the network being completed, so that I can connect with more destinations around the city.

### **73 - Abigail Johnson**

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Investment in cycling infrastructure is the sensible path forward for our city. This includes simple cycle lanes on existing roads and shared use paths. Cycle access to and from schools is especially important for improving safety for children and parent confidence in allowing their young ones to bike as transport. Finishing existing projects should also be a priority, as abrupt changes in cycle path design in a neighbourhood is confusing to cyclists and motorists alike.

### **83 - Thomas McNaughton**

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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.

**212 - Ashley Campbell**

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dangerous – for over a decade.

There is no road in the central city that floods every time there is significant rain, reducing to effectively one lane, and making it exceptionally unsafe for pedestrians and cyclists (with no viable alternative route for those pedestrians and cyclists).

I want to repeat that point – there is no viable alternative route from Aranui to New Brighton for cyclists and pedestrians. None.

When it rains, and Pages Rd floods down to a single lane for all traffic and pedestrians, they cannot alter their route to an off-road cycleway or footpath to avoid danger. As of last year, there is a raised single-lane footpath on one side of the road, meant to accommodate all cyclists, pedestrians, mobility scooter users – anyone not in a car, bus, or truck. That’s it. This is simply unacceptable. I have to ask whether this would have gone on so long if we were talking about Colombo or Barrington streets, Glandovey or Ilam roads.

**223 - David Lang**

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Stop building any further on-road cycleways. I cycle to work every day. Many are dangerous and give a false sense of safety

**23 - Cameron Bradley**

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I do not support any delaying or reducing budgets of any projects relating to 3-waters, cycleways, footpaths, public transport or increasing density.

**24 - Annemarie Prendeville**

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Cycleways are not a priority and way to expensive,

**241 - Mike Mora (Waipuna Halswell-Hornby-Riccarton Community Board)**

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The Board notes that the construction of the South Express Major Cycleway through

Hei Hei is to be brought forward. The Board maintains that this should not be done

in advance of necessary work to improve the safety of the

Waterloo/Gilberthorpes  
Roads intersection. The work need to be done at the same time.

### **273 - Marian Krogh (Protect Our Winters NZ)**

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The Wheels to Wings and South Express had had reduced spending allocated. We need as many safe cycleways as possible, and we suggest these remain prioritised.

### **305 - Lyn Bunn**

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Cycleways are not a necessity and the amount of money spent on these is mind blowing. If there is excess funds available then they can be considered in that instance.

### **307 - Shannon Williamson**

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stop unnecessarily spending money on cycle lanes that are either not utilised as they should be, or prioritised over more important roading upgrades.

### **333 - Kit Doudney (Avon Heathcote Estuary Ihutai Trust (AHEIT) )**

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We remain vehemently opposed to the 30588 - Estuary Edge Project. Funds earmarked for 2023/24(\$532,000) estuary green edge pathway and cycleway would be in contradiction to the Council's own district plan, and in breach of our recently signed promise to protect habitats in and around the Estuary as part of the East-Asian Australasian Flyway network (2018). These funds would be more usefully directed towards completing more urgent estuary edge work and/or restoration projects, which we can elaborate upon on request. Alternatively, use them for a non-endangered habitat route, avoiding both the wildlife refuge, the Linwood paddocks and sandy point.

### **369 - Dominic McKeown**

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Council should lower the cycleways budget and focus on getting the road sorted out first as there are some that still need attention but are being ignored.

### **371 - Tina Bailey**

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Stop spending money on unnecessary cycleways that are destroying the residential businesses by removing street parking from outside their premises.

#### 4 - Mark Penrice

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Not enough spent on maintenance.

No point building stuff if you cant afford to own it.

#### 5 - John Drayton

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Yes, Just because NZTA gives you money there is no need to squander this on the the Harewood Road tree removal and cycle lane grab. But we both know you will just bulldoze ahead and create new traffic flow problems.. Very very disappointing.

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See above regarding Harewood Road cockup.

#### 507 - John Rodger

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

stop spending on more bike lanes  
the streets are not wide enough now.  
Columbo St East is an utter disgrace. You  
would not have a St in Fendalton when the  
bus stops in the middle of the road.  
I have also looked at Columbo St from B  
Salisbury St towards Cathedral square. A shocking  
waste of rate payers money do you have share in it  
We're proposing some changes to our Revenue and Financing and Rates Remission policies - do you have  
any comments?  
a cement cow

#### 8 - Jan Edwards

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The suburban roads, sidewalks, ccc managed roadside areas, gutters are all ignored unless we jump up and down. These should be prioritised ahead of doing up streets that dont need doing, instead of more unused cycleways (Harewood should be stopped! as

it is a complete waste of our money), and ahead of Councillor pet projects that most Cantabrians don't want

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CCC needs to spend less on cycleways and more on footpaths, roads etc. Get the basics right first

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### **9 - Lynette Birnie**

more on repairing current infrastructure rather than grand schemes such as cycle ways.

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Roads and footpaths in my area (North New Brighton) are still pretty abysmal. I believe the amount being spent on creating cycleways would better be spent on repairing these in the first instance.

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## **Other**

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### **105 - Marcus Clyne**

The cycle way down Sparks Road doesn't link up, and creates a confluence of traffic, odd sight lines, and difficulties for pedestrians, cyclists and motorists.

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### **108 - Kate Ody**

I regularly walk, cycle and drive this route with my young daughter, particularly to access the Halswell domain and library facilities. Crossing this road is particularly difficult due to the speed cars travel on Sparks Road. It is not helped by the fact the cycle path or footpath do not connect to the crossing further down Sparks Road.

ideally there would be sufficient cycling and footpaths suitable for families, connecting Cashmere Road to the facilities of Halswell.

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### **115 - Rebecca Thoms**

So many comments. I have just returned to NZ in the hope of settling in Christchurch after almost 10 years abroad.

I was an avid cyclist overseas and hoped to continue that upon my return. I have just begun a new job 8.5km away from my home and found this to be the perfect ride to and from the new role until I actually experienced the new cycle lanes.

I travel from Cashmere to Merivale in the morning and return again in the evening and although a relatively straightforward ride, I find many frustrating obstacles in my way.

I think the one I would have to speak to the most would be the infuriating lights. I don't know when it was decided that the cyclists needed their own, but it is frustrating to those on bikes when the rest of the intersection is green and bikes must wait for a whole light change. It is also creating lazy and un-alert drivers. There is no sense of thinking for oneself and I believe actually making things more dangerous for cyclists as drivers are no longer needing to be so aware of their surroundings. They can have a bit of patience, the wrath of a near-missed cyclist only needs to be felt once to have the full effect!

The state of the road surface in the cycle lanes is also abhorrent. There are massive amounts of debris on most streets on my route, just this morning I encountered a huge pile of acorns that had been pushed together and left in the bike lane right next to an intersection. There is all manner of broken glass, plastic and other shrapnel I can only assume was left from accidents, though sometimes is clearly from a broken bottle etc.

The actual surface leaves so much to be desired. I realise it's difficult, often times the drains were there first, but then help us, paint them nice and bright so we see them coming before we're right on top of them/falling into their surrounding pothole. Shut a full road down and resurface it sometimes, that's all a lot of them need, but they keep getting patched together and creating a wildly uneven surface. Also, please don't leave loose gravel on cycle ways, it sucks. And what is with the green bits on Antigua?? These must be some of the most offensive bike paths I've ever ridden. There's no need to stop and start them like you have, make them all one level. Just some green paint is absolutely fine. Some might even say road colour works ;)

The ramps, when we're forced up onto the footpath for the light change (goodness knows why, we know how to use a road, or we wouldn't be on it) they're enormous! Why can't there just been a nice gentle slope that runs directly into the road instead of being just about a right angle to it? My wrists can't take much more.

We don't need to be separated from the cars, we have chosen to ride a bike on a road, we will treat it like a road. I think the best defensive driving course you could send anyone on (especially those who have committed a driving-related offence) would be to make them ride a bike round town for the day, what a renewed sense of life they would give then!

Today I popped a tyre on the way home, so disappointing. I don't know when exactly it happened, but it was fine when I rode this

morning and when I left work this evening, but when I went to make the short ride home from a friend's it was completely flat, not what I need to be finding out, at any time, but especially not at 10pm the night before another day of work.

I'm not just saying this to be a snotty cyclist, I run, I walk, I drive an extremely cool car, but I really do like to ride, I want to keep doing it, but help me help you :) Go out and ride them, send the people out who will make the decisions, get everyone involved, and just make good choices.

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#### **118 - John Harris**

I would like to see the Sparks rd, sulivans rd, milns road intersection upgrade brought forward. I have kids and we can't get across there by bike and even walking is dangerous. The cycleway stops just up the road but should continue to Halswell road.

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#### **124 - James Dilger**

The cycle path stops halfway down Sparks road which forces cyclists (including young children) to make a judgement call of whether they will ride down Sparks road to turn into Sutherlands Road, or follow the cycle path to Milns Road, and then turn back to cross over the dangerous intersection.

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#### **129 - Rachel Davies**

Also could the council please look at extending the cycle way down Sparks Road and somehow link it to the new subdivisions or Kennedys Bush or Halswell Road to make it more accessible and thus used more widely by the Tai Tapu side of Halswell. That would definitely be money well spent!

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#### **148 - Kelly Wiles**

When I have commuted by bicycle I have not felt safe at this intersection [Coder note: Milns/Sparks/Sutherlands] either. The hundreds of homes being built are going to make this intersection very difficult to navigate and I would cycle to work more if I felt it was safe to do so. Thank you.

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#### **153 - Ben Wiles**

Cycle and pedestrian access in this area needs to be improved. From Sutherlands Road, we need a footpath down to the

Halswell shops so that walkers don't have to walk on the road verge of a 60km/hr road. Pedestrian and cyclist access across from Sutherlands to Milns Roads is needed too.

We need at least a painted cycle lane from the end of the Quarryman's cycle trail on Sparks Road to connect with Sutherlands Road. Riding on the road edge is dangerous when trucks go past at 60kmh+.

### **183 - Amandine Budiman**

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we love the Halswell Domain and the cycleway on Sparks Rd all the way to the city, thank you!

### **186 - Tracey Nelson**

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There is a desperate need to continue the cycleway and put in a footpath between Sutherlands Rd and Halswell Rd, and the Sparks Rd/Milns Rd/Sutherlands Rd intersection needs to be upgraded to ensure the safety of both vehicles, cyclists and pedestrians. I understand the funding for this intersection is not planned until 2027/28 which is 5 years behind the housing that is already built.

### **194 - Melissa Flint**

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Also the cycle pathway needs to be extended down to the Halswell Sparks Road shops as it is not safe to walk or bike down this part of the Road.

### **215 - Ian Brown (Cracroft Residents Association )**

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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.

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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.

### **239 - David Hawke (Halswell Residents Association (Inc.))**

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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.

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.

### ***250 - Tori Peden (Te Pātaka o Rākaihautū Banks Peninsula Community Board)***

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#### Transport Connectivity

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

### ***265 - Rachel Crawford (RRBA Richmond Residents and Business Association/ 'We are Richmond')***

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#### 7. Speed Reduction

The RRBA is working with the Council to implement the Greenways Cycle Route and the reduction of the speed limit. It is our wish that this work is completed in 2022.

### ***290 - Georgia I***

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#### *[18 Strategic Transport]*

I feel as though it is a wasted opportunity that the council has not supported or launched bike sharing schemes for public use in the city. Surely this is an easy way to encourage less motor use

especially in the inner city as well as a way to get more people using and appreciating the very expensive and hated cycle ways?

Turn a negative into a semi positive?

### **319 - Jacquie Johnstone**

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But the sudden disappearance of the bike path on Sutherland's Road, combined with the lack of shoulder on the road, makes it quite frightening to cycle on when you're forced to merge with traffic on your way home to Sutherlands Road. So it's not funny at all.

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When I wait in traffic to turn right from Sparks Road onto Sutherlands Road, I have had many frightening moments as cars coming toward me on Sparks Road cut the sweeping corner. I have witnessed several close calls as vehicles turn out of Milns Road on the blind corner. And every morning that I travel to work, I feel a bit sick about entering Sparks with heavy traffic moving in both directions.

### **356 - Emma Twaddell (St Albans Residents Association )**

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The volume and type of vehicular traffic in St Albans is causing distress to local residents. The speed of the vehicles and the number of large trucks on our damaged local roads are serious safety issues for residents. Many residents are reporting that they do not feel safe walking or cycling on their local streets. This fast, heavy traffic is also affecting many resident's homes causing them to shake. The closure of local roads across Cranford St has also meant local's are unable to move efficiently across this road therefore restricting movement around the community.

We submit that

- money is made available for more and safer local cycling and walking infrastructure and that the CCC take radical urgent steps to change the car reliant culture of the city.

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- More secure bike parking infrastructure is required

### **361 - Mary O'Connor**

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Pedestrians need their own exclusive space. "Shared paths" only benefit those on wheels - cyclists, e-bikes, e-scooters, skateboards, ... and deter many pedestrians. Yet for health and well-being of the population as a whole, pedestrian activities are the most available

regardless of age, most disabilities, financial situation, accessibility, time constraints, ...

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In the Port Hills, mountain biking has not always been separated from pedestrians. Now there are plans to introduce a new mountain-bike track to exit downhill onto Rapaki Track where it is quite narrow for the volume of users, introducing a conflict that may cause injuries, but will also deter some pedestrians. No safety appraisal was done before consultation and now the Resource Management application. Instead of creating a separate track for the most vulnerable users of Rapaki Track (pedestrians), alternative tracks have, or are going to be built for mountain-bikers to have options, thereby encouraging more mountain-bikers to the area. Track counters only count metal movement so pedestrians are not counted. Yet the counts are presented as numbers using Rapaki Track. Again no consideration of pedestrians. The initial justification for a mountain-bike track on Montgomery Spur was that there were no tracks that were transitional from the plains to the hills for mountain-bikers. But this was before the Adventure Park and the mountain-bike track presently on Montgomery Spur means that pedestrians must have to constantly be aware that they may step into the path of a mountain-bike. The new path will increase the conflict.

>>>

New Zealand has a health and well-being crisis. For many people their health and well-being is improved with exercise, with pedestrian activities being the most available. But CCC has been ignoring the impact inadequate infrastructure has on health and well-being. And as the years pass, it is being made worse. The cycle plan has affected pedestrian provision greatly, with the assumption that if you cater for wheels that will also be ideal for pedestrians. The advent of e-machines has seen the impact on pedestrians being ignored. How is it acceptable for e-scooters to use footpaths just because their wheels are small, with no thought of blind corners, speed, passing very very close (on roads vehicles have to give cyclists 1.5m), so silent to not know they are approaching from behind and being parked anywhere including obstructing the footpath for days?

Elsewhere there is a cycle counter displayed, but again pedestrians don't count. At traffic lights, what other means of transport does not have straight through traffic on both sides of the road without the need for the lights to be activated on both sides? And why do pedestrians, who are the slowest means of transport, be requires to

negotiate a zig-zag to cross the road at some intersections. Elsewhere, cyclists can cross diagonally, whereas pedestrians are expected to cross in two places to get to the same place. How about count-down seconds displayed, for those on foot who would manage the diagonal crossing faster than some cyclists? Again, pedestrians don't count

### **367 - Bebe Frayle (Dallington Residents Association)**

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We would really like to see the City to Sea Pathway start to happen as soon as possible.

### **369 - Dominic McKeown**

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there is a complete lack of any budget within the cycleways program to address legacy issues that have occurred with the existing cycleways and this shows arrogance by staff and they refuse to address residents concerns despite being presented with clear evidence of the problems

### **383 - Amy Young**

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The dangerous and ambiguous bi-directional shared stretch of road, footpath and cycleway outside the properties of 231-225 Ferry Road urgently needs attention.

This is the access to the homes on this stretch and when accessing our homes we need to negotiate scooters, bikes and vehicles cutting through this section to avoid the traffic lights - often travelling at speed. This is also a footpath and the whole stretch is stressful and dangerous to use. Even one of your own Council vans reversed straight into the side of my vehicle as I was leaving home one day.

There is no adequate signage, median or instruction that it is a shared road. It desperately needs addressing. There are many small accidents and close-calls outside our property every week.

### **385 - Allan Taunt**

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Tying in with this, the transport networks need to be inclusive.

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The same applies to cycleways, with a key point being width to support trikes and recumbent bikes (which incidentally helps support cargo bikes as well).

#### 416 - Christopher Webster

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Curb ramps for cyclists and scooter people HAVE to be  
more smooth and without edges, like Brisbane.

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#### 421 - Alistair Price

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Just get the city moving. Please put people first so they can go about their business.

Too much time wasting on cycleways for the benefit of just a few.

I do support the cycleways that are not part of the roading system.

#### 441 - Karolin Potter (Spreydon-Cashmere Community Board)

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##### Ōpāwaho-Heathcote River Major Cycleway

One of the priorities in our Community Board Plan is that the Ōpāwaho-Heathcote River Major Cycleway is completed. This would provide safe, sustainable ways for people to travel and align with our climate change goals. We understand that this project cannot proceed until the Mid-Heathcote Bank Stabilisation project (ID 35140) is complete in financial year 2025, as it could impact the suitability of a route along the river. The Board supports the proposed budget for the Ōpāwaho-Heathcote River Major Cycleway project (ID 26604 and 26606) from financial years 2025 to 2029, but we request that this budget is brought forward if the Mid-Heathcote Bank Stabilisation project (ID 35140) is completed ahead of schedule. This is a priority in our Community Board Plan.

#### 441 - Karolin Potter (Spreydon-Cashmere Community Board)

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##### Local Cycleway Connections

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

Long Term Plan 2021-31, the Council decided to allocate funding for four local local cycleconnection programme budgets (ID 44697, 41851, 44704 and 44711) from financial year 2029. While this is outside the Annual Plan's timeframe, we note our request in our Long Term Plansubmission for these budgets to be brought forward to financial year 2025 and local cyclewayconnections in the Board area to be prioritised within these. This is a priority in our Community Board Plan.

### **6 - Mikaere Greenslade**

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Pleased with all infrastructure expenditure. Would like an increase in cycleway spending - especially around schools. The more students who cycle to school, the greater the benefit for all of us with lower emissions, improved mental health, and improved physical health.

### **61 - Melanie Hubber**

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The Milns/Sparks/Sutherlands intersection isn't budgeted to be improved until 2027/2028.

These needs to be brought forward to the 2022/2023 year.

We built a new home in the Halswell Downs subdivision and have been living there for 2.5 years, we have two toddlers and do a lot of biking/walking in the area. This intersection is notoriously dangerous and very difficult to cross, it is not one bit pedestrian friendly. The new footpath on Surherlands Road just ends. There has been so much housing development in the area yet the supporting infrastructure has not been forward planned to keep up. We would love to be able to walk/bike safely from Sutherlands Rd down to the Halswell shops (butcher, fruit n vege etc) and across onto Milns Rd to the Halswell Domain....at the moment we have to walk/bike on the road, there is no footpath or cycle way.

### **75 - Helen Mephram**

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I feel that a connecting bike/walking path needs to be put in connecting Quarryman's trail from where it leaves Sparks Road to Halswell Road. I and many other bikers (and walkers and runners) currently have to stay on Sparks road to continue my bike commute home, in places there is no shoulder or bike lane in this section between Quarryman's turn off and Halswell Road. There are parts

with a pavement but it is sporadic and really unsafe. With all the new builds in the area this will only get busier and so the safety really should be looked at. It is the connecting route between an incredible bike lane and the Quarry side of Halswell and its such a shame that up until that turn off its great and safe and then turns to be dangerous on the 60km/hr road. Please look into it.

### **77 - Gavin Johnstone**

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Please also consider extending the bike path to Sutherlands Road as it is unsafe merging onto Sparks Road at the end of the bikepath. Ironically the bike path is named Quarryman's Trail but heads off to the Halswell Domain. The most direct route to the Halswell quarry is via Sutherlands Road.

### **83 - Thomas McNaughton**

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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.

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.

## 9.4. Footpaths & Streetscape (Capital)

### General Comments

69 submitters addressed our proposed spend on footpaths and streetscapes.

Twelve submitters provided comments in support of our proposed spend, eight opposed and 51 provided other views or proposals. These largely relate to infrastructure in the east of the city and Halswell.

### Officers Response

Submitters provided feedback on a range of issues for our footpaths and streetscape, including general submissions on the condition of our assets, maintenance of these assets, and ongoing investment in infrastructure for all modes of transport that utilise our footpaths, and our streetscape including street trees. Site specific feedback and requests for investment included Aranui, Ferry Road, St Albans, Dudley Creek, Milns / Sutherlands Road, Medway Street Footbridge, Beachville Esplanade, Estuary Edge, Gloucester Street, Hornby Mall, Templeton Primary School, and Burnside Community Path.

### Maintenance of roads, facilities and footpaths

The proposed increased expenditure on roading improvements (renewals) is to catch up with the backlog of the damaged roads as a result of the earthquake sequence. This has caused a knock on effect on the rest of the assets with shifting traffic patterns and investment priorities. The increase is intended to elevate the condition of the roading network to a sustainable level where large under-maintenance costs are avoided and ongoing investment requirements are kept at minimum.

The 2021-31 LTP increased renewal budgets for roads to aim to ensure that 6% of the network is resurfaced annually. This will result in the network being back to a condition rating that is comparable with other major metros in approximately ten years.

The comparative spend across the City is as shown below (current contract period, October 2017 to present):

Eastern area LTD	Coastal, Burwood, Linwood & Innes	\$34,522,580.76
Southern area LTD	Riccarton, Hornby, Halswell, Spreydon, Heathcote & Cashmere	\$41,859,109.89
Northern area LTD	Harewood, Papanui, Waimairi, Fendalton	\$25,867,859.26
Central area LTD	Central	\$18,873,673.32

The exact budget to fix the remaining earthquake repair in the AP and LTP is indeterminate, however below is a projection of budget allocated in each area for the coming seasons resurfacing Capital works for 2022-23

Central area	Central	\$210,413.34
Banks Peninsula	Banks Peninsula	\$1,464,142.77
Northern area	Harewood, Papanui, Waimairi, Fendalton	\$2,083,481.93
Eastern area	Coastal, Burwood, Linwood & Innes	\$3,912,618.90
Southern area	Riccarton, Hornby, Halswell, Spreydon, Heathcote & Cashmere	\$4,085,357.15

The renewal programme is driven by asset age and conditions and has a network wide focus. Council is actively working toward improving efficiency of delivery and improve the quality of the roads and footpaths as soon as possible considering the budget limitations.

### General Maintenance

Issues are found on all types of assets. The Council's roading maintenance contracts have strict measures to address problems on each type of asset when reported to the Council in a strictly short timeframe. In most cases Council requires the issue to be raised by the residents through the CCC's reporting systems.

For example, we acknowledge that dumped shopping trolleys is an ongoing issue. All the main trolley providers - Countdown, New World, Four Square, Fresh Choice, The Warehouse and K-Mart are signed up to use the app “snap send solve”.

### **Investment in PT, cycling, pedestrian safety and transport options**

The Long Term Plan and Annual Plan have a large focus on improving footpaths and enhancing active transport level of service with a focus on the 15-minute accessibility as well as other measures including traffic calming, improving public transport infrastructure, developing more bus priority lanes and shelter/stop improvements, completing the Major Cycle Routes, and adding more cycling infrastructure throughout the city.

### **Street Tree Renewals**

The Council's Tree Policy adopted in 2021 provides guidance for the maintenance and replacement of trees in public spaces. Where possible locally sourced and/or native trees are used however there are many factors that determine the species of tree to be used including the surrounding environment. The underlying principle is to plant the right tree in the right place to ensure its future health, that it will contribute to the city's tree canopy and realise its full potential including its contribution to aesthetic values as well as other essential environmental, economic, cultural and social community benefits.

### **Narrow footpaths**

Subdivision developments are required to deliver 1.5m wide footpaths built to Council's Infrastructure Design Standards. There is currently no standalone programme or project in the LTP to construct new footpaths along established roads. There are funds available under the CPMS ID #165 Subdivisions (Transport Infrastructure) Programme, which provides funds for completion of footpaths and other transport infrastructure with new subdivisions.

### **Footpath Condition**

Council is working towards implementing a network-wide footpath condition surveying programme. This will help us to update the footpath renewal programme with the most recent condition data as well as identifying the areas where the treatments depreciated faster than normal. This will enable us to investigate other underlying issues which might have caused the problems and avoid them in the future.

### **Shared paths by different modes**

National rules developed by the Ministry of Transport and Waka Kotahi (NZTA) require the road controlling authorities to accommodate wheeled pedestrians including mobility scooters, e-scooter (of smaller than certain sizes), skate boards and the like on the footpath network. The surface material should be of a quality to enable access to all users while minimising the costs and environmental impacts.

New materials are always considered through material selection processes and chosen when the benefit-cost ratios are acceptable.

Riding e-bikes on footpaths is forbidden by law and the incidences should be reported and taken care of by the Police, same for riding e-scooters on footpaths faster than 15km/hr.

Any damage to the city's infrastructure due to private construction should be addressed by the developers as soon as practically possible.

### **Ferry Road**

The #68430 Active Transport Level of Service Improvement Programme has the section of Ferry Road between Wilsons Rd and Aldwins Road as the second priority to deliver pedestrian improvement enhancements until FY24.

### **St Albans**

It is noted that there is a current monitoring and reporting programme in regard to the downstream effects of the CNC. The current 10 year LTP budget programme provides a significant range of projects including continuation of the Major Cycleway Routes and improved active transport opportunities throughout the city and linking with the surrounding districts. The Francis/Flockton corridors have not observed 30% traffic increase on any local streets within the DEMP study area. Council staff are currently working to develop improvement schemes for the Francis/Flockton corridor.

### **Dudley Creek Maintenance**

This area was not previously covered under the Road Landscape contract; however, this has recently been agreed with Parks to hand over to Transport, once brought up to specification. Transport staff have met on site with community representatives to discuss maintenance issues in this area.

### **Milns / Sutherland Intersection and Connections**

Council is in discussion with the developer on their future development with their new intersection with Sparks Road. This future intersection will improve the traffic safety of the existing Sparks / Sutherland / Milns intersection. Staff will be working with the Community Board to seek approval for road stopping and changes to traffic movement to and within the current network.

### **Medway Street Footbridge**

The connections in and around the Medway Street Footbridge are being addressed through the Otakaro Avon River Corridor programme of works.

Council's Otakaro Avon River regeneration programme pathways will investigate options and considerations at bridge crossings taking into account safety, personal safety, convenience, costs and practicality such as bridge heights with tidal levels.

### **Beachville Esplanade**

Council staff have been working with the local community through many attempts to bring grass area up to specification, however, this has been unsuccessful to date. The Community Board has agreed work as required for the grass area, and the budget required from the Annual Plan to complete the work is \$162,000.

### **Estuary Edge Project**

Project ID 30588, Estuary Edge Project, focuses on street scape improvements with landscape and planting etc. along Tidal View. Consultation was completed and approved in 2016, with a further update late 2020, to move the Major Cycleway away from Humphrey Drive to Charlesworth Reserve. Note the section of the cycleway through Charlesworth Reserve is now complete and in operation. The last section of the cycleway is currently in

construction phase with all required Resource Consents received. The project is expected to be completed third to fourth quarter 2022.

### **Gloucester Street Pedestrian Access and Facilities**

Council has programmed works for Gloucester Street between Colombo Street and Manchester Street, with the intention that those works be completed prior to the opening of the new Court Theatre on the corner of Colombo and Gloucester Streets. Among the options under consideration for that section of Gloucester Street, is for it to become a shared zone / slow speed street, perhaps similar to some sections of Oxford Terrace in function. These works will be subject to separate consultation when a scheme design has been prepared.

### **Hornby Mall and Surrounds**

The lack of footpath access between the Hornby mall and the shopping centre on the eastern side of Carmen Road (on the northern side of Main South Road) is recognised as a gap in the pedestrian network. Considering the space limitations, however, this will be an expensive project. The Hornby area is one of the priorities under the #60377 Programme - Active Transport Level of Service Enhancements. The programme is at the design stage at the moment and delivery is scheduled to begin by 2025.

### **Templeton Primary School**

Council is currently working with Templeton Primary School to develop a school travel plan. As part of that the existing crossing point on Banks Street has been discussed and improvements are being investigated. The school has not requested a Kea crossing as it will require the school to provide patrol staff to be able to operate. Staff will work with Templeton School to ensure whatever is implemented meets the needs of the school and the users.

### **Burnside Community Path**

Council continues to work with the Ministry of Education and with the schools to recognise the neighbouring community, however Council is not the owner of this property and is not in a position to dictate that the pathway be reinstated. Given the expected cost of the path and the difficulty of building it, including consenting, the Ministry has advised that it is very unlikely to build the path through the school. This has been communicated to the Community Board.

## **Support**

### ***210 - Emma Norrish (Waipapa Papanui-Innes Community Board)***

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

### **260 - Jocelyn Papprell**

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If we truly want to foster an accessible, sustainable city, spending on facilities and infrastructure that makes it easier for people to choose non-car modes of transport is vital hence I also support improving footpaths in our communities as well as connections between them.

### **270 - Malcolm Long (Ōpāwaho Heathcote River Network)**

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Transport Access

21. We acknowledge and support the allocations made for the Street Tree Renewals Delivery Package (37743) and seek that the majority of future tree renewals are all locally sourced native trees.

### **292 - Robert Fleming**

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I fully support any expenditure that contributes to our roads becoming safer and calmer with improved amenity for residential areas.

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Continued footpath repair must continue at pace.

### **297 - Josiah Thompson (North Beach Residents' Association)**

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NBRA supports the proposed investment in transport infrastructure, including roads, public transport, walkways, and cycleways. In particular, NBRA supports and seeks the retention of funding for the following projects:

New Brighton Public Realm Improvement: Project ID 45165. Retain the \$70,000 in the 2022/23 budget. However, the \$13,217,000 budget was allocated many years ago to assist Development Christchurch Ltd with the revitalisation of the New Brighton CBD. It has been continually pushed out in all AP's and LTP's. However, due to the current interest in the area and developments proposed and underway, NBRA strongly supports the complete budget being brought forward from 2026 to 2029 to start in 2022/2023 so that the public realm improvements can align with these new developments. Now is the time for Council, in good faith, to further honour their commitment to the revitalisation of the New Brighton CBD so the current momentum may continue. This not only brings value to New Brighton but to North Beach, all surrounding communities in the Coastal Ward and the city as a whole.

A2 Marine Pde & A4 Oram Ave Open Space Link: Project ID: 63360 \$1,145,000 is also sitting at 2026 to 2028. NBRA request it be brought

forward to 2022-2023. The Oram Ave extension is a critical part of the New Brighton CBD revitalisation, as per the 2015 New Brighton Master Plan. Urgency is required as per the reasons given for the New Brighton Public Realm works (ID 45165) so that these two projects align to continue the momentum.

### **371 - Tina Bailey**

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The priority for the city is improving the standard of the roads and footpaths, reducing flooding in flood prone areas and regular street cleaning.

### **4 - Mark Penrice**

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Not enough spent on maintenance.

No point building stuff if you can't afford to own it.

### **406 - Lindsey Conrow**

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To achieve a (minimum) level of service where 36% or more of trips taken by non-car modes and 48% of residential land holdings with a 15-minute walk access this includes but is not limited to additional investment in:

Improving footpaths and developing more pedestrianised areas

Traffic calming

Improving public transport infrastructure, including developing more bus priority lanes and shelter/stop improvements

Completing the Major Cycle Routes, and adding more cycling infrastructure throughout the city

### **425 - Jackie Simons**

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6- I support greater investment in better public transport, cycling and pedestrian safety and improved transport options for Aranui.

### **437 - Chris Ford (Disabled Persons Assembly NZ (DPA))**

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DPA acknowledges that there are not any significant changes in this year's annual plan. However, we do wish to emphasise some key issues that we either wish to reiterate or seek clarification upon. DPA acknowledges that there are not any significant changes in this year's annual plan. However, we do wish to emphasise some key issues that we either wish to reiterate or seek clarification upon.

The second point is also based around infrastructure and, more specifically, the Council's plan to maintain the upkeep of roads, facilities, and footpaths up to standard. DPA welcomes this commitment given the economic pressures this country is facing.

#### **441 - Karolin Potter (Spreydon-Cashmere Community Board )**

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

One of the priorities in our Community Board Plan is pedestrian safety improvements at the Cashmere Road / Barrington Street roundabout and the St Martins Road / Centaurus Road / Albert Terrace roundabout. As new subdivisions continue to be developed in the Westmorland and Halswell area, traffic congestion has increased significantly in recent years. Likewise, traffic volume has increased in St Martins. Residents and local schools have been advocating for improvements for some time to increase the safety of students walking to school. The Council is currently consulting on proposals to improve pedestrian safety in these areas. The Board has been advised that pedestrian safety improvements in Cashmere and St Martins have been prioritised within the Minor Road Safety Improvements programme budget (ID 41650) in financial year 2023, and we support this. This is a priority in our Community Board Plan.

#### **83 - Thomas McNaughton**

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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.

**Oppose**

#### **18 - Lana McLeod**

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poor quality footpaths and water infrastructure in Avonhead

#### **212 - Ashley Campbell**

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dangerous – for over a decade.



When it rains, and Pages Rd floods down to a single lane for all traffic and pedestrians, they cannot alter their route to an off-road cycleway or footpath to avoid danger. As of last year, there is a raised single-lane footpath on one side of the road, meant to accommodate all cyclists, pedestrians, mobility scooter users – anyone not in a car, bus, or truck. That's it. This is simply unacceptable. I have to ask whether this would have gone on so long if we were talking about Colombo or Barrington streets, Glandovey or Ilam roads.

There is no road in the central city that floods every time there is significant rain, reducing to effectively one lane, and making it exceptionally unsafe for pedestrians and cyclists (with no viable alternative route for those pedestrians and cyclists).

I want to repeat that point – there is no viable alternative route from Aranui to New Brighton for cyclists and pedestrians. None.

When it rains, and Pages Rd floods down to a single lane for all traffic and pedestrians, they cannot alter their route to an off-road cycleway or footpath to avoid danger. As of last year, there is a raised single-lane footpath on one side of the road, meant to accommodate all cyclists, pedestrians, mobility scooter users – anyone not in a car, bus, or truck. That's it. This is simply unacceptable. I have to ask whether this would have gone on so long if we were talking about Colombo or Barrington streets, Glandovey or Ilam roads.

### **23 - Cameron Bradley**

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I **do not support** any delaying or reducing budgets of any projects relating to 3-waters, cycleways, footpaths, public transport or increasing density.

### **27 - Sarah Watson**

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On the east side the roads are appalling and patched. Footpaths as well.

### **273 - Marian Krogh (Protect Our Winters NZ)**

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Footpath renewals have had a \$940,000 reduction. If footpaths are not built or maintained there are fewer people walking, skating, biking or using their wheelchairs on them. We would like to see more footpaths in order to encourage more safe, active transport.

### **312 - Marc Duff (Greater Hornby Resident)**

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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.

### **32 - Marie Byrne**

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I would like to propose that funding for the Ferry Road, Fitzgerald to Aldwins transport corridor is brought forward from 2024/5 and beyond. (ID916)

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Why is ensuring that pedestrians cyclists and vehicle users are able to safely travel not a priority? The road and footpath are marked to have carparking on the footpath. Yet there appears to be little maintenance on the footpath to fix the cracks and broken concrete that naturally happens when footpaths, not designed to have cars travel on them, are used for carparking. In turn this makes the pedestrian and cycle corridor unsafe for pedestrians, cyclists and e-scooter riders. Doesn't this contradict the sentiment around the proposed increase to levels of service for the share of non-car modes in daily trips? It is those modes that are affected by the quality of the road in Ferry Road in Phillipstown.

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I find it somewhat confusing that this small patch of Ferry Road is left to deteriorate even further while funding for the St Asaph to Fitzgerald Avenue stretch of Ferry Road (ID18341) has over \$1m proposed to be spent over the next two years - the same stretch of road that had a lovely new cycleway installed alongside other roading improvements over the past two years. I realise that was due to the cycleway installation - however one would assume there were some levels of roading/footpath work done at the same time.

Please - prioritise bringing improvements to this stretch of road forward - to make it safer.

### **333 - Kit Doudney (Avon Heathcote Estuary Ihutai Trust (AHEIT) )**

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We remain vehemently opposed to the 30588 - Estuary Edge Project. Funds earmarked for 2023/24(\$532,000) estuary green edge pathway and cycleway would be in contradiction to the Council's owndistrict

plan, and in breach of our recently signed promise to protect habitats in and around the Estuary as part of the East-Asian Australasian Flyway network (2018). These funds would be more usefully directed towards completing more urgent estuary edge work and/or restoration projects, which we can elaborate upon on request. Alternatively, use them for a non-endangered habitat route, avoiding both the wildlife refuge, the Linwood paddocks and sandy point.

## Other

### *10 - Megan Gourley*

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Where is the evidence of this happening on the East side of Christchurch? It would be great if the work being done throughout the city was consistent and the roads and footpaths, water, wastewater, surface water and waterways were usable and functioned well over here too!

For sure, keep investing in these things BUT please so more to fix up what is still wrecked on the Eastside decades after the earthquakes.

It really feels like there is a severe divide across the city in terms of the way capital is used to maintain infrastructure...

### *101 - Karleen Weidner*

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TEMPLETON PRIMARY SCHOOL CARE CROSSING BANKS STREET

Please can a care crossing be added to the Banks Street section of the Kura? Tamariki use it every school day as well as Kindy tamariki.

### *108 - Kate Ody*

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I regularly walk, cycle and drive this route with my young daughter, particularly to access the Halswell domain and library facilities. Crossing this road is particularly difficult due to the speed cars travel on Sparks road. It is not helped by the fact the cycle path or footpath do not connect to the crossing further down Sparks road.

ideally there would be sufficient cycling and footpaths suitable for families, connecting Cashmere road to the facilities of Halswell.

### *116 - John Purdie*

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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 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.

### **118 - John Harris**

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I would like to see the Sparks rd, sullivan's rd, milns road intersection upgrade brought forward. I have kids and we can't get across there by bike and even walking is dangerous. The cycleway stops just up the road but should continue to Halswell road.

### **124 - James Dilger**

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I live in Halswell Downs, a small subdivision off Sutherlands Road. Previously the closest playground accessible by foot was on the corner of Muirhill St and Hoyle Way in the Quarry View subdivision down Sutherlands Road. Access for us was to walk down on the unpaved berm on Sutherlands Road until we reached the Quarry View Subdivision which wasn't very safe, however was far preferable to the alternative. This playground has since been torn up to make way for additional sections for sale.

Now our closest playground is on the corner of Milns Road and Six Silvers Road meaning for my Wife and Child to go to a playground on

foot they are expected to cross the dangerous intersection of Sparks road with no other option.

The dangers of this intersection:

People are still accustomed to the road being 80kmph from previous speedlimits. People still speed on this road.

Crossing from Milns Road to Sutherlands road is extremely problematic as looking to the right towards Halswell shops is a blind corner where cars can seemingly come out of nowhere.

On the Milns Road side of the intersection there is zero paving for pedestrians, so you have to walk in the mud/debris on the side of the road while watching out for speeding cars.

### **125 - Reed Smith**

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Another even more dangerous situation is for pedestrians walking out towards Sparks road from Sutherlands and also Milns Road from new and older developed subdivisions, the lack of road crossings and footpaths available in this area, towards the Halswell shops and back the other way towards the actual walking and bike path is dangerous. Being a resident in Halswell and actively walking around these areas, I know the difficulty of walking around my neighborhood and the frustration amongst the locals regarding this area which has been forgotten about when the infrastructure changes were made to the foot and biking paths at both ends of Sparks Road.

This area needs to be safe, especially when Halswell is one of the fastest growing areas in Christchurch. New subdivisions are popping up without the public road infrastructure needed to make the locals feel safe when traversing around the neighborhoods that they love.

### **126 - Almudena Perez Llorca**

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I live in this address since a year ago and new houses are being built everywhere around this area. The access between subdivisions is really poor.

But the intersection between Mills Road and Sparks Road and Southerland Road is specially dangerous. We are basically isolated from anywhere by walking. There is not a proper traffic light and pedestrian crossing in that junction and cars go definitely faster than they should specially coming from Halswell towards the city.

I would like to see that fixed this year as soon as possible as it is a dangerous zone and I personally with my baby, cannot go for a walk or get to the reserve unless I walk by the road for long 10 minutes.

Please get this fixed as soon as possible, the proposed date is not good enough.

### **127 - Terry Mead**

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i would like to make a submission about the intersection at Sparks/ Milns & Sutherlands road which I understand will not be upgraded until 2027/28. This is a very dangerous crossing no island pavement is in place, considering the proposed pre school/ care home coming this would make it a accident waiting to happen especially if your crossing from Milns park there is a blind spot for motorists coming from Halswell direction. There is much development in the surrounding area and no consideration has been taken for infrastructure like this hence this project needs to be Brought forward to reflect the current change's and volume of traffic that passes this intersection.

### **128 - Simone Gale**

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1. The new park on the corner of Hendersons road and Sparks road is geeat. However there is no pedestrian or wheelchair access to this lovely park from Cashmere / Westmorland. A new footpath needs to be created between the park entrance on Hendersons road and the Cashmere road footpath.

2. There are several new developments on Cashmere Road between Happy Home road and Sutherlands road including, Bushland Park, Barnlands, Redlands Spur, Stoneridge Downs and Quarry Paddocks and Quarry Park. None of these subdivisions are linked and there is no way for pedestrians or cyclists to travel safely along this segment of Cashmere Road.

I request a new footpath and cycleway be installed along Cashmere Road from Happy Home road to Kennedys Bush road so children and pedestrians may travel around this area safely.

### **153 - Ben Wiles**

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Cycle and pedestrian access in this area needs to be improved. From Sutherlands Road, we need a footpath down to the Halswell shops so that walkers don't have to walk on the road verge

of a 60km/hr road. Pedestrian and cyclist access across from Sutherlands to Milns Roads is needed too.

### **167 - Richard McCaskill**

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There needs to a formed footpath on Milns Rd and the minimum of a roundabout constructed at the intersection which allows the best flow of traffic rather than traffic lights.

### **176 - Raewyn Willocks**

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I have rung the council several times regarding a footpath along Milns Road to Six Silvers Ave and also regarding the dangerous Road outside Meadowlands Subdivision. When I call back to see what is happening with my query I will be told the job has been closed. I will also get a text telling me my job is closed. How can it be closed when no-one even contacts me about my query? It is so frustrating trying to get action out of this council. Your staff appear to be disinterested in talking to ratepayers and just pay lip service to jobs that they are sent. In the real world these staff would not be able to keep their jobs, there would be accountability and KPI's, something that seems to be missing from the council. It is no wonder we all think the CCC is the worst council in NZ, you just seem so focused on cycle lanes and nothing else.

### **177 - Cameron McFie**

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Bring forwards the changes to the Milns, Sparks and Sutherlands Intersection to 2022/2023.

It is dangerous for pedestrians as there is no footpath at the crossing at all.

### **185 - Lee Allan**

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I would like the planned improvements for the Milns Rd / Sparks Rd / Sutherlands Rd intersection to be moved forward to 2022/2023 please.

Currenty you have it planned for 2027/2028 which is too far out as it's currently unsafe.

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Footpaths and a safe crossing to go with the approved constrution would be good please. It's also very muddy in winter as it's just grass, no footpaths. Also Sparks Rd is main arterial road into town, it's busy.



I also feel very close to the the 60Km traffic walking South to the shops from Sutherlands down Sparks Rd as no footpaths again, just long grass and a muddy verge. I have to walk onto the road sometimes to avoid large puddles. It must be difficult for elderly people or those with push chairs and children. Not safe.

### **186 - Tracey Nelson**

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There is a desperate need to continue the cycleway and put in a footpath between Sutherlands Rd and Halswell Rd, and the Sparks Rd/Milns Rd/Sutherlands Rd intersection needs to be upgraded to ensure the safety of both vehicles, cyclists and pedestrians. I understand the funding for this intersection is not planned until 2027/28 which is 5 years behind the housing that is already built.

### **194 - Melissa Flint**

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Yes, Also when we try and walk across the road [*coder note: Milns/Sparks/Sutherlands*] with the dog it is sometimes impossible to get across, most of the time we have to run as vehicles travel too quickly and isnt a safe way for predestrians to cross.

>>>

We have lived here of over 12 years and our Children have never been able to walk to Halswell School/ or bus stop as it is too unsafe.

### **215 - Ian Brown (Cracroft Residents Association)**

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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.

### **221 - Josiah Morgan**

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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.

### **226 - Audrey Baldwin**

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I would also encourage you to consider closing Gloucester St from New Regent St to Te Pae, to make the precinct even bigger, and safer for children at Tūranga and to be more pedestrian focussed.

### **229 - Alex Wootton**

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How about pedestrianising Gloucester between Tūranga and the arts precinct?

### **232 - Khye Hitchcock (The Green Lab)**

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We would also like to add our support to the proposal to close Gloucester St from New Regent St to Te Pae, to make the precinct bigger, safer, and more friendly to environmentally friendly modes of transport.

### **240 - Alexandra Davids (Waikura Linwood-Central-Heathcote Community Board)**

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Edwin Mouldy Track – is a track that was well used prior to the 2010-11 Canterbury Earthquakes. The track is from Heberden Avenue to Scarborough Road. The Board have received a briefing and information on what is required to re-open this popular track and tsunami evacuation track. Staff have estimated a total of \$240,000 (in 2020) to reopen the track. The Board wishes to have funding allocated to reopening the track.

>>>

Footpaths and Inner City Pedestrian ways – the Board prioritised the improvement of footpaths in its Community Board Plan, and wishes to emphasise that footpaths are not an “add on” to roads or cycle ways; especially the contribution walking provides to lowering emissions and improving wellbeing. The Board continues to suggest that there should be a greater weighting on the quality and ‘fitness for purpose’ of footpaths, especially for less mobile citizens.

Beachville Road Esplanade – When SCIRT finished their work in the area after the Canterbury Earthquakes the grass was not replaced, the grassed area was treated as temporary as at that stage installation of a bike bump track for junior riders was under

consideration for part of the area. Staff have endeavoured to reseed the grassed area on Beachville Road in 2021 however this has not been successful. The Redcliffs Residents' Association have written to the Board asking for the area to be reinstated to pre-earthquake state and protected from vehicles. The area is adjacent to the Coastal Pathway and the Board would like to ensure that all parts of the Pathway are completed and useable.

a. The Board have been advised that the estimate to have the area successfully regressed (including an irrigation system) and bollards installed is \$162,000. The Board requests funding be made available to install an irrigation system, reseeding and installation of bollards to stop the parking of vehicles.

### ***265 - Rachel Crawford (RRBA Richmond Residents and Business Association/ 'We are Richmond')***

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#### **2. Medway Street Footbridge**

The Council has contributed to the health, connectedness, and healing of the suburb by erecting the Medway Bridge. We would like to thank you for this asset in our community, further activating the connection between multiple suburbs and the red zone. We want to see this project fully completed in 2022 with consideration given to the standard of access for bridge users available from North Avon Road and Medway Street; ie. sealed approaches, car parks, easy access for wheelchair users, etc.

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#### **4. Crime Camera/Signage Installation**

The RRBA supports crime cameras and signage installed in the red zone areas of Banks Avenue, Medway Street, North Avon Road, and Swanns Road to assist in the prevention of rubbish disposal in this area. This costs rate payers for the Council to continually collect it. We Are Richmond has taken self-initiated action to address this problem already, by creating deterrent signage in multiple areas. Four cameras and additional signage could reduce, if not eliminate, the number of occasions that rubbish is dumped indiscriminately in these areas. This would support the work already done by the RRBA.

### ***266 - Bryan Gilchrist***

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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.

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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.

>>>

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

### **281 - Ken Julian**

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The lack of footpaths between all the new subdivisions makes it unsafe, especially with the speed limits being 60kph, which few cars adhere to.

### **311 - Sonya Hodder (Spreydon Neighbourhood Network)**

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2 We have increasing worries for pedestrians in our area, especially for the partially sighted having to cope with scooters, electric bicycles on the footpaths and now damaged footpaths outside development sites during construction, which will all need to be repaired when projects are completed.

### **319 - Jacquie Johnstone**

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The lack of paths around the Milns/Sutherlands intersection makes it dangerous for my family and me to walk the dog of an evening due to uneven ground, long grass, open ditches, and insufficient lighting.

When my teenage son and his friends travel across the road to the skate park with their scooters or skateboards after school and on weekends, they have no footpaths and nowhere safe to cross the road unless they walk through long grass or on the side of the road down to McCartney Ave or up to the lights further along Sutherlands Road.

### **326 - Jane Hopkins**

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It is sad to see money being wasted due to lack of maintenance. There were a lot of new plantings put in during the Dudley Creek work but they didn't get watered or weeded and many of the new plants died due to neglect. Every time you invest in a new project, it is important to also get an appropriate and adequate maintenance plan in place and ensure that it is implemented. It is also very disappointing seeing so many weeds (many higher than me!) around our area, it is as if CCC has just given up doing any maintenance in

the North East at least. I have tried using Snap, Send and Solve but nothing happens, the job gets set to done and I have no feedback from CCC - so frustrating!

### **352 - Mike Gibbs (Avondale Neighbours Group)**

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In Avondale - there is no provision for replacement of roads or footpaths in the next 2-3 years and we are in need for it to be done, it was not completed corrected when it was done last time and has worn faster than normal.

356 - Emma Twaddell (St Albans Residents Association)

The volume and type of vehicular traffic in St Albans is causing distress to local residents. The speed of the vehicles and the number of large trucks on our damaged local roads are serious safety issues for residents. Many residents are reporting that they do not feel safe walking or cycling on their local streets. This fast, heavy traffic is also affecting many resident's homes causing them to shake. The closure of local roads across Cranford St has also meant local's are unable to move efficiently across this road therefore restricting movement around the community.

- We submit the CCC focus all street renewals and works on people not cars.

### **361 - Mary O'Connor**

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Pedestrians don't count

There is a need for a complete redesign of paths for pedestrians.

Pedestrians interact with a surface by foot-strike whereas vehicles have wheels that roll over the surface. New materials are available that are more pedestrian-friendly that use recycled rubber from old vehicle tyres which also makes them environmentally friendly. But the

benefit to pedestrians is major with

- a. less forces of impact,
- b. less injury from falls,
- c. can be made porous, so no need for camber and not as icy in winter
- d. Has some stretch so does not crack with tree roots
- e. Water can get to street trees better

Priority also needs to be given to pedestrians

1. At driveways, where presently footpaths give priority to vehicles crossing the footpath (approx 2 to 4 movements/day) to many pedestrians, the footpath slopes on a greater sideways camber, putting strain on hips and knees

Pedestrians need their own exclusive space. “Shared paths” only benefit those on wheels - cyclists, e-bikes, e-scooters, skateboards, ... and deter many pedestrians. Yet for health and well-being of the population as a whole, pedestrian activities are the most available regardless of age, most disabilities, financial situation, accessibility, time constraints, ...

Our parks are being covered in more and more asphalt by increasing the number and width of paths to become transport corridors for increasing e-vehicles and cycles to the detriment of pedestrians. “Shared paths” are not pedestrian-friendly, especially for the elderly and those traveling on foot at slow speeds. As well as a means of getting from one place to another, footpaths are also used for health and well-being. But fear of being hit on a “shared path” by a vehicle traveling many times faster will deter many from using them and leave them with no alternative. Hagley Park now has “shared paths” for use by pedestrians and wheels that are over 4m wide - at that width these are roads and those on some e-vehicles and bikes are traveling about 30 km/hr which is the speed limit on inner city Christchurch roads and elsewhere.

Recently the paths in Somerfield Park were replaced completely. They did not require complete replacement, especially when they are not of pedestrian-friendly material. They encourage faster speeds by wheeled machines, including on the path which bisects the playground, creating a greater safety hazard for children. The FOI stated that it had a ‘condition rating’ that required complete renewal.

The FOI stated that, “works are funded by a capital works budget in the Long Term Plan (2021-2031) signed off by the Council in 2021”. So, replaced when it appears no one really checked if works were needed, and councilors and community board had no input. It is items like this that need not have occurred, creating a saving.

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Planing of ‘hard surface renewals in parks’ in the annual plan (parks generally, Botanic Gardens, Hagley Park, Heritage parks, Coastal and Plains Regional Parks, Coastal Pathway, Avon River Corridor), presumably sections of cycleways including cycle connections and local cycle network that will have sections of “shared path” are likely to all be of asphalt, which is not pedestrian-friendly, but costing many millions. So why is CCC spending millions on widening and creating new paths in parks, the “shared paths” for use by pedestrians and the

47 million to be spent long-term on roadside footpaths, with asphalt?

Instead of spending millions on pedestrian surfaces which are not pedestrian-friendly, but likely to cause pain and suffering in knees, hips and other parts of our bodies, please first consider that pedestrians do not have wheels and so plan to replace asphalt with pedestrian-friendly surfaces, especially in our parks. While the cost will not permit all asphalt footpaths to be replaced, consider a pedestrian-friendly network, with softer surfaces and no “shared paths”.

>>>

New Zealand has a health and well-being crisis. For many people their health and well-being is improved with exercise, with pedestrian activities being the most available. But CCC has been ignoring the impact inadequate infrastructure has on health and well-being. And as the years pass, it is being made worse. The cycle plan has affected pedestrian provision greatly, with the assumption that if you cater for wheels that will also be ideal for pedestrians. The advent of e-machines has seen the impact on pedestrians being ignored. How is it acceptable for e-scooters to use footpaths just because their wheels are small, with no thought of blind corners, speed, passing very very close (on roads vehicles have to give cyclists 1.5m), so silent to not know they are approaching from behind and being parked anywhere including obstructing the footpath for days?

Elsewhere there is a cycle counter displayed, but again pedestrians don't count. At traffic lights, what other means of transport does not have straight through traffic on both sides of the road without the need for the lights to be activated on both sides? And why do pedestrians, who are the slowest means of transport, be requires to negotiate a zig-zag to cross the road at some intersections. Elsewhere, cyclists can cross diagonally, whereas pedestrians are expected to cross in two places to get to the same place. How about count-down seconds displayed, for those on foot who would manage the diagonal crossing faster than some cyclists? Again, pedestrians don't count.

### ***364 - Dorothy (Dot) Lovell-Smith***

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There are some places in new Hei Hei/ Buchanans Rd/ Yaldhurst Rd subdivisions where developers have provided lovely cycling and

walking tracks in their subdivisions, but they do not join up to other subdivisions. So cycling sometimes involves exciting exploratory cross country cycling through long grass. Can someone please take responsibility for joining these tracks up to make an intelligent and planned network?

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The foot/bike path through Kyle park that ends at the right angled corner of Chalmers street is also an area where there needs to be a bit of thought put into making it safe. The track ends in a paved parking lot for the Hornby Rugby clubs, Denton park and shoppers to use. It also runs close to an access road used by CCC parks, water and recreation workers, emergency services and Denton Park users. The area for parking is not clearly marked and cars often park on the road access and the walk/bike track forcing wheelchair and pushchairs to take to rough stony holey ground. The constant vehicle traffic damages the walking track and at its end there are big holes. When it rains there are puddles deep enough to drown a toddler.

The paving on the track needs to be fixed so it stays fixed and the way the area is used for different purposes clearly defined and communicated to the public.

### **364 - Dorothy (Dot) Lovell-Smith**

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Although I scanned the lists I did not see any money being put towards fixing the narrow and dangerous footpaths around the area of the Hornby Hub. One footpath in particular along the north side of Chalmers St, between the two shopping centres is too narrow, holey and crumbling at the edges. I challenge councillors to walk along it pushing a push chair with a preschool hanging on the side, safely. We often have to take to the road to allow a wheelchair or pushchair to get past.

The foot/bike path through Kyle park that ends at the right angled corner of Chalmers street is also an area where there needs to be a bit of thought put into making it safe. The track ends in a paved parking lot for the Hornby Rugby clubs, Denton park and shoppers to use. It also runs close to an access road used by CCC parks, water and recreation workers, emergency services and Denton Park users. The area for parking is not clearly marked and cars often park on the road access and the walk/bike track forcing wheelchair and pushchairs to take to rough stony holey ground. The constant vehicle traffic damages the walking track and at its end there are big holes. When it rains there are puddles deep enough to drown a toddler.



The paving on the track needs to be fixed so it stays fixed and the way the area is used for different purposes clearly defined and communicated to the public.

### **372 - Sarah Killoh**

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We have a huge problem with fly tipping or dumping rubbish in the east and especially around Phillipstown. Please consider lower dump fees as an alternative to street dumping. An inorganics day or some way for people to get rid of rubbish, especially large items like mattresses. Lower affordable fees for the dump would be a start.

>>>

I am a local home owner and resident in the area.

I love living in the east. I love the supportive and friendly people. I hate that the council appears to not have an interest in making our part of the city inviting and safe. The rubbish, the deteriorating and unsafe streets, the amount of shopping trolleys, mattresses and rubbish around. It all makes our home area feel yucky and unsafe.

Please help us to keep the area clean and tidy by supporting and hearing the needs of the residents. Safe roads. Clean and safe area. Good community support. Now not in 10 or 10 years.

### **374 - Caroline Gray**

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CCC has a duty of care to ensure whānau and communities can live and work in healthy, safe and sustainable neighborhoods. There is significant inequity in Christchurch and the council is in denial.

CCC neglects its responsibilities in regards to key issues such as general maintenance. Examples include litter collection in parks and in residential areas (not everything is a 'snap/send/solve' issue). There is no evidence to suggest that vulnerable areas are monitored and problems or issues anticipated. Drains are never cleared, pathways are not free from tripping or hazards, streets are not well lit, fast food rubbish and drug paraphernalia is not dealt with etc. etc. In essence many people in low decile areas do not feel safe to walk freely around and enjoy the areas they live in.

In terms of equity, areas such as Fendalton or Sumner are very, very different to Linwood or Phillipstown. Equitable treatment for all requires CCC to concentrate greater resourcing into vulnerable neighborhoods to address disparity. CCC clearly has no intention of

addressing this need or paying attention to those who feel unable to have a voice.

### **375 - Melanie Riwai-Couch**

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The approach to footpath resurfacing seems very piecemeal in some fields. Small parts of different streets being resealed when the full street could be done.

### **383 - Amy Young**

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I noticed that there is a proposed reduction on Capital programme spending. Should this go ahead, I would urge the council to prioritize and bring forward urgent and overdue infrastructure work needed in the Phillipstown area. It is unacceptable to see roads being worked and re-worked when roads, curbs and footpaths still have not been repaired following the earthquakes. Take a walk around the streets, ideally with a pram and children. Work needs to be done.

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Ferry Road desperately needs to have cars separated from pedestrians. I have 3 children aged under 6 and sharing the footpath with cars is simply unacceptable. It is dangerous having cars pull onto the footpath to park alongside young children who are walking.

### **386 - James Barber**

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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.

### **39 - Shane McInroe**

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I would like to see funding go on footpaths on east

### **390 - Paul Young**

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Walking with children is outright dangerous along ferry Road between Wilsons Road and Aldwins. The footpath is narrow AND shared with cars. I would encourage you to take a walk along here with a pram or a small child to get a feel for the adrenaline hit received when a car pulls quickly off the road to within 1m of you and your young pedestrian while you're preoccupied trying not to get your pram wheel stuck in one of the many potholes and uneven

surfaces.

### 397 - Kari Hunter

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Minimise impermeable paving – to reduce concrete and bitumen, and to improve flood resilience and ecosystem health.

### 60 - Cindy Merritt

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I've lived in Milns court coming up 10 years and have seen the development around Halswell sprout like weeds, however the infrastructure has not kept up... yes you have pretty trees and grasses. But the 'big stuff' is lacking...

when it rains it often over flows on to the streets...

Something as simple as having a foot path that comes from milns to Sparks road down to the shops.. there are bits that start and stop but nothing connects up!?

when it rains the berms become mud as cars and trucks drive over it or simply park on it.

when walking with a pram we can't do a loop, we have to track back to avoid walking on the road for part,

i have a 3 and 5 year old and to walk to the shops on Sparks i have to do a big detour and anyone with kids knows how hard that is with children that age.

id love to know as they get older they can walk straight up safely to school or scooter bike..

ive often seen bikers and joggers/walkers coming towards me while in the car to get down that way, or people run across the milns, sutherlands, sparks to cross the intersection which is almost a blind corner with people doing 60kmh or over in their cars.

there is now massive development going on, on that corner and still no work on the road.. it stopped before it and after it and doesn't connect up (very strange)!!

get on to it, Halswell is massive! Make it connect, make it safe..make it right the first time, don't wait for a child to run out while going to the shop or be hit off their bike or scooter trying to manage the part of the footpath that isn't connected.

When the families are in the houses kids will risk trying to make it to the footpath to get to the shops for a treat or scoop of chips.. they aren't there yet so do it now!

everyone is always walking over the grass along side the roads to get to the footpath.

join it up!!

development is going crazy there... hell even ive been swerved at and tooted when well on the grass with a pram to get milk back in the day before the housing construction was on the cards. Ive never gone that way again, ill drive to new world now, but id love to surport the local shops easier and safer.

to get people walking and out of cars you need to give them footpaths!

>>>

Rant over :)

thanks, now build the footpath, ill be watching hehe

### **61 - Melanie Hubber**

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The Milns/Sparks/Sutherlands intersection isn't budgeted to be improved until 2027/2028.

These needs to be brought forward to the 2022/2023 year.

We built a new home in the Halswell Downs subdivision and have been living there for 2.5 years, we have two toddlers and do a lot of biking/walking in the area. This intersection is notoriously dangerous and very difficult to cross, it is not one bit pedestrian friendly. The new footpath on Surherlands Road just ends. There has been so much housing development in the area yet the supporting infrastructure has not been forward planned to keep up. We would love to be able to walk/bike safely from Sutherlands Rd down to the Halswell shops (butcher, fruit n vege etc) and across onto Milns Rd to the Halswell Domain....at the moment we have to walk/bike on the road, there is no footpath or cycle way.

### **62 - Lara Beskeen**

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RE: upgrades to Milns Rd/Sparks Rd intersection.

I'm appalled to discover that the planned upgrades to this junction are not due to take place until 2027/28.

We have lived in Halswell Downs Subdivision for the past 2 years, and we have 2 children under 5 years of age. The state of this

intersection and lack of footpaths in this area is a serious safety concern and restricts residents from accessing local amenities. To access ANY local amenities (ie - playgrounds, shops, school, preschool, library, pool, cycle way) by foot, our options are to either: walk south on the increasingly busy/fast Sutherlands Rd (no foot path); or to walk on a sloping grassy berm with an open drain along sparks road; or to cross sparks road with fast moving traffic on a blind corner. All of these options are too dangerous to navigate with young children and means that people opt to drive cars to places that are less than a km away which could easily be accessed by foot or bike.

The timeframe of these upgrades must be reviewed urgently before there is a serious accident at this intersection and to allow residents safe access to their local amenities.

At the absolute least there needs to be a continuous footpath along Sparks Road connecting Sutherlands Rd to Halswell Junction.

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### **63 - Claire McOscar**

A footpath needs to be installed on Sparks Road to connect to Sutherlands Road and a portion of Milns Road from Sparks Road to Six Silvers Ave also requires a footpath.

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### **68 - SSRA South shore residents association (South shore residents association)**

Repair the East. It is still waiting. The state of the roads and paths are appalling.

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### **69 - Sam Leonard**

*[Parks > Otakaro Avon River Corridor Regeneration]*

The Ōtākaro corridor is starting to take shape which is fantastic. I commute to work by bicycle every weekday using the Ōtākaro corridor from Dallington to the CBD and it is a fantastic and well used pedestrian asset. It will be even better once this starts to be tidied up through the Ōtākaro Avon River Corridor Regeneration Plan.

There is however at least two major pinch points along the corridor that disrupt it's use and safety as a commuting route to and from the city. These are at the Stanmore Road and Fitzgerald Ave intersections where there are no safe ways to cross the roads other than using pedestrian road crossings that are not on the right side of the road.

A potentially simple and cost effective solution would be to install some floating pontoons on the river banks underneath these two bridges to allow pedestrians to cross underneath the bridges. This would provide a safe means for navigating the bridges by avoiding vehicle traffic and

without having to exit the corridor to cross the road and return to it on the other side of the bridge.

I think this would encourage even greater use of the corridor as a commuting route, particularly by cyclists and families with young children. This in turn will help deliver on the cities aspirations to reduce GHGs and distinguish Christchurch as a leader in pedestrian commuting.

### **8 - Jan Edwards**

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CCC needs to spend less on cycleways and more on footpaths, roads etc. Get the basics right first

### **83 - Thomas McNaughton**

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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.

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.

## 9 - Lynette Birnie

Roads and footpaths in my area (North New Brighton) are still pretty abysmal. I believe the amount being spent on creating cycleways would better be spent on repairing these in the first instance. Even before the earthquakes the roads/footpaths were overdue for maintenance. Less spending on fancy sculptures and such like and more on basic necessities.

## 9.5. Public Transport Infrastructure

### General Comments

Sixteen submitters provided feedback on our proposed spend on public transport infrastructure.

Six submitters provided feedback that supported our proposed spend, two opposed and nine provided alternative views or proposals.

### Officers Response

Submitters provided a range of feedback on Council's investment in public transport infrastructure, with the greatest support for public transport reducing transport related emissions and lessening climate change impacts. Submissions included commentary on

bus shelters' improvement, park and ride facilities, carpooling, and public transport improvements along Lincoln Road and Halswell Road.

### **Bus shelters**

Bus shelters were the most common topic raised. The annual plan includes funding for new bus shelters and this funding is prioritised for implementation on routes 17 and 28 to support increased bus frequency on these routes. Bus shelters enhance customer comfort, convenience, safety, and public image of the bus network. Bus shelters aim to provide a good level of protection from the elements, while maintaining pedestrian accessibility for all users.

### **Park and Ride, Car pooling**

A business case that supports investment in Public Transport was endorsed by the Council in December 2020. The majority of the recommendations from the business case are included within the Council's draft Long Term Plan, and includes \$96.7 million to improve public transport infrastructure and facilities across the city.

However, Park and Ride facilities have not been identified as a cost effective measure to improve bus patronage across greater Christchurch as a whole, compared with other alternatives, such as increasing bus frequency, improvements to bus priority and improvements to bus stop infrastructure. Park and ride facilities were recommended in the Selwyn District and Waimakariri District Long Term Plans, which is a matter for the Selwyn and Waimakariri Districts. This promotes people to park and ride near where they live compared to driving most of their journey and taking the last couple of kilometres on public transport.

Council's current Travel Demand Management (TDM) programme focuses on central city workplaces to encourage use of public transport. Council collaborates with ECAN and its Greater Christchurch Partners to provide TDM services that cover; incentives to travel on public transport, carpooling, park and ride facilities.

### **Lincoln Road and Halswell Road PT Priority**

Public transport improvements on Lincoln Road are a priority in the Council's Long Term Plan, and a significant portion of the corridor upgrade is planned for completion in 2023/2024. A contractor has been procured to construct bus priority lanes on Lincoln Road from Moorhouse Ave to Whiteleigh Ave. Work is expected to start in May 2022.

Bus priority improvements on Lincoln Rd from Whiteleigh Ave to Curletts Rd has recently been consulted with the public and Council is expected to make a decision on the scheme in June 2022. This work aligns with the Waka Kotahi – NZ Transport Agency planned bus priority improvements on Halswell Road from Dunbars Road to Curletts Road, which is part of the State Highway network in that section of the corridor.

These projects support public transport business case recommendations of increasing bus frequency on this increasingly busy and important bus route to the growing south-west Christchurch and Halswell area.



## Support

### *297 - Josiah Thompson (North Beach Residents' Association)*

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NBRA supports the proposed investment in transport infrastructure, including roads, public transport, walkways, and cycleways.

### *385 - Allan Taunt*

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We need to continue growing the public transport network and the active transport network (walking, cycling, other micro-mobility transport devices, etc.). We should also expect in future there will be a desire to move the likes of e-scooters off footpaths and improve how they are parked. Expect cycleways will become micro-mobility lanes in future. The cycleway program goes some way in future-proofing this requirement.

### *389 - John Gould*

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The promotion and facilitation of greater use of public transport and personal transport such as cycling, Ebikes and electric scooters provides the best opportunity to reduce emissions from private cars. The Ōtautahi Christchurch Climate Resilience Strategy (2021) has stated that over 50% of our emissions come from transport.

### *4 - Mark Penrice*

---

Not enough spent on maintenance.

No point building stuff if you cant afford to own it.

### *406 - Lindsey Conrow*

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I support extra spending for roading improvements, if those improvements remain aligned with Council's commitments to climate action and the proposed level of service goal for trips taken by non-car modes. To achieve a (minimum) level of service where 36% or more of trips taken by non-car modes and 48% of residential land holdings with a 15-minute walk access this includes but is not limited to additional investment in:

Improving footpaths and developing more pedestrianised areas

Traffic calming

Improving public transport infrastructure, including developing more bus priority lanes and shelter/stop improvements

Completing the Major Cycle Routes, and adding more cycling infrastructure throughout the city

#### **419 - Paul Broady**

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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.

**Oppose**

#### **23 - Cameron Bradley**

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I do not support any delaying or reducing budgets of any projects relating to 3-waters, cycleways, footpaths, public transport or increasing density.

#### **241 - Mike Mora (Waipuna Halswell-Hornby-Riccarton Community Board)**

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As part of its Long Term Annual Plan submission the Board sought provision for a park and ride facility in the south west. The staff response to the submission pointed out that a business case supporting investment in Public Transport endorsed by the Council in December 2020 did not identify Park and Ride facilities as a cost effective measure to improve bus patronage across greater Christchurch as a whole, compared with other alternatives, such as increasing bus frequency, improvements to bus priority and improvements to bus stop infrastructure and noted that Park and ride facilities were recommended in the Selwyn District and Waimakariri District Long Term Plans. The Board considers, however, that the distance many residents need to travel to access reliable passenger transport services is a hindrance to them changing from private motor vehicle use to buses and suggests that provision of park and ride facilities in association with passenger transport improvements that are being made is important to maximise use of passenger transport services and notes many people currently utilise parking on streets for this purpose. Mindful that the cost of any land purchase to provide for a facility is may be more expensive in the future the Board seeks the provision be made

in the plan for a park and ride facility in the south west.

## Other

### *239 - David Hawke (Halswell Residents Association (Inc.))*

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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.

### *298 - James Barber (Extinction Rebellion Ōtautahi)*

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#### 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.

### *311 - Sonya Hodder (Spreydon Neighbourhood Network)*

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50465 Delivery package public transport stops, shelters and seating:

Spreydon must have one of the oldest shelters in Athelstan Street, at

the back of Barrington Mall. It is dangerous from several aspects and unsafe for passengers waiting. We are concerned the amounts allowed for in 22/23 310, 23/24 432 would cover its replacement.

Many thanks for reading of our concerns.

### **356 - Emma Twaddell (St Albans Residents Association )**

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We submit

- the CCC build a shelter for the northbound bus stop at Edgeware Village on Cranford St.

### **364 - Dorothy (Dot) Lovell-Smith**

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We need more flexible and responsive city planning that can get new bus routes up and running at the same time as new suburbs and shopping hubs are built. At present places like Halswell and Yaldhurst have some bike tracks but no handy buses, forcing residents into their cars.

There needs to be a huge publicity campaign offering incentives to travel on public transport, We need money spent on advertising where and how to get places by bus. The London Transport Company had a wonderful poster campaign where well known artists designed posters advertising Travel by bus to..... They were art works in their own right and were sold all over London. What about a scheme like that? Info and encouragement to car pool, park and ride, bus interchange points and bike lock ups, needs to be available not only to those who have the special app but to everybody in plain visible language. I find it most frustrating when in my own city that it is often very hard to find out how to get to various suburbs by public transport. Not all of us have a fully charged phone on us at all times.

### **385 - Allan Taunt**

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Tying in with this, the transport networks need to be inclusive. This means bus shelters need to be safe and cater from people with varying abilities. Similarly, information about services needs to be easily accessible for people with varying abilities.

### 386 - James Barber

---

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.

### 441 - Karolin Potter (Spreydon-Cashmere Community Board)

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#### Improved Access to Buses

The Age Friendly Spreydon-Cashmere Committee has proposed increasing the number of seats on pedestrian routes to bus stops to improve access for older adults and those with disabilities. The Board requests that staff prioritise new seats from existing parks and roading programme budgets in financial year 2023 to be placed along these routes.

### 7 - Annelies Pekelharing (BP Carshare)

---

The BP CAR SHARE group has received funding from CCC for a coordinator to get things moving. The coordinator has been appointed.

We envisage a green seat in Little River, Tai Tapu, Lincoln and Halswell would be great.

People can sit there waiting for a ride. The car offering a ride must have a sticker to show they are members.

## 9.6. Carparking

### General Comments

Six submissions were received on our proposed capital spend on carparking, one in support, two opposed and 3 provided other views or proposals.

### Officers Response

Submitters provided feedback on the availability of car parking, particular within the CBD, the proposed increase in fees and charges for car parking in the central city, as well as a request for a Council car park facility in Hornby.

#### **Car Parking Availability**

Council regularly reviews the use of central city on-street and off-street parking to ensure that the demand is met by an appropriate level of supply. To support this, the Council has a wayfinding project underway, which seeks to implement advanced directional signage to direct people around the CBD to the nearest available parking facility for their needs.

### **Car Parking Fees and charges**

Council takes a market-based approach to setting parking fees, based on the supply and demand for parking around the City. The implications of reducing parking fees in the central city include loss of revenue, longer stays by users and less turnover for parking spaces.

To set the parking fees, Council regularly reviews the charges set in other main centres around New Zealand, and takes a comparative approach, which is appropriate to local market conditions.

Council is also investigating the removal of credit card fees for parking to encourage the uptake of cashless payments and decrease the risk of vandalism and theft, whilst still providing customers with the opportunity to pay by cash, if preferred.

### **Hornby Car Parking Facility**

Council staff are aware that at peak times there is some parking congestion in the Hornby area, and that demand for convenient parking may exceed supply during these periods. In order to create additional parking spaces, capital works are required. There is currently no provision for capital spending on this issue in the LTP. The District Plan provides minimum standards for off-street parking requirements for businesses, including suburban malls.

## **Support**

### **351 - David Close (Christchurch East Labour Electorate Committee)**

We commend the Council for the electric vehicle battery-charging stations in parking buildings

## **Oppose**

### **145 - Jenn Benden**

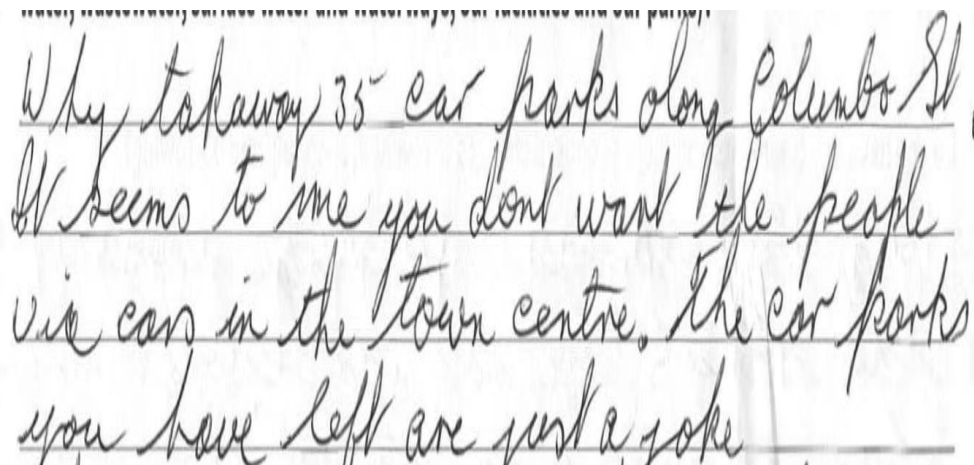
*[Fees and Charges > Parking]*

Please don't increase parking charges again.... it's sooo expensive to park in town just to go to one meeting or visit one shop. It's not always possible to cycle. If you want people to use the bus then put pressure on ECan to deliver monthly bus passes and frequent services. I know there is a huge push to get people into the city centre, don't make it even harder than it already is. Prices increased not long ago.

If you want to encourage people to come into town, make more 30 min parks so that we can come in, go shopping or grab what we need and leave. Otherwise, everyone just goes to riccarton westfield because parking is free?

#### 507 - John Rodger

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Why takaway 35 car parks along Columbo St,  
It seems to me you dont want the people  
vie cars in the town centre. The car parks  
you have left are just a joke

#### Other

#### 312 - Marc Duff (Greater Hornby Resident)

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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.

#### 334 - Colleen Philip (Sustainable Otahutahi Christchurch Inc)

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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.

#### 39 - Shane McInroe

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we need too lower car fees if we want people come into CBD

# 10. Resource Recovery

## 10.1. Resource Recovery (Operations)

### General Comments

Four submissions were received on our proposed operational spend on resource recovery, all of these provided alternative views or proposals.

### Officers Response

Submitters provided a range of views on the Council's Operations with the main themes being increased education, cost of refuse disposal, illegal dumping and bin flexibility.

Council are committed to education and waste reduction initiatives as detailed in our Waste Management and Minimisation Plan adopted by Council in 2020. Free educational visits to Council recycling and waste facilities are currently provided to schools and will continue.

Central Government is increasing Waste Levy charges therefore charges at the Council Transfer Stations will continue increase progressively over the next few years.

Timeline for the increase and expansion of the waste levy (per tonne)

LANDFILL CLASS	Waste types	1 JULY 2021	1 JULY 2022	1 JULY 2023	1 JULY 2024
Municipal landfill (class 1)					
	Mixed municipal wastes from residential, commercial and industrial sources	\$20	\$30	\$50	\$60

In response to illegal dumping Council have been trialling a targeted community approach to prevent illegal dumping of rubbish as well as education campaigns.

Council has consulted on introducing greater bin flexibility to give residents more choice with a mixed response. This will be considered for the next Annual Plan.

### Other

#### *273 - Marian Krogh (Protect Our Winters NZ)*

Waste minimisation is receiving only \$38,78, whereas public waste drop off services are receiving \$76,000 and much more until 2031. There needs to be more put towards waste minimisation.

#### *322 - Daniela Bagozzi*

Lower charges at Metro Refuse Centres may encourage some people to dispose of their rubbish more responsibly - however, I suspect a more effective way of dealing with the issue of rubbish in the lower



income areas would be to adopt a more targeted support of community initiatives to remove rubbish and educate residents.

Some of the people who are leaving rubbish on the street do so in the mistaken belief that others will be able to use the items, some do it because they have no transport to take items to the Metro Refuse Centre, some do it because they see others doing it, some do it because 'it's quicker and the Council will clean it up'...

### **37 - Nigel McConnell**

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*[Three Waters > Other]*

I suggest much more investment into public awareness and education around resource use both supply and disposal. Things like fresh water use, recycling grey water, compost toileting, composting, natural material selection and choices with fabrics re the environment and circular eco systems.

The increasing contamination of our natural environment is simply depressing. Gone are the days we claimed to be clean and green, Everyday without fail I pick up synthetic litter whether it's along the footpath, the gutter, the beach, the river, walking tracks, parks, EVERYWHERE! I realize this is a problem at national level requiring a revolution in thinking and actions however can CCC make a better effort in being proactive? Perhaps free educational trips for schools and public to Cape Valley as an example of 'what not to do' the council making a better effort to clean up it's waste management schemes. Have any office dwellers been to Bromley or Parkhouse lately to see the pollution of the surrounding landscape? Introducing large fines for those caught intentionally littering, incentives for businesses to use biodegradable packaging. Community service for offenders to clean up badly contaminated areas eg the estuary, Educating it's park and berm mowing contractors to pick up rubbish instead of mowing over it shredding it up and making a bad problem worse.

### **9 - Lynette Birnie**

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As far as wheelie bins are concerned, I was forced to change my small recycling bin to a large one when I needed a bigger red bin. I don't have any need for a bigger yellow and only put it out once every six months. For example, I don't drink copious amounts of bottled water, alcohol etc and that didn't increase just because I had a bigger red bin. I don't see why I shouldn't be able to have the size bins required especially if I'm being charged more for a bigger bin.

## 10.2. Resource Recovery (Capital)

### General Comments

Five submitters addressed our capital spend on resource recovery, three supported the proposed spend and two opposed.

### Officers Response

Submitters provided views on the Council's Operations with submissions in support of Burwood Closed Landfill aftercare programme and both support and opposition for delaying the Organics Processing Plant programme.

Burwood Closed Landfill will be open to the community in September, 2022. The landfill site was reopened after the earthquake events of 2010 and 2011 and used for the storage and sorting/ recycling of Earthquake material. Extensive landscaping will be completed including walking and cycling tracks.

The Organics Processing Plant programme of work is continuing with Council investigating other potential sites for this operation. The Council has agreed in principle to move the plant. Staff will be reporting to Council in February 2023 with the options and costs associated with the identified sites and potential partnerships, therefore the Capital expenditure will be delayed.

### Support

#### **178 - Janet Stokes**

*[Other > Bromley Waste Water Treatment Plant]*

Shocking considering you've done nothing for the east side. ESPECIALLY THE WASTE WATER TREATMENT PLANT ODOURS! AND THE COMPOST PLANT TOO.

>>>

SPEND SOME MONEY ON FIXING REAL THINGS LIKE THE STENCH!

#### **23 - Cameron Bradley**

I support the delaying of the Robert McDougall Art Gallery, the organics processing plant and the Jellie Park Recreation and Sport Centre spendings to make room for higher priority spending.

#### **297 - Josiah Thompson (North Beach Residents' Association)**

Landfill:NBRA supports the proposed funding for the Burwood Closed Landfill Aftercare Programme, ProjectID: 37833. The proposed tracks will improve connections to our local area, and the

overall environment.

## Oppose

### **273 - Marian Krogh (Protect Our Winters NZ)**

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The organics processing plant funding has been reduced in 2022/2023. This shouldn't be pushed any further away.

### **308 - Ian Burn (Flourish Kia Puawai)**

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3. While understanding the Council's workloads pressures we are however somewhat concerned about the delay to implement the organic processing plan, and parks and foreshore investment, but pleased to see this will continue in 23/24 and following years. We would request that this funding not be further delayed into subsequent years.

# 11. Parks

## 11.1. Parks (Operations)

### General Comments

Twenty submitters commented on our proposed operational spend on parks. Eight supported our proposed spend, two opposed and twelve provided other views or proposals across a range of issues.

### Officers Response

The general themes regarding Parks Operations were a desire to see more maintenance activity in general and more park ranger resourcing, particularly in regional parks to complete more ecological enhancement work and support the work of the volunteers.

Other submissions commented on minor matters relating to:

- Carr Reserve – go karts
- Dogs
- Dumping

#### **Park Maintenance**

All parks across the city receive the same programme of maintenance annually. This is constrained by available funding. This year we have experienced unusually high growth across all the parks as a result of high rainfall throughout summer. We are likely to see differing responses annually in submissions based on environmental conditions.

Staff are currently considering ways to improve the maintainability of community parks to achieve resident satisfaction goals. The most common areas of concern based on CSRs, resident surveys and annual plan submissions relate to mowing frequency and weed control in our gardens.

- An additional round of weed control costs approx. 100K
- An additional round of amenity mowing costs approx. 50K

To see a demonstrable shift across most weather conditions, mowing would need to increase by 4 rounds per annum (\$200k) and weed control an additional round of weed control resulting in a monthly schedule (\$100K).

#### **Additional Regional Park Ranger resources**

These submissions acknowledge the work done by park rangers in the regional parks and are requesting additional ranger resources. An additional Ranger role would typically cost \$85K per annum. If these roles were dedicated to a mixture of opex and capex activity this could be split 50% opex 50% capex. To have a demonstrable impact across regional park activity a minimum of 2 rangers for the Port Hills/ Banks Peninsula team and 2 roles for the Coastal / wetlands team would be required to meet increasing community volunteer demand. Total cost \$170K opex \$170 K capex

#### **Additional Community Park Rangers**

Council added additional 3 Ranger Staff to Community Parks to facilitate additional volunteer led initiatives in the last Annual plan. This team is just embedding itself. No further consideration required at this time

### **Carrs Reserve go karts**

Extensive efforts to relocate the Kart Club off-site have been unsuccessful. We are now investigating the feasibility of relocating the Club on the reserve to reduce noise levels at the reserve boundary and thereby support consenting of further residential development.

## Support

### **191 - Bebe Frayle (Waitai Coastal-Burwood Community Board)**

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

### **235 - Jenny Hughey (Environment Canterbury)**

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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.

### **270 - Malcolm Long (Ōpāwaho Heathcote River Network)**

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*[Full attachment available]*

*[Climate Change, Stormwater & Land Drainage, Waterways & Quality Compliance, OARC, Governance, Consultation & Engagement, Parks, Reserves]*

Parks, Heritage & Coastal Environment

19. We acknowledge the recent increase in the number of Urban Park Rangers to work with community groups in improving the environment along the river margins. We look forward to witnessing

their careful integration and the difference that this will make to the interaction between Council staff and community groups.

>>>

#### Summary

We want to acknowledge and thank Council staff for their time, expertise and willing assistance provided to us whenever we have occasion to meet with individual staff. Without exception, Council staff have been approachable and willing to share their subject expertise, and have demonstrated a commitment to achieving positive outcomes for the river and the city.

This includes parks and three waters staff, rangers, community staff, ecologists and other council specialists.

#### **306 - Viviana Zanetti (Phillipstown Community Centre Charitable Trust)**

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##### 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.

#### **317 - Kay Robertson**

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Regarding Parks & Foreshore, it looks like the idea is to partner with and support community groups & NGOs to deliver these projects. I think that's a good idea. Volunteers can only take things so far and the costs for local government or contractors to provide these outcomes is quite expensive. We need Gov't and LG funding of paid staff to support and coordinate volunteers. This will enhance community spirit and deliver more cost-effective results.

#### **333 - Kit Doudney (Avon Heathcote Estuary Ihutai Trust (AHEIT) )**

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We continue to appreciate the work and funding of CCC Park Rangers, and have advocated for a single ranger to be associated with all matters relating to the Ihutai/Estuary.

#### **353 - Cynthia Roberts**

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- One of the most effective ways of contributing to climate resilience is to protect and enhance what biodiversity we have left. I support all the work that the CCC is doing to protect areas surrounding waterways, lakes and estuaries and some forest remnants.

>>>

Supporting ecological advice within CCC Underpinning the work on restoration and improving biodiversity outcomes are the CCC ecologists. These staff provide knowledge and understanding of where and on what to focus with regards to protecting and enhancing what remains of our diminishing biodiversity. Ecologists need to be part of decision making on all landscape planning, restoration work and consents that may impact on biodiversity outcomes. This requires internal action that this is essential to prevent rare and threatened plants being cleared and inappropriate landscape plantings. Like the rangers ecologists are stretched and request more resources be part of the future planning.

>>>

In conclusion I support the aspirations of this city to become a national park city – a greener, healthier and wilder place to live. A way to deliver on the aspirations of its citizens and address the climate and biodiversity crisis is to fund more rangers and ecologists with budgets to get behind the volunteers keen to be part of this vision

### **357 - Marie Gray (Summit Road Society)**

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#### Regional Parks and Reserves

We acknowledge the efforts of the regional park rangers to protect and restore biodiversity, and to maintain and enhance public access to CCC parks and reserves on the Port Hills. The rangers are a valuable source of advice and support to the Summit Road Society. We support continued and increased funding to this service.

## Oppose

### **18 - Lana McLeod**

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parks that are barely maintained.

### **4 - Mark Penrice**

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Not enough spent on maintenance.

No point building stuff if you can't afford to own it.

## Other

### **18 - Lana McLeod**

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Use the money from dog owner fees to clean up and install dog poo drop can. our parks up, example dog poo on playing fields in avonhead (burnside rugby club)

### **188 - Rosemary Neave**

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As someone active in a community project enhancing Te Awa Kura Barnett Park in Redcliffs, it is imperative that there is enough ranger time to support local projects like this which have large volunteer buy in.

### **251 - Victoria Andrews (Akaroa Civic Trust)**

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The Historic Britomart Memorial, Beach Road, Akaroa

A stone obelisk marks where a flag was raised in August 1840 to demonstrate to the French settlers that the South Island was already British.

History of the Site The monument commemorates the raising of the British flag on Green's Point and convening of a British court of law nearby on 11 August 1840. This exercise of sovereignty was intended to forestall any intention the French may have had of establishing a French colony on Banks Peninsula. Captain Stanley had been ordered to bring his ship, the Britomart, to Akaroa to make this demonstration of British sovereignty by New Zealand's first British Governor, Hobson, after a French naval vessel, L'Aube, sent out to facilitate the founding of a settlement at Akaroa by the Nanto-Bordelaise Company, had called in at the Bay of Islands. Both L'Aube and the French immigrant ship, Comte de Paris, reached Akaroa less than a week after the British flag had been raised on Green's Point.

The monument, designed by a Christchurch architect, S.C. Farr, who had been an early settler of Akaroa, was unveiled in June 1898, before a crowd of around 2,000. The decision to erect a monument had been made when Akaroa considered how it could mark Queen Victoria's 60th Jubilee in 1897. A small reserve around the monument was gazetted in 1926.

The original inscription on the monument stated that sovereignty over the South Island had been proclaimed on the site in 1840. Sometime after 1927-28, the inscription was altered to state, correctly, that what took place on 11 August 1840 was a demonstration of British sovereignty over the South Island, which had been proclaimed elsewhere some months earlier.



Takapūneke (also known as Red House Bay) was the scene of a dramatic and horrifying event in 1830 that was of great significance in New Zealand's history. In 1830, the bay was the site of the kainga (settlement) of Te Maiharanui, an upoko ariki (paramount chief) of the main South Island iwi (tribe) Ngāi Tahu. In that year the Ngāti Toa chief, Te Rauparaha, bent on revenge for the slaughter of several Ngāti Toa chiefs at the Ngāi Tahu pa (fortified village) at Kaiāpoi, persuaded Captain Stewart of the brig Elizabeth to take him and his warriors south, in return for a cargo of dressed flax.

Stewart brought the Elizabeth to anchor off Takapūneke, and with the Ngāti Toa war-party concealed below decks, invited Te Maiharanui on board. Te Maiharanui was taken prisoner by Te Rauparaha and his village attacked and destroyed, with heavy loss of life. To this day, Takapūneke is tapu ground to the Māori of nearby Ōnuku. Stewart's complicity in Te Rauparaha's attack on Takapūneke appalled the British authorities in Sydney and in London, but Stewart escaped being brought to justice. The event, however, contributed directly to the appointment of a British Resident in New Zealand which led in turn to the signing of the Treaty of Waitangi and the assumption by Britain of sovereignty over New Zealand in 1840.

Takapūneke is thus a place of great importance in the history of New Zealand. This historical importance and the significance of the site to local Ngai Tahu were so little appreciated in later years that Akaroa's sewage treatment works and rubbish dump were established at Takapūneke in the 1960s and 1970s, actions which were later described as shameful. More recently, efforts have been made by the Ōnuku Runanga, supported by the Akaroa Civic Trust, to have all the land at Takapūneke protected as an historic reserve. The land included a block between the probable site of Te Maiharanui's kāinga and Green's Point for which a residential subdivision had been planned. These efforts were finally successful when the Christchurch City Council agreed to take the necessary legal steps for the land to become a reserve.

Residents, visitors and school groups will be viewing this historic landscape when Aotearoa/New Zealand history is taught in schools. The council has shown respect to culturally sensitive Māori history. However, little regard has been shown to one of New Zealand's most important national landmarks, The Britomart Memorial.

The Britomart Memorial is poorly signposted and there is no interpretative material or panels available to members of the public. Access is difficult along a narrow and uneven dirt footpath from Stanley Place. A dirt footpath leads up to uneven steps from Beach Road. Disabled access is impossible to the site.

In our view, the council has a fundamental problem because it manages the Britomart Reserve as 'just another park' similar to many within the city. However, Takapūneke and the Britomart Memorial are the foundation of bicultural Aotearoa/NZ.

There is no disabled access: footpath to the Memorial looking up to the pou at Takapūneke.



Uneven footpath and steps from Beach Road leading up to the Britomart Memorial.

*[Images available in attachment]*

### **273 - Marian Krogh (Protect Our Winters NZ)**

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*[Spending > Our Planned Spending]*

A lot of the budget spend for parks has been pushed to 2023/2024. This shouldn't be pushed any further away.

### **278 - Sophie Cooper**

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Please also consider updating the art work on the domain buildings, it was completed in 2004 by my school group. It's been tagged on and looks out dated. The building was recently painted but they painted around the artworks which makes it look even worse.

### **28 - Drucilla Kingi-Patterson**

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Queen Victoria must stay

### **297 - Josiah Thompson (North Beach Residents' Association)**

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Dog Control: The NBRA request that an increase in the operational budget be allocated for Dog Control monitoring along the Greater New Brighton beaches. Beach use has increased post Covid and unfortunately so has unleashed dogs within 100m of Surf clubs that are not under effective control. Children have been traumatised by dogs roaming freely on the beach.

### **353 - Cynthia Roberts**

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In particular I want to note and expand on the issue of resources being too thinly spread to achieve the 'step change' that is needed to stop biodiversity decline and build climate resilience.

I want to request for more park ranger funding and more support for those who are contributing voluntarily to restoration work

1. Park Rangers are an important interface between the community and CCC. They currently do an outstanding job on limited resources engaging with the public but are spread too thinly over too many parks.

*[Other > Tree Canopy]*

2. The canopy cover in many suburbs is shown to be insufficient for climate change and heat mitigation. I support work to undertake improving this for well-being and a resilient city. Please focus first on those suburbs that lack this. Additional park rangers are needed as part of this work and thus this submission requests this be investigated with appropriate funding in the general rates and not from Capital Endowment Fund. The current workload is unsustainable.

3. Volunteers working on council and private land to protect and enhance biodiversity, reduce sediment runoff into our streams and estuaries are doing awesome work throughout the city. Backing groups with high energy has a high return on the investment. However, the work of these groups could be greatly increased with more support from park rangers if there were more of them.

4. The Port Hills are the much loved recreation areas for the city residents. This is where the city goes to restore themselves – as was found in the surveys of those living here. The Port Hills Rangers Budgets for Weed and Pest Control, Tracks, Amenities are stretched and therefore not able to invest adequately in both maintenance and

regenerative practices. Thus in a climate and biodiversity crisis the environment is not being sustainably managed.

5. The Port Hills at the far eastern end towards Godley Head had very sparse vegetation. What is there is not protected from grazing with fencing or the impact of weeds displacing natives. Native cover reduces fire risk, attracts native insects and birds and reduces sediment runoff. This area requires more attention from CCC and Park Rangers. At the very least fence from grazing the small patches of bush that exist.

### 373 - Finn Jackson

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We'd also like to express our support for the request by the Summit Road Protection Authority for the development of a Port Hills Management Plan to be given "appropriate prioritisation". My brother and I have strong connections to the Port Hills, with some reserves and areas bearing the names of our ancestors. We strongly support the development of a management plan, and would like to see preliminary development work begin as soon as possible. The Port Hills are a landmark for the city which should be treated with appropriate respect.

### 393 - Marie Gray

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- Investment in landscape scale restoration, weed control and predator control in Christchurch city and across the Peninsula.
- Working towards National Park City status for Christchurch
- Continued and increased funding to Enviroschools and Community Partnerships Parks.

### 401 - John Wooles

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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.*

### 55 - Annette Rigden

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The Carrs Reserve relocation. When we were looking at purchasing our land two years ago, we were told that the Carrs Reserve (Go karts) was moving. I have already complained about the noise of the

go-karts, and it's as if no one wants to know. Most of the neighbours were told the same thing about the Go-karts relocating, bit gutting about being told lies. We have been in our new house since Christmas, already we are thinking about moving as the noise on the weekend is a joke. We can handle the noise on a Wednesday as it is a workday. The entire weekend, when you want to do the gardening, having people over for a get together such as a BBQ is a no go. The noise is horrible. Action needs to be taken, move the Go-Karts, build a better noise barrier, something needs to be done.

## 11.2. Neighbourhood Parks (Capital)

### General Comments

Eighteen submitters provided feedback on our proposed spend on neighbourhood parks. Three provided feedback in support of our proposal, one opposed and 15 provided alternative views or proposals.

### Officers Response

The majority of the submissions relate to a desire to see more investment in playgrounds in a timelier manner than the current programme allows. Other comments related to general neighbourhood park facilities and progression of the bays Skate Park in Sumner.

#### **Playgrounds**

##### **Templeton Park play (60% of the playground submissions)**

Some of the submitters identified overdue maintenance requirements. Relevant staff have been advised to address these as soon as possible. A renewal of the playground is currently programmed for FY 26/27. If the playground is to be upgraded then additional new capital funds will be required for the change in level of service. This is the 2<sup>nd</sup> year in a row that Templeton residents have raised the matter.

Staff recommend commencing engagement to determine the exact needs for the community and development of a plan.

The only source of funding for the upgraded elements for playgrounds is 'Community Parks New developments (CPMS61782)'. Funds are fully committed until FY 26 the same year as the currently planned renewal for this project.

##### **Halswell Community Local play renewals**

Support for the current programme noted.

##### **Adult Playground**

Staff acknowledge the Waihoru Spreydon / Cashmere Community Board's progress on the feasibility study for an adult playground and the desire to see this considered for funding via the next Council Long-term Plan.

### **Cross Street Playground**

Staff will identify funds from existing programmes to install an all weather access to the playground.

### **St Albans Park Playground**

St Albans park playground is considered to be in good condition. Staff will review the suitability for toddler play as suggested in the submission and if possible address this from existing reactive budgets as required.

### **Other Matters**

#### **Cutler Park Renewal**

One of the primary concerns previously raised relates to the wet conditions in winter and the state of the plantings. A programme is planned to address the wet areas and will be implemented shortly.

Park Rangers have completed work to address concerns with overgrown vegetation. Community partnership rangers will continue to work with the local residents to address any further concerns.

#### **Shield Reserve gardens (Park between Six Silvers Ave and William Brittan Drive)**

The Community park ranger team will assess the conditions in the Shield Reserve over the coming winter to evaluate an appropriate response. Existing reactive budgets are likely to be sufficient.

#### **Sumner Skate Park**

Construction of Sumner Skate Park is planned to start May/June 2022 pending resource consents and specialist contractor availability.

## **Support**

### **239 - David Hawke (Halswell Residents Association (Inc.))**

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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.

### **260 - Jocelyn Pappill**

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I agree with the priorities of the capital programme with particular support for the completion of the major cycleways network, the

continued enhancement of our parks and riverbanks and progressing our adaptation to climate change.

### **292 - Robert Fleming**

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Priority spending for parks and green spaces in the CBD and inner suburbs is important.

## **Oppose**

### **308 - Ian Burn (Flourish Kia Puawai)**

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3. While understanding the Council's workloads pressures we are however somewhat concerned about the delay to implement the organic processing plan, and parks and foreshore investment, but pleased to see this will continue in 23/24 and following years. We would request that this funding not be further delayed into subsequent years.

## **Other**

### **101 - Karleen Weidner**

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#### **TEMPLETON DOMAIN PARK UPGRADE**

Our little park is in need of an upgrade, it is damaged on one and missing a tunnel that connects from the stairs to the fire pole. We use the park every week and would love to have it updated for safety and fun!

### **145 - Jenn Benden**

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I'd like to see Sumner Skate Park and Rawhiti Domain back on the map for delivery, this has gone silent.

### **172 - Ross Cameron**

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The reserve/walkway that links Six Silvers Avenue to William Brittan Drive needs urgent improvements. Numerous requests to improve drainage & flooding in this reserve have not been resolved. An investment in proper drainage in this area is required. The grounds and gardens have been impacted by years of flooding and the planting requires updating and regular maintenance.

### **190 - Karen Upton**

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I support Andrei Moore's (Waipuna Halswell-Hornby-Riccarton Community Board) proposal for a fenced dog park near the go kart track in Halswell/Wigram. A fenced dog park would be popular with dog owners as there are no fenced dog parks anywhere nearby. I should think a fenced dog park would be popular with non dog enthusiasts as it would separate the dogs from kids, traffic, sports and other groups that don't necessarily mix well with dogs. A win win all around.

### **239 - David Hawke (Halswell Residents Association (Inc.))**

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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.

### **241 - Mike Mora (Waipuna Halswell-Hornby-Riccarton Community Board)**

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In its Community Board Plan the Board undertakes to advocate for the creation of a fenced dog park in the Halswell area as a Board priority. There is \$30,000 in the Long Term Plan at Financial Year 2031 for investigation of a site and \$200,000 in Financial Year 2032 for the project. The Board seeks to have this project that has been requested by many community members advanced, noting that it was previously proposed for the 2025 Financial Year.

>>>

The Board is aware that local residents are seeking renewal of the deteriorated Templeton Domain playground earlier than programmed in the 2026/27 financial year and it supports the advancement of this project to the 2022-23 financial year.

>>>

The Community Board Plan identifies revitalisation of Sockburn assets as a Board priority. The demolition of the former Sockburn



Service Centre and outbuildings has now been completed but the rehabilitation of Sockburn Park and its restoration for use by the local community still needs to be completed. The Board is concerned that more than fifteen years after the swimming pools were decommissioned, the removal of damaged pools from Sockburn Park and rehabilitation of the area has not yet taken place. This work is important for the residents of Sockburn to move forward and the Board therefore seeks provision in the Plan for it to be completed.

### ***265 - Rachel Crawford (RRBA Richmond Residents and Business Association/ 'We are Richmond')***

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#### **3. Parks and Reserves**

Within the board areas of Richmond there are four parks and two reserves: Petrie Park, Richmond Park, Avebury Park, Richmond Village Green, OARC, Riverbend Refuge, the Dudley Creek walkway and a small reserve on the corner of Pavitt and Alexandra St.

**Petrie Park:** We have been working alongside the Parks team at Petrie Park with local children and a vision from the community as to what this space might look like, including a restoration plan for the old bowling club space. An allocation of budget to assist in achieving this would be much appreciated. We anticipate the need for planning in the 2022 year with execution in 2023.

**Avebury Park:** RRBA is aware that the Avebury House community trust is at the early stage of developing a plan to enhance Avebury House and the surrounding gardens and playground. We understand that an application to the capital endowment fund has been made and is in process. This is supported by RRBA and we suggest a budget allocation in the annual plan to provide for design and project scope. An apparently planned play equipment upgrade should be the subject of consultation with this organisation and the Richmond community.

**Richmond Park:** This park has very old play equipment which should be considered for upgrade. This is a well-used park which caters for tennis and cricket clubs and other regular physical activities.

**Richmond Village Green:** The Green which is situated centrally within the commercial hub, is a high use park and is also utilised by the Jean Seabrook Memorial School (a school for children with severe specific learning disabilities). RRBA advocates for a budget to be applied to the further landscape enhancements of the park eg: fruit trees planted in the green area for community needs/use, for additional investment in the planting of more native trees, and for

the reduction of the hedge height on the Stanmore Road boundary to improve visual amenity into the Village Green.

### ***277 - Melissa Himin (Templeton Residents Association)***

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#### **Templeton Domain Playground Upgrade**

The TRA is aware that the Templeton Domain Playground is up for a renewal in 2026/2027 – the TRA would really like to see this prioritised due to its current state of disrepair (see pictures below). The Templeton Community is somewhat geographically isolated from the rest of Christchurch and the Templeton Domain gets a lot of use from the families in the community. The Skate Bowl is a highlight, and it would be great to have a playground alongside this. Templeton has a number of families in the area and it would be appreciated by the community. The possibility of the sports fields/cemetery providing some recreational activities was seen as a benefit to the community, but with this being delayed this means that those possible recreational facilities are unavailable.

The TRA is willing to work alongside the council with this and would like to see the Council and TRA work together for this to happen.

The Templeton Residents Association would like to see the funding bought forward for the renewal of the Templeton Domain Playground. It is a very well utilised domain by our community, however, the play equipment is not in a good state. Some of it is broken, some of it has been broken and not replaced properly, and it is looking very tired. As the area is geographically isolated it would be great for the domain to continue to be a focal point of our community and a new playground would really assist in this. Please see attached document with photos attached.

The TRA supports the submission from the Combined Residents Association also.



**Connecting tunnel no longer there**



**Back of the car is broken and hasn't been replaced**







### **302 - Lindsay McAra**

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A dog park in Templeton would be great, might get some of the dogs of the streets

Basketball goals for older kids as this is very popular and with smaller sections some kids just don't have the room

### **383 - Amy Young**

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The Cross Street reserve playground is very outdated but worse, there is no path to the playground and in the colder months it is

almost inaccessible to young families as the entrances become too flooded and muddy to get a pram or small children through to access the playground which is located in the farthest corner from the footpath. One path would resolve this issue.

### **39 - Shane McInroe**

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I would like to more park maintenance

### **42 - Susie Taylor**

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An upgrade to the playground at St Albans park would be awesome. It's not really suitable for toddlers as-is.

### **425 - Jackie Simons**

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Thank you for the opportunity to make a submission. I make this submission in my personal capacity as a community board member for Linwood Ward and a local Woolston resident.

I submit the following points for your consideration.

1- Please renew Cutler Park in Woolston. This has been a longstanding request from the local community and previous local MP.

### **441 - Karolin Potter (Spreydon-Cashmere Community Board )**

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Adult Playground

One of the priorities in our Community Board Plan is a new playground designed for adults to meet their social and physical wellbeing. The playground could include traditional play equipment as well as a speakers' corner, book exchange fridge, table tennis and strength and fitness equipment. The Board signals the need for future funding for this project in the next Long Term Plan, pending our consideration of a recently completed feasibility study. This is a priority in our Community Board Plan.

### **513 - Robin Schulz (Coronation Reserve Group )**

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*[Full attachment available]*

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>	
• <b>TOTAL</b>	<b>\$506,798</b>	<b>Total approved via the 2021 LTP process</b>
• Budgeted cost 2021	<u>\$939,238</u>	(attachment "C")
• <b>Shortfall</b>	<b>\$432,440</b>	

- 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) \$939,238**

**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/ Alarming 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 Councillors 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 programme.

#### 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.

## 11.3. Sports Parks (Capital)

### General Comments

Fourteen submitters provided feedback on our proposed spend on sports parks. Four provided feedback in support of our proposal, one opposed and ten provided other views or proposals.

## Officers Response

There were a number of submissions regarding particular parks.

### **Linwood Park village**

The planning work to remediate the Linwood Park village is already underway and is currently undergoing a design and construct procurement process. Some initial enabling work is planned for this winter with remediation proper planned for commencement in August 2022.

### **Rawhiti Domain**

All the irrigation sprinkler heads were renewed on the Domain in FY22, resulting in an improvement in the ability to retain grass cover. The effect of this improvement needs to be observed and assessed, to determine if further investment is required to maintain the field to an appropriate standard. Funds have been retained later in the plan (FY24) to enable these observations.

### **Rawhiti Domain Carpark**

Asset condition data from 2016 show Rawhiti Domain Carparks are in 'Good' to 'Very good' condition. Parks are prioritising 'Poor' to 'Very Poor' conditions assets first. Notwithstanding this staff will evaluate whether localised issues can be addressed in the interim.

### **Lyttelton Recreation Ground**

Design work for the Lyttelton Recreation Ground sports fields is underway and is addressing the requests of the Lyttelton Rugby Club and Lyttelton Recreation Ground Management Committee. The work needs to be carefully planned to dovetail in with the wider Naval Point development and local site constraints.

### **Lancaster Park**

A comprehensive public consultation was undertaken between 14th January 2022 and 9th March 2022 during which time a total of 151 submissions were received from individuals and groups. A Youth Friendly Spaces Audit Report was also completed in April 2022. Feedback and recommendations are currently being reviewed.

### **Canterbury Tennis**

Wilding Park is privately owned and operated club on private land. Council cannot commit funding to land it does not own or have a legal right to manage on behalf of the public.

### **QEII**

Staff support an earlier start to implementing the sports fields and associated facilities for QEII to meet demand in this area. Staff will commence engagement to develop a prioritised implementation plan in FY 22/23.

## Support

### *240 - Alexandra Davids (Waikura Linwood-Central-Heathcote Community Board)*

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Linwood Park Temporary Village Site - The Board is supportive of the mitigation of the Linwood Temporary Village site within Linwood Park which is programmed to be completed in 2022/23. The Board would be strongly opposed to the reintegration of the temporary village site into Linwood Park being delayed further.

### *266 - Bryan Gilchrist*

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

### *28 - Drucilla Kingi-Patterson*

---

Happy about Lancaster Park

### *297 - Josiah Thompson (North Beach Residents' Association)*

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NBRA supports the protection and promotion of heritage, the foreshore, and parks. In particular, NBRA supports and seeks the retention of funding below and requests that future budgets be brought forward where alignment with other projects is required providing cost effective measures:

- Rawhiti Domain Sports Turf Renewal: Project ID: 2245. Retain the \$365,000 in 2022/23. This budget has been virtually halved from previous budgets and delayed many years.

>>>

QEII Park Sports Field Repositioning & Stormwater: Project ID: 56899., total 10 year spend: \$5,776,382, funding starts: 2024

- QEII Park Sports Pavilion: Project ID: 58911. LTP \$924,234. AP \$902,000 in 2025/26

- QEII Park Car Park : Project ID: 56898, total spend: LTP \$620,007, in 2028. AP \$593,000 2027/2028.

- QEII Park Masterplan, Project ID: 61787. Total 10 year spend: \$6,549,037, funding bulk starts not until : 2024/25 ends 2029

- QEII Park Playground Project ID: 56896. LTP \$19,335, in 2022 pushed out to 2024/25

PLEASE NOTE: With regards to the QEII projects listed above, we understand the balance of the sale of QEII land to the Ministry of Education (approx. \$4million) was tagged to be spent at QEII. The Council has received this money and therefore the QEII project/s listed above should be brought forward to 2022/2023 to complete the next stage.

## Oppose

### *191 - Bebe Frayle (Waitai Coastal-Burwood Community Board)*

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

## Other

### *145 - Jenn Benden*

---

I'd like to see Sumner Skate Park and Rawhiti Domain back on the map for delivery, this has gone silent.

### *183 - Amandine Budiman*

---

we love the Halswell Domain and the cycleway on Sparks Rd all the way to the city, thank you!

### *191 - Bebe Frayle (Waitai Coastal-Burwood Community Board)*

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

Funding for repairs in the Rawhiti Domain Carpark (new project, scoped and priced at \$400,000). This is a busy carpark, used by a wide range of groups across the city, and the damage is dangerous. The carpark is in need of immediate attention to avoid injury to user

### *231 - Ian Armstrong*

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Over the last two years I have been closely involved with a group of local people who are endeavouring to get a basketball half court established in the Le Bons Bay Domain. We have the support of the

Bach Holders Assn (approx. 45 members), the local RMC, the Banks Peninsula Community Board and the wider Le Bons Bay Community. Over the last 12 months we have been working closely with Megan Carpenter who agreed last July to supply a basketball hoop for us and that was delivered in December. We are currently finalising detailed plans for the location of our court and hope to be able to make a start on construction over the winter. However, there are several issues to resolved before we can get underway.

There is an old poplar tree stump that needs to be removed.

Megan was to draw up a plan and get it costed, but as she is now on leave this will be handled by her replacement.

Once we know the costings, we will be able to establish a fundraising target.

We will need to draw up an agreement between CCC and RMC/Bach Holders Assn for construction.

There is a dedicated team of locals keen to be involved in any way they can, including foundation work, landscaping and fundraising and there have been numerous offers of individual sponsorship for this project.

Le Bons Bay is an isolated community, but it does have great facilities. Two tennis courts, a cricket ground and basic children's playground, but there is not a lot for the youth. With basketball now one of the most popular sports in NZ, a half court would be a great asset for residents of the bay, holidaymakers and the regular summer influx of day trippers.

I urge the CCC to allocate funding from it's Annual Budget for this worthy project. The locals will make a substantial contribution through fundraising and sponsorship, but I believe the council has a role to play. Our ballpark estimate based on other similar projects is around \$45,000. We already have the hoop valued at (\$5,000+), leaving \$40,000, but we believe with input from qualified local tradesmen and contractors, we can do it for less. This is typical of how small communities get things done, but we need support from council in the same way other similar projects around the city are supported.

### **361 - Mary O'Connor**

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Recently the paths in Somerfield Park were replaced completely. They did not require complete replacement, especially when they are not of pedestrian-friendly material. They encourage faster speeds by wheeled machines, including on the path which bisects the playground, creating a greater safety hazard for children. The FOI

stated that it had a 'condition rating' that required complete renewal.

The FOI stated that, "works are funded by a capital works budget in the Long Term Plan (2021-2031) signed off by the Council in 2021".

So, replaced when it appears no one really checked if works were needed, and councilors and community board had no input. It is items

like this that need not have occurred, creating a saving. Contrast this to the toilets in Somerfield Park, that would require much less cost to make them accessible and safer to use by removing internal walls. While CCC has great public toilet provision in many parks, there are some that need desperate improving. Safety, health and well-being priorities well down the list!

>>>

CCC has dog parks, but there also needs to be dog-free parks for pedestrian safety. I would like to suggest the area around Nga Puna Wai including the lake and paths to be dog free. It is too late to suggest that they be kept on "effective control" when someone is bitten. There needs to be areas where athletes and the public generally can run, jog and walk without being bitten. A bite on the leg

can ruin an athlete's hopes. Very often in parks where it is signposted

that dogs must be on a lead they are not.

### ***38 - Charlotte Bleasdale (Le Bons Bay Reserve Management Committee)***

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On behalf of the Le Bons Bay Reserve Management Committee I am submitting our goals/priorities for spending on capital improvements at the Le Bons Bay Domain. Please find these attached.

RESERVE MANAGEMENT COMMITTEE GOALS 2022				
Priority Initiative	Why this matters	Responsibility	Target timeframe	
1. Completion of the basketball half-court, on the north (beach side) of tennis courts.	Half-court basketball will provide an inclusive sporting/social activity for young people. Local youngsters are behind this initiative and are helping fundraise for the new facility.	This is an initiative of the Le Bons Bay Bach Owners Association, supported by the RMC, the Community Board and CCC. We hope that CCC will continue provide support for this important initiative.		2022
2. New LED lights and dimmer switches for the interior of the Hall.	Energy-saving lights will last longer and be more efficient. Current lighting in the Hall provides poor ambience for social functions.	Council		2022
3. Grading and metalling of the driveway.	Access badly needs upgrading.	Council		2022
4. Re-grassing of the cricket pitch.	The recreation ground is in very poor condition – almost all weeds.	Council		2022-2023

*[Attachment available]*

### 388 - Judith Jordaan

Would like to see Templeton domain park upgraded to be more toddler inclusive and repainting of existing equipment to improve the experience. Many items are broken, dirty and chipped at the moment.

A fenced off area with toddler-friendly play areas would be ideal, as Templeton has plenty of very young families and children that need access to a great park. Some examples would be a path going around the park in a circle for trike riding, small trampolines, sandpit, climbing mounds with grips for younger kids and, if the area is fenced off, locals can donate trikes and ride-ons for when kids are at the park. Currently, very young kids are limited to the small slide and don't have much balancing / riding / jumping play equipment at their disposal.

### 411 - Tim Shannahan (Tennis Canterbury Region Inc.)

*[Recreation, Sports and Events > Stadiums (Capital)]*

Tennis Court Maintenance

There are various surfaces used for these tennis courts in Christchurch City, with synthetic paving, grass, artificial turf, artificial grass, artificial clay and asphalt all present. Irrespective of the type of surface used (with the exception of grass), the maintenance costs to re-surface are similar, ranging from between \$1,500 and \$2,000 per court per year when spreading the re-surfacing cost across the life of each surface. The life of a surface ranges from ten years for a synthetic paved surface to 30 years plus for an asphalt surface. A grass court does not have re-surfacing costs, but does have an annual maintenance cost of approximately \$7,500. When these re-surfacing costs fall due they have historically been met through levies collected from tennis participants. In this way, the sport of tennis is contributing an estimated \$400,000 annually towards the provision of its playing surfaces.

#### Additional Costs

The costs of re-surfacing are not the full extent of the costs met each year by tennis in operating tennis courts. In addition courts incur insurance costs, electricity costs for lighting, equipment costs (i.e. tennis nets) and general maintenance costs (e.g. moss and algae treatment; perimeter fencing replacement) to ensure courts remain usable and available in both the short- and long-term.

#### Comparisons with Other Sports

When considering the costs incurred in providing tennis courts, the comparison with other mainstream sports (i.e. more than 2,500 participants in Christchurch City) demonstrates an inequity. Whereas tennis meets the costs of providing its playing surfaces, other sports have the Christchurch City Council making sizeable financial contributions to subsidise costs. These subsidies take on many forms, including: x Provision and maintenance of grass fields for sports such as cricket, rugby, football, rugby league, touch x Provision of indoor courts for sports such as netball, basketball, volleyball x Provision of aquatic facilities for sports such as swimming x Provision of specialised venues for sports such as athletics x Funding towards artificial surfaces for sports such as hockey and football

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#### Requested Support

In seeking what would be an equitable level of funding and support to other sports, Tennis Canterbury asks Council to identify a means to establish annual support for tennis in Canterbury on the following basis:



- x \$105,000 to support Wilding Park costs, and ensure the regional venue for tennis in Canterbury continues to be available to host international, national and local tournaments and competitions;
- x \$45,000 to support clubs in the re-surfacing of their courts, which will be distributed by Tennis Canterbury to clubs on a pro rata basis as courts are re-surfaced; and
- x Council's parks team maintain the nine grass courts at Wilding Park, which are adjacent to Woodham Park. We would appreciate the council's expertise in turf management with the maintenance of these courts.

It is asked that the funding component of the requested support be formally ring-fenced to protect it from diminishing again in the future.

#### ***45 - Clinton Norris (Lyttelton Recreation Ground Management Committee)***

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##### LYTTELTON RECREATION GROUND MANAGEMENT COMMITTEE

The committee would like to support all submissions to the annual plan from the users of the Lyttelton Recreation Grounds.

We believe that the grounds require the following:

- Returf
- Drainage and turf maintenance
- New changing sheds/meeting room
- Lighting
- Suitable car parking
- Hard surface courts for Netball, Tennis, Basketball etc

We are of the understanding that with the completion of the above submissions that the grounds would attract more users and along with other sporting groups being established within the community

The current regular users at present are: Lyttelton Rugby Lyttelton Touch Lyttelton Soccer Lyttelton Sea Scouts Lyttelton School

Along with other groups that require the use of the grounds from time to time

#### ***46 - Clinton Norris (Lyttelton Rugby Club Inc)***

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The Lyttelton Rugby Club fully supports a current redevelopment plan of the Naval Point and Recreation Ground area. We would like to submit the following:

## Relocating of the Pavilion

- Return of grounds and extension of grounds
- Establish an irrigation programme and suitable drainage.
- An all-purpose hard surface courts for Netball, Basketball, Tennis etc
- Suitable carparking
- Suitable lighting for night training and matches

The Lyttelton Rugby Club was first established in 1938 and is an influential club of the community for over 80 years. The club has a membership of 250 members, made up of 110 Juniors, 60 Seniors, 50 Golden Oldies and 30 Social members. The club trains and plays on the grounds four nights per week for training and most Saturdays for competition games along with Golden Oldie games on Sundays. Our club is looking to build Club Rooms in the area. We are looking at several options for this; one being involved in a HUB involving other local sports clubs, such as, Naval Point Yacht Club, Lyttelton Netball Club, Lyttelton Soccer Club and any other sports that commence in the future.

If we are able to achieve the above, we are confident that all our sporting codes would increase in membership along with attracting other sports to our community such as Softball/Cricket which would have a big influence in our community.

## 11.4. Reserves (Capital)

### General Comments

Eleven submitters provided feedback on our proposed spending on reserves. Three supported what we have proposed, nine provided other views or proposals.

### Officers Response

The submissions in this category primarily relate to new initiatives in specific parks and some renewal requests.

#### **Britomart Memorial**

The submission primarily relates to the need to improve pedestrian access and wayfinding signage to the Britomart Memorial. Staff will look to include this in the hard surface renewals programme (CPMS 65521) and signage renewal programme (CPMS65069) for FY 23.

#### **Duncan Park & Port Hills Management Plans**

The Parks Unit is unable to commit to progressing any further management plans as current planning resources are oversubscribed.

### **Current Capital Programme**

Staff note the support for the current programmes.

### **Carrs Road Reserve**

Concern raised about the ongoing go cart activity at Carrs Road. Staff are actively progressing the feasibility rebuild of the go cart facility in an area within Carrs road further away from residences. Funding for the development is in FY 25 (CPMA 61789).

### **Sockburn Park**

Parks Staff will meet with stakeholders to gain an understanding of the development needs for Sockburn Park. Preliminary enabling works work can be funded from existing budgets for Community Parks Development (CPMS61803)

### **Richmond Area Parks**

The Richmond Residents Association acknowledges the ongoing collaboration with parks staff regarding the development of reserves in the area. They are generally seeking funds for elemental upgrades of park assets across all asset types. Community partnership rangers will work closely with the group to assist in progressing needs including supporting ongoing volunteer efforts. Work that is required beyond these means will be considered in the next LTP.

### **Dog Parks**

We are aware of demand for a dog park in the south west area of Christchurch. Carrs Reserve is one possible site to be considered. Funding is currently programmed for FY31/32. The Community Board wishes to have this brought forward. Due to the relatively minor nature of infrastructure required staff suggest that commencement of community engagement be advanced through the Partnership Ranger team to identify the best locations to progress. This would enable consideration of bringing funding back to the appropriate year.

### **Coronation Reserve**

Staff are working with Robin Schultz around development plans for Coronation Reserve and wider issues of drainage and streets works. Funding has been brought forward in the LTP to make works more efficient and effective (particularly around fire control concerns). With the new Community Partnership Ranger staff we will work with the local residents to put a predator control programme in place and this team, alongside project management staff, will serve as a single point of contact for the residents.

Coronation Reserve funding in the current LTP is \$220K from FY 22-24 and is considered adequate to progress the most important aspects of the development plan.

The Parks Unit is aware of demand for a dog park in the south west area of Christchurch. Carrs Reserve is one possible site to be considered. Funding is currently programmed for FY31/32.

### **LeBons Bay developments**

Staff are working closely with the group on the development proposals via the reserve management committee. The proposals can be supported by the current funding in the Draft Plan in conjunction with RMC fundraising. However, there is no budget to fund the turf renewal, as prioritisation is given to sports fields which are regularly used by BP sports

teams. We will request that our specialist sports turf team visit the site to see if there are any improvements that can be made through minor maintenance and renovations to address the management Committees concerns.

## Support

### *260 - Jocelyn Pappill*

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I agree with the priorities of the capital programme with particular support for the completion of the major cycleways network, the continued enhancement of our parks and riverbanks and progressing our adaptation to climate change.

>>>

I agree with the priorities of the capital programme with particular support for the completion of the major cycleways network, the continued enhancement of our parks and riverbanks and progressing our adaptation to climate change.

### *441 - Karolin Potter (Spreydon-Cashmere Community Board )*

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#### 7. Coronation Reserve

The landscape plan for Coronation Reserve in Huntsbury was approved in 2008, but has not been fully implemented due to funding constraints following the earthquakes. This means that site clearance and maintenance has been deferred, resulting in fire risk to nearby homes. Residents have requested that the landscape plan is fully implemented and the reserve is adequately maintained so that fire risk is mitigated, new plants survive and more native birds return. The Board supports the increased budget of \$100,000 in financial years 2023 and 2024 to implement the landscape plan, including completing deferred maintenance and mitigating fire risk.

## Other

### *270 - Malcolm Long (Ōpāwaho Heathcote River Network)*

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*[Full attachment available]*

*[Climate Change, Stormwater & Land Drainage, Waterways & Quality Compliance, OARC, Governance, Consultation & Engagement, Parks, Reserves, Wastewater (Capital)]*

a. We strongly support prioritising the reduction of the impact of stormwater on the Ōpāwaho Heathcote River through appropriate contaminant reduction at source.

b. Appropriate contaminant reduction at source should include:

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2. We note that the biggest contributor of sediment to the Ōpāwaho Heathcote River appears to be the Christchurch Adventure Park

(CAP) in which the Council has a significant financial interest.

3. We seek the urgent preparation by the Council of an action plan to address erosion and sediment issues at the CAP.

4. We seek that such an action plan for remediation of erosion at the CAP be funded by the Council and implemented by 1 April 2023.

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16. We seek continuing and increased consultation and involvement of community groups in the development and implementation of projects to reduce erosion on the Port Hills through wide-scale replanting of areas in appropriate native plants.

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17. We acknowledge and support the allocations made for the Port Hills and Lyttelton Harbour Erosion & Sediment Programme (60356).

>>>

b. We seek an adequate allocation from this fund to be made to programmes that are focused on the city-facing slopes of the Port Hills to reduce erosion from area. Wide-ranging planting and maintenance of native trees on appropriate sites on the Port Hills is the only significant means to reduce sediment at source.

>>>

We trust that the adopted 2022 Annual Plan will:

Address the issue of erosion and sediment entering the river from the Christchurch Adventure Park

### **276 - Jennifer Ross**

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I would like to see the expenditure to upgrade the Templeton Domain playground brought forward to this financial year.

Parts of the playground broke recently and those parts of the playground have been boarded up rather than fixed, leaving it no longer for for purpose and dangerous (the tunnel that connects one part of the climbing frame to the section with a slide has now been

removed. When my 2 year old climbed up to the part without the slide, there was no safe or appropriate way for him to get back down, as he could not access the slide).

Further, with the cemetery pushed out, any recreation facilities that our area would have enjoyed from that will no longer be available.

As we are a physically isolated suburb, it's important that we have access to good facilities for our tamariki to enjoy, that's within walking distance from their home

### **278 - Sophie Cooper**

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Please could you consider bringing forward the upgrade of the play ground at the Templeton Domain. We are a local family and would frequent the park, however it's play equipment is not adequate. The most recent blow was after a stint of vandalism the tunnel connecting two play areas was not replaced. Please could you look at installing equipment that is suitable for all age groups .

### **280 - Jolene Eagar**

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Templeton is on the outskirts of Christchurch. Weve lived here for 16 years and absolutely love our community and the area. Our two girls grew up in Templeton, they went to Templeton Primary School and spent very many happy times over the years playing with their friends on the playground at Templeton Domain. Our children dont have many options for play that is close to home which makes the playgrounds we do have really important to local families.

I appreciate that an upgrade for the playground is in the long term plan. Unfortunately our community cant wait years for repairs and a upgrade. We really need something to be done as soon as possible please.

So much had to be removed to make it a safe play area.

We have a lot of young families who need and rely on the equipment provided and they are missing out at the moment.

### **298 - James Barber (Extinction Rebellion Ōtautahi)**

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#### **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.

### **339 - Victoria Andrews**

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I would like to support the points made in the Akaroa Civic Trust's submission.

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Appropriate conservation of the Britomart Memorial (refer to the Condition and Remedial Action Report, Ian Bowman 2002 commissioned by Liz Carter, Banks Peninsula District Council), interpretation and public access.

### **357 - Marie Gray (Summit Road Society)**

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Development of Linda Woods Reserve

We are currently developing a network of tracks for recreational access through Linda Woods Reserve in Heathcote. We take this opportunity to highlight the importance of Duncan Park to the development of Linda Woods Reserve, as Duncan Park will be one of the main entry points to our reserve. A review of the Duncan Park management plan is overdue.

>>>

Port Hills Management Plan

Finally we urge the Council to prioritise the development of an integrated Port Hills Management Plan. There have been a number of separate proposals over the last few years related to road safety and anti-social behaviour on the hills. A Port Hills management plan would enable the anti-social issues to be addressed in the context of properly integrating the management of the road into the management of the Port Hills as a whole. It would also recognise the importance of the landscape, and the ecological and recreation value of this incredible asset right on our doorstep.

### **390 - Paul Young**

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The Cross Road Reserve needs regular maintenance to pick up rubbish and address the muddy bogs that take over the entrances

every Winter. There is no pathway at all to this playground.

#### **402 - Paula Hutcheon**

The main reason I am writing a submission is in relation to the parks and facilities. We have a young family and have felt that if ever there was a time to put more money into local parks and playgrounds it is now. With the pandemic in the last two years, there were many times when we felt like one of the only 'safe' places to go for our kids to have a good run around was our local playground in Templeton. Unfortunately, given that it is getting quite run down and some of the pieces of the playground are now starting to deteriorate, it is in need of an upgrade as soon as it can be. It is great to see some of the Templeton Domain being added to - the Tennis Court and the new signs are great additions to the park. However, given that the main thing that gets used is the playground it is really important to our community that the upgrades happen sooner rather than later. We know for a fact, having talked to many families and young people in our community that a Basketball Court in the Domain would be such a great addition also and with plenty of room or a slight alteration to the Tennis Court, it could be easily transformed into a court area that could be used for a range of sports rather than just one sport that not everyone is into. Why limit such a great facility to only certain groups of people when there are a whole range of possibilities that could be looked at including expanding the playground area to cater for both young and older children with different playground equipment?

>>>

Thank you for your time and consideration and also the opportunity to share our views. We hope that our local playground and domain will be upgraded sooner, our community centre used more and for all ages both young and old to experience the best that the Council can offer them.

## **11.5. Regional Parks (Capital)**

### **General Comments**

Eight submissions were received that addressed our proposed spending on Regional Parks. One supported our proposed spend, two opposed and five provided other views or proposals.

### **Officers Response**

General request is for more capex funding for Barnett Park to enable the restoration of a track network.



### **Barnett Park & Styx River**

Investigations are currently underway on feasibility to reopen Barnett west side track. Until this is done it is not known what the cost of remediation work is.

Support for the Styx River catchment development and the park restoration led by the Styx Living Laboratory Trust is underway.

Plan proposes to push some capex out for Foreshore work and Styx river development. There will still be some funds available for priority work.

Mana whenua have an interest in the restoration of waterways.

## **Support**

### **297 - Josiah Thompson (North Beach Residents' Association)**

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NBRA supports the protection and promotion of heritage, the foreshore, and parks. In particular, NBRA supports and seeks the retention of funding below and requests that future budgets be brought forward where alignment with other projects is required providing cost effective measures:

Regional Parks Planned Coastal Assets Renewals: Project ID: 61746 (again, it is unclear exactly what this funding is for, but NBRA supports coastal assets being protected and renewed).

## **Oppose**

### **308 - Ian Burn (Flourish Kia Puawai)**

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3. While understanding the Council's workloads pressures we are however somewhat concerned about the delay to implement the organic processing plan, and parks and foreshore investment, but pleased to see this will continue in 23/24 and following years. We would request that this funding not be further delayed into subsequent years.

### **410 - Selena Coombe (Styx Living Laboratory Trust)**

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The allocation of \$43k to the Styx River Pūharakekenui Regional Parks Restoration Development (65209). SLLT *recommends* that the \$8k originally allocated for this financial year not be deferred to the following financial year.

### 120 - Sue Cooke

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Repair amenities in Barnett Park - Moncks Bay

A valuable, well loved recreational resource in the Moncks Bay area is Barnett Park with playground, Mōa Kids community creche and sports grounds in its lower area. Then a dog park at the rear, and very well used walking tracks in its upper reaches. The principal track, “the cave walk”, is a circuit of the upper valley. This circuit has been closed for 11 years, since the earthquakes.

We ask Council to increase the Regional Parks budget to carry out rock stability investigations, rock fall remediation and track reconstruction.

The East side of the track is to be reinstated after rockfall remediation work this financial year. We seek Council's support for the remainder of the track to be reinstated next financial year.

This is first and foremost a safety issue as the bluffs above parts of the track are judged unstable and at risk of falling under shaking. Notices advising this risk DO NOT deter the public and on a sunny afternoon up to 40 groups can traverse the area. Establishing a physical barrier to prevent access is impractical.

### 188 - Rosemary Neave

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I support the Redcliffs Residents and ratepayers submission about progressing Barnett Park track remediation

### 273 - Marian Krogh (Protect Our Winters NZ)

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*[Climate Change]*

As an organisation that represents the outdoor community and advocates for climate action, we would like to see outdoor and green spaces.

### 353 - Cynthia Roberts

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Request for Additional Funding for Public Safety and Improved Amenity in Barnett Park Regional Park, Moncks Bay. I support the Redcliffs Residents Association Submission on this that makes the following points

1. The sports grounds in its lower area and the dog park are very well used by hundreds throughout the city on a daily basis. With the

opening and already high use of the Coastal Pathway the toilet block destroyed in the earthquakes on Main Road needs repairing urgently.

2. Above the Barnett Park sports grounds and dog park is a stunning circular walking track up to prominent Main Cave and waterfall.

3. This circuit of the upper valley has been closed for 11 years, since the earthquakes. I am delighted that the East side of the track is to be reinstated after rockfall remediation work this financial year.

4. Council's support is sought for the remainder of the track on the western side to be reinstated next financial year. We ask Council to increase the Regional Parks budget by \$100,000 to carry out rock stability investigations, rockfall remediation and track reconstruction.

5. This is first and foremost a safety issue as the bluffs above parts of the track are judged unstable and at risk of falling under shaking. Notices advising this risk do not deter the public and on a sunny afternoon many people are spotted walking the track as it is much loved recreation area.

### **509 - Christine Toner**

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Public Safety and Improved Amenity in Barnett Park Redcliffs - new funding needed.

The principal recreational resource in the Redcliffs area is Barnett Park with sports grounds in its lower area and very well used walking tracks in its upper reaches. The principal track, a circuit of the upper valley has been closed for 11 years, since the earthquakes. We ask Council to increase the Regional Parks budget by \$100,000 to carry out rock stability investigations, rock fall remediation and track reconstruction.

The East side of the track is to be reinstated after rockfall remediation work this financial year. We seek Council's support for the remainder of the track to be reinstated next financial year.

This is first and foremost a safety issue as the bluffs above parts of the track are judged unstable and at risk of falling under shaking. Notices advising this risk do not deter the public and on a sunny afternoon up to 40 groups can traverse the area. Establishing a physical barrier to prevent access is impractical.

New budget is needed not an internal transfer within the Rangers funding. That wonderful team have enough to do with the modest sum they manage.

We have found it difficult to identify the exact budget line to which

this requested increase should apply, perhaps one of the ones below:

We have found it difficult to identify the exact budget line to which this requested increase should apply, perhaps one of the ones below:

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

Or, the Regional Parks Capital Programme (#61741, #61746 or #61757) all of which show zero allocations for both financial years 2022/23 or 2023/24.

## 11.6. Cemeteries (Capital)

### General Comments

Two submissions were received on our proposed capital spend on cemeteries, both provided alternatives to our proposal.

### Officers Response

Two submissions on cemeteries have been received. One requesting advancement of land development at Akaroa Cemetery, the second seeking reinstatement of a headstone renewal programme for headstones damaged in the 2010-11 Earthquakes

The development of more space for Akaroa Cemetery is progressing. Initial investigation works are complete. Design and documentation is next phase. Funding is available in existing cemeteries programmes.

Council previously had a programme for non-council owned headstones that suffered earthquake damage. Funding was previously allocated from FY 2019-23. This funding which is opex was cut as part of the savings completed in 2019-2020 (\$150K Opex per annum). Records identify that there are 2700 headstones requiring repair ranging in cost from \$1k to \$30k. Staff would not support inclusion of funding at this time as staff resourcing levels would not enable delivery.

If Council wished to progress the matter a contestable grant programme might be a more efficient approach in the future, enabling families to contribute and commission the work, noting that Council does not own the headstones.

### Other

#### *275 - Linda Sunderland (Friends of Akaroa Museum)*

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The cemetery extension to the Akaroa Cemeteries is taking a long time to be completed despite the community working very hard to clear the land and provide as much assistance as possible to Council staff. This land is designated 'cemetery', has been archaeologically scanned and promises have been given for plots and ashes interment however nothing has happened - why? The community wish to have their turangawaewae and whakapapa acknowledged and respected. Many in the community have generations of family and friends buried in these cemeteries and wish to be able to be placed alongside them. Please show some heart for our community

### **379 - Mark Gerrard (Historic Places Canterbury)**

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CCC CemeteriesHPC requests the Cemetery Repair Fund be reinstated.The CCC is to be commended for having a specialist Cemetery Team. (HPC has complimentedtheir work in a past Public Forum presentation.) The systematic repair of these Heritage Objectswill supplement their work and will enjoy public support.In addition there is a Bill before Parliament that will very likely direct the Council to takeresponsibility for cemetery maintenance. Setting aside funds for repair is the CCC preparing for theinevitable.

## **11.7. Foreshore (Capital)**

### **General Comments**

Three submitters provided feedback on our proposed capital spend on our foreshore. One supported the proposal, one opposed and two provided other views or opinions.

### **Officers Response**

Park and Foreshore funding to remain is supported.

Investigation work for Beachville Road Seawall is underway in current work programme. Sumner Esplanade seating will be upgraded as part of Coastal Pathway project, as funds allow.

Protection of the natural environment associated to the coastline is of significance to mana whenua and has a positive impact in regards to climate change resilience.

### **Support**

### **297 - Josiah Thompson (North Beach Residents' Association)**

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NBRA supports the protection and promotion of heritage, the foreshore, and parks. In particular,NBRA supports and seeks the

retention of funding below and requests that future budgets be brought forward where alignment with other projects is required providing cost effective measures:

Coastal Land Protection Revegetation & Amenity Planting: Project ID: 61724 (as mentioned above, it is unclear exactly which part of the coast this funding is for, but NBRA supports any funding to ensure our local coastline is protected).

## Oppose

### *308 - Ian Burn (Flourish Kia Puawai)*

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3. While understanding the Council's workloads pressures we are however somewhat concerned about the delay to implement the organic processing plan, and parks and foreshore investment, but pleased to see this will continue in 23/24 and following years. We would request that this funding not be further delayed into subsequent years.

## Other

### *240 - Alexandra Davids (Waikura Linwood-Central-Heathcote Community Board)*

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Beachville Road Esplanade – When SCIRT finished their work in the area after the Canterbury Earthquakes the grass was not replaced, the grassed area was treated as temporary as at that stage installation of a bike bump track for junior riders was under consideration for part of the area. Staff have endeavoured to reseed the grassed area on Beachville Road in 2021 however this has not been successful. The Redcliffs Residents' Association have written to the Board asking for the area to be reinstated to pre-earthquake state and protected from vehicles. The area is adjacent to the Coastal Pathway and the Board would like to ensure that all parts of the Pathway are completed and useable.

a. The Board have been advised that the estimate to have the area successfully regressed (including an irrigation system) and bollards installed is \$162,000. The Board requests funding be made available to install an irrigation system, reseeding and installation of bollards to stop the parking of vehicles.

2.10. Sumner Esplanade Seating – The Board brought to the Council’s notice the condition of the Sumner Esplanade seating at its 7 April 2022 meeting. Sumner is a significant destination for visitors from right across Christchurch, and as such its facilities need to be well maintained. The Board have requested staff advice as to the reasons for the poor maintenance of the seats along the Esplanade, and seeks to have funding for their replacement made a priority particularly given that the coastal pathway is now nearing completion.

### **297 - Josiah Thompson (North Beach Residents' Association)**

He Puna Taimoana and New Brighton Playground Maintenance. (Increase) This facility is a unique city wide asset which sits in a marine environment, therefore, requiring a higher level of yearly maintenance than most other Council pool facilities. We request that the maintenance budget be increased accordingly to reflect that. *[Coder Note: Please respond from a playground point of view only]*

North Beach Stone Wall. (Include) This approximately 100 year wall should be recognised as a heritage feature and included in Council’s heritage budget to ensure it is maintained and protected we request that it is registered as a heritage feature and budget allocated to maintain as such.

## **11.8. Public Toilets (Capital)**

### **General Comments**

Five submitters provided feedback on our proposed capital spend on public toilets. Two supported what we have proposed and three provided other views or proposals.

### **Officers Response**

Submitters expressed concern about the quality and provision of public toilets in the city.

#### **Hoon Hay Park pavilion**

The pavilion in the park and the changing rooms attached to the church building are programmed for refurbishment in FY23-24. A proposal for future replacement with a single fit for purpose pavilion will be submitted to the next LTP.

#### **Somerfield Park toilet**

This is on the programme for investigation in FY23.

#### **Toilets at playgrounds.**

Public toilets are generally provided at parks where people spend longer amounts of time (such as sports parks), larger destination parks and play areas. With approximately 408 playgrounds across the city, it is not feasible to provide toilets at all of them. Smaller play spaces cater to local residents a short distance from their residence.

Rising costs of construction may limit our ability to upgrade toilets in a timeframe acceptable to the community.

## Support

### *250 - Tori Peden (Te Pātaka o Rākahautū Banks Peninsula Community Board)*

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#### Public Toilets in Banks Peninsula

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

### *441 - Karolin Potter (Spreydon-Cashmere Community Board)*

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#### Toilet and Pavilion Upgrades

The Board has discussed the need for a funding increase to improve the condition of public toilets and pavilions across the city. One of the priorities in our Community Board Plan is to upgrade the toilets, changing room facilities and sports storage at Hoon Hay Park. These facilities are well used by many sports clubs, community groups and local residents and the park is home to a range of events, including Hoon Hay Hoops. But the use of these facilities has increased beyond their capacity. The Board has been advised that this project is prioritised within the Community Parks Buildings Development programme budget (ID 61783) in financial year 2025. While this is outside the Annual Plan's timeframe, we signal our continued support to upgrade the toilets, changing room facilities and sports storage at Hoon Hay Park in financial year 2025. This is a priority in our Community Board Plan.

## Other

### *298 - James Barber (Extinction Rebellion Ōtautahi)*

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#### 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.

### **361 - Mary O'Connor**

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Recently the paths in Somerfield Park were replaced completely. They did not require complete replacement, especially when they are not of pedestrian-friendly material. They encourage faster speeds by wheeled machines, including on the path which bisects the playground, creating a greater safety hazard for children. The FOI stated that it had a 'condition rating' that required complete renewal. The FOI stated that, "works are funded by a capital works budget in the Long Term Plan (2021-2031) signed off by the Council in 2021". So, replaced when it appears no one really checked if works were needed, and councilors and community board had no input. It is items like this that need not have occurred, creating a saving. Contrast this to the toilets in Somerfield Park, that would require much less cost to make them accessible and safer to use by removing internal walls. While CCC has great public toilet provision in many parks, there are some that need desperate improving. Safety, health and well-being priorities well down the list!

### **386 - James Barber**

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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.

## 11.9. Wharves (Capital)

### General Comments

Three submitters addressed our proposed capital spend on wharves. Two supported our proposal and two provided alternative views or proposals.

### Officers Response

There was a request for more funding for Governors Bay jetty, from the restoration trust.

There was a request for specific designs for the Naval Point Marina from a member of the community.

Te Pātaka o Rākaihautū Banks Peninsula community board provided an endorsement for the ongoing funding to implement the Naval Point Development Plan.

#### **Naval Point**

Funding for Naval Point is in the Draft Plan and can be bought forward if needed for Sail GP event facilities that line up with the approved development plan.

Marine structures and wave protection at Naval Point are part of the current Naval Point Development Plan work. The design of a breakwater is being reviewed following on site investigation. Consultation with users will continue.

#### **Governor's Bay Jetty**

The Parks Unit has been working with the Save the Jetty Trust since 2016 on this project. Initial discussions yielded a grant of \$535,000 from Council in 2019. A series of meetings were held between the Trust and Council. At that time, the Trust documented in letters to the Council that they had the cost price of the rebuild down to \$2.6 million and they asked if Council would consider committing to up to 50% - \$1.3 million, to the build. Council has granted a further \$400,000 to bring Council's total contribution to date, to \$935,000. The cost of the rebuild has now increased beyond the original \$2.6 million. The Trust has continued to talk in terms of matching funding from Council. Council has never agreed to a 50/50 cost split. Parks Staff continue to advise on and support the Trust's fundraising efforts.

Additional \$815k Capex funds will be required. If funding is allocated to Governors Bay Jetty other capital projects would need to be deferred or new funding allocated.

Lyttelton Harbour/ Whakaraupō is of significant interest to mana whenua.

## Support

### *250 - Tori Peden (Te Pātaka o Rākohaitū Banks Peninsula Community Board)*

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#### Governors Bay Jetty Restoration

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

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#### Te Nukutai o Tapoa Naval Point Development

The Board is pleased to see funding for the Naval Point Development Plan (budget ID 357) retained in the Draft Annual Plan, and continues to support the progression of this project as a Board priority. With SailGP now confirmed to come to Whakaraupō Lyttelton Harbour in March 2023, work to complete the redevelopment plan will be critical to ensuring the success of this event and future SailGP events.

## Other

### *187 - Prudence Miller (Governors Bay Jetty Restoration Trust)*

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*[Grants & Funding > Other]*

Governors Bay Jetty Restoration Trust (Trust) requests that Christchurch City Council (Council) please:

1. Formally commit to contribute 50% of the total project cost of the Governors Bay Jetty rebuild in the 2022/23 and 2023/24 (to the extent required) annual plans; and
2. Allocates capital funding of \$815,000 in the 2022/2023 annual plan for the jetty rebuild.

The Trust owns Governors Bay Jetty under a transfer agreement with the Council, which transferred the jetty to the Trust for \$1. The agreement anticipates that the Trust will undertake the demolition and rebuild of the 300m-long jetty and upon completion, transfer ownership back to the Council. There has always been an understanding, certainly by the Trust, that the Council would contribute to the total project cost on a dollar-for-dollar basis. To date, Council has already contributed \$935,000 on a fund matching basis through the 2015 and 2021 long-term plans and annual plans from 2018 onwards. On 10 March 2022, Council approved a community loan application by the Trust for up to \$1,575,000. This approval allowed the Trust to sign construction contracts to allow the rebuild to commence 1 August 2022. The construction programme duration is 5 to 6 months, which means a

completion date of approximately February 2023. The hardwood has now been ordered from Australia and is expected to arrive during the months of August and September. The total project cost is \$3,500,000 (plus GST). Below is a summary of the breakdown:

*Total Project Cost:*

Geotechnical investigation	\$76,000
Consenting fees (resource and building consents)	\$21,000
Design	\$51,000
Procurement, legal, engineering pro bono services to date	\$342,000
Eucalyptus Globoidea Timber (harvesting, transport, milling)	\$100,000
Hardwood supply	\$1,350,000
Main contractor lump sum contract	\$1,425,000
Future costs: Project management, insurance, legal, engineering, project management	\$135,000
<b>Total</b>	<b>\$3,500,000</b>

Council 50% Capital Contribution Council's half share of \$3,500,000 amounts to \$1,750,000. As mentioned above, Council has already contributed \$935,000 and the Trust has already raised \$920,000. See below

*Council Capital Contribution:*

2019/2020 (carried forward from 2018/2019):	\$535,000
2019/2020:	\$50,000
2020/2021 (released 2021/2022):	\$350,000
<b>Total:</b>	<b>\$935,000</b>

*Trust Funds Raised (as at March 2022):*

Pro Bono Professional Services/works provided:	\$340,000
Cash raised through donations, sales, grants:	\$505,000
Pro Bono Professional Services during rebuild:	\$65,000
<b>Total:</b>	<b>\$920,000</b>

Council staff have recently emphasised to the trustees that, although it has been talked about right from the beginning, currently there is no formal written agreement between the Trust and Council establishing a fund matching / equal-sharing / dollar-for-dollar arrangement. We understand the predicament for Council to commit to equal cost sharing at a time when there was no certainty around the total project cost or whether it would even be completed. Without any control over the project itself and if costs significantly

escalated (particularly in the current construction environment), Council’s liability may be greater than originally anticipated. However, given the stage the project is now at, there are a number of specific circumstances that limit this risk to Council.

1. The Trust has already completed the design and procurement and signed fixed price contracts with a start date of 1 August 2022.
2. The Trust has financial backing through its own fundraising, Council’s capital contributions to date, and the approval of the Council loan to ensure that the project can be completed by approximately February 2023.
3. The trustees of the Trust have proven their abilities to date. They are made up of professionals experienced in their particular fields, including in the engineering and legal disciplines, who are capable of seeing this project through to completion.
4. The community, including businesses, who are providing donations and pro bono services have been doing so on the understanding that each dollar committed by them is matched by the Council (up to \$935,000), which has provided extra incentive.

The Trust requests formal commitment from Council to contribute 50% of the total project cost. This assurance will assist the Trust in its ongoing fundraising communications with the community and allow the Trust to continue to communicate to the community and businesses that the Council is matching the Trust funds raised for the entire project.

Capital Request 2022/2023 If Council agree to formalise the Trust’s request to a 50% sharing arrangement, then (based on the Total Project Cost of \$3.5 million) Council’s remaining capital contribution amounts to \$815,000. The Trust request that this amount be made available in the 2022/2023 annual plan. The Trust has significant front-end costs which are due not only to the nature of this unique construction project, but which are required in order to secure fixed pricing. By the time construction commences on site in August, the Trust will have already paid for the equivalent of 70% of the total project cost. See below:

Design and Pre-construction	14%
Materials	47%
Escrow Account	9%
<b>Total:</b>	<b>70%</b>

The Trust has negotiated ownership in all materials, for which payments are required up front. Given these significant front-end costs, the Trust requests that the capital contribution of \$815,000 be released to the Trust in July 2022, i.e. the beginning of the 2022/23 financial year. To the extent that this capital is released, the Trust will not need to draw the equivalent amount from the community loan. Loan interest costs will increase the total project cost, so making this capital available up front will reduce the cost to Council overall. Although the total project cost is as fixed as possible, there is still a risk of contract variations and unforeseeable delays. If the total project cost exceeds \$3.5 million, then the Trust anticipates making a final capital request to Council in the 2023/2024 annual plan (following completion of construction) to cover Council's half share of those additional costs (which will not be known until completion of the rebuild in early 2023).

In summary, we refer to the 2022/2023 draft annual plan key principles in relation to capital expenditure – affordability and deliverability. This rebuild project has been led and managed by a capable group of professionals who have strong community support and who have proven their abilities in bringing this project through the design and procurement stages, now ready for construction. Through their abilities, expertise, and engagement with community, and with the support of Council's capital funding, this unique community waterfront facility will be returned to Council as a brand-new asset with a lifespan of at least 50 years. Based on a total project cost of \$3.5 million and equal cost sharing, the cost to Council will be just 22% of Council's 2015 estimate. What an example to set for other community-led projects, particularly in these current times! The requested capital expenditure by Council and a commitment to share the costs equally with the Trust undoubtedly satisfy the affordability and deliverability themes of the 2022/2023 annual plan.

### **392 - James Ensor (Boat Security and Safety Group)**

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*[Full attachment available]*

## **11.10. Heritage (Capital)**

### **General Comments**

Nine submitters commented on our proposed capital spend on heritage. Five supported our proposal, two opposed and four provided alternative views or proposals.

## Officers Response

Submissions reflected a community desire for the Council to look after the Council's Heritage buildings. There was support for a number of programmed Heritage repair and renewal projects (Provincial Chambers, Cunningham House, Robert McDougall Art Gallery, Yew Cottage) and one request to renew the Mona Vale bathhouse sooner than programmed. Some opposition was expressed to the proposed use of the Robert McDougall Art Gallery by the Museum with a preference for it to continue to function as an art gallery.

### **The Citizens War Memorial (CWM)**

Has been deconstructed and stored at another location while ground enabling works are carried out. Once enabling works are concluded, the CWM will be reassembled within Cathedral Square.

### **Mona Vale Bath House & Yew Cottage**

We welcome the opportunity to work with the Friends of the Botanic Gardens on fundraising. However, due to our capacity to deliver, bringing back repair of the Mona Vale Bath House would still require reprioritisation and substitution within the Heritage Renewal programme. The only project identified for possible substitution is Yew Cottage in Akaroa (FY23-24). Other submissions request that this be given priority. Yew Cottage lifting and renewal is programmed for FY23-24.

### **Upper Riccarton War Memorial Library**

Staff are currently investigating a potential opportunity with the RSA to repurpose the building, the results of which will be reported back to the Council with recommendations.

### **Robert McDougall Gallery**

Council is committed to the strengthening, restoration, base isolation and reopening of the Robert McDougall Gallery. Base isolation has been approved by Council due to the heritage significance of the gallery.

Council approved a lease to the Canterbury Museum in June 2019. Part of the agreement was for the Museum to carry out the required work at the Robert McDougall Gallery in conjunction with the Museum restoration project. While the main driver of the budget timing is to coincide with the Museum redevelopment, Council also has to consider the impacts of where the funding sits in relation to other significant projects in the Long Term Plan.

Weather tightness work on the Robert McDougall Gallery has been carried out over a number of years in anticipation of the restoration work beginning. This weather tightness work is now complete and the main restoration project is programmed to start this calendar year.

The Canterbury Museum have on a number of occasions assured Council that the Robert McDougall Gallery will be used in accordance with the Act that covers the building and the land. The Museum has also assured Council that it would continue to work closely with the Christchurch Art Gallery to show artworks from its collection. The Art Gallery continually

assesses and monitors storage requirements for its collections, as they continue to grow through acquisitions and bequests.

Barbadoes Street Cemetery Sextons - We are keeping a close eye on the House and will secure it as much as practical. Renewal works are currently programmed for FY24.

### **Provincial Chambers**

Council are working with a number of agencies to secure a lasting solution for Provincial Council Buildings. This includes restoration and a sustainable future use for the facility.

## **Support**

### **243 - Anthony Wright (Canterbury Museum)**

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Support – Capital Programme (ID45164) Robert McDougall Art Gallery Strengthening amounts We support and welcome the \$12.2m funding (plus \$0.5m funding in 2021/22) for the strengthening of the Robert McDougall Art Gallery (RMG).

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Support – Capital Programme (ID65641) Robert McDougall Art Gallery Base Isolation amounts We support and welcome the \$11.8m funding for the base isolation of the Robert McDougall Art Gallery

Support – Capital Programme (ID65641) Robert McDougall Art Gallery Base Isolation timing We support the funding for the base isolation of the Robert McDougall Art Gallery being spread over three years from 2023/24 to 2025/26

### **251 - Victoria Andrews (Akaroa Civic Trust)**

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The Akaroa Civic Trust strongly supports the repair and refurbishment of the historic 1870s cottage located at 40 Rue Jolie as well as its garden setting.

District Plan – Listed Heritage Place ASSESSMENT STATEMENT, Statement of Significance Heritage Item number 1008 (Report Dated 7 March 2015) 40 Rue Jolie and setting are of overall significance to Banks Peninsula and Christchurch as a modest colonial cottage that retains a high degree of integrity 40 Rue Jolie has historical and social significance as a simple mid-Victorian colonial cottage, and for its long association with original owner, Akaroa's cooper Daniel Holding and his family. The cottage has cultural significance for the capacity it has to provide an illustration of the lifestyles of this period. Its ownership profile is also characteristic of Akaroa, having been retained in a single family through a number of generations. 40



Rue Jolie has architectural and aesthetic significance as a very modest colonial cottage that retains a high degree of integrity, and technological and craftsmanship significance for its ability to illustrate typical period modes and techniques of construction and provide a physical link to the local timber industry.

The cottage has contextual significance in relation to its site and to the considerable number of listed heritage buildings in nearby Rue Lavaud. Its position on a corner near the waterfront provides a degree of local landmark significance. 40 Rue Jolie and its setting are of archaeological significance because they have the potential to provide archaeological evidence relating to past building construction methods and materials, and human activity on the site, including that which occurred prior to 1900.

The building has been allowed to deteriorate to an extremely poor state of disrepair since it became vacant in 2007. The council purchased the property in 1981 to ensure it was not demolished and replaced by a taller structure that would create a shadow on the neighbouring bowling green and club. It was also purchased so the bowling green could be extended when required.

The Akaroa Bowling Club parking area can be seen to the right behind the historic cottage. Recent fresh paint has improved the appearance of the cottage but the structure remains in poor condition.

*[Images available in attachment]*

### **258 - David Pannett (Creative New Zealand)**

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We note the delay to the Robert McDougall building strengthening as the offset from bringing back from future years (effectively delivering earlier) \$6 million for the Performing Arts Precinct, with the restoration work and additional investment for the Robert McDougall Art Gallery being re-phased to reflect current delivery timeframes. Investing in building strengthening will make the gallery a fit-for-purpose space and we hope to see this included in the re-phased plan, so the building is able to host high-quality exhibitions and protect its valuable collections for years to come.

### **28 - Drucilla Kingi-Patterson**

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What has happened to the War Memorial it must be reinstated back into the Cathedral Square

### **379 - Mark Gerrard (Historic Places Canterbury)**

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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.

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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 Park experience.

## Oppose

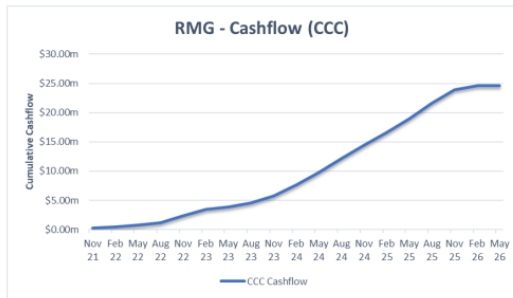
### *243 - Anthony Wright (Canterbury Museum)*

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Object - Capital Programme (ID45164) Robert McDougall Art Gallery Strengthening timing

The Museum requests that \$4.1m of the \$12.2m be included in 2022/23. In the LTP the \$12.2m funding was spread over two years being 2022/23 and 2023/24. The draft Annual Plan has delayed \$6.9m from 2022/23 to 2023/24. The Museum requests that \$4.1m be retained in 2022/23 and \$2.8m can be deferred until 2023/24. The Museum has prepared a breakdown of the RMG cashflow or spend profile. It has been difficult to quantify this, however the attached spreadsheet is our best indication at present of approximately \$4.1 million in funding being required next financial year. On discussion with the Project team, we have noted it would be impractical to be able to separately invoice the Council for the RMG portion of the works and hope to discuss with you how we might manage this efficiently, so you receive the assurance you need for Council in terms of expenditure on targeted funding without being impractical for the team.

RMG Cashflow Quarterly		Start	End	Cost	Nov 21	Feb 22	May 22	Aug 22	Nov 22	Feb 23	May 23	Aug 23	Nov 23	Feb 24	May 24	Aug 24	Nov 24	Feb 25	May 25	Aug 25	Nov 25	Feb 26	May 26		
E101 - Site Preparation		May 22	May 23	\$1.20m	\$0.00m	\$0.00m	\$0.00m	\$0.24m	\$0.42m	\$0.38m	\$0.15m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	
E102 - Substructure		May 23	Nov 25	\$18.87m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.05m	\$0.72m	\$1.51m	\$2.17m	\$2.63m	\$2.85m	\$2.80m	\$2.50m	\$1.97m	\$1.25m	\$0.42m	\$0.00m	\$0.00m	\$0.00m	
E103 - Frame		May 25	Nov 25	\$0.56m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.03m	\$0.32m	\$0.21m	\$0.00m	\$0.00m	\$0.00m	
E104 - Structural Walls		Sep 22	Feb 23	\$1.48m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.75m	\$0.73m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	
E106 - Roof		May 25	Nov 25	\$0.67m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.03m	\$0.38m	\$0.26m	\$0.00m	\$0.00m	
E107 - Exterior Walls & Exterior Finish		Aug 25	Oct 25	\$0.03m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.02m	\$0.00m	\$0.00m	
E108 - Windows & Exterior Doors		Aug 25	Oct 25	\$0.01m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.01m	\$0.00m	\$0.00m	
E109 - Stairs & Balustrades		Aug 25	Oct 25	\$0.08m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.02m	\$0.06m	\$0.00m	\$0.00m	
E110 - Interior Walls		Aug 25	Oct 25	\$0.26m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.07m	\$0.19m	\$0.00m	\$0.00m	
E112 - Floor Finishes		Sep 25	Feb 26	\$0.18m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.09m	\$0.09m	\$0.00m	
E113 - Wall Finishes		Sep 25	Feb 26	\$0.15m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.08m	\$0.08m	\$0.00m	
E114 - Ceiling Finishes		Sep 25	Feb 26	\$0.07m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.04m	\$0.03m	\$0.00m	
E117 - Heating & Ventilation Services		Feb 25	Feb 26	\$2.29m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.46m	\$0.79m	\$0.72m	\$0.28m	
E118 - Fire Services		Feb 25	Feb 26	\$0.34m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.05m	\$0.08m	\$0.08m	\$0.03m	\$0.00m	
E119 - Electrical Services		Feb 25	Feb 26	\$1.20m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.02m	\$0.24m	\$0.41m	\$0.38m	\$0.15m	
E121 - Special Services		Sep 25	Feb 26	\$0.20m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.10m	\$0.10m	\$0.00m	
E123 - External Works		Nov 25	Feb 26	\$0.12m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.00m	\$0.02m	\$0.10m	\$0.00m	
E125 - Professional Fees		Sep 21	May 23	\$2.54m	\$0.29m	\$0.29m	\$0.29m	\$0.29m	\$0.29m	\$0.29m	\$0.29m	\$0.29m	\$0.29m	\$0.29m	\$0.29m	\$0.29m	\$0.29m	\$0.29m	\$0.29m	\$0.29m	\$0.29m	\$0.29m	\$0.29m	\$0.29m	\$0.29m
Quarterly Cashflow				\$30.15m	\$0.29m	\$0.29m	\$0.31m	\$0.54m	\$1.46m	\$1.40m	\$0.48m	\$0.76m	\$1.56m	\$2.22m	\$2.68m	\$2.89m	\$2.85m	\$2.60m	\$2.83m	\$3.38m	\$2.71m	\$0.91m	\$0.00m	\$0.00m	
Cumulative Cashflow				\$0.29m	\$0.38m	\$0.89m	\$1.43m	\$2.88m	\$4.28m	\$4.77m	\$5.53m	\$7.09m	\$9.31m	\$11.99m	\$14.88m	\$17.73m	\$20.33m	\$23.16m	\$26.33m	\$29.24m	\$30.15m	\$30.15m	\$30.15m	\$30.15m	
CCC Cashflow				82%	\$0.24m	\$0.47m	\$0.73m	\$1.16m	\$2.35m	\$3.50m	\$3.89m	\$4.51m	\$5.79m	\$7.60m	\$9.78m	\$12.14m	\$14.46m	\$16.59m	\$18.89m	\$21.65m	\$23.86m	\$24.60m	\$24.60m	\$24.60m	



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Summary In summary the Museum submits: THAT Council amends the timing of the Capital Programme funding for the strengthening of the Robert McDougall Gallery to return \$4.1m to the 2022/23 year.

### 355 - Ross Gray (Christchurch Civic Trust)

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 strength of construction saw only moderate damage to the building in 2011.

### Other

#### 241 - Mike Mora (Waipuna Halswell-Hornby-Riccarton Community Board)

The Board at the request of the Upper Riccarton War Memorial Library Trust recently recommended that the Council accept a surrender of the lease and demolish the damaged buildings. The Board acknowledges that the Council accepted the recommendation but that following a presentation from Historic

## Places Canterbury

agreed to put a hold on the demolition of the Upper Riccarton War Memorial Library building. As part of its recommendation the Board sought retention of the Library site as an ongoing war memorial and it reiterates that request here.

### 363 - Timothy Seay

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#### Present situation

My understanding of the present situation is that the Museum did not raise the necessary funding by 31 December 2021 for their development project and, as a result, Council is now able to withdraw from the 50 year lease they entered into with the Museum in October 2020. It seems staff at the Council still wish to lease the McDougall to the Museum for 50 years for their exclusive use as a museum. I presume they think it should be leased as a stand-alone building.

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#### Draft Annual Plan 2022/23

In the meantime, Council's Draft Annual Plan 2022/23 shows no urgency to re-open the gallery with the necessary work not being scheduled for completion until 2025 or later. It seems the required work is still being planned to be carried out as part of a possible future redevelopment of the Museum. The simple fact is that by 2025 the Christchurch Art Gallery will be unable to accept any new works (unless they are works on paper) into the city's collection and will be desperate for more storage space and the McDougall will be the only additional space available.

And by then the Christchurch Art Gallery may well be under new management that is likely to want to use the McDougall's display and storage capacity. And they will ask "why on earth did the previous Council give the McDougall away to the Museum?" So Council needs to commence the necessary work to re-open the McDougall straight away.

#### Future of Canterbury Museum

As for the Museum, it does not have a sufficient art collection of a public art gallery standard to display in the McDougall so would have to use it as a museum. This would involve the constant moving of large 3D museum objects in and out of its 13 intimate wall specific picture galleries which would, over time, damage its heritage fabric. It would be a completely inappropriate use of the gallery that would not comply with

Council's Heritage Strategy.

Given the present economic outlook there can now be no chance it will be able to fund its present development project which is the only one which could provide sufficient space to store all their collections on site by constructing a deep basement under the entire land area of both the Museum and the McDougall which would be 2 metres below the water table. No other museum or art gallery in the country has ever built an under-water storage basement. With the alpine fault predicted to rupture in the next 50 years it has to be a very risky concept which would still have to be consented by Council.

The Council's working papers covering the Museum's consent application for their project showed that the Museum told them that because of the height restrictions on their buildings, if they were unable to gain the use of the gallery and build a deep under water basement on the entire gallery land area, they would not, in future, be able to remain on their Rolleston Avenue site.

Their present management has attempted over the last 20 years to implement two development plans without success. This is a tragedy as their buildings are in an appalling state. How they proceed from now will probably be decided by their next management team. It is unlikely they will be interested in displaying art, certainly contemporary art, and, therefore, unlikely to be interested in leasing the McDougall. Instead, with limited funds available they are likely to concentrate on just improving their own buildings on their own land area. Or they may decide the only way they can obtain the space they need for a 21st century museum is to build on a new site where they can build above ground storage in stages as future funds become available.

The future of the Museum is clearly at the crossroads and it must surely now be incumbent on the Museum Board to come to a decision on its future. This uncertainty as to their long term future questions whether the Museum is actually a sufficiently stable institution in which to entrust the future of the McDougall for the next 50 years. If they decide to leave their Rolleston Avenue site where would this leave the McDougall? The Museum would then wish to end their 50 year lease.

Future of McDougall

Council should now think very carefully about this and not, in the meantime, enter into a further 50 year lease with the Museum. Instead, they should strengthen the McDougall in preparation for its re-opening and ask the management team at the Christchurch Art

Gallery to prepare for Council a ten year plan forecasting their display and storage requirements going forward. They have never been asked to do this before. It is vital this is now done. This whole 20 year saga involving the dishonouring of the largest gift ever given to the city and the total neglect of this beautiful heritage building has become an ugly chapter in the city's history and any responsible and honourable Council would end it immediately. It is not too late for you to save the McDougall. You still have the opportunity to honour the gift, withdraw from the October 2020 lease with the Museum and proceed, as soon as possible, with the strengthening work so it can be opened to the public. It really doesn't need to be base isolated unless the Council wishes to do so. It can then once again become a museum of art. This is the most appropriate future for this beautiful neo classical heritage building and it is the only use that complies with all of the Council's obligations as well as to its donor, Robert McDougall. I believe the majority of Christchurch people wish it to be used for the city's historical collection.

*[Full attachment available]*

### **379 - Mark Gerrard (Historic Places Canterbury)**

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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.

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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.

### **427 - Jane Cowan-Harris (Friends of the Christchurch Botanic Gardens Inc)**

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### 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.
- 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*



*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 finds 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.

#### 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.



[Full attachment available]

[Signed petitions available]

## 11.11. Ōtākaro Avon River Corridor Regeneration

### General Comments

Nineteen submitters addressed the regeneration of the Otakaro Avon River Corridor. Fourteen submitters supported our proposed spend and six provided alternative views or proposals.

### Officers Response

All of the submissions were supportive of either the Co Governance model, the activity plan or the capital investment programme. One submitter appears to have the perspective that the regeneration plan is not required and the area should be left as is.

All the work referred to in the submissions is underway. There were some discrete ideas that sit outside the current green spine that Council has committed funding to that can be considered in due course.

A submission on behalf of the Waitai Coastal Burwood Community Board requesting funding for a feasibility study for a campervan park in the Brooker Avenue area would have potential cost implications. Parks planning staff are oversubscribed currently, therefore to progress this additional Opex would be required in the order of \$100K to complete a detailed feasibility study of user demand and infrastructure needs.

Mana Whenua are partners in the co governance of the OARC, therefore are explicitly involved in the decision making process going forward

### Support

#### **195 - Eric Pawson**

The appearance of the Ōtākaro Avon River Corridor Activity Plan is good to see, and the motivation behind it is commendable.

#### **224 - Sandamali Gunawardena (Property Council New Zealand)**

Otakaro Avon River Corridor Activity Plan

- Provide certainty and commitment around the implementation of the Regeneration Plan.

7. Otakaro River Corridor Activity Plan

7.1. Property Council supports the \$1.2 billion, multi decade project which will allow the community to connect to the Otakaro River. We support city designs that enhance economic growth

and development. We agree that the Otakaro Avon River Corridor could be the jewel in Christchurch's crown; it has been planned, we now need certainty and commitment around implementation. This certainty will catalyse private sector investment in the corridor.

### **235 - Jenny Hughey (Environment Canterbury)**

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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.

### **265 - Rachel Crawford (RRBA Richmond Residents and Business Association/ 'We are Richmond')**

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#### **1. Avon Otakaro River Corridor and the RRZ in Richmond**

We support the OARC activities plan and the additional \$20 million that has been allocated. There is a significant portion of the Avon Otakaro River Corridor that sits inside the Linwood-Central-Heathcote ward. Otakaro Limited have spent millions on the Avon Loop in a former residential area that does not exist anymore, yet there are very engaged people who have put in thousands of volunteer hours and planted 1000 of plants in and around the Richmond part of the river corridor. There have been very few other groups who can display the same outcomes, yet there is no mention of support from either community board. By comparison, Pegasus Burwood has highlighted the Red Zone as one of their priorities!

We see the Red Zone as an opportunity to revitalise the rest of our suburb and we do not want to see the activities lose momentum through lack of support from the Community Board and/or the Council, eg. cleaning up the roading and areas around it as well as supporting the future plans of the Riverlution collective.

Specifically we would like the council to advocate for Richmond Landing to be placed on the left bank of the river close to the Richmond Community Garden and Avebury house, which are local community assets that have been successfully activated. Ideally we would like the cultural and locational narrative woven into the design of the landing. The placement of the landing on the right bank of the river seems inappropriate as there is no immediate community near it and all the activity and access is on the left bank side of the river.

We wish to see the co-governance establishment committee set up in the coming months with the appropriate budget to support the work.

### **270 - Malcolm Long (Ōpāwaho Heathcote River Network)**

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*[Full attachment available]*

*[Climate Change, Stormwater & Land Drainage, Waterways & Quality Compliance, OARC, Governance, Consultation & Engagement, Parks, Reserves, Wastewater (Capital)]*

The Mayor's message indicates that the separate Ōtākaro Avon River Corridor (OARC) activity plan is "one of the most exciting opportunities in our city, a true legacy in the making for generations to come2."

a. We support the funding for OARC activity plan as a means of improving the water quality of one of the important waterways that make Christchurch the great city that it is.

### **297 - Josiah Thompson (North Beach Residents' Association)**

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NBRA supports the proposed investment in transport infrastructure, including roads, public transport, walkways, and cycleways. In particular, NBRA supports and seeks the retention of funding for the following projects:

- Regenerating the Ōtākaro Avon River Corridor.

### **308 - Ian Burn (Flourish Kia Puawai)**

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2. It is also positive to see increased funding for flood prevention and an additional 20.5m going into Otakaro/Avon former red zone developments.

### **334 - Colleen Philip (Sustainable Otahutahi Christchurch Inc)**

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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 Ōpāwaho 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.

### **351 - David Close (Christchurch East Labour Electorate Committee)**

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We note with approval the following policies, programmes and projects:

2.5 The decision to have a co-governance regime for the Otakaro-Avon River Corridor and to allocate \$12m over the next two years for capital works.

### **353 - Cynthia Roberts**

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- I support work on the Ōtakaro Avon Green Spine Corridor proposals for the Red Zone and proposals for co-governance

### **367 - Bebe Frayle (Dallington Residents Association)**

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It is great to see the budgets for the OARC being consolidated and the focus on setting up the co-governance arrangement. This has been a long time coming and we are looking forward to significant work getting underway - stopbanks, stormwater etc.

### **373 - Finn Jackson**

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We support the proposed spend on the Otakaro-Avon river corridor. We're excited by the opportunities provided by this project for regenerating native biodiversity and habitats, and its' emissions sequestration potential. We'd like to see a particular focus on regeneration and creation of wetlands due to their positive effects on water quality, carbon sequestration, and providing protection from flooding and storm surges.

### **393 - Marie Gray**

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- Investment in the Ōtakaro Avon River Corridor and planning ahead for a similar scale of investment in other waterways, including the Ōpawaho, Whakaraupō and Ihutai. The health of Christchurch waterways is a disgrace.

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I am also in full support of CCC working closely with Ngāi Tahu on all matters, including co-governance around the Ōtakaro Avon River Corridor. I would urge the Council to be very thoughtful in its approach to the Three Waters Reform. Keep an eye on the long term goals not on short term politics.

### **437 - Chris Ford (Disabled Persons Assembly NZ (DPA))**

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DPA welcomes the opportunity to submit on the Christchurch City Council's Annual Plan 2022-23.

From our perspective, Council has moved to implement several positive initiatives during the past year.

These have included beginning to implement the Ōtākaro Avon River Corridor (OARC) Activity Plan. We note from the annual plan that Council is intending to work with the community and Ngāi Tahu (and Ngāi Tūāhuriri as mana whenua) on how to best use this area. DPA would like to be included, alongside other disabled persons organisations, as one of the stakeholders alongside Te Tiriti and other community partners in any decisions around doing so, to ensure that the area is accessible to everyone.

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DPA recommends that Council, mana whenua and relevant organisations involved in the Ōtākaro Avon River Corridor (OARC), and Edgware Pool developments involve us, disabled people, and our disabled people's organisations in co-design-based discussions on them

## Other

### 142 - Netta Brown

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Enclosed is a copy of the reserve application | rushed out in December 2021.

There is a lot of support for this.

The President of the NZ Medical Association emailed me to the effect that he would do anything he could to help make this area a reserve for the public health benefit.

Mr Bevan Eyles, 3 x NZ Fitness Instructor of the Year, author of several fitness books, and founder of the 'Get up to Five' groups in Wellington and Christchurch which run in Hagley park at 6am and 6pm each day is also supportive.

With Eyles advice, | asked landscape designers to create a visual for the Council of the area showing how it can be used to preserve the unique, spectacular landscape and riparian areas while providing inviting, free recreation amenities for all ages.

It includes 4 tennis courts (which are already there), 2 tennis backboards, 2 full basketball courts (1 is already there), drinking fountains, toilets, 2 'green' kayak ramps (already there), bird-watching areas, fruit and nut-tree searching areas, dogwalking,

cycling, and inviting jogging loops of 1km, 1.5km, 5km and 8km, with distance signage and other encouraging posts along the way to keep it interesting.

There is already public transport to points all around the periphery.

Everyone who walks into the area says it is far more beautiful than Hagley Park.

It would be a crime to despoil it.

It must be preserved. It is a special landscape now.

Covid is a circuit breaker. The 'other' project envisioned by the CC must be scrapped.

The best defence is to keep healthy and keep lungs healthy. The best way to do that is by walking or otherwise physically enjoying this recreation and landscape amenity.

This plan costs virtually nothing. The Dept. of Conservation can foot the bill.

| have much more information to share, but will send this for now.

Please - no artificial so-called 'Eden'

Do not put anything artificial in this beautiful reserve, even if it calls itself 'Eden'. It would be unconscionable to put anything artificial into this pristine reserve. It would be unconscionable to allow an artificial environment like the Eden Project to despoil this emergent multi-million dollar nature, recreation landscape amenity. It is also illegal on several grounds.

Outdoor enjoyment at our doorstep There are flowers, fruit and nut trees which families like to search for. It is a favourite place for walking, throwing sticks to dogs, cycling, jogging, fun runs, skateboarding, kayaking, tennis, basketball, picnicking and birdwatching. Native birdlife and riparian species were gradually reappearing until city council 'regenerate' activities too near the water caused those we had to suffer and leave.

Many species are fiercely territorial and require a riparian zone of at least 300m? such that this area can only support 1 or 2 mating pairs of certain species. We must provide this space for a healthy and varied birdlife. As it is, the city council is filtering out everything except a few mallards.

It is all free Money is not used in this area. Young and old come here freely to enjoy the space. We only need a few bike stands, toilets and drinking fountains. | have already asked the Tall Blacks to provide another outdoor basketball court.

Wilfully blind decision-makers | have talked to city councillors, board members, community groups, science advisors, LINZ officials, artists

who have drawn the landscape designs for the council, environmental planners, DoC rangers, planners and officials and not a single one had actually visited the area, gotten out of their car, and actually walked in the area. Not a single one had any first-hand in-depth knowledge of the area. Not a single one had taken a survey of the existing flora and fauna to make sure it was not harmed and driven out by their short-sighted interference. Virtually everyone with decision-making power was looking at a computer or some absurd Disney-esque 'draft plan' with no basis in reality. The LINZ worker said her computer was still showing the area as residential and therefore felt she could desecrate it with plastic-covered commercial farms. The DoC decision-makers were in Hamilton, looking at computers, and thought Morris, Robson, Maling and Galbraith Streets were still city-council operated roads - when they are, in fact, just cracked concrete rubble.

Please - no artificial so-called 'Eden', no 'farms' until our birds are not starving to death and get back the meadows they need for foraging and resting... and so forth

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Notes on the illegal and unconscionable leases and licences

| finally found the LINZ employee? who said she had sole discretion to allow the commercial and other farm and commercial activities in the Avonside Redzone Area.

Computer glitch — not 'urban' She said the LINZ computer was out-of-date and still showing the area as 'urban' and 'residential' so went ahead of her own accord and okayed them even though she knew the land in fact had not been legally 'urban' or 'residential' for over 10 years.

Destroy landscape, devalue Christchurch Also, she knew the land had never been 'commercial' or 'farm' and any 'commercial' or 'farm' activity would wipe hundreds of thousands of dollars off property values, destroy the scenic landscape amenity and depreciate the whole of Christchurch.

Duration — days, not years Also, she acknowledged that any Redzone activity could not exceed 100 days, but at her discretion she felt that several years would be okay.

No social purpose- anti-social effect She admitted that any so-called social purpose of a commercial 'urban' farm could only be achieved in areas that were in fact built-up, cityfied and actually 'urban'. And that any social purpose of yet another farm was insignificant compared to the social purposes served by a nature/recreation/landscape amenity for all people at their own

discretion, for their own purposes, for now and for future generations.

No social purpose- anti-social effect She admitted that any so-called social purpose of a commercial 'urban' farm could only be achieved in areas that were in fact built-up, citified and actually 'urban'. And that any social purpose of yet another farm was insignificant compared to the social purposes served by a nature/recreation/landscape amenity for all people at their own discretion, for their own purposes, for now and for future generations.

Conservation areas | asked for the surveyor data on conservation margins and buffer zones since these commercial activities fall within them and are strictly forbidden there - she refused.

Public will The public overwhelmingly wanted to conserve and protect the nature and wildlife corridor at the heart of the Redzone in its natural state without manmade structures. Not a single person said, 'Oh, let's lease or give the scenic landscape, recreation and wildlife areas crucial to ecosystems and to our physical and mental health, and enjoyed by thousands each day, to commercial enterprises, even though that is strictly illegal under both national statute and city law, so they can obliterate the wildlife, fence it off, cover it with rows of white plastic hoop houses, crummy portables, shipping containers and cars and watch us 24/7 with security cameras.'

Public will The public overwhelmingly wanted to conserve and protect the nature and wildlife corridor at the heart of the Redzone in its natural state without manmade structures. Not a single person said, 'Oh, let's lease or give the scenic landscape, recreation and wildlife areas crucial to ecosystems and to our physical and mental health, and enjoyed by thousands each day, to commercial enterprises, even though that is strictly illegal under both national statute and city law, so they can obliterate the wildlife, fence it off, cover it with rows of white plastic hoop houses, crummy portables, shipping containers and cars and watch us 24/7 with security cameras.'

Fatal objection In addition, they cannot be in the Redzone if objected to by a local enterprise. The owner of Dan's Fresh Produce, a vegetable store just 50m up on Stanmore, told me he objects strongly to them and wants them gone. He follows the rules. He does not take public money. His tunnel houses are properly in farm areas in Marshlands.

Refuse the leases The City Council must not accept the transfer of the farm leases and licences." The LINZ leases and licences are void for several forms of illegality. The activities destroy ecosystems,



landscape and property values. They ruin the view and the nature and recreation amenity. They hurt the entire city. The leases must not be transferred to the Council. The operators must leave and take away the fences, buildings and plastic. They are unconscionable in Te Awa, Little Hagley or Hagley.

*[Full attachment available]*

### **170 - Ben Croll**

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Red zone Recovery/ Feilds to Forest is an "idea" at this time.

The goal will be to have school kids and anyone wanting to volunteer, to work on planting new, native trees that benefit our birdlife and create forests among the red zone (horseshoe reserve area ect)

Hoping to install a high quality professional level disc golf course.

Multiple running / walking tracks though the new forests to get the sense of outdoor immersion right in the city.

Providing adequate habitat for our amazing wildlife

Teach and inspire kids to care about our environment and become passionate about outdoor education

### **191 - Bebe Frayle (Waitai Coastal-Burwood Community Board)**

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

Funding for a feasibility study to support a campervan park in the red zone around Brooker Avenue. This has support from the New Zealand Motor Caravan Association and the Burwood East Residents' Association. A campervan park in this area would provide passive surveillance in an area that is subject to theft and vandalism from time to time.

### **195 - Eric Pawson**

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*[Other > Consultation Process/Engagement and Communications]*

This submission is about how it will work in practice from a public point of view.

On page 7, it says: 'The Parks Unit is responsible for coordinating the cross-Council programme, reporting to the co-governance body and engaging with the community'. How that interface works, and the extent to which it is facilitative, is what interests me. After many

years of waiting for red zone matters to get to the action stage, it would be good to know that the mechanisms connecting members of the public with council staff are easy to navigate.

I urge council to ensure that some effort and resources are applied to ensuring that the interface is fit for purpose. Merely having an interface does not of itself solve the problems that can arise when people try to interact with bureaucracy. Also although one point of entry is very helpful, it is often what happens beyond that point which can be very challenging.

### **397 - Kari Hunter**

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Amongst many sensible components in the LTP and Annual Plan, I particularly want to express support for your plans to:

>>>

establish a co-governance model for development of the Ōtākaro Avon River Corridor

### **69 - Sam Leonard**

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[Transport > Footpaths & Streetscape]

The Ōtākaro corridor is starting to take shape which is fantastic. I commute to work by bicycle every weekday using the Ōtākaro corridor from Dallington to the CBD and it is a fantastic and well used pedestrian asset. It will be even better once this starts to be tidied up through the Ōtākaro Avon River Corridor Regeneration Plan.

There is however at least two major pinch points along the corridor that disrupt it's use and safety as a commuting route to and from the city. These are at the Stanmore Road and Fitzgerald Ave intersections where there are no safe ways to cross the roads other than using pedestrian road crossings that are not on the right side of the road.

A potentially simple and cost effective solution would be to install some floating pontoons on the river banks underneath these two bridges to allow pedestrians to cross underneath the bridges. This would provide a safe means for navigating the bridges by avoiding vehicle traffic and without having to exit the corridor to cross the road and return to it on the other side of the bridge.

I think this would encourage even greater use of the corridor as a commuting route, particularly by cyclists and families with young children. This in turn will help deliver on the cities aspirations to

reduce GHGs and distinguish Christchurch as a leader in pedestrian commuting.

## 11.12. South New Brighton & Southshore Estuary Edge

### General Comments

One submission was received on the South New Brighton and Southshore Estuary Edge.

### Officers Response

A submission raised concerns that some of the budget in the LTP for this project had been pushed back to 2024. The submitters sought reassurance that the money was still ring-fenced, and that it could be brought forward if the project required it.

A submission requested clarification of an existing capital project: the South New Brighton & Southshore Estuary Edge. There is \$5.7m budgeted for erosion control works up until FY24. In addition 3 Waters have a fund for the flood protection element. The work is progressing as per the accepted programme. If works accelerate then the funds will be available to support this. However, the project has a complex consenting element (ECAN) and this has the potential to delay work. At this stage we are on track. The work is located within an area of significance for Mana Whenua, who are actively engaged in the project.

### Other

#### *68 - SSRA South shore residents association (South shore residents association)*

It is an ecological embarrassment that the estuary edge has taken this long to resolve.

>>>

SSRA notice that some of the funding for the estuary edge has been deferred until 2024. We have been assured that this is because the money will not be required until that time. We would like to confirm that the funds will remain ring fenced for this project and that they will be available if required earlier. We have also been assured that this deferment will not delay the project in anyway. SSRA want indicate that it would be unacceptable for this deferment to have any detrimental effect on the timing of the project.

>>>

The red zones have not been given sufficient care- re wilding is not care. There is obsolete infrastructure (stormwater pipes) that is causing ongoing water management issues.

# 12. Libraries

## 12.1. Libraries (Operations)

### General Comments

Five submitters provided feedback on our proposed operational spend for libraries. Four of these supported our proposal and one provided an alternative proposal.

### Officers Response

#### Support

One submission expresses appreciation for Council's ongoing investment in funding of community and central city facilities including libraries.

The recent removal of charges for overdue library items is supported by two submissions.

#### Other

One submission requested the addition of a public notice board in Tūranga for the creative arts.

During the planning and fit out of Tūranga, a decision was made to not install noticeboards. Noticeboards take up space, they need a significant amount of staff time to keep tidy and up-to-date, and they are less essential now that many online alternatives exist. Community noticeboards are still available at community libraries. Tūranga staff are available to discuss alternative ways to support creative arts' networks.

### Support

#### 16 - Yolanda Soryl

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I use the CCC libraries and leisure centres and think they are great.

#### 23 - Cameron Bradley

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I support the simplification of fees and support the removal of overdue library fines.

#### 258 - David Pannett (Creative New Zealand)

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We tautoko (support) the continued substantial investment being made to support the city's network of community facilities. Community centres and halls, libraries, Christchurch ArtGallery Te Puna o Waiwhetū, Christchurch Town Hall and Tūranga all provide spaces and services that contribute to the city's social and cultural wellbeing and support the arts community.

### 39 - Shane McInroe

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I support no overdue fee at the library's

Other

### 28 - Drucilla Kingi-Patterson

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1, need a public notice boarded or blackboarded at the central library to network with creative artis

## 12.2. Libraries (Capital)

### General Comments

Five submitters provided feedback on our proposed capital spend on libraries. Four supported our proposal and one provided an alternative proposal.

### Officers Response

#### **Support**

One submission supports the construction of the new Hornby Centre.

Two submissions support the repair of the South Library and Service Centre from FY24, and request that the project is not further delayed. The Waihoru Community Board requested input into the design process and requested a temporary library be set up while the building is closed for repair. The board also requests that the library repair project is carried out in conjunction with the mid-Heathcote Masterplan implementation project (ID 1410) and where possible will coordinate construction with the Masterplan work.

#### **Other**

One submission supports bringing the repair of the South Library and Service Centre forward to the 2023/24 Annual Plan and requests that the community riverside education and information facility be incorporated into the repaired building using a co-design approach with mana whenua and the community. Also that the length of closure for repairs be minimised as much as possible.

#### **South Library**

The availability of funding for the repair of the South Library will need to be confirmed through the 2023-2024 Annual Plan process. The project will ensure that the Community Board are invited to be part of the design process.

Preliminary planning for a temporary facility has been initiated, noting that additional funding would be required.

The South Library and Service Centre has a te reo name; Te Kete Wānanga o Wai Mōkihi.

<https://my.christchurchcitylibraries.com/te-kete-wananga-o-wai-mokihi/>. The te reo name will be included in both the Project title and in the site signage for the repaired facility.

The South Library project team are aware of the Mid-Heathcote Masterplan Implementation Project (ID 1410) and where possible will coordinate construction with the Masterplan work.

Consultation will be undertaken regarding the South Library and Service Centre with the current stakeholders, community groups, and members of the local community, and suggestions put forward for consideration during the planning and design phase.

Staff have contacted the Parks Waterways Education team about the possible incorporation of a riverside education and information centre into the repaired facility.

All efforts will be made to minimise the length of the library's temporary closure.

## Support

### *258 - David Pannett (Creative New Zealand)*

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We tautoko (support) the continued substantial investment being made to support the city's network of community facilities. Community centres and halls, libraries, Christchurch Art Gallery Te Puna o Waiwhetū, Christchurch Town Hall and Tūranga all provide spaces and services that contribute to the city's social and cultural wellbeing and support the arts community.

### *357 - Marie Gray (Summit Road Society)*

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South Library & Service Centre Earthquake Repairs

We support bringing forward earthquake repairs to this building to 2023/2024. This building is a valued resource for community groups, including the Summit Road Society.

### *364 - Dorothy (Dot) Lovell-Smith*

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Great that building work has at last started on the Hornby Pool, Library, Service Centre Complex. I hope I live long enough to get to swim there.

### *441 - Karolin Potter (Spredon-Cashmere Community Board)*

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South Library and Service Centre Earthquake Repairs (ID 20836)

The Board supports the budget for the South Library and Service Centre Earthquake Repairs (ID20836) scheduled to start in financial

year 2024. We expect that this project will not be further delayed, and that we will be involved in the design process.<sup>3</sup> This building from its very first day has been a very much loved centre for the local community. It is important for the Waihoru Board that an alternative building close to the South Christchurch Library is found to provide interim basic council and library services. We hope too that a te reo name is negotiated for the repaired building. Apart from obvious and important reasons for a name change, nothing could be more boring than its current moniker. We also ask that this project is carried out in conjunction with the Mid-Heathcote Masterplan Implementation project (ID 1410) so that building works are coordinated with improvements to the adjacent Ōpāwaho Heathcote River.

## Other

### *270 - Malcolm Long (Ōpāwaho Heathcote River Network)*

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*[Full attachment available]*

*[Stormwater & Land Drainage, Waterways & Quality Compliance, Consultation & Engagement, Service Centres (Capital)]*

Communities and Citizens - Libraries

7. We support the bringing forward of the South Library & Service Centre Earthquake Repairs (20836) to the 2023/2024 Annual Plan.

a. This facility is a valued resource in the community. It is used by us on a regular basis and provides excellent support.

b. We seek that the repairs to the Service Centre take advantage of the opportunity and the proximity of the river to incorporate a community riverside education and information facility which will improve understanding about the river and facilitate community action to improve water quality.

c. We seek that the co-design of a community riverside education and information facility be developed in conjunction with mana whenua and the community.

d. We seek that the repairs will be expedited to minimise the considerable disruption that its temporary closure will bring to the community.

>>>

We trust that the adopted 2022 Annual Plan will:

Include allocation for a river-focused education facility as part of the South Library & Service Centre earthquake repairs

# 13. Community Facilities

## 13.1. Community Facilities (Operational)

### General Comments

Ten submitters provided feedback on our proposed operational spend on community facilities. One supported our proposal, four opposed and 5 provided alternative views or proposals.

### Officers Response

Submitters asked Council to ensure its community facilities are maintained and to support their activation and operation. Templeton and St Albans Community Centres were specifically mentioned.

A submitter requested that the assessment of the need for a facility at 10 Shirley Road should include an assessment of the wider provision of facilities in the wider area. (This will be responded to under the sub-category Community Facilities Capital.

There was support for the retention of 151-3 Gilberthorpes Road and opposition to the disposal of the same.

In the 2021/31 Long Term Plan Council increased the capital replacement and renewal budget for community facilities by between \$1,000,000 and \$1,500,000 per annum. Council also agreed to dispose of five facilities which were surplus to requirements. The nett effect of these decisions is considered sufficient to effectively resource the maintenance of existing facilities.

There is provision within existing operational budgets to activate and support the operation of Templeton, St Albans and other facilities.

Council is currently obligated to follow through with an offer-back process with Gilberthorpes Road. Should this not eventuate the potential disposal options will be brought back to Council before decisions are made.

Gilberthorpes Road is earthquake prone, areas of the facility are in poor condition and it is not considered suitable for a community facility partnership. Council's Community Development Team is working locally with groups to explore the use of the current Hornby Library as a community facility as an alternative to Gilberthorpes Road.

- High level CAPEX estimate to complete essential repairs for Goulding Ave: \$1,525,000 plus ongoing \$40,000 Replacements & renewals p.a. – Annual OPEX \$40,000 (appx)
- As above for Hornby library \$335,000 plus \$45,000 p.a. – Annual Opex \$45,000 (appx)

Rūnanga, the previous tenant and the Waipuna Community Board were consulted prior to Council's decision to dispose of Gilberthorpes Road.



## Support

### *437 - Chris Ford (Disabled Persons Assembly NZ (DPA))*

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DPA acknowledges that there are not any significant changes in this year's annual plan. However, we do wish to emphasise some key issues that we either wish to reiterate or seek clarification upon. DPA acknowledges that there are not any significant changes in this year's annual plan. However, we do wish to emphasise some key issues that we either wish to reiterate or seek clarification upon.

The second point is also based around infrastructure and, more specifically, the Council's plan to maintain the upkeep of roads, facilities, and footpaths up to standard. DPA welcomes this commitment given the economic pressures this country is facing.

## Oppose

### *254 - Lavinia Vea'ila*

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Disposal of 151 Gilberthorpes Road building -

Yes this should be kept in the community for service like our to run from this building where we help vulnerable families their children provide the extra support that they can not afford for their kids to do well in school and no just that it will also bring together a community and will build it stronger get our children Pacific and Maori all nationality out of the poverty cycle if we provide our children with a safe space for learning and have the support of the community around them with the homework programs we see our children strive we can see our Hornby families succeed we need this space to make changes for the community for the future of our kids in the community a safe space that is desperately needed for our children to learn safely. We can also run our other project here in this space. Please let us have this space as our SAFE SPACE for our community and Children to learn in we can achieve alot when a community works together not just Tongan youth Trust but also the groups in Hornby that is wanting a safe space like us to use and help build the community for the better. PLEASE HEAR US AND GIVE US A SAFE SPACE TO WORK ALONG SIDE OUR COMMUNITY

### *283 - Brian Dixon (Hornby community MenzShed Inc)*

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Disposal of 151 Gilberthorpes Road building

The Hornby Community Menz Shed request that council reconsider the proposal to dispose of the site at 151 Gilberthorpes Road. The Hornby shed has been established for just under a year and is currently looking for a site to use as a base/workshop/shed. The existing buildings on site would be very suitable for our purposes. Like all true sheds we could expand to fill whatever space was available but realistically would expect to share the site with other community groups. We would expect to have exclusive use of part of the site as a workshop, but the likes of meeting rooms, kitchen, tea room, ablutions etc could easily be shared with other groups. We expect to be meeting 2 to 5 days a week depending on member demand. We expect that other groups on site would also have areas for their exclusive use.

The Hornby Shed currently only has 15 members, as we are still in the setup phase and without a base do not have a lot to offer prospective members. Once we have a base we anticipate that we would soon have between 50 and 100 members (based on the experience of other Menz Sheds in the city).

The Hornby Community Menz Shed is affiliated to Menz Shed New Zealand Inc. The Shed caters primarily (but not exclusively) to older, retired men by providing a venue for socialising and to carry out meaningful constructive work. As part of this the Shed would engage in community projects.

Although we do not have a large membership or a base and have only been going for a short time we have undertaken two community projects: working with a local primary school to tutor 90 pupils in some basic wood work skills; repairing equipment for a local kindergarten. We are currently looking at two further projects: assisting with upgrades to Wycola hall; refurbishing the outdoor area at Hornby Community Care Centre.

Once we have a base, and with increased membership, we would anticipate an increase in community related projects. In particular if we were to lease part of 151 Gilberthorpes Rd we hope to establish an ongoing relationship with Gilberthorpe School and with other community groups which may also use the site. For example we could work with other groups to set up a community garden on the site.

We would expect that if we leased part of the site we would assist with the maintenance of the site, depending on the expertise of our members at the time.

We have been in discussions with council about the possibility of placing a relocatable building on Wycola park. While not discounting this option, the use of Gilberthorpes Road would offer

some advantages. We require a resource consent to use Wycola park. There is some cost, a considerable time delay and no guarantee of the outcome to obtain this consent. There is also significant cost to provide foundations and services for a relocated building. Furthermore, by the time we obtain the resource consent we may have lost the window of opportunity to obtain the relocatable building. We are therefore interested in the possibility of using 151 Gilberthorpes Rd site.

### **312 - Marc Duff (Greater Hornby Resident)**

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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.

### **364 - Dorothy (Dot) Lovell-Smith**

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I do not approve of the council selling land assets. I could not find a list of the proposed land sales but I understand one property in Hei Hei on the corner of Kaniere Av and Gilberthorpe Rd may be sold. I would like the sale to be cancelled and a full community consultation taken with local residents, community groups and cultural institutions like the Christchurch School of Music, and the WEA. It complex of buildins could become a cultural hub like Avice Hill in Memorial Ave if it was preserved and managed by the CCC. The South West of Christchurch is lacking in easy access to places like music and art schools.

## **Other**

### **241 - Mike Mora (Waipuna Halswell-Hornby-Riccarton Community Board)**

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*[Revenue > Other]*

The Board notes that the Plan includes additional revenue of 1.9 million dollars from surplus property to be disposed of. The Board reiterates its submission on the Long Term Plan supporting in principle the disposal of properties that are surplus to the Council's

requirements but cautioning against disposal of property for which there is or could be a current or future community use. 151-3 Gilbertthorpes Road is included in the list of properties for disposal but the Board has become aware that there are now a number of potential community uses being put forward for these premises and it therefore asks that the disposal of this property be revisited.

### ***265 - Rachel Crawford (RRBA Richmond Residents and Business Association/ 'We are Richmond')***

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We see the polarised views surrounding the issues concerning 10 Shirley Road as a catalyst for further discussion about the overall provision of current and new amenities in our area. We would therefore be more interested in participating in such discussion rather than making a yes/no decision about 10 Shirley Road. Current community facilities (parks, playgrounds) are heavily used and require upgrading. These needs should be addressed in future discussion, as well as supporting the community groups that are currently working on a shoestring budget.

### ***339 - Victoria Andrews***

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Strong support for the repair and refurbishment of 40 Rue Jolie, Yew Cottage

### ***356 - Emma Twaddell (St Albans Residents Association )***

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The St Albans Community Centre has been open for a year. Well partly open! Please come in one day and feel what this wonderful community asset is bringing to people's lives. Thank you very much and we look forward to working with the Council in this successful collaboration.

We submit that the CCC gives on-going financial contribution towards the management of the building.

### ***402 - Paula Hutcheon***

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On a separate note, we would also like to see our local Templeton Community Centre being used much more during the week for a range of purposes including exercise classes / various clubs / activities for kids / young people. It is under utilized and has so much potential for offering our community more experiences. Thank you for your time and consideration and also the opportunity to share our views. We hope that our local playground and domain will be upgraded sooner, our community centre used more and for all

ages both young and old to experience the best that the Council can offer them.

## 13.2. Halls & Community Centres (Capital)

### General Comments

Eleven submitters provided feedback on our proposed capital spend on halls and community centres. Two supported our proposal, one opposed and eight provided alternative views or proposals.

### Officers Response

Submitters expressed support for the ongoing development of community facilities, including pools, libraries art galleries and community centres. Submissions reinforced the need for existing facilities to be maintained. More specifically there was support for the further development of the existing Hoon Hay Community Centre, a sustainable Phillipstown Community Hub and a community facility at 10 Shirley Road.

In the 2021/31 Long Term Plan Council increased the capital replacement and renewal budgets for community facilities by between \$1,000,000 and \$1,500,000 per annum. This is considered sufficient to effectively maintain facilities.

Council have set aside approximately \$250,000 with a contingency of \$50,000 for the re-development of the Hoon Hay Community Centre working with the Hoon Hay Community Association Incorporated, Community Development Team and the Waihoru Board. Provided the project can be delivered within budget there is no impact on rates or levels of service.

Staff are currently working collaboratively with a range of stakeholders including the Phillipstown Hub, MOE and Community Board on the ongoing sustainability of the HUB. The Hub is aligned with Councils Community Facilities Plan 2020 and Strengthening Communities Together Strategy 2022. The Hub also assists engagement with Mana Whenua and people from many diverse backgrounds. Operational resources are already set aside for this work to continue at no additional cost to rates or negative impact on other activities. Council has set aside \$3,706,796 in 2024/25 in the draft 2022/23 Annual Plan as a capital contribution to a future facility in Phillipstown should this be needed. The cost to rates is approximately 0.083%.

\$3,706,000 is set aside in the 2021/31 LTP in years 2029/31 as Council's contribution to the development and operation of a community centre at 10 Shirley Road. Council have also set aside \$35,000 for an updated feasibility study. Due to the impact of COVID-19 this study has been delayed, however staff are confident it will be completed to inform any changes to the time frame of this project that Council may wish to make in the 2024/34 Long Term Plan. The assessment of the need for a facility at 10 Shirley Road will include an assessment of the provision of facilities in the wider area. As the financial provision is included in the 2021/31 Long Term Plan there are no impacts on levels of service or additional cost to rates.

## Support

### **258 - David Pannett (Creative New Zealand)**

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We tautoko (support) the continued substantial investment being made to support the city's network of community facilities. Community centres and halls, libraries, Christchurch ArtGallery Te Puna o Waiwhetū, Christchurch Town Hall and Tūranga all provide spaces and services that contribute to the city's social and cultural wellbeing and support the arts community.

### **437 - Chris Ford (Disabled Persons Assembly NZ (DPA))**

---

DPA acknowledges that there are not any significant changes in this year's annual plan. However, we do wish to emphasise some key issues that we either wish to reiterate or seek clarification upon. DPA acknowledges that there are not any significant changes in this year's annual plan. However, we do wish to emphasise some key issues that we either wish to reiterate or seek clarification upon.

The second point is also based around infrastructure and, more specifically, the Council's plan to maintain the upkeep of roads, facilities, and footpaths up to standard. DPA welcomes this commitment given the economic pressures this country is facing.

## Oppose

### **4 - Mark Penrice**

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Not enough spent on maintenance.

No point building stuff if you cant afford to own it.

## Other

### **271 - Joanna Gould**

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*[Full attachment available and additional document]*

Thank you for reading my written submission & Shirley Centre Concept .pdfs (see attached).

Please don't think 'not my people, not my problem.'

This civic facility should not be deferred to 2030-31. This new building at 10 Shirley Road is needed now.

I would appreciate your support to bring the allocated funding forward, to enable the design process for a new building to be started now, for the benefit of all the residents in the surrounding communities around 10 Shirley Road.

## 1. Shirley Centre | Overview

### 1.1 Shirley Centre | Overview:

Shirley Centre at 10 Shirley Road

New Inclusive Civic Centre with: Shirley Library | Learning Spaces | Service Centre.

Supporting our Communities: Identity | Well-being | Learning.

Community Education & Support Services in Learning Libraries.

Since 1915, this location has been an important part of our communities identity. First as the original Shirley Primary School, then as the Shirley Community Centre, until the building was demolished in 2012, due to earthquake damage. This site has historically been a learning landmark on Shirley Road. Leaving it empty without a community building, is a constant reminder of what we have lost, that our communities have been forgotten & we have no community legacy for the future generations.

Shirley Library is situated inside the Coastal-Burwood ward (The Palms carpark), although it is seen as a Shirley/Richmond facility. The building has recently been refurbished to include NZ Post services. The building is already congested, with the Shirley Library, Service Centre & Coastal-Burwood Governance unit sharing this space. This library is smaller than most 'suburban' libraries in Christchurch & yet is consistently one of the top providers of events/activities, even with no dedicated learning spaces.

Approx 25,000 people live in the Innes ward, which currently has no 'suburban' Christchurch City Library.

Our population is increasing due to in fill housing & social housing developments: <https://ccc.govt.nz/culture-and-community/statistics-and-facts/community-profiles/papanui-innes/innes-ward>.

My vision is for a civic managed facility, citizen hub/'home' base, a purpose built building for a bigger Shirley Library with adjustable Learning/Meeting spaces in the centre, surrounded by library 'rooms'/spaces. Set amongst the significant trees, with an updated inclusive playground/half basketball court & Dudley Creek in the background. 'Residential feel' to fit into the neighbourhood & incorporate some heritage design as this location is next to the Dudley Character Area.

<https://ccc.govt.nz/assets/Documents/Consents-and->

Licences/resource-consents/Forms/Character-Areas/Dudley-Design-Guide-2019.pdf

Inclusive: day & night opening hours, available 6 or 7 days, adjustable learning/meeting spaces, that can be booked & utilized by

everyone, residents can just be in the space (home away from home, our communities 'living room') without having to attend an activity/event.

Accessible: Onsite & street parking, bus stops for the Orange Line/Orbiter/100 routes, are located outside 10 Shirley Road, and across the road, by Shirley Primary School.

### 1.2 Shirley Centre | Overview:

#### Learning Libraries Concept

Outside/Exterior: architectural design, incorporating Māori design, sensitive to surrounding community architecture, follows character area guidelines, visually welcoming, street appeal, eco friendly, sustainable, green design, climate change (solar, water collection, ev charging, bike stands).

Inside/Interior: welcoming front desk, create "rooms", logical layout, white space, see through space, home furnishings, calm colours, natural wood, NZ artworks, community history, local personalities photo stories, plenty of different types of seating/tables

for different tasks, book displays, mental health displays, activities/events calendar, noticeboard.

Landscape Design: outdoor rooms, seating, inclusive playground, native plants, wellbeing sensory garden, 'The Nature Fix' book, opportunities to be amongst trees/flowers, outdoor educational opportunities: monarch butterfly/life cycle, beneficial insects, native/backyard birds, Let's Move in

Libraries:<https://letsmovelibraries.org/>,

StoryWalks®:<https://letsmovelibraries.org/storywalk/>.

### 1.3 Shirley Centre | Overview:

#### Research/Ideas/Submissions

*[Full attachment available]*

## 2. Shirley Centre | Location

### 2.1 Shirley Centre | Location:

Suburbs surrounding 10 Shirley Road, Innes Ward Deprivation Index, SmartView Community Facilities



- Suburbs surrounding 10 Shirley Road: Shirley, Dallington, Richmond, Edgeware, St Albans & Mairehau
- Innes Ward Deprivation Index  
<https://ccc.govt.nz/culture-and-community/statistics-and-facts/community-profiles/papanui-innes/innes-ward>
- SmartView Community Facilities  
<https://smartview.ccc.govt.nz/map/layer/communityfacility#///@172.65048,-43.51277,16>

## 2.2 Shirley Centre | Location:

Projected Population, CCC District Planning Maps 25 & 32

“Projected population: 2013 to 2043. This [Innes] ward's population is projected to increase from an estimated 23,300 at 30 June 2013 to 31,200 by 30 June 2043. This is an overall increase of 34 percent. For Christchurch City as a whole, the population is projected to increase by 22 percent over the same period, from 356,700 to 436,800.”

<https://ccc.govt.nz/culture-and-community/statistics-and-facts/community-profiles/papanui-innes/innes-ward/>

[https://districtplan.ccc.govt.nz/linkedcontent/planningmaps/PlanningMaps\\_25.pdf](https://districtplan.ccc.govt.nz/linkedcontent/planningmaps/PlanningMaps_25.pdf)

[https://districtplan.ccc.govt.nz/linkedcontent/planningmaps/PlanningMaps\\_32.pdf](https://districtplan.ccc.govt.nz/linkedcontent/planningmaps/PlanningMaps_32.pdf)

## 2.3 Shirley Centre | Location:

CCC & Ōtautahi Community Housing Trust, Kāinga Ora (Housing New Zealand)

- CCC & Ōtautahi Community Housing Trust

Complex: 8, Total Units: 152

- Kāinga Ora (Housing New Zealand)

1 Bed: 40, 2 Bed: 77, 3 Bed: 23, 4 Bed: 4, 5 Bed: 7

Total Properties = 151, Total Bedrooms = 314

<https://oursocialhousing.nz/wards/innes/>

<https://oursocialhousing.nz/locations/>

- Kāinga Ora (Housing New Zealand)

Dallington: 38, Edgeware: 53, Mairehau: 45, Mairehau North: 2, Richmond North:

63, Richmond South: 91, Shirley East: 153, Shirley West: 276, St Albans East: 25,

St Albans West: 2. Total Properties = 748

<https://kaingaora.govt.nz/assets/Publications/OIAs-Official-Information-Requests/>

September-2019/10-Sep-2019-State-housing-in-Christchurch.pdf

## 3. Shirley Centre | CCC District Plan

### 3.1 Shirley Centre | CCC District Plan:

Planning Maps for 10 Shirley Road

[https://districtplan.ccc.govt.nz/linkedcontent/planningmaps/PlanningMaps\\_H5.pdf](https://districtplan.ccc.govt.nz/linkedcontent/planningmaps/PlanningMaps_H5.pdf)

[https://districtplan.ccc.govt.nz/linkedcontent/planningmaps/PlanningMaps\\_25.pdf](https://districtplan.ccc.govt.nz/linkedcontent/planningmaps/PlanningMaps_25.pdf)

[https://districtplan.ccc.govt.nz/linkedcontent/planningmaps/PlanningMaps\\_32.pdf](https://districtplan.ccc.govt.nz/linkedcontent/planningmaps/PlanningMaps_32.pdf)

### 3.2 Shirley Centre | CCC District Plan:

Zones and Designations for 10 Shirley Road

### 3.3 Shirley Centre | CCC District Plan:

Other Notations

### 3.4 Shirley Centre | CCC District Plan:

Natural and Cultural Heritage

## 4. Shirley Centre | Site History

### 4.1 Shirley Centre | Site History:

Shirley Road History

Originally Shirley Road started at Westminster Street (now Aylesford Street), before crossing over Hills Road to Marshland Road.

<https://christchurchcitylibraries.com/Heritage/Maps/174743.asp>

“Susannah Buxton (née Shirley) was married to John Buxton (1806–1886). On her deathbed in 1868, she asked her son, Joseph Shirley Buxton (1833–1898), to gift land to the Methodists to build a church. Her wish was carried out and the Shirley Methodist Church was named after her. The suburb eventually became known as Shirley after the church.”

[https://en.wikipedia.org/wiki/Shirley,\\_New\\_Zealand](https://en.wikipedia.org/wiki/Shirley,_New_Zealand)

### 4.2 Shirley Centre | Site History:

Significant Park Trees

There are 8 Significant Park Trees (Protected Vegetation) along the northern & eastern boundary of the Shirley Community Reserve, 10 Shirley Road. See Page 3, 3.4 Shirley Centre | CCC District Plan: Natural and Cultural Heritage

### 4.3 Shirley Centre | Site History:

Dudley Creek

Dudley Creek runs along the southern boundary of the Shirley Community Reserve, 10 Shirley Road.

<https://my.christchurchcitylibraries.com/dudley-creek/>

<https://www.wsp.com/en-NZ/projects/dudley-creek-flood-remediation>

<https://ccc.govt.nz/assets/Documents/Environment/Water/appendix.pdf>

<https://www.riseuprichmond.nz/dudley-creek/>

#### 4.4 Shirley Centre | Site History:

##### Chancellor Street Heritage Houses

“This former Workers’ Dwelling Act dwelling has historical and social significance as one of seven houses built on the east side of Chancellor Street in 1914 as part of the Chancellor Street Settlement under the Workers’ Dwellings Act 1905. The act and its successors established the first programme of public housing provision in New Zealand by central government.”

“New Zealand Premier ‘King’ Dick Seddon’s Liberal Government (1893-1906) wanted architectural variety, rather than uniformity, in the design of the workers’ dwellings. Local architects submitted entries to design competitions held throughout New Zealand and the dwellings were built by local contractors.”

“The Chancellor Street houses also form part of New Zealand’s heritage of state housing generally. The setting is the original 1914 rectangular land parcel with a small garden between the house and the roadway and a larger open space at the rear.”

72 Chancellor Street: <https://goo.gl/maps/MQ1PE5QEhPyGs7o3A>  
<https://districtplan.ccc.govt.nz/Images/DistrictPlanImages/Statement%20of%20Significance/Christchurch/HID%20112.pdf>

70 Chancellor Street: <https://goo.gl/maps/vQrotJHgSm2ecz49>  
<https://districtplan.ccc.govt.nz/Images/DistrictPlanImages/Statement%20of%20Significance/Christchurch/HID%20111.pdf>

66 Chancellor Street: <https://goo.gl/maps/PPRMJDMoVzigGmgv8>  
<https://districtplan.ccc.govt.nz/Images/DistrictPlanImages/Statement%20of%20Significance/Christchurch/HID%20110.pdf>

#### 4.5 Shirley Centre | Site History:

##### Dudley Character Area

<https://www.riseuprichmond.nz/dudley-character-area/>

“In Christchurch, some of these homes were designed by some prominent local architects including Hurst Segar, Cecil Wood, Barlow

and England. Three pockets of these homes were built in

Christchurch in 1918 to 1920, one being in Chancellor Street.

Of the three pockets of these homes built in Christchurch, little remains of the other two, so Chancellor Street is unique in the fact that they are all still there and are in good hands.”

Chancellor Street Today by Alan Williamson

<https://www.aveburyhouse.co.nz/uploads/4/7/2/0/47203855/rcn-066-february-2009.pdf>

<http://resources.ccc.govt.nz/files/TheCouncil/policiesreportsstrateg>

ies/districtplanning/districtplanreview/  
dpr\_residential\_appendix20.pdf  
<https://ccc.govt.nz/assets/Documents/Consents-and-Licences/resource-consents/Forms/Character-Areas/Dudley-Design-Guide-2019.pdf>

#### 4.6 Shirley Centre | Site History:

Shirley Playcentre (back right corner of the Shirley Community Reserve)

61 Chancellor Street: <https://goo.gl/maps/oqMKT7MQJawX1YAN7>

“Shirley Playcentre operates under the guidance of the Canterbury Playcentre Association. The playcentre is a parent cooperative with parents encouraged to be involved in all aspects of the playcentre's programme and management.

Shirley Playcentre is located in the Shirley Community reserve. Since the 2012 ERO report, the playcentre's main focus has been to upgrade the outdoor environment.

The community has become increasingly transient and culturally diverse due to the changes in employment in the local area.”

<https://ero.govt.nz/institution/70118/shirley-playcentre>

#### 5. Shirley Centre | Original Building

##### 5.1 Shirley Centre | Original Building:

Shirley Primary School

Building Record Form for Shirley Community Centre, 10 Shirley Road, Christchurch

“The Shirley Primary School was erected in 1915 to the design of George Penlington, the Education Board Architect in Canterbury. The foundation stone was laid on 16th June 1915.

Sympathetic additions were made to the school building in 1924 and were presumably to the design of Penlington also.

This comprised the four east-facing classrooms. Other than these additions, the building appears largely unaltered.

Shirley Primary School was typical of education buildings of this era in both plan and the provision of large windows to each classroom, but has some regional rarity in that it is constructed of brick.

The building is prominent within the local streetscape because of its corner site and spacious setting.”

<https://quakestudies.canterbury.ac.nz/store/object/13346>

“NZ Historic Places Trust, Register Record for Shirley Community Centre, 10 Shirley Road, Christchurch

This building was built as Shirley Primary School in 1915 to the design of Education Board architect George Penlington.

With its hipped roof and symmetry, the overall flavour of this school building is Georgian. Its U-shaped plan, and large and regular fenestration, together hint at the Jacobean influence which was to be developed in Penlington's later work. In addition, it provides evidence of Penlington's skill in polychromatic brick construction.”  
<https://quakestudies.canterbury.ac.nz/store/object/111836>

## 5.2 Shirley Centre | Original Building:

George Penlington (CEB Architect for Shirley Primary & Richmond Schools)

“Building Yesterday's Schools: An Analysis of Educational Architectural Design as practised by the Building Department of the Canterbury Education Board from 1916-1989, By Murray Noel Williams.

“One development, unique to Canterbury, was that for a short period, from 1924-29, a local pressure group, the Open Air Schools’ League became so powerful that it virtually dictated the CEB’s design policy until the Board architects George Penlington and John Alexander Bigg reassumed control by inflecting the open-air model into the much acclaimed veranda block.”

Building Yesterday’s Schools Volume 2: Illustrations  
(WilliamsIllustrationsfinal-1.pdf)

“Page 1: Photo of George Penlington: NCEB and CEB architect, 1900-1931

Pg 12: Addington, Pg 13: Somerfield, Pg 14: Waimairi, Pg 15: Phillipstown, Pg 16-17: West Christchurch District High School (The southern corridor shows the ventilation system used by Penlington.)

Pg 18: Richmond School (completed in 1925, the third and last of Penlington's two storey schools in notable for its plainer facade, especially in respect of the gable over the formal entrance.)

Pg 20: Papanui Primary, Pg 21: Killinchy, Pg 22: Christchurch Teachers' College, Pg 27: Sumner ('Fresh-Air' School), Pg 28: Fendalton,

Pg 29: Temuka District High, Pg 30: Linwood Avenue, Pg 31: Addington, Pg 32-33: Willowby, Pg 35: Sydenham, Pg 108: Harihari.”  
<https://ir.canterbury.ac.nz/handle/10092/9591>

“Former West Christchurch School/Hagley Community College, 510 Hagley Avenue, Christchurch

Designed by architect George Penlington who was an old boy of the school...The Hagley Community College main building has high architectural and aesthetic significance for its inter-war neo-Georgian styling and association with George Penlington, Canterbury

Education Board architect (1900-31)...Penlington’s design may nod to the collegiate gothic with its central fleche and gables but use

of this style is more evident in his former Teacher's College building in Peterborough Street (1924-30, aka Peterborough Centre) was executed in the Collegiate Gothic educational buildings.

The façade of Hagley Community College's main building has a symmetrical 'centre and ends' composition, whereby projecting entrance and terminal bays emphasise the formal symmetry of the gabled building. Ionic columns frame the entrance beneath a decorative pediment inset with a clock. A flagpole mounted on a fleche, directly behind the central pediment, further enhances the symmetry of the principal elevation. The decorative brickwork of the façade and the building's fenestration and ventilation system, the latter based upon modern 'open-air classroom' principles, are also notable features of Penlington's design."

<https://districtplan.ccc.govt.nz/Images/DistrictPlanImages/Statement of Significance/Central City/HID 231.pdf>

"Cantabrians have long been proud of the region's education heritage, but they have extra reason to pay respect to the city's remaining historic educational treasures.

Some of the city's foremost and celebrated colonial architects designed these institutional buildings:..George Penlington."

<https://mch.govt.nz/christchurchs-education-heritage-recognised>

### 5.3 Shirley Centre | Original Building:

Shirley Community Centre

"Shirley Community Centre (former Shirley Primary School), 10 Shirley Road, Christchurch

Originally entered in the List as a Category 2 historic place (#7117) - Demolished 2012

This building was constructed in 1915 as Shirley Primary School. It was built to the design of Education Board architect George Penlington. The building's hipped roof and symmetry gave the building an overall Georgian air, whilst its U-shaped plan and large and regular fenestration hinted at the Jacobean influence which was to be developed in Penlington's later work."

<https://www.heritage.org.nz/the-list/lost-heritage/canterbury-earthquakes/christchurch-city-q-to-z>

### 5.4 Shirley Centre | Original Building:

NZ Society of Genealogists - Canterbury Branch

"10 Shirley Road was the home for NZ Society of Genealogists - Canterbury Branch, for 21 years from February 1990 until the February 2011 earthquakes. We were hoping that a new Community Centre would be built on the same site to serve the local community in many ways, and possibly return 'home'." Fiona Lees,

NZ Society of Genealogists - Canterbury Branch, Convenor

“Our city has special needs with what we have been through in the last decade, where the community have shown how strong they can be supporting each other, and desperately need safe and welcoming meeting places to suit all needs.”

Pages 61-62, Letter from Fiona Lees, Convenor, NZ Society of Genealogists - Canterbury Branch

Pages 63-70, NZSG Canterbury Branch, 50th Anniversary - February 2018, includes photos of Shirley Community Centre

[https://christchurch.infocouncil.biz/Open/2020/11/PICB\\_20201120\\_AGN\\_4525\\_AT.PDF](https://christchurch.infocouncil.biz/Open/2020/11/PICB_20201120_AGN_4525_AT.PDF)

“Established in 1968, that makes the [NZ Society of Genealogists] Canterbury regional branch the oldest in New Zealand...For Lees, that passion was wanting to know more about where she came from and what influences made her the person she is today.”

<https://www.odt.co.nz/star-news/star-christchurch/genealogy-passion-and-addiction-christchurch-woman>

## 6. Shirley Centre | CCC Community Facilities

### 6.1 Shirley Centre | CCC Community Facilities:

CCC Community Facilities Network Plan

<https://ccc.govt.nz/the-council/plans-strategies-policies-and-bylaws/plans/community-facilities-network-plan>

<https://ccc.govt.nz/assets/Documents/The-Council/Plans-Strategies-Policies-Bylaws/Plans/Community-Facilities-Network-Plan.pdf>

<https://smartview.ccc.govt.nz/map/layer/communityfacility>

### 6.2 Shirley Centre | CCC Community Facilities:

Christchurch City Libraries

“Christchurch City Libraries has grown from a single room opened at the city’s Mechanics Institute in 1859...The library’s early customers were focused on reading for self-improvement and education, unlike today’s library customers who also use its resources for leisure and recreation.”

<https://heritage.christchurchcitylibraries.com/Archives/52/Library150/History/>

<https://heritage.christchurchcitylibraries.com/Archives/52/Library150/Timeline/>

<https://my.christchurchcitylibraries.com/the-mechanics-institute/>

“The library as a place – a community hub, a business hub, a space for innovation and creativity – is becoming more important even as libraries become more digital and virtual. The library is changing

from being a place where people came to get ideas and information, to an experiential place where people meet with others to create, share and learn about new ideas in a social context.”

<https://www.10shirleyroad.org.nz/chch-libraries/>

Christchurch City Libraries Locations:

<https://christchurch.bibliocommons.com/locations/list/>

### 6.3 Shirley Centre | CCC Community Facilities:

#### St Martins Community Centre

“This modern, multi-function facility offers a warm, welcoming space for a variety of activities. With a high pitched ceiling and glass sliding doors at either end, the spacious hall can be split into two for smaller gatherings.”

<https://www.ccc.govt.nz/culture-and-community/community-facilities/venues-for-hire/st-martins-community-centre/>

“The new community centre had a residential feel to fit into the neighbourhood and incorporated a number of eco features, including solar panels on the roof and a rainwater harvesting system. Special care had been taken to incorporate some heritage items into the new building. For example, a 1920s clock that was in the original St Martins Voluntary Library had been restored and hung in the new building and bricks salvaged from a house in Centaurus Rd incorporated into the intricate brick feature walls.”

“We’ve blended old and new to create something special for the people of St Martins” said Christchurch City Council Community Capital Delivery Manager Darren Moses.

<https://newsline.ccc.govt.nz/news/story/st-martins-community-centre-opens-its-doors>

### 6.4 Shirley Centre | CCC Community Facilities:

#### Redcliffs Village Library

“The building has been designed with a focused environmental efficiency. The exterior skin of the building is insulated with considerably more than the minimum required. Photo-voltaic panels will generate electricity to power the building, rainwater is collected and stored, and the heating is a combination of geothermal and electrical, powered by the heat of the ground and the light from the sun.”

<http://young.co.nz/Architects/87/RedcliffsLibrary>

“The community needed an affordable library building that also provided space for community meetings. [Project Gallery, Plans: when closed sliding doors create the meeting room]”



<https://www.archdaily.com/885437/redcliffs-village-library-young-architects>

“Redcliffs Village Library is a community library, designed to replace the library that was destroyed in the 2011 earthquakes...As befitting a library, the design is full of metaphors”

<https://archipro.co.nz/project/redcliffs-library-young-architects>

<https://energylight.net/why-energy-light/case-studies/redcliffs-public-library/>

6.5 Shirley Centre | CCC Community Facilities:

Sumner Centre

<https://ccc.govt.nz/culture-and-community/community-facilities/venues-for-hire/matuku-takotako-sumner-centre>

Matuku Takotako: Sumner Centre Photos

<https://www.flickr.com/photos/christchurchcitylibraries/albums/72157673942811182>

“Recycled Timber: Matuku Takotako, Sumner Centre includes original kauri trusses, salvaged from the old community hall. The kauri

has been used in: the four metre long table in the atrium & the mantelpiece in the library. The original museum doors and metal hardware were salvaged and have been re-used at the entry to the community hub on the ground floor.”

“Artworks: The artworks in Matuku Takotako, Sumner Centre were designed by Fayne Robinson (Ngāi Tahu), and fabricated by Art Fetiche, Christchurch. They refer to the cultural landscape values, cultural narrative (The Story of Matuku-takotako), and the cultural design strategy. The artworks are crafted with a combination of traditional carving and machined fabrication.”

“Windows: The frieze featured on the windows references the vista seen when looking out to sea. The upper window also depicts the star constellation Matariki.”

“Rubbing Tiles: A series of rubbing tiles made of various timbers, steel and river stone have been created from a variety of materials and are placed in various locations, which are designed to represent the varieties of mahinga kai. Rubbings can be made from their patterns.”

“Touchstone: A pakohe (argillite) touchstone on the ground floor carries the design of the landscape through the plinth and up onto the stone, which is also reflected in the mural, to ground it to its location at Matuku Takotako/Sumner.”

<https://my.christchurchcitylibraries.com/sumner-library/matuku-takotako-sumner-centre-art-and-architecture/>

“The library interior has been designed as a community living room; window box seats are integrated into the library shelving and armchairs are arranged around a fire place beneath a dropped

ceiling. A large browsing table in the atrium encourages people to use the public space as an extension of the library.”

<https://www.resene.co.nz/total-colour-awards/25-18-sumner-centre.htm>

<http://armitagewilliams.co.nz/projects/matuku-takotako-sumner-cen/>

<https://www.nzia.co.nz/awards/national/award-detail/7526>

## 7. Shirley Centre | Learning Libraries

### 7.1 Shirley Centre | Learning Libraries:

#### CCC Architectural Awards

The CCC has set the bar high on how to create architectural award winning libraries/community centres:

- 2019 Commercial Project Awards - Project: Turanga - Christchurch Central Library & Project: Woolston Community Library

[https://www.commercialprojectawards.co.nz/CPA/Entries%20and%20Results/2019\\_Results/Civic/CPA/Results/Results\\_2019/](https://www.commercialprojectawards.co.nz/CPA/Entries%20and%20Results/2019_Results/Civic/CPA/Results/Results_2019/)

Civic.aspx?

- 2018 Commercial Project Awards - Project: Matuku Takotako: Sumner Centre

[https://www.commercialprojectawards.co.nz/CPA/Entries%20and%20Results/2018\\_Results/Civic/CPA/Results/Results\\_2018/](https://www.commercialprojectawards.co.nz/CPA/Entries%20and%20Results/2018_Results/Civic/CPA/Results/Results_2018/)

Civic\_Results.aspx?

- 2017 Commercial Project Awards - Project: Mt Pleasant Memorial Community Centre & Project: Te Hapua: Halswell Centre

[https://www.commercialprojectawards.co.nz/CPA/Entries%20and%20Results/2017\\_Results/Civic/CPA/Results/Results\\_2017/](https://www.commercialprojectawards.co.nz/CPA/Entries%20and%20Results/2017_Results/Civic/CPA/Results/Results_2017/)

Civic\_Results.aspx?

### 7.2 Shirley Centre | Learning Libraries:

#### Community Education & Support Services in Learning Libraries

What if CCC also set the example for what happens inside? What happens inside the library has more impact on our communities.

How? By creating Learning Libraries: citizen hubs where community education is the centre & the learning spaces are utilised by the Govt/CCC/Organisations as a central outreach to the residents in the surrounding communities.

Learning Libraries are ‘schools in the community for everyone, all ages & stages of life are welcome.’

“The Council is committed to supporting education as a lifelong learning process with resources for parents, teachers, students and the public.” (<https://ccc.govt.nz/the-council/learning-resources>)

“Christchurch City Libraries can help you explore new learning opportunities. Our librarians can offer assistance and show you key resources and our libraries provide spaces for you to access computers and study.”

(<https://my.christchurchcitylibraries.com/lifelong-learning/>)

“The accessible physical space of the library is not the only factor that makes it work well as social infrastructure. The institution’s extensive programming, organized by a professional staff that upholds a principled commitment to openness and inclusivity, fosters social cohesion among clients who might otherwise keep to themselves...Why have so many public officials and civic leaders failed to recognize the value of libraries and their role in our social infrastructure? Perhaps it’s because the founding principle behind the library—that all people deserve free, open access to our shared culture and heritage, which they can use to any end they see fit—is out of sync with the market logic that dominates our time...Their core mission is to help people elevate themselves and improve their situation. Libraries do this, principally, by providing free access to the widest possible variety of cultural materials to people of all ages, from all ethnicities and groups.”

“Palaces for the People” By Eric Klinenberg,

<https://christchurch.bibliocommons.com/item/show/1056368037>

Community Education: “Well-being WOF/Tool Kit”

- ‘Wellness Warrant Of Fitness’ Submission, June 2018,

[www.mentalhealth.inquiry.govt.nz](http://www.mentalhealth.inquiry.govt.nz)

[https://www.10shirleyroad.org.nz/wp-](https://www.10shirleyroad.org.nz/wp-content/uploads/2021/04/WellnessWarrantOfFitness.pdf)

[content/uploads/2021/04/WellnessWarrantOfFitness.pdf](https://www.10shirleyroad.org.nz/wp-content/uploads/2021/04/WellnessWarrantOfFitness.pdf)

- “The Reading in Mind book scheme provides selected books and other resources (e-books, DVDs and CDs) on a wide range of mental health and wellbeing topics. If you or someone you know is experiencing a mental health issue like anxiety, depression, post-traumatic stress disorder or worry, reading books on the issue can help you better manage your mental health and well being.”

<https://www.pegasus.health.nz/your-health/useful-links-resources/reading-in-mind/>

- HealthInfo: ‘A-Z health topics’,

[https://www.healthinfo.org.nz/index.htm?A-Z-health-topics-A\\_1.htm](https://www.healthinfo.org.nz/index.htm?A-Z-health-topics-A_1.htm)

- HealthInfo: ‘Living well and staying healthy’,

<https://www.healthinfo.org.nz/index.htm?Keeping-healthy.htm>

- CHDB Mental Health, <https://www.cdhb.health.nz/health->

services/service/mental-health-addictions/

#### Community Education: "While You Wait"

How can we help people to deal with being put on a 'waiting list'? What small steps can they take each day to be proactive? What skills could they learn to distract themselves from focusing on their place/position on the 'waiting list'? What opportunities are there in the community to help them through this stage?

1. Health: (Referrals/Assessments) books, support groups, website links, Facebook pages/groups, medication info
2. Housing: (Get Social Housing/Find Rental/Buy House) budgeting skills, rental/property market info, savings/mortgage info
3. Employment: careers advice (<https://www.careers.govt.nz/>), CV preparation, networking, self-employment info, WINZ info

#### Community Education: "Climate Change 101"

- Instead of protesting, start promoting! CCC needs to lead by example, showing residents that CCC decisions are focused first on buying/reusing/repurposing/recycling local.

"strikers presented the Mayor with three local demands...they wanted increased funding for climate education in schools..."

<https://www.stuff.co.nz/environment/climate-news/124825753/christchurch-climate-strike-organisers-hopeful-after-meeting-with-mayor>

- Climate change is a big picture issue. How can we break it down into achievable practical day to day tasks/changes to the way we live in Christchurch?

- CCC 'Learning Through Action', can these programmes be made available for every resident?

<https://ccc.govt.nz/the-council/learning-resources/learning-through-action/list-of-programmes/>

- 'Live Local, Go Local': promoting buying/renting home near where you work/go to school/play

'Where we live versus where we work' Christchurch:

<https://storymaps.arcgis.com/stories/6f8b5f981ad34f11bedaf1725e9cb698>

- Eco Homes: how to add more eco friendly features to your existing home? Promote achievable ways: insulation, heating, lights, sensors, sorting bins, eco central, recycle/donate items, toilet/shower water usage, ev charging station, solar power, rainwater

collection, washing car, watering garden, purchasing decisions, clothing purchases/donate/recycle/fix

- Transport: educate/promote different types of transport, providing ev charging stations at civic facilities, bike stands, connecting bus routes to where people go: civic facilities, libraries, community centres, swimming pools.
- Promotional materials: images/info that residents/community groups can share on their social media posts to promote practical day to day tasks/changes to the way we live in Christchurch.

*[Full attachment available]*

## 9. Shirley Centre | Design Considerations

### 9.1 Shirley Centre | Design Considerations:

#### Universal

“Universal Design is a holistic design philosophy that aims to create environments, products, learning and education programmes and systems that can be used by as many people as possible. In other words, it makes things more accessible, safer, and convenient for everyone regardless of age and ability.”

[http://www.aucklanddesignmanual.co.nz/design-subjects/universal\\_design](http://www.aucklanddesignmanual.co.nz/design-subjects/universal_design)

### 9.2 Shirley Centre | Design Considerations:

#### Cultural

Ministry for the Environment (2005) Urban Design Protocol: The value of public buildings such as libraries is emphasised in the Urban Design Protocol (which Christchurch City Council is a signatory to): they protect the cultural identity and heritage of our towns and cities; provide creativity; and add social, environmental and cultural benefits by creating well connected, inclusive and accessible places.

<https://christchurchcitylibraries.com/2025/Libraries2025FacilitiesPlan.pdf>

“the basis for our distinctive identity comes from the identities, histories, narratives and aspirations of the tangata whenua of the lands the city has been built upon.”

<http://www.aucklanddesignmanual.co.nz/design-subjects/maori-design>

“Matapopore is the mana whenua voice in recovery and is responsible for ensuring Ngāi Tūāhuriri/Ngāi Tahu values, aspirations and

narratives are realised within the recovery of Christchurch.

Matapopore do this by bringing together teams of Ngāi Tūāhuriri

and

Ngāi Tahu experts in natural heritage, mahinga kai, te reo Maori, whakapapa, urban design, art, architecture, landscape architecture, weaving and traditional arts to work alongside central and local government.”

<https://matapopore.co.nz/>

### 9.3 Shirley Centre | Design Considerations:

#### Autism Spectrum Disorder (ASD) & Sensory Processing

“Acoustics, lighting, spatial configuration and materials are essential in quality design. By understanding all human experience through research, we can create better spaces and serve all who inhabit.”

<https://www.bdcnetwork.com/blog/four-keys-designing-autistic-friendly-spaces>

“Architecture can address the needs of occupants with ASD. That is because buildings accommodate the needs of their occupants through spatial configuration, acoustics, lighting, temperature, air quality, furnishings and finishes. A common hypothesis in the literature is that modulating these features of the physical environment can help all occupants relax and focus.”

“Spatial Configuration: The need for personal space varies in different cultures, and between individuals. Those with ASD may also

have different needs for personal space – or proxemics (Sanchez et al., 2011)...The resulting feeling of enclosure is fundamental to perception of safety and control. Together with the number of people in a space, enclosure sets limits for inhabitants’ personal space. Therefore, larger spaces offer meaningful options for people with ASD in achieving comfort.”

“Acoustics: Sound perception occurs in numerous ways. For indoor environments, considerations include background noise (e.g. mechanical equipment) and distracting sounds (e.g. a ringing phone). Reverberation time also relates to the perception of how ‘live’

or ‘dead’ a room feels.”

“Lighting: For community health, facilities should provide access to sunlight – both through quality daylight design indoors and by making outdoor spaces available to inhabitants.”

“Thermal Comfort: Strategies for improving comfort include varying temperature set points for different spaces, providing ceiling fans, providing operable windows, and giving occupants control of these amenities.”

“Materials: Finishes and furniture represent a small portion of most

construction budgets, but have an enormous impact on indoor environmental quality. Bookshelves, workstations and seating are examples of furnishings that define the size and privacy of spaces. Because of the importance of these dimensions for people with ASD, movable furniture is better than built-in furniture. “

“Safety: Because behavior for [some] individuals with ASD can be unpredictable, a robust physical environment is desirable.

Appropriate levels of risk can be incorporated into spaces while eliminating likely hazards.”

[https://network.aia.org/HigherLogic/System/DownloadDocumentFile.ashx?DocumentFileKey=3fff74f0-6418-8e5f-00ed-](https://network.aia.org/HigherLogic/System/DownloadDocumentFile.ashx?DocumentFileKey=3fff74f0-6418-8e5f-00ed-4eb38eabd8&forceDialog=0)

[4eb38eabd8&forceDialog=0](https://network.aia.org/HigherLogic/System/DownloadDocumentFile.ashx?DocumentFileKey=3fff74f0-6418-8e5f-00ed-4eb38eabd8&forceDialog=0)

“Most of us take painting a room in our home as a simple weekend project. But for parents whose children are on the Autism Spectrum, painting a room can present a world of challenges.”

“Some research has shown that almost 85% of children with ASD see colors with greater intensity than non-autistic children.

Therefore is important to choose not only the right color but to limit the intensity of the shade.”

<https://www.ppgpaints.com/paint-colors-for-autism>

#### 9.4 Shirley Centre | Design Considerations:

##### Biophilic

“Biophilic design is a concept used within the building industry to increase occupant connectivity to the natural environment through the use of direct nature, indirect nature, and space and place conditions...it is argued that this idea has health, environmental, and economic benefits for building occupants and urban environments.”

“Indirect experience refers to contact with images and or representations of nature.”

“The experience of space and place uses spatial relationships to enhance well-being.”

#### 9.5 Shirley Centre | Design Considerations:

##### Environmental & Sustainable

“Environmental design is the process of addressing surrounding environmental parameters when devising plans, programs, policies, buildings, or products. It seeks to create spaces that will enhance the natural, social, cultural and physical environment of particular areas...Environmental design can also encompass interdisciplinary areas such as historical preservation and lighting design.”

[https://en.wikipedia.org/wiki/Environmental\\_design](https://en.wikipedia.org/wiki/Environmental_design)

“eliminate negative environmental impact completely through

skillful, sensitive design’...renewable resources and innovation to impact the environment minimally, and connect people with the natural environment.”

[https://en.wikipedia.org/wiki/Sustainable\\_design](https://en.wikipedia.org/wiki/Sustainable_design)

## 10. Shirley Centre | Design Inspiration

### 10.1 Shirley Centre | Design Inspiration:

George Penlington

“Hagley Community College Main Building, 510 Hagley Avenue, Christchurch. The main building at Hagley Community College (formerly West Christchurch School) suggests the architecture of English private schools. Its style is neo-Georgian, with a Queen Anne inflection: sedate and symmetrical, built of brick with masonry quoins at the edges, a pediment and flagpole in the middle, and Ionic columns framing the main entrance. When new, West Christchurch School was a breath of fresh air, a modern learning environment of its time. George Penlington (1865-1932), chief architect of the Canterbury Education Board, designed the building to meet New Zealand's first school building code, which addressed post-First World War concerns about national health and hygiene by mandating standards for natural light and ventilation.”

[https://issuu.com/masseypress/docs/chch\\_walkingarchguide\\_look\\_inside/15](https://issuu.com/masseypress/docs/chch_walkingarchguide_look_inside/15)

### 10.2 Shirley Centre | Design Inspiration:

Benjamin Oakes Moore

12 Julius Terrace, Richmond, Christchurch 8013:

<https://goo.gl/maps/1aYMa2dm4eHGBqsT7>

“Julius Terrace, Richmond: Benjamin Oakes Moore (1888-1953), a builder, is one of the first two residents listed.”

<https://christchurchcitylibraries.com/Heritage/PlaceNames/ChristchurchStreetNames-I-K.pdf>, Page 53

“The residence at 12 Julius Tce, Richmond, formerly Harper Tce, until 1918, was built in 1913 by Benjamin Oakes Moore, 1888-1953. Moore, a builder, had married the previous year and the house was to remain the Moore family home until the early 1960s.

This project carried out by Steve Brown Builders Ltd is unique in that it is the only post-earthquake character house in Christchurch to be totally replicated.

<https://www.christchurchcivictrust.org.nz/wp-content/uploads/news/October-2019-Newsletter-Awards-1.pdf>,



Page 5

"I'm rebuilding it so that the city still has a beautiful old house to enjoy...I wanted to add something back into the the city...it's a very beautiful building and it's historic and there's hardly any [heritage] left." Martin Holland

"The house was built by Benjamin Moore, a contractor who helped build the former 'Press' building in Cathedral Square.

The name is almost lost to history, but Holland says Moore "built this house for himself, he lived here...Many of the architectural features and building features were there to demonstrate what a skilled builder he was. It was his home and possibly his advertising project as well."

<https://www.stuff.co.nz/the-press/business/the-rebuild/93079608/nearperfect-replica-of-christchurch-heritage-house-a-triumph-of-perseverance>

<https://www.stuff.co.nz/life-style/homed/houses/113730472/quakewrecked-mansion-back-as-nearperfect-replica>

"Attention to detail in every part of this home was to a level we've rarely seen before. The builders have gone to great lengths to source materials and products identical to what was used when it was originally built and have left no stone unturned to ensure every part of this home is as exactly as it was before its demise. It now stands proud as part of Christchurch's wonderful history.

Traditional craftsmen, including stonemasons, specialist tilers, fibrous plasterers and builders, using building methods of a bygone era, have crafted a building that you would think was the original."

<https://metropol.co.nz/tag/steve-brown-builders/>

<https://www.ccarchitects.co.nz/portfolio-item/julius-terrace-house/>

<https://houseoftheyear.co.nz/houses/2020/cb-7380-1-10/>

### 10.3 Shirley Centre | Design Inspiration:

Māori Culture: Te Pae Māhutonga

"Te Pae Māhutonga is the name for the constellation of stars popularly referred to as the Southern Cross. The constellation is used

as a symbolic model by Professor Sir Mason Durie for bringing together the significant components of health promotion, as they apply to Māori health as well as to other New Zealanders. The four central stars can be used to represent the four key tasks of health promotion and reflect particular goals: Mauriora (Cultural identity), Waiora (Environmental protection), Toiora (Healthy lifestyles), Te Oranga (Participation in society). The two pointers are

Ngā Manukura (Leadership) and Te Mana Whakahaere (Autonomy) and represent two pre-requisites for effectiveness, namely leadership and autonomy.”

<https://www.cph.co.nz/about-us/te-pae-mahutonga/>

<https://www.cph.co.nz/wp-content/uploads/TePaeMahutonga.pdf>

<https://www.health.govt.nz/our-work/populations/maori-health/maori-health-models/maori-health-models-te-pae-mahutonga>

<https://www.health.govt.nz/system/files/documents/publications/n-su-healthpromotionframework-tepaemahutonga.pdf>

<https://www.healthychristchurch.org.nz/city-health-profile/factors-that-affect-our-health-and-wellbeing>

#### 10.4 Shirley Centre | Design Inspiration:

Māori Culture: Te Whare Tapa Whā

“Te Whare Tapa Whā was developed by leading Māori health advocate Sir Mason Durie in 1984. The model describes health and wellbeing (hauora) as a wharenuī/meeting house with four walls.

These walls represent taha wairua/spiritual wellbeing, taha hinengaro/mental and emotional wellbeing, taha tinana/physical wellbeing and taha whānau/family and social wellbeing.

Our connection with the whenua/land forms the foundation. When all these things are in balance, we thrive. When one or more of these is out of balance our wellbeing is impacted.”

<https://mentalhealth.org.nz/te-whare-tapa-wha>

<https://www.health.govt.nz/our-work/populations/maori-health/maori-health-models/maori-health-models-te-whare-tapa-wha>

#### 10.5 Shirley Centre | Design Inspiration:

Māori Culture: Whakairo (Carving)

“Whakairo: The art of Māori carvings in wood, bone, or stone have unique designs and special meanings. Rather than purely being decorative, whakairo (Māori carvings) each give a unique narrative.

The stories passed down through generations explain cultural traditions and tribal history. Māori carvings are rich in symbolism and use common patterns, though styles differ between tribes.

The art of wood carving is called whakairo rakau and focuses on using a range of native timbers, particularly wood from the majestic giants of the forest, the kauri and totara. Each carving tells a story and records a piece of history.”

<https://www.newzealand.com/nz/maori-carving/>

<https://teara.govt.nz/en/whakairo-maori-carving>

## 11. Shirley Centre | Building Ideas

### 11.1 Shirley Centre | Building Ideas

#### Building

Two Storey, Dudley Character Area Design Guidelines, include George Penlington (original building) & Benjamin Oakes Moore (12 Julius Terrace) design features, Māori inspired entrance (Waharoa), combined stairs/ramp to the building, glass automatic doors with 'welcome' in different languages, door at northern & southern end of building, wrap staircase around the outside of a lift on the western side of the building, universal standalone toilets either side of lift/stairs, southern end of the building built mainly of glass/windows & designed to capture the view of the significant trees/Dudley Creek/Port Hills, Solar Power, Rainwater Collection.

### 11.2 Shirley Centre | Building Ideas

#### Interior

Ground Floor: 'Welcome' desk at northern & southern end of building, Young Adults (front left corner) & Children's (front right corner), NZ/Genealogy (back left corner) & Newspapers/Magazines/DVDs (back right corner), Fiction Collection, Staff Desk (eastern

side of the building), Self Return/Issue Desks, Computer Desks, variety of seating options/opportunities.

Learning/Meeting spaces: centre of the building, glass with sliding doors to create smaller spaces, incorporate 9. Shirley Centre |

Design Considerations, 10.3 Shirley Centre | Design Inspiration:

Māori Culture: Te Pae Māhutonga, 10.4 Shirley Centre | Design

Inspiration: Māori Culture: Te Whare Tapa Whā & 10.5 Shirley Centre | Design Inspiration: Māori Culture: Whakairo (Carving).

First Floor: Non-Fiction Collection, Internal Garden: sliding door sides with open roof (George Penlington 'Open Air' natural light and ventilation), Learning/Meeting spaces: see 6.4 Shirley Centre | CCC

Community Facilities: Redcliffs Village Library (Project Gallery, Plans: when closed sliding doors create the meeting room), Staff Room (eastern side of the building), Self Return/Issue Desks, Computer Desks, variety of seating options/opportunities..

## 12. Shirley Centre | Landscape Ideas

### 12.1 Shirley Centre | Landscape Ideas:

#### Current Site Map

## 12.2 Shirley Centre | Landscape Ideas:

Internal Courtyard (centre of the First Floor)

Quiet/Reflective space, rain garden, central planter box, dwarf/ornamental tree with changing leaf colour through the seasons,

Japanese inspired: Weeping Japanese Maple Tree, outdoor friendly seating under eaves/roof.

## 12.3 Shirley Centre | Landscape Ideas:

Natives Garden (by Dudley Creek)

Add more native plants to the southern boundary to attract native birds: <https://www.doc.govt.nz/get-involved/conservation-activities/attract-birds-to-your-garden/> &

<https://www.doc.govt.nz/nature/native-animals/birds/birds-a-z/>

## 12.4 Shirley Centre | Landscape Ideas:

Wellbeing Sensory Garden (front left)

New Tree planted at Opening Ceremony for the new Shirley Centre:

“Dudley Street Oak: The trees are *Quercus x heterophylla*, aka Bartrams oak, which are rare in both the Christchurch and NZ context. Arguably, they also constitute the single most significant feature in the Dudley Street Character Area.”

<https://givealittle.co.nz/fundraiser/chchnotabletrees/updates/ae01d924>

“Discover how certain plants can form a barrier against air and noise pollution, why green is so good for us, the way plants can help to save energy, how birdsong alleviates anxiety. With this groundbreaking book, find out how, in sometimes very simple ways, you

can create an outdoor green space that nourishes your mind and body, and is good for our planet too.”

‘Your Well-being Garden’ by Alistair Griffiths

Book:

<https://christchurch.bibliocommons.com/v2/record/S37C1134651>

eBook:

<https://christchurch.bibliocommons.com/v2/record/S37C1247196>

## 12.5 Shirley Centre | Landscape Ideas:

Basketball Area (front right)

Add variety of seating options/opportunities to grass area beside

half-basketball court, picnic table (outdoor workspace), youth friendly area.

#### 12.6 Shirley Centre | Landscape Ideas:

##### Playground

Safety fence/enclosed area with child-proof gate, Inclusive, Accessible playground equipment, Pour Play Safety Surface (green/grass

& blue/water) to depict Christchurch East, 'outdoor stage' to incorporate Christchurch City Libraries Preschoolers activities/events:

<https://my.christchurchcitylibraries.com/preschoolers-events/>

#### **289 - Margaret Stewart**

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

>>>

I look forward to speaking to the mayor and the counsellors yet again about rebuilding the Shirley Community Centre ASAP. As those of us from Where is our Community Centre stated last year we are not going away until the Shirley Community Centre has been rebuilt. My nearby house is almost repaired after almost 12 years since the September earthquake. Let's make this a double and enjoy a celebration at our rebuilt community centre

#### **306 - Viviana Zanetti (Phillipstown Community Centre Charitable Trust)**

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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.

#### **322 - Daniela Bagozzi**

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I support the allocation of funding for community facilities in the lower income areas (for example, Phillipstown, Inner City East),

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Given the very rapid population increase in some of these lower income areas, it would be important to bring forward funding for these community facilities.

### **326 - Jane Hopkins**

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We are also still waiting for the rebuild of the Shirley Community Centre that was demolished due to damage from the earthquakes. All the other community centres have been rebuilt, what has happened to the very popular Shirley Community Centre and why has it not been rebuilt yet?

### **356 - Emma Twaddell (St Albans Residents Association )**

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We submit that the CCC recognise the importance of community centres in communities and replace our neighbouring suburb, Shirley's community centre asap.

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The intensification of St Albans continues to increase rapidly, and more public space has not been included. To ensure healthy communities public spaces are required. We submit that

- The CCC recognise the need for public space in intensifying communities and plan for these around the 15 min city concept.
- Review the current public space requirements based on population density as well as serving geographical area.

### **360 - Jennifer Dalziel (Shirley Road Central)**

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Shirley Community Centre, 10 Shirley Road, Christchurch. The original large brick building was constructed in 1915 as Shirley Primary School. It was built to the design of Education Board architect George Penlington. After Shirley Primary school relocated to new buildings across the road in June 1977 the original school building became the Shirley Community Centre. As a historic building, it was used for cultural, educational and recreational activities. Prior to the September 4, 2010, and February 22, 2011, earthquakes, the well-established centre was used by many community groups to host workshops, classes and fun activities. It was a popular and welcoming community asset situated on multiple bus routes, reaching out to the communities of Shirley, Dallington,

Richmond, Edgware, St Albans and Mairehau. Due to the building's earthquake damage, the facility was demolished in 2012 and has not been replaced since, in spite of the area's growing population. The closure of the Shirley Community Centre and the Ministry of Education's closure of schools have had a major effect on community morale. In 2022 the land remains empty. Our communities have waited over a decade for a replacement facility, while watching tens of millions of dollars spent on new community facilities in other areas of the city. The decision to not rebuild ours has disadvantaged our community and continues to do so. Our vision is a new community hub at 10 Shirley Road. We want a modern future-focused library, with learning/meeting spaces for all ages and stages of life. We want a centre that is inclusive and accessible for all. This location is a very visible historic landmark at the beginning of Shirley Road. Leaving it empty without a community centre, is a constant reminder of what we have lost, that we have been forgotten & have no community legacy for the future generations. Last year a petition of 1200 signatures was presented to the Christchurch City Council asking for the Shirley Community Centre to be reinstated. CCC agreed to conduct a feasibility study. Where is it at a year later? Funding in the draft plan is set at 2024/25 or later, but in the LTP it is set for 2030, this funding needs to be brought forward, as the continued increase in both Social Housing and infill housing in the area is also increasing the population who do not have access to the types of activities that other suburbs have. Currently Shirley library is the 2nd busiest suburban library in Christchurch but does not have the space to provide for the community as other suburban libraries do. Our children are missing out on after school and holiday programs as this library has no dedicated learning spaces. The recent Youth Report for 10 Shirley Road stated clearly youth of the area would like a structure providing a safe relaxing space with free Wifi and a dedicated seating area. A place that would facilitate event activations such as sport clubs, social events or craft afternoons and include access to support services. Currently there is nowhere else suitable in this area. They also felt that Shirley Public Library was not a very welcoming space. It is very spartan compared to other libraries in Christchurch. There are many isolated elderly people in this community who mourn what was lost in 2012 and don't understand why the community centre hasn't been rebuilt as was promised after the earthquakes. The North Richmond, Shirley, Mairehau, Dallington and Edgware communities have had little investment in community facilities over the years since the earthquakes, yet there have been many developer's contributions. This money should be reinvested in the communities where the development takes place. Please move the funding for this facility forward from 2030 to 2024/25

#### **441 - Karolin Potter (Spreydon-Cashmere Community Board )**

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##### Hoon Hay Community Centre

One of the priorities in our Community Board Plan is that the Hoon Hay Community Centre is well-equipped and activated as it plays a key part in fostering connectedness and well-functioning local organisations. The Board and staff have been working with the community operators to increase capacity. But the Centre is also in need of renewal as it has no kitchen and the toilet and building do not meet accessibility standards, among other issues. With Centennial Hall being demolished, the need for this community facility is now more important than ever. We have been advised that resources have been set aside to undertake the necessary improvements to the building. The Board would like to ensure that the current resources set aside for the Hoon Hay Community Centre improvements are maintained and that this work is delivered in a reasonable timeframe, providing a fit for purpose, accessible to all facility. This is a priority in our Community Board Plan.



# 14. Recreation, Sports and Events

## 14.1. Rec & Sport (Operational)

### General Comments

Six submitters addressed our proposed operational budget for Recreation and Sport. Three supported our proposal and three provided alternative views or opinions.

### Officers Response

Submissions were supportive of the programmes delivered at Te Pou Toetoe: Linwood Pool and Recreation and Sport Centres generally.

Other submissions raised the need for good public transport to Parakiore Recreation and Sport Centre, the Disability Persons Assembly alongside other disabled persons organisations would like to be involved in co-design discussions around Edgware pool, and that the pools at Jellie Park are overcrowded.

An integrated transport assessment has been completed for Parakiore. There will be a bus stop on Moorehouse Ave directly outside Parakiore and the Christchurch Bus Exchange is within 1km.

The contact detail of the Disability Persons Assembly will be passed onto the group responsible for the design and delivery of the Edgware Pool.

### Support

#### *16 - Yolanda Soryl*

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I use the CCC libraries and leisure centres and think they are great.

#### *19 - Louise Wainman*

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I am already attending Move & Merge @ Linwood Pool & Stretch & Release & enjoying socialising.

#### *372 - Sarah Killoh*

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I have attended and love the womens only days at our swimming pool. Thankyou

### Other

## 18 - Lana McLeod

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Over crowded pools at jellie

## 239 - David Hawke (Halswell Residents Association (Inc.))

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*[Other > Public Transport]*

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.

## 437 - Chris Ford (Disabled Persons Assembly NZ (DPA))

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*[Grants & Funding > Edgware Pool]*

In respect of another key infrastructure project highlighted in the annual plan, the Edgware Pool Project, DPA alongside other local disabled persons organisations would like to be involved in co-design discussions with Council and the St Albans Pavillion and Pool Incorporated about this. Similarly, we will be lobbying for the pool complex to be constructed to universal design standards.

>>>

DPA recommends that Council, mana whenua and relevant organisations involved in the Ōtākaro Avon River Corridor (OARC), and Edgware Pool developments involve us, disabled people, and our disabled people's organisations in co-design-based discussions on them.

## 14.2. Events

### General Comments

Five submitters provided feedback on events. Four supported our proposal and one opposed.

### Officers Reponse

The submissions that were supportive commented on:

- The reduction of events delivered by council from 11 to 9 being a better use of resources
- Focusing on less events
- Considering the ongoing impact of Covid19

There was also support for the recent local street art festival and sponsorship provided by CCC of events in general.

The submission that opposed the reduction in events considered the number of events delivered as woefully inadequate and that the Council must be doing more to support the events sector, particularly given the impact of Covid19.

The rationale for the proposed change to level of service was that Kidsfest is now delivered by community organisations rather than the Events Production Team. This means that Council can no longer count the opening and closing Kidsfest events as being delivered by the Events Production Team.

## Support

### *16 - Yolanda Soryl*

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I would prefer the rates to increase if it means we still get Council services such as pools, libraries and public events such as the Vegan Expo that you sponsored.

### *258 - David Pannett (Creative New Zealand)*

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The re-focus and changes to levels of service for your Events and Arts Team – delivering nine events as opposed to 11 in the LTP will offer up better resourcing across those events, and we know that event and festival work makes up a key part of many creative people's incomes.

### *317 - Kay Robertson*

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Reducing the number of events to nine is good. Given that Covid may not be done with us, it may be difficult to even hold that many. Who knows?

### *349 - Lindsay Chan*

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It was great to see a local street art festival here this year and to see who the parties were who were involved.

## Oppose

### 303 - Leeann Watson (Canterbury Employers' Chamber of Commerce)

The draft plan contains minor changes to performance standards. The Chamber is concerned to see the reduction of production and delivery of events reduce from 11 to 9 and considers both numbers to be woefully inadequate. We would have preferred to see this significantly increase. Events, such as the recent Women's Cricket World Cup are significantly important to our local businesses and our community. The Council must be doing more to support our events sector, particularly given the impact of COVID-19.

## 14.3. Pools (Capital)

### General Comments

Nine submitters provided feedback on our proposed capital spend on pools. Four supported our proposal, two opposed and three provided alternative views or proposals.

### Officers Reponse

Submissions were supportive of the investment Council has made in community swimming pools and of the delayed capital spend at Jellie Park Recreation and Sport Centre.

Other submission included a request to increase maintenance budgets at He Puna Taimoana due to the harsh coastal environment, a request for Green Prescription Clients to access the womens only sessions at Te Pou Toetoe: Linwood Pool, and a request for a new indoor heated pool in Halswell.

The Coastal Burwood Community Board were disappointed that funding has not been made available in this Annual Plan for the inclusion of additional accessible changing and toilet facilities. One submitter also commented that Council should not be funding the hydrotherapy pool in Hornby as it was not in scope and is not a core council service.

The maintenance budgets at He Puna Taimoana have considered the harsh coastal environment. Planned maintenance is scheduled every two years as opposed to three years for Recreation and Sport Centres. The next planned maintenance is scheduled for February 2023.

RSE Staff have followed up directly with Sport Canterbury to provide GRx clients access to the women's only sessions at Te Pou Toetoe.

There are no plans for a new indoor heated pool in Halswell. However the completion of Parakiore and the Hornby Centre in 2023 will improve access to indoor heated pools on public transport.

At Taiora: QEII an assessment will be completed on the needs for additional accessible changing and toilet facilities with the full network of facilities being completed. This work will be completed In FY23 to inform the next Long Term Plan and link in with the next planned shutdown at Taiora: QEII which is in FY25.

The Hydrotherapy pool for the Hornby centre was in the original scope to be included if additional funding could be sourced. The community is currently fundraising \$1,400,000 towards the hydrotherapy pool.

## Support

### **23 - Cameron Bradley**

I support the delaying of the Robert McDougall Art Gallery, the organics processing plant and the Jellie Park Recreation and Sport Centre spendings to make room for higher priority spending.

### **260 - Jocelyn Pappill**

The new pool facility in Linwood – Te Pou Toetoe has been a huge success from my perspective, particularly the Wednesday Women Only session; there really is a lovely ambience during those sessions.

### **298 - James Barber (Extinction Rebellion Ōtautahi)**

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.

### **364 - Dorothy (Dot) Lovell-Smith**

Great that building work has at last started on the Hornby Pool, Library, Service Centre Complex. I hope I live long enough to get to swim there.

## Oppose

### **11 - Cody Cooper**

Council should not be funding a hydrotherapy pool in Hornby. This was out of scope when the decision was made to move sites. Further, this is not a core council service and is a nice to have so should be funded accordingly.

### ***191 - Bebe Frayle (Waitai Coastal-Burwood Community Board)***

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

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

## **Other**

### ***249 - Abby Wilson (Sport Canterbury - Green Prescription)***

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The Christchurch City Council (CCC) website lists the women's only sessions as a way 'to encourage all women and girls to feel more confident in our pools, and to help support women and girls to access and use the pool facilities'. While this is a fantastic initiative, it doesn't provide access for all women and girls.

Since 2018, the CCC and Green Prescription (GRx) have partnered to support GRx clients to access CCC facilities. A GRx pool-card is offered to clients who are facing financial, physical and/or social barriers to physical activity. The pool-card provides clients with free access to the pools for four months between the hours of 9am-3pm, Mon-Fri. This initiative has supported many clients to engage and access the CCC facilities who would not have otherwise, especially those who require a low impact option, are facing financial barriers and/or are new/returning to exercise.

This has been an excellent offer, with great uptake and feedback, however due to the time restriction on the card, it does not allow

those who cannot attend during those hours to use the card – particularly those women who cannot attend the usual open timings due to cultural or religious beliefs.

Over the past year (April 2021-March 2022), Green Prescription has supported a total of 1,863 women in Christchurch with their physical activity, with 79 of these women living in the Linwood area, and a further 157 women living within the suburbs surrounding Linwood.

While not all clients choose to take-up a GRx pool card, it is a popular option and often a preference for female clients who cannot exercise with men, due to cultural/religious/personal beliefs.

Unfortunately, we cannot provide these women with a pool card with the current time restrictions associated with the card.

By allowing women to be able to use the GRx pool card during the Te Pou Toetoe ‘women’s only sessions’ it would not only support the council’s reasoning for providing a women’s only session, but also be extremely favourable for our female GRx clients who can only attend these pool sessions due to religious and cultural beliefs.

#### **297 - Josiah Thompson (North Beach Residents' Association)**

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He Puna Taimoana and New Brighton Playground Maintenance. (Increase) This facility is a unique city wide asset which sits in a marine environment, therefore, requiring a higher level of yearly maintenance than most other Council pool facilities. We request that the maintenance budget be increased accordingly to reflect that. [Coder Note: Please respond from a He Puna Taimoana point of view only]

#### **43 - Charmayne Forster**

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yes. I left an earthquake damaged home in Opawa 5 years ago this August. I miss the adult/child access all year round at Pioneer. I could go there by car or bus. Now I have no car. I have never been in the pool at Halswell. I need a heated indoor pool all year around.

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I feel with all the people building and living in Halswell area is gigantic and we really need a 50 metre lane pool, heated and Inside. It has to be on a bus route and also access for parking. Many years ago, I used to go to QEII pool and got really fit and happy.

## 14.4. Recreation Centres (Capital)

### General Comments

One submitter provided feedback that supported our proposed capital spend on Recreation Centres.

### Officers Response

There was one submission supportive of the delay to the capital spend at Jellie Park Recreation and Sport Centre.

### Support

#### 23 - Cameron Bradley

I support the delaying of the Robert McDougall Art Gallery, the organics processing plant and the Jellie Park Recreation and Sport Centre spendings to make room for higher priority spending.

## 14.5. Community Arts

### General Comments

Four submissions were received on funding for Community Arts. One provided comments that supported our proposed spending and three provided alternative views or proposals.

### Officers Response

The submissions supportive of the investment in Arts, Culture and Creativity by the Christchurch City Council recognise the essential role they play in the wellbeing of the community. They encourage partnerships with the sector to achieve better outcome together.



One submitter raised the rental costs in the CBD and the impact this is having on creatives and the not-for-profit community having to relocate out of the CBD.

Council staff continue to work with partners on the implementation of the co-created Toi Ōtautahi Arts and Creativity Strategy. Implementation is an ambitious three year programme through to December 2024. The plan has specific deliverables: developing resources (e.g. artists in residence, studios); commissioning (e.g. public arts); ngā toi Māori; capability building (e.g. mentoring, professional development); communication; Pasifika arts; and, wellbeing initiatives, there is scope for iterative development - we learn, adapt and improve as we go.

Work is currently underway to provide an affordable creative spaces in the CBD before the end of the year.

## Support

### 258 - David Pannett (Creative New Zealand)

Creative New Zealand welcomes the opportunity to make a submission on Christchurch City Council's Draft Annual Plan 2022/23. Arts, culture and creativity are an important part of developing strong and prosperous cities, and cohesive and healthy communities. We encourage Council to recognise the essential role arts and culture play in the wellbeing of its residents as it makes decisions for the future of the city.

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We're proud to continue our support for the Toi Ōtautahi Arts and Creativity Strategy as one of the Strategy's Foundation Partners and encourage Council to ensure the Annual Plan continues to show tangible recognition of its own commitment to arts and culture, aligned with the vision and directions of Toi Ōtautahi.

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*[Strategic Framework > Community Outcomes]*

We continue to encourage Council to also recognise the strong contribution investment in arts and culture makes to other Council outcomes, in particular:

- Strong sense of community – artistic, cultural and creative activity increases social cohesion through connecting people and communities
- Safe and healthy communities – participating in arts, cultural and creative activities contribute to our wellbeing, and to physical and mental health

- Valuing the voices of all cultures and ages (including children) – artistic expression is a powerful way to amplify and celebrate the voices of diverse communities .

- Vibrant and thriving city centre – artistic, cultural and creative activity can play a major role in placemaking and rejuvenation to create great places to live and visit

21st century garden city we are proud to live in – arts, culture and creativity cultivate innovation and resilience and build strong and healthy communities

- Great place for people, business and investment – artistic, cultural and creative activity equips people with the skills needed to create a more highly-skilled workforce

- Inclusive, equitable economy with broad-based prosperity – artistic, cultural and creative activity and have a strong ‘multiplier effect’ and attract economic activity to our cities

- Modern and robust city infrastructure and facilities – incorporating arts, cultural and creativity elements into infrastructure projects can create landmarks and contribute to a unique sense of cultural identity and increased sense of ownership.

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Arts, culture and creativity have an essential role to play in the wellbeing of Māori, Pasifika and Christchurch’s diverse communities, as well as social cohesion between the many communities that call Christchurch Ōtautahi home. We share your aspirations for the city, and look forward to continuing to work with you to realise this potential.

## Other

### *226 - Audrey Baldwin*

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Rent in the CBD is pushing creatives and not-for-profit communities out. This doesn't bode well for the making of a vibrant city. We need spaces that are affordable, approachable and serve the community.

### *258 - David Pannett (Creative New Zealand)*

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As the Precinct’s development continues, we encourage Council to consider where there are opportunities to activate existing performing arts spaces to attract people to the central city and

provide vital space for arts communities (e.g., is there a way to better utilise and increase access to the Town Hall?)

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We encourage Council to continue to work with arts communities, business owners and tourism authorities to develop strategies to continue to attract residents and visitors to the [arts] precinct, and to view its opening as an opportunity to make Ōtautahi an even more vibrant place to live and visit.

#### 438 - Peter Scholes

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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)?

Building go down in value year  
on year and last not a life time  
Art works last a Thousand years and  
double in value in your life time  
Invest in art to make our city last  
and last for ever

# 15. Art Galleries and Museums

## 15.1. Art Gallery (Operational)

### General Comments

Two submitters provided feedback on our proposed operational budget for the Art Gallery. One supported our proposal and one provided an alternative view.

### Officers Response

One submission supported Council's continued investment to support the city's network of community facilities, including community centres, halls, libraries and Christchurch Art Gallery Te Puna o Waiwhetū as all of the various spaces and services contribute to the city's social and cultural wellbeing.

One submission was opposed to Council's subsidies for art galleries as they saw the Gallery as primarily only benefitting wealthy people.

Council delivers a wide range of community focused facilities and activities including Christchurch Art Gallery Te Puna o Waiwhetū. All the facilities contribute to the city's sense of identity, social and cultural wellbeing. The Gallery attracts a widely diverse range of visitors and community supporters and assists in the delivery of Toi Ōtautahi - Arts and Creativity Strategy.

The Gallery continues to offer an extensive and accessible programmes for local schools, whanau groups and young people. The Gallery works with the Canterbury Decorative and Fine Arts Society (CADFAS), a local community group to offer subsidised buses for low decile schools to attend Gallery education programmes.

Free admission also ensures that access to art is available to all.

### Support

#### *258 - David Pannett (Creative New Zealand)*

We tautoko (support) the continued substantial investment being made to support the city's network of community facilities. Community centres and halls, libraries, Christchurch Art Gallery Te Puna o Waiwhetū, Christchurch Town Hall and Tūranga all provide spaces and services that contribute to the city's social and cultural wellbeing and support the arts community.

### Other

#### *23 - Cameron Bradley*

I would like to see subsidies for art galleries removed as these primarily benefit wealthy people who do not need the support.

## 15.2. Art Gallery (Capital)

### General Comments

One submitter provided feedback in support of our proposed capital spend for the Art Gallery.

### Officers Response

One submission was received that supported delaying projects including the Robert McDougall Art Gallery repairs.

Council has agreed to lease the Robert McDougall Gallery to the Museum. The Museum will be repairing the Gallery, with early work programmed to start in August 2022.

### Support

#### *23 - Cameron Bradley*

I support the delaying of the Robert McDougall Art Gallery, the organics processing plant and the Jellie Park Recreation and Sport Centre spendings to make room for higher priority spending.

## 15.3. Museums (Operational)

### General Comments

Four submitters provided feedback on our proposed operational budget for museums, all four provided alternative views or proposals.

### Officers Response

The main focus of the submissions received is to record gratitude to Council for ensuring that operational funding to the Akaroa Museum was retained at the current level rather than reduced as proposed in the Council's Long Term Plan.

Submissions also detail the historical importance of Akaroa and the national importance of the museum's collection.

A call is also made to increase (\$10,000) operational funding to the Museum to ensure that it can continue to fulfil its role in caring for and sharing the significant local history of Akaroa and Banks Peninsula.

One submitter is interested to know what is to happen with the Robert McDougall Gallery.

An additional funding increase of \$10,000 of operational expenditure per annum (above the reinstated operational funding) for the Akaroa Museum would add an additional 0.002% to rates.

Council has agreed to lease the Robert McDougall Gallery to the Museum. The Museum will be repairing the Gallery, with early work programmed to start in August 2022.

## Other

### *233 - David Miller*

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This submission concerns the restoration of operational funding for Akaroa Museum, as outlined in the revised Annual Plan document. We wish to thank CCC most enthusiastically for restoring this essential funding. The restored funding ensures continued levels of service from this cherished peninsula institution, including the ability to deliver to museum visitors, community members, schools and researchers. The restoration of funding also ensures the ability to continue caring for the Museum's valuable and unique collection, and sharing the significant local history of Akaroa and Banks Peninsula with visitors and the community. Of course, the proposed funding is being restored to prior levels. With forecasted inflation, this represents an effective reduction of available operational funding. We therefore respectfully ask that Councilors and staff bear in mind that Akaroa Museum actually needs relatively small increases in operational funding to ensure that it is enabled to fulfil its service levels for the local, regional and national community. We propose the Council considers an annual increase of \$10,000 to ensure this outcome can be achieved going forward.

### *275 - Linda Sunderland (Friends of Akaroa Museum)*

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**From:** The Friends of the Akaroa Museum (FOAM)  
**Regarding:** Funding of the Akaroa Museum

Firstly please place on record grateful thanks from the Friends of the Akaroa Museum for the reinstatement of the original operational budget – reversing a proposal for a budget cut. This move is very much appreciated.

The Friends of the Museum (FOAM) recognise the current budget is tight which is why we work to support this Council Museum with our fund-raising proceeds. The extra funds raised assist with acquisitions and special projects. Unfortunately opportunities for fund-raising have been limited due to Covid meaning our financial contributions to the Museum have also been restricted over the last two years.

The Akaroa Museum is situated mid-way between the two attacks on the local Tangata Whenua by Te Rauparaha in the 1830s (Takapuneke and Onawe) and in the middle of a nationally recognised 'Heritage Village'. This township is the only formal French settlement attempt in Aotearoa/New Zealand. Together these events form part of our significant national history and heritage.

Other relevant stories, events and heritage buildings linked to Akaroa include the distinguished career of Frank Worsley – a young Akaroa boy who became the Captain of Ernest Shackleton's *Endeavour*. The Akaroa Museum is surrounded by heritage buildings each telling their own story.

All in all, the Akaroa Museum responds to this history and heritage in its displays, presentations and educational interactions. Many schools and groups visit the Museum to learn about our local and national history.

The Akaroa Museum is a Council-owned facility which is professionally managed and curated to a high standard as befits the important role it plays in the community.

The Friends of the Museum request the Council continue to fund the Akaroa Museum to a level which enables the Museum to fulfil its role. This role includes that of professional curator of our history and heritage, protector of a valuable collection of items and three heritage buildings, and provider of education.

This is an entity the Council can be truly proud to call its own.

Please continue to recognise the Akaroa Museum and support it both financially and publicly for the important role it plays in our society.

## 28 - Drucilla Kingi-Patterson

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but what is to happen to art gallery at the back of museum

## 15.4. Museums (Capital)

### General Comments

Two submitters provided feedback on our proposed capital budget for museums, both in support of our proposed spend.

### Officers Response

Submissions do not specifically address the proposed increase in Capital funding to Akaroa Museum; instead, they detail the overall historical importance of Akaroa and the

national importance of the Museum's collection. Submissions also emphasise the Museum's significance to the local community, the local economy and its close association with Ōnuku Rūanga.

The main focus of the submissions received is recording strong support to Council for ensuring that funding to the Akaroa Museum is retained and reallocated rather than reduced from FY23 as proposed in the Council's Long Term Plan.

Submitters ask that Council continues to support the important task of the Museum to fulfil its role in caring for and sharing the significant local history of Akaroa and Banks Peninsula.

The Museum oversees three important listed historic buildings and is considered by submitters as vital in relation to the Council's Our Heritage, Our Taonga 2019-2029 Strategy.

One submitter is interested to know what is to happen with the Robert McDougall Gallery.

The Annual Plan proposes an increase in Akaroa Museum's capital allocation. This will allow the Museum and Council's Facilities team to undertake ongoing maintenance of the Museums buildings including the three important listed historic buildings. Ongoing issues with the museums heating and ventilation issues can also be addressed. Exhibition equipment vital in telling the story of the history of Akaroa and Banks Peninsula can also be planned and upgraded as required.

Council has agreed to lease the Robert McDougall Gallery to the Museum. The Museum will be repairing the Gallery, with early work programmed to start in August 2022.

## Support

### *250 - Tori Peden (Te Pātaka o Rākaihautū Banks Peninsula Community Board)*

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#### Akaroa Museum Renewals & Replacements

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

### *251 - Victoria Andrews (Akaroa Civic Trust)*

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## Akaroa Museum

The Civic Trust supports the reinstatement of \$40,000 of operational funding to Akaroa Museum through the annual plan process and thanks council for recognising the Museum as a key council facility and an important community resource.

As Akaroa Museum approaches its 60th Anniversary it is vital that Christchurch City Council recognises its significant contribution to the town's economy as well as to the wellbeing of ratepayers, visiting school groups and tourists. The Museum is the foundation and building block for the history of the area which is of national importance inclusive of Takapūneke and the Britomart Memorial. Akaroa Museum has underpinned the culture, heritage and wellbeing of Akaroa and the surrounding area since it was founded in 1964. Since the mid-1980s it has been in the ownership and management of the local authority (Akaroa County Council, then Banks Peninsula District Council, then Christchurch City Council) and has been open to the public seven days a week since its inception. It is a professional institution that serves members of the community, wider Canterbury region as well as attracting and informing national and international visitors about the history of Akaroa and the harbour. Appointments can be made by researchers to view the collection.

The role of the Museum is to collect, curate and display objects representative of the local area and heritage, and to care for these objects in perpetuity. Exhibitions with quality interpretation rotate throughout the year. Gallery talks and educational lectures are provided to visiting schools and researchers utilise the Museum as a vital resource. Located in the CBD of Akaroa, the Museum is critical to the wellbeing of the community which includes the Bays. Akaroa Museum is viewed as a core facility by residents of Christchurch City Council and it presents face to face interaction for ratepayers and students as well as national visitors.

The past years may have seen a decline in visitor numbers but as COVID-19 restrictions start to lift it is important that Akaroa Museum maintains the level of service as in previous years.

The Museum assists in supporting the town's economy which is largely based on tourism, including soon to return international visitors. The Museum oversees three important listed historic buildings and is also vital in relation to the Council's Our Heritage, Our Taonga 2019-2029 strategy through its exhibition policy and educational programme. Akaroa Museum has a close association with Ōnuku Rūnanga and presented an important exhibition in 2010, Nga Roimata o Takapūneke: Tears of Takapūneke, which received the Christchurch Heritage Awards for Heritage Education and Interpretation. As Christchurch City Council seeks the status of National Historic Reserve for the Takapūneke historic reserve, it will

be important to utilise the Museum's resources to the fullest extent. The Museum provides a vital link to Ōnuku Rūnanga and the wider community.

## Other

### **339 - Victoria Andrews**

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Strong support for adequate operational funding for Akaroa Museum

# 16. Strategic Framework

## 16.1. Strategic Priorities

### General Comments

One submitter provided feedback on our strategic priorities.

### Officers Response

A submission notes that the Council is responsible for providing a healthy physical environment and that the Council is currently not achieving this primary goal.

The Council has recognised that a climate and ecological emergency exists and in 2019 set a target of being carbon-neutral as a city by 2045. The Council aims to reach net-zero greenhouse gas emissions as an organisation by 2030. We recognise that the environment provides us with resources such as fresh air, clean water, food and materials that sustain our communities and economy and that, accordingly, every person and organisation has a duty of care to be kaitiaki or guardians, using resources responsibly to ensure our current and future wellbeing.

The city and district have unique environments and habitats that are nationally, internationally and culturally significant. The Resource Management Act entrusts us with responsibilities to maintain and protect our unique landscapes and indigenous biodiversity for current and future generations.

The Council has wide-ranging responsibilities to keep our communities safe and healthy, in both the built and natural environment. There are many dimensions to safety and health, and partnerships and collaboration with government and community organisations are critical to supporting healthy people and communities.

This submitter also raises issues requiring our response on the Bromley Wastewater Treatment Plant and other wastewater issues, and these matters have been covered under the Three Waters category of submissions.

### Other

#### *313 - Fiona Garrett*

You are responsible for providing a healthy physical environment.  
You are currently not achieving your primary goal.

## 16.2. Climate Change

### General Comments

31 submitters addressed our approach to climate change and climate action. Twelve provided comments in support of our approach, five opposed our approach, and fourteen provided alternative views or proposals.

### Officers Response

There was strong support for climate initiatives in the draft Annual Plan. Most people who 'oppose' climate actions did so as they felt the initiatives are insufficient – only one submitter was against taking any climate action.

1. The most common theme overall from submitters was noting the **urgency of addressing climate change**, with many submitters citing the science in the latest IPCC reports, and council's own declaration of a climate and ecological emergency. Submitters noted that our words need to be backed with urgent action.
2. There was strong **support for increased climate funding**, with several submitters noting more would be needed to deliver on the goals of the Climate Resilience Strategy. Some called for more transparency in overall climate spending, and for more details on the climate impacts of the capital programme. There were concerns that delaying action now will only increase unavoidable costs later, and place a burden on future generations.
3. Submitters expressed **strong support for investment in active and public transport** (incl. cycleways), with calls for increased funding, or for already identified projects to be brought forward so the benefits for the climate and community be realised sooner.
4. **Biodiversity loss is a concern**, with strong support for natural regeneration efforts, especially in the Ōtākaro Avon River Corridor and Banks Peninsula. There was support for increasing canopy cover in lower income areas that have low levels of cover.
5. Submitters called for the Council to increase **public education** on climate issues and to **advocate for stronger action from central government**. Several submitters also wanted Council to ensure all Council owned companies (especially the airport and port) avoid investments that will increase emissions.

**Environment Canterbury** thanked the Council for its support on the Mayoral Forum's Canterbury Climate Change Steering Group, and for contributions to the Canterbury Climate Change Risk Assessment.

The **Canterbury Employers' Chamber of Commerce** supports climate mitigation and efforts to create a more sustainable city. It supports using incentives rather than penalties to increase climate action, and encourages partnerships with private sector to deliver climate actions.

1. Climate change is a priority for the Council. Climate change is a strategic priority for the organisation and the Council has set science-based emission reduction targets for the district and Council that align with the latest IPCC advice. The Climate Resilience Strategy Implementation Plan, together with other and ongoing climate actions taken by Council, such as its internal greenhouse gas emissions reduction programme, are working to reach these targets and to provide leadership to the community.

2. Climate resilience actions were integrated throughout the 2021-31 Long Term Plan and these will continue through the Annual Plan. For example, in the Long Term Plan 2021-31 Council allocated the following to support our climate resilience:
  - \$421 million to improve our ability to cope with more extreme rain and flooding, through measures to reduce flooding and improve waterways.
  - \$347.9 million to improve the sustainability and resilience of our transport network, including \$235.8 million on cycle projects (excluding government subsidies),
  - \$90.7 million to improve public transport facilities and \$4.3 million for EV charging facilities within Council parking buildings; and
  - \$13.1 million on planting across the city.
3. Following submissions from the community the Council also invested an additional \$11 million over ten years to support a range of climate related actions such as:
  - \$700,000 per year to support Coastal Hazards Adaption Planning with communities.
  - \$75,000 to support the delivery of education through Enviroschools Canterbury.
  - \$100,000 per year to fund school and workplace travel planning.
  - \$400,000 per year for the Sustainability Fund that supports community projects that address climate change.
  - Increasing the Biodiversity Fund by \$60,000 per year, to \$250,000 per year.
  - \$350,000 per year for three years for an Environmental Partnerships Fund to further support biodiversity.
  - \$150,000 to fund a communications and behaviour change programme in 2021-22 and \$50,000 per year thereafter.
4. Council is developing an implementation plan for its Climate Resilience Strategy and has a suite of other strategies and policies that are, or will, directly respond to the community suggestions raised in the Annual Plan around low emission transport, energy efficient buildings, green infrastructure and biodiversity protection, such as the Christchurch Transport Plan, Urban Forest Plan, Smart City Strategy and Strategic Asset Plan.
5. The Council recognises the importance of community education and engagement in climate action. The Council is a key partner in the 'It's Time' and 'Toward 2030 Christchurch Conversations' community engagement activities and has just released a new climate resilience campaign (For Christchurch, For Everyone, For Good) and Climate Action Hub on its website. In addition, a communications plan with other approaches has been developed and will be delivered during 2022.
6. The Council's letter of expectations for the Christchurch Holdings Companies reinforces the importance of climate leadership and action. Many of the Holding Companies are already leaders in corporate sustainability and adopt continuous improvement approaches to their operations.

## Support

### *235 - Jenny Hughey (Environment Canterbury)*

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#### 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.

### **260 - Jocelyn Pappill**

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I agree with the priorities of the capital programme with particular support for the completion of the major cycleways network, the continued enhancement of our parks and riverbanks and progressing our adaptation to climate change.

### **267 - Sarah Elicker**

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It's important to me that CCC complete the capital works that was committed to in the long term plan, and that CCC continue to mitigate for climate change.

### **270 - Malcolm Long (Ōpāwaho Heathcote River Network)**

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*[Full attachment available]*

*[Climate Change, Stormwater & Land Drainage, Waterways & Quality Compliance, OARC, Governance, Consultation & Engagement, Parks, Reserves, Wastewater (Capital)]*

3. The Mayor’s message indicates that “Climate action continues to be a priority...we must continue to build our resilience, as we adapt to a zero emission future for all our people4.”

- a. We strongly support climate change action being prioritised, particularly any action which enables communities to appreciate and understand the foreseeable impacts on their local environment.
- b. We seek funding being made available to community groups engaged in climate change engagement with communities.

### **303 - Leeann Watson (Canterbury Employers' Chamber of Commerce)**

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12. The Chamber supports the continued focus on climate change mitigation. It is important that we have the right infrastructure to become a more sustainable city, and we encourage the Council to continue educating and incentivising positive actions rather than penalising. To reiterate the previous point, we expect the Council to

stick to the provision of core services in the first instance. It does not necessarily need to be the Council that is implementing or funding initiatives and going forward we would like to see further partnership with the private sector to address areas such as this.

### **321 - Mark Darbyshire**

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#### Climate change

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

### **353 - Cynthia Roberts**

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Climate Change, Climate Resilience and Improving Biodiversity outcomes I support the work that the council is currently doing to reduce emissions particularly actions around transport and creating safe cycleways that encourage young and old to use active transport. Please keep funding this. • I support work on the Ōtakaro Avon Green Spine Corridor proposals for the Red Zone and proposals for co-governance • I support funding for all the conservation work particularly on the Banks Peninsula and want to ensure this funding is retained. • One of the most effective ways of contributing to climate resilience is to protect and enhance what biodiversity we have left. I support all the work that the CCC is doing to protect areas surrounding waterways, lakes and estuaries and some forest remnants. In particular I want to note and expand on the issue of resources being too thinly spread to achieve the 'step change' that is needed to stop biodiversity decline and build climate resilience.

### **373 - Finn Jackson**

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Our priorities for the city are the need to create livable neighbourhoods, progress climate change mitigation (through both sequestration and actual emission reduction efforts), and continued work on increasing transparency, openness, and general democracy at the city council.

### **389 - John Gould**

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Given the climate and ecological emergency we are facing the need for reduction in greenhouse gas emissions is extremely urgent. The

recent IPCC AR6 WGIII report (April 2022), states emissions should have peaked for any chance of restricting average global warming to +1.5oC. CCC must therefore vigorously pursue a rapid reduction in emissions in order to minimize future global warming.

The promotion and facilitation of greater use of public transport and personal transport such as cycling, Ebikes and electric scooters provides the best opportunity to reduce emissions from private cars. The Ōtautahi Christchurch Climate Resilience Strategy (2021) has stated that over 50% of our emissions come from transport. The urgent completion of the cycleway network taking people to all parts of the inner city and suburbs is essential.

Climate disruption will become more common and costly over the next few years and more people will want to shift to more 'climate friendly' modes of transport. Many of the projects relating to cycleway and other appropriate transport improvements are flagged for 2023/24. These should be brought forward to 2022/23 where possible given the urgency of the situation.

### **393 - Marie Gray**

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Climate change, biodiversity loss and freshwater quality are some of the biggest issues of our time and they need urgent and immediate action. In declaring a climate and ecological emergency in 2019, the Council has recognised the urgency and scale of the task ahead to limit global warming to 1.5 degrees Celsius. The goals of the Ōtautahi Christchurch Climate Resilience Strategy are ambitious and meaningful but can this strategy actually be realised with current levels of investment? We cannot afford to make slow incremental change, it is far too late for that.

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- CCC working with ECAN and other councils on educating the community about the urgency of the climate crises and what measures households can take themselves to make a difference. When people are ready to change their behaviour the options need to be there for them – not the other way round.

### **397 - Kari Hunter**

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Emergency – what is necessary?

I'm glad to see Mayor Dalziel's references to addressing climate change as an important priority,

and while I would favour a stronger target, I am glad that you have committed to reducing



Ōtautahi's emissions by 50% this decade.

Since the Council's LTP was set last year, we have had two more reports from the IPCC, on the effects of climate change and the opportunities and necessities of mitigating it.

I'm sure some of you have read at least the headline statements, and maybe the summaries for policy makers.

If you have not yet listened to Antonio Guterres address to the Press conference this month on the release of the most recent report on Mitigation, I strongly recommend it. I've included references below. Unless we keep global warming below 1.5C, the whole world, including Ōtautahi and our people, will experience much more severe effects. Unfortunately, we are currently on track for more than 3C warming, even if all the governments' kept their promises at COP26. In many cases, including our own, there are no serious concrete plans that would enable even these promises to be kept. "Delay means death." - UN Secretary General Antonio Guterres  
The window of opportunity to turn this around, to save as much as we can of the liveable world, it's cultures and its people, is very short. We must act now. We cannot afford the luxury of waiting for the next Long Term Plan to take action in the face of this deadly crisis.

We must take immediate collective action to reduce greenhouse gas emissions each year, starting now, and protect and restore natural environments that hold carbon (mitigation). We must also set up the city and surrounds to be able to support us well as we transition away from fossil fuels, intensive livestock farming, and other high-emissions activities, and to provide safe functioning homes and environments in the face of increasingly severe climate change effects, such as hazardous heat waves, wild-fire risks, flooding, strong winds, coastal inundation, etc. By the end of this decade we need to be well down this path. This is a big challenge! To get there, we need to take every opportunity we have, starting now.

The costs of timely action for transition to a low emissions sustainable and equitable future will be a great deal less, in money and resources as well as in lives, than the costs of inaction, delay or inadequate measures.

I agree with Mayor Dalziel that Ōtautahi is better placed than most cities to face these challenges.

So let's up the ambition and pace, for the sake of saving lives and livelihoods.

**419 - Paul Broady**

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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 +1.5oC. 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.

## Oppose

### *188 - Rosemary Neave*

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Climate Change - current initiatives either by Council or Government are simply not enough. We need strong leadership in this space, and investment.

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Referencing Climate Change, we need to focus Capital programme beyond nuts and bolts to what can make the most difference to our emissions and mode shift in transport.

cycleways  
busways  
planting more native trees  
planning around 15 minute cities  
planning for trees not just buildings - on the streets and in local parks, playgrounds and community gardens

### **223 - David Lang**

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If the entire city of Christchurch ceased to exist, the drop in so-called greenhouse gas emissions (why don't we call it by its scientific name of carbon dioxide? I guess because you can't scare people so easily) would do nothing to affect the weather. So we should not waste any money on trying to solve an imaginary problem

### **334 - Colleen Philip (Sustainable Otahutahi Christchurch Inc)**

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*[Spending > Our Planned Spending]*

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.

### **351 - David Close (Christchurch East Labour Electorate Committee)**

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We accept that it is the Long Term Plan, not the Annual Plan, which sets out the full range of the Council's work programme. Nevertheless, we had expected to see reference to the 'burning' issue of our day, the over-consumption of resources, especially fossil fuels, which is causing the increase of CO2 in the air and resulting in climate change. We note work to mitigate the impact of climate change but very little effort focussed on its causes.

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4.5 We would expect a broad approach to energy efficiency. Twenty-five years ago the Council employed an Energy Manager (a scientist-engineer) who worked across all areas of Council activity assisting departments to reduce their costs. He calculated cost benefits for all projects, with most paybacks being in one to three years. The Council provided a revolving fund as working capital. We do not know whether the Council still employs such a person. The value of reliable in-house advice is incalculable in these times.

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That the Council:

(i) take specific actions to achieve measurable reduction in CO2 emissions as outlined above.

### **355 - Ross Gray (Christchurch Civic Trust)**

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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).

## **Other**

### **151 - Julie Kidd**

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In general, as made clear by the reports from the IPCC that have been published in the last 12 months, measures that reduce Christchurch's contribution to climate change should be the Council's top priority. It needs to be considered in every decision being made. As a retired doctor, I would emphasize the positive

effects on health of many of the projects that help reduce emissions: for example promoting cycling and other active transport, making sure Council accommodation is well-insulated and uses heat pumps as primary source of heating, wetland development. Health effects (positive or negative) should be being considered in every decision being made, alongside effects on climate change.

### **273 - Marian Krogh (Protect Our Winters NZ)**

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*[Strategic Transport, Public Transport]*

Overall climate change doesn't appear to be a priority with no mention of goals to reduce overall emissions from the city.

We're happy to see the promotion of active transport and improved reliance on, and access to public transport. It is vital to reduce our reliance on fossil fuels with transport contributing so highly to NZ's emissions.

Adaptation to climate change is mentioned but we are advocating for a greater focusing on reducing emissions and Christchurch's impact on the climate.

There is a reduced goal from 54% to 48% of residential land holdings with a 15-minute walking access. This should be increased not decreased.

As an organisation that represents the outdoor community and advocates for climate action, we would like to see outdoor and green spaces, including wetlands protected, preserved and restored. We'd also like to see increased housing density, more, and safer and accessible active transport options, and more and more accessible public transport options.

### **298 - James Barber (Extinction Rebellion Ōtautahi)**

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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.

#### 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.

*[Full attachment available]*

### **311 - Sonya Hodder (Spreydon Neighbourhood Network)**

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3 We are concerned about climate change

### **334 - Colleen Philip (Sustainable Otahutahi Christchurch Inc)**

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In May 2019 the CCC declared a climate and ecological emergency committing itself to doing all that it can to dramatically accelerate carbon reduction action and reverse the impacts of global warming. We are currently starting to see the effects of the worldwide pandemic. There is now a global, financial and social emergency as well as a climate emergency. The evidence is irrefutable' and 'Christchurch people have been clear through submissions, actions and protests, they expect action. If the CCC is to achieve its vision 'Christchurch as a city of opportunity for all. Open to new ideas, new people and new ways of doing things – a city where anything is possible,' our major projects need to focus on our city using renewable resources, respecting our land, dramatically reducing the pollution and the warming of our globe. 2022 is the year the CCC needs to start thinking generations ahead and put health equity at the heart of all policy making. CCC needs to celebrate and cradle community self-reliance, resilience, and stability

### **345 - Stephen Howard (Keep Our Assets (KOA) Canterbury )**

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Koa has consistently recognised that a viable planet and a strong city are important, in fact vital, public assets, a city functions best when it is understood that a city is more than just a collection of private properties connected by horizontal infrastructure. Public facilities, public transport/non-car modes and a modern climate change-based approach to housing are all important.

### **356 - Emma Twaddell (St Albans Residents Association )**

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In May 2019 the CCC declared a climate and ecological emergency committing itself to doing all that it can to dramatically accelerate carbon reduction action and reverse the impacts of global warming. We are currently starting to see the effects of the worldwide pandemic. There is now a global, financial and social emergency as well as a climate emergency. The evidence is irrefutable' and 'Christchurch people have been clear through submissions, actions and protests, they expect action. If the CCC is to achieve its vision 'Christchurch as a city of opportunity for all. Open to new ideas, new people and new ways of doing things – a city where anything is possible,' our major projects need to focus on our

city using renewable resources, respecting our land, dramatically reducing the pollution and the warming of our globe. 2022 is the year the CCC needs to start thinking generations ahead and put health equity at the heart of all policy making. CCC needs to celebrate and cradle community self-reliance, resilience, and stability

### **357 - Marie Gray (Summit Road Society)**

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#### Climate Change

The scientific evidence is clear, we are facing dual crises - climate change and biodiversity loss. We support CCC's focus on climate response, both in terms of reducing emissions and taking action to build resilience. However, plans alone cannot achieve the step-change needed; initiatives need to be properly resourced. The sooner we start to practically address these crises, the more likely we are to be successful and the cheaper it will be in the long run. Nature-based solutions will be critical.

### **364 - Dorothy (Dot) Lovell-Smith**

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Where is the money being budgeted to stop Climate Change? I was disappointed that there was no budgeting for increased tree planting in areas like Hornby and Hei Hei. With the government's proposal to encourage greater housing density in suburban areas, unless the council takes steps to prevent it, we are sure to see a great loss of tree coverage in the suburbs. We can not afford to let this happen. Climate Change will not go away if we pretend its not happening . It is happening now and at the moment planting more trees is one of the only weapons we have to use in the fight to slow it down, I would like to see more community consultation about where we, and you can plant more trees. There are lots of spaces around Hei Hei in parks, on road sides and under the high tension lines which are a feature of our suburb, that could all be filled in with bush or tree planting. The planting begun by subdivision developers could be expanded to increase areas of shade and shelter from the wind. The big green space on the edges of Wigram along Awatere Rd could be turned into park and planted with native bush trees to become a new attractive feature of the area.



*[Other > Tree Canopy]*

Two years ago in May 2019, the Christchurch City Council declared a climate change emergency. In speaking to the action, Mayor Dalziel said:

“Ironically the costs will only increase if we don’t take action now. For every \$1 invested in resilience, there is a return of between \$4 and \$10,” [...] In other words there is a financial cost, so if we don't invest now, we are simply deferring what will be a significantly greater cost in the medium term.”

This was followed, in December 2020, by Prime Minister Ardern declaring the same for New Zealand, saying:

“This is a declaration that will need to be supported by ongoing, continual action and activity. It sits behind the work that we did in our first term of office: our plan to plant one billion trees...”

This Annual Plan lists climate change as one of its priorities, with the main focus on mitigating impacts of climate change on our city. The main activity around this is looking at the impact of sea level rise and how we will mitigate this. This is important and urgent work, however we believe that we must also focus on the things that we can do right now that will have a positive benefit for our residents, for example maintaining and increasing our tree canopy.

Yet, instead of that, our tree canopy has declined in the last 5 years - from 16% to 13% cover. In some of our less affluent suburbs, the canopy cover is less than 10%, for example, only 9% in Linwood and 7% in Hornby. This is at a time when Council has made a commitment to increase the tree canopy with its policy of replacing every tree cut down with at least one tree, and where possible, two. Christchurch should have a goal of 30% canopy cover, and Council must make a commitment to fund this now. The longer we wait, the worse the impacts will be.

No trees on private property in Christchurch have been added to the list of protected trees by the Council since it declared a Climate and Ecological Emergency, in spite of repeated deputations from concerned Christchurch residents and community groups for more trees to be given that status in order to prevent them from being felled.

At the Council’s Urban Development and Transport Committee Meeting (31 March 2022), Councillor Sara Templeton identified that close to 900 trees, which are currently listed as protected, are at serious risk of losing that status as a direct result of the Christchurch City Council's failure to act. After further questioning, Council staff

said the work required has not been done, that they do not have the resources to go out and assess those 900 trees in order to ensure their protection.

Christchurch (a city that was one of the first in Aotearoa New Zealand to declare a Climate Emergency and is the largest city in the South Island) has the lowest percentage of tree canopy coverage of any of the major New Zealand metropolitan centres. Why is that? How is that in any way shape or form acceptable in 2022 when there is so much information on climate change, the impact it is having on the planet, and what we can do to mitigate it?

The Local Government Act requires all local government organisations to set community outcomes. In terms of community outcomes here in Ōtautahi Christchurch, the Council's Strategic Framework describes the aim to achieve and promote social, economic, environmental and cultural wellbeing of our community.

Is the Council doing that in terms of protecting what little tree canopy coverage remains of the existing urban forest in our residential areas, in the streets on which people live, rather than just in parks and reserves? The fact no additional trees have been listed as protected on private property since 2019 would suggest otherwise.

Trees are the lungs of the planet. They provide habitat for native fauna to feed, nest and live. They filter pollutants through their leaves and root systems. Those same leaves and root systems assist with the management of stormwater by trapping rainfall in the canopy of the trees and absorbing rainfall into the tree once it reaches the soil. That in turn reduces flooding and sedimentary deposits entering the stormwater system and prevents the polluting of our rivers.

Trees provide cooling shade, preventing urban heat islands which contribute to global warming. They also provide economic and social community benefits in addition to their aesthetic values. By removing existing established trees in our neighbourhoods, we run the risk of urban heat islands developing in those areas where more densely packed housing development is constructed.

The less green cover a city has, the higher the temperatures will be. Trees cool the city by providing shade, and through the evaporation from their leaves - a process similar to the function of human sweat. Removing trees and paving over the area disturbs this process, trapping and preventing evaporation of heat.

It is also a well-known trend that lower-income parts of cities tend to have less green cover. This is evident in Christchurch, with wealthier suburbs having tree-line avenues, while the inner-city East have

seen the wholesale removal of old trees to make way for cheap medium-density housing.

International data indicates that lower-income parts of cities tend to have less green cover, and as a result of that, lower socio-economic neighbourhoods are more likely to be hotter than their wealthier counterparts. Residents exposed to that extra heat are often a city's most vulnerable, and disproportionately people of colour.

Here in Christchurch the evidence reflects that too with the lowest percentages of tree canopy cover being in working class and underprivileged suburbs, rather than Fendalton, Cashmere and the more affluent neighbourhoods. Arguably the same could be said to be true in relation to the fact that it is the suburbs that have fewer trees and are those in which more Māori live. With that in mind, and having allowed the city to be stripped of trees, is the Council living up to its Treaty of Waitangi obligations? .

Existing established trees should be protected in our city, and more should be planted to boost tree numbers and canopy coverage in order to further mitigate against climate change, and that should be a factor included in all public policy in order to future-proof the liveability of Christchurch.

Global warming is definitely having a marked impact on Canterbury's hot dry summer temperatures, so heat islands are something we can ill afford. Clear-felling existing established trees in our Tier 1 cities is counter intuitive in the battle against climate change, global warming, as well as the mental and physical health, and general well-being of city residents.

This Annual Plan, and every future Annual Plan and Long Term Plan must demonstrate a commitment to increasing our tree canopy. We would like to see Council's proposed activities specifically documented and budgeted so that it is clear to residents that Council is taking immediate and sustained action to reverse years of lack of attention to this issue.

*[Full attachment available]*

### **385 - Allan Taunt**

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However, we do need to make sure we are doing everything we can to reduce carbon emissions and sink carbon emissions. The latest information from the IPCC needs to become a regular input into decision making. The big area of concern is of course transport. Improving behaviour is not easy, and in reality this should have started many years ago.

Create appropriate building standards that both reduce emissions from construction, operations and end-of-use, and prepare us for the environmental conditions we will face in the future.

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Imports, embedded emissions, and securing essential needs

We need to take responsibility collectively for embodied emissions in imported goods and services

– the council can:

- Set a policy to cut embodied emissions as they arise in their own business.
- Consider how to encourage local, sustainable practice over imports with high embodied emissions.

Council-owned companies

We in Ōtautahi need to address – cut by at least half and more appropriately 80% - the emissions

we enable, even when they don't occur entirely within our district.

That means:

- Assess and draw down or phase out the activities of Council-owned companies that support very high-emissions activities. In particular:
  - The CIAL needs a plan to reduce not only its own direct emission, but also the emissions of all the flights it serves. It needs to reduce flights and aviation fuel for those flights – something like 15% per year till down to 5-10% of current emissions.
- There must be no expansion of Christchurch Airport, and no new airports (scrap plans for any airport at Tarras).
- Lyttelton Port should similarly phase out shipments of coal – say reducing by 20 -30% per year till eliminated.
- The Council will need to plan budgets that do not rely on profits from these extremely high emissions activities. It is not appropriate to keep profiting from the deaths of people here or elsewhere, as largely caused by coal, other fossil-fuels and industrial agriculture.

*[Full attachment available]*

## 406 - Lindsey Conrow

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[Strategic Framework > Climate Change]

I support extra spending for roading improvements, if those improvements remain aligned with Council's commitments to climate action and the proposed level of service goal for trips taken by non-car modes.

## 419 - Paul Broady

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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.

## 16.3. Other

### General Comments

Six submissions were received on other strategic framework topics, including a destination management plan for Banks Peninsula, sustainable tourism, the Canterbury Water Management Strategy, community strategies and the Dog Control Policy and Bylaw.

### Officers Response

ECAN supports the Council for its leadership and commitment to the Canterbury Water Management Strategy and its willingness to work collaboratively and share information with other councils. (Environment Canterbury)

Submissions raised a number of other issues for our consideration:

- One submitter suggested the Council to partner with the St Albans community to evaluate the St Albans Strategy 2013-2023 and establish a direction for the next decade. (St Albans Residents Association)
- A submission requested a change to the dog bylaws in 2023, arguing they are out of date and do not align with other cities in Aotearoa. They would like a dog-free estuary, to protect the remaining bird species that are fast diminishing. (Avon Heathcote Estuary Ihutai Trust)
- A submitter raises concerns about council consultation and engagement in relation to the Strengthening Communities Together Strategy. (Akaroa Ratepayers & Residents Association Inc.)
- Three submitters raised development of a Destination Management Plan for Akaroa and Banks Peninsula. (Tē Pātaka o Rākaihautu Banks Peninsula Community Board, Akaroa Ratepayers & Residents Association Inc., Victoria Andrews)

Regional cooperation on water issues

- Christchurch City Council has representatives on all three zone committees, and is supporting and leading much of the practical work of those committees, in support of the objectives of the Canterbury Water Management Strategy.

St Albans

- The recognition of the historic boundaries of St Albans as a Community of Interest is a matter for the Council to consider in a Representation Review process. Council's 2021 Representation Review and the resulting determination by the Local Government Commission identified a number of communities of interest within the historic boundaries of St Albans. It also confirmed the Waipapa Papanui-Innes-Central Community Board area as covering the historic boundaries of St Albans so, de-facto, the community therein is represented by one Community Board.

A review of the St Albans Strategy should be discussed with the Waipapa – Papanui – Innes - Central Community Board at the beginning of their new term, in November/December 2022 as a potential item in their Community Board Plan. The Board are best placed to engage the local community and determine the relative priority of this against other issues and actions.

Dog control

- Regulation of dog access to the land surrounding the Avon Heathcote Estuary Ihutai will be looked at during the review of the Dog Control Policy and Dog Control Bylaw. The Policy lists the areas in the district where dogs are restricted or prohibited, and the Bylaw enables enforcement. The review is scheduled to start in 2023. Proposed changes to the Policy and Bylaw will be released for public consultation as part of the review process.

Strengthening Communities Together Strategy

- The Strengthening Communities together Strategy (2022) received 81 submissions as well as hosting 20 workshop groups. Fifty changes were made to the Strategy as a result of the hearings. Of the submitters 24 received a standardised response to their submission (due to the nature of their submission). Fifty six submitters who provided

specific suggestions received a personalised response including a copy of the staff feedback to their submission and the staff recommendation to Council and as a result of the submission and feedback. In addition all 56 submitters received a copy of the staff feedback and recommendation for all 56 submissions. All submissions and decision making were in the public realm. It is difficult to imagine a more transparent and inclusive process.

#### Banks Peninsula Destination Management Plan

- ChristchurchNZ has secured central government funding to deliver a Banks Peninsula Destination Management Plan (DMP) so that the Council does not need to fund this work from the LTP/annual plan.

ChristchurchNZ is engaging independent consultants with appropriate expertise and experience to develop a DMP for Banks Peninsula. An RFP process has just commenced, and community engagement is key in the process. ChristchurchNZ have been in discussions with the Banks Peninsula community board and are attending a community board meeting on Monday 2nd May to update on the DMP process, including the scope and timing of the work.

## Support

### *235 - Jenny Hughey (Environment Canterbury)*

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*[Three Waters > Three Waters (Operations)]*

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.

### *250 - Tori Peden (Te Pātaka o Rākaihautū Banks Peninsula Community Board)*

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#### Destination Management Plan

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

The Community Board Plan states – Develop a destination management plan with significant input from the community, taking into account current and future economic, social, cultural and



environmental impacts. The Board has rated this plan as its number one priority.

## Oppose

### 413 - Harry Stronach (Akaroa Ratepayers & Residents Assn Inc)

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*[Other > Consultation Process/Engagement & Communications]*

#### A Relationship Crisis

Last year we considered the draft Community Strategy proposed by CCC, and we gave credit to the authors for clearly acknowledging shortcomings in the CCC performance to date. But we did not really see anything in that draft strategy that was a fundamental change from the 2007 strategy that it is intended to replace. Once again it seems to be a case of “more of the same”, and another loop around the downward spiral.

The words “relationship” and “partnership” were frequently used in the Community Strategy document, but what are we actually talking about? Does this talk imply that there is some sort of equality between the partners?

A look at the consultation processes run by the Council may be useful. There have been repeated occasions where CCC seems to ignore the results of a consultative process, and press on to a pre-determined outcome, and that has led many people to think that these processes are a complete waste of time. This has led to a progressive breakdown in the levels of trust and respect between the community and the council, which is a direct driver of the depressing survey results mentioned earlier.

Of course, on any particular issue not all submitters will be satisfied with the outcome. But it should be a core council policy that the views of most submitters should be respected and actions taken accordingly. Unfortunately what we see is council staff pursuing agendas that are clearly contrary to the wishes of the majority of ratepayers.

There is now a widely held view in the Peninsula community that the Council only pays lip service to the consultation process, and the council should be very concerned that that view has become entrenched. There is a legal requirement to conduct consultation that is genuine – it is an important part of the democratic process.

The Community Strategy as proposed by Council will prove to be a pointless exercise unless there is a fundamental change in the

council's attitude, approach, and methods of interaction with our community.

## Other

### **333 - Kit Doudney (Avon Heathcote Estuary Ihutai Trust (AHEIT) )**

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We also request a change to the dog bylaws in 2023. They are out of date and do not align with other cities of Aotearoa. In particular we want to adopt a dog-free estuary, to protect the remaining bird species that are fast diminishing.

### **339 - Victoria Andrews**

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The council promised that it would implement a Destination Management Plan for Akaroa and Banks Peninsula through ChristchurchNZ working in partnership with the Banks Peninsula Community Board but nothing has happened. However, I learned that funding had been provided some time ago in a letter I received from the Minister of Tourism but the project has yet to commence.

### **356 - Emma Twaddell (St Albans Residents Association )**

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We are deeply concerned about the current CCC Communities of Interest, with particular regard to St Albans. Much of the large geographical area historically known as part of the St Albans community is not recognised by the Council as St Albans which causes severance of the community. Areas which were historically known as St Albans changed in 2006 when NZ Post Codes introduced names to the areas (Mairehau and Edgware) The St Albans Community that has developed since the 1850s is not recognised by the Council and it takes away from the identity and development of the area. Submission from the St Albans Residents Association (SARA) into the Christchurch City Council's Draft Annual Plan 2022 We submit that the CCC

- Partner with the St Albans community to evaluate the St Albans Strategy 2013-2023 and establish a direction of the next decade.

*[Full Attachment Available]*

### **413 - Harry Stronach (Akaroa Ratepayers & Residents Assn Inc)**

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Sustainable Tourism

For many years now there has been talk of a “Destination Management Plan” for Akaroa, and it is indeed an important subject. But what we need first is a Sustainable Tourism plan, which can put some sensible limits on what it is that we are trying to manage. Most importantly, that plan needs complete community buy-in. Sadly, this subject has been delegated to ChristchurchNZ, an organisation which has consistently demonstrated that they are prepared to treat local communities as expendable in their distasteful pursuit of tourism growth. The entire subject should be researched by independent consultants with expertise in this area, and who would be able to produce a meaningful result that would have some credibility in the community.

# 17. Planning and Strategic Transport, Urban Design and Urban Regeneration

## 17.1. City Planning

### General Comments

25 submitters addressed city planning issues in their submissions. Four provided comments in support of current work programmes and proposals, two opposed and twenty provided alternative views or proposals.

### Officers Response

Submissions were received in support of increased spending on land use planning and strategic transport, close working relationships and the sharing of information with Environment Canterbury.

Submissions raised a number of issues/ matters requiring consideration including:

#### **Intensification**

- Concerns have been expressed about the effects of intensification including parking, traffic, loss of trees, over-crowding, loss of community connections, disturbance e.g. noise, pressure on infrastructure and services (Tammy Ramsey-Evans, Daniela Bagozzi, Greater Hornby Residents Association).
- Submissions have sought that intensification be managed so as to not be to the detriment of amenity values and the natural environment, including the tree canopy. A submission seeks that multi-unit development is subject to higher standards, underpinned by concepts of sustainability, resilience, respect for the natural environment and honouring Manaaki Tangata (Care for the land, care for the people) (St Albans Residents Association). Others have sought that the effects on the quality of the street environment be addressed incl. being free of traffic, with trees and aesthetically pleasing, intermittent green spaces, a requirement for solar panels and water tanks, and incentives through rebates for double glazing, car free developments and not producing rubbish (Tammy Ramsey-Evans).
- A submission has sought that higher densities be enabled (Protect Our Winters NZ) while others have sought that higher densities of intensification be directed to the Central City ahead of suburban areas (Greater Hornby Residents Association)

The Council is proposing a draft Housing and Business Choice District Plan change to implement government direction in the National Policy Statement on Urban Development (NPS-UD and Resource Management (Enabling Housing Supply and Other Matters) Amendment Act. The NPS-UD requires Council to enable greater levels of development in and around the Central City, commercial centres and proposed mass rapid transit stops, and the enabling housing legislation introduces Medium Density Residential Standards that enable up to three homes, up to 12 metres high (three storeys, depending on building design) in most residential areas of the City from August 2022.

There are some matters that we must implement including the Medium Density Residential Standards while other matters can be tailored to a Christchurch context e.g. the extent of the area enabled for intensification around commercial centres.

We are proposing standards to manage the effects of intensification and requiring resource consent for development above thresholds. This will enable assessment of the effects of individual proposals.

With regard to effects on infrastructure, we are proposing a district-wide engineering provision in the District Plan, which will require anyone wanting to develop land to check water and sewer network capacity with us prior to planning a new development.

We're also proposing that anyone wishing to develop land may need to pay financial contributions to help mitigate the effects of the loss of trees and would be taken to maintain the tree canopy.

In terms of parking, the National Policy Statement on Urban Development requires Council to remove minimum car parking requirements, which occurred in February. However, Council has the ability to apply other methods e.g. on-site parking restrictions, to manage the effects associated with car parking.

Feedback on the draft plan changes on Housing and Business choice is open until the 13<sup>th</sup> May and this provides an opportunity for feedback on the draft ahead of a formal process from August 2022.

Spatial planning work is also underway and there is an opportunity for more detailed planning of neighbourhood areas in the future where significant intensification is occurring. At that time, there will be an opportunity to further consider the environment as a whole including on- street car parking, tree planting, open space, etc.

#### **Effects of subdivisions**

- Concern is expressed about the subdivisions/ urban sprawl occurring, its impact on infrastructure and the need for an integrated approach (Lynda Janks), roading upgrades (Rosalind Ellis), provision of rapid transit (Arthur McGregor) and reduced spending on projects promoting it (Cameron Bradley).
- A new high school has been sought as demand is reaching a peak (Richard McCaskill)

In planning for growth, Council endeavours to take an integrated approach to development and infrastructure. At a strategic level, the Council is working with its partners on a spatial plan to define how and where the City grows in the future. In planning areas for growth and ahead of rezoning land, consideration is given to infrastructure capacity and upgrades required. Through the Long Term Plan and Annual Plan, upgrades to networks can be identified to manage the effects of growth and development contributions can be taken to fund these improvements.

Work is also continuing on a business case, investigating Mass Rapid Transport and how it integrates with land use.

In planning for growth, we engage with the Ministry of Education in their planning for schools to meet demand.

### **Accessibility to amenities/ services**

- Actions are sought to facilitate shopping, employment and services within 15 minutes walking distance of where people live, including enabling the establishment of neighbourhood centres with a grocery, greengrocer, GP etc. while restricting supermarkets and their expansion (Christchurch East Labour Electorate)

The Council is proposing greater levels of intensification in and around centres to enable more people to live near services and amenities in accordance with the government's direction in the National Policy Statement on Urban Development. Also, in planning for new areas of development, consideration is given to the proximity of housing to amenities and services.

Council is required to provide sufficient capacity to meet demand for commercial activities over the short, medium and long term. In doing so, there is provision made for a range of sites for different businesses. Any expansion of commercial zoned land e.g. supermarket expansion, is subject to criteria including effects on surrounding residential areas.

### **Quarries**

- Concerns have been expressed about quarries in closer proximity to housing and the alternative sought of aggregate being taken from rivers. Concern has also been expressed of Council taking land back from quarry operators due to the ongoing costs. (Greater Hornby Residents Association)

The effects of quarries are managed through the District Plan with new quarries in rural zones subject to resource consent. This enables assessment of the effects on housing in the vicinity. Through the District Plan Review, consideration was given to setbacks and the activity status of quarries in proximity to residential activities.

### **Economic growth/ Other**

- A supportive regulatory environment has been sought that supports business (Canterbury Employers' Chamber of Commerce on behalf of Chief Executive). Along similar lines, a simpler District Plan has been sought that reduces compliance costs (Cameron Bradley)
- Concern has been expressed about proposed financial contributions given the costs for commercial property owners and the impacts on costs for home buyers, making housing more unaffordable (Property Council).

Objectives of the District Plan seek to enable development, particularly Objective 3.2.2 which is to minimise transaction costs and reliance on resource consent processes. Changes to the District Plan need to be consistent with this and other objectives.

Feedback on the use of financial contributions is welcome as part of the Draft Housing and Business choice plan change, open for feedback until 13<sup>th</sup> May 2022. In preparation of the changes, Council is considering the costs and benefits of the proposed changes.

### **Other**

- Planning is sought for Akaroa and the wider Peninsula that recognises the distinctiveness of the area from the City (Akaroa Ratepayers and Residents Assn)
- Limits are sought on tourism that maximises the benefit for the community and visitors (Akaroa Ratepayers and Residents Assn)
- A submission considers the District Plan is not representative of our heritage and needs to be addressed (Historic Places Canterbury)
- A submission has sought mobile phone coverage for their area (Will Knapp)
- Restrictions are sought on helicopter movements in the Central City, limited to rescues and with minimum heights and prescribed flight paths (Murray Peacock)
- Support is expressed for tiny homes (Rhodora Sagles)
- Concern has been expressed of the costs and consenting process for use of homes for short-term accommodation (Jamie Punnett)
- Recognition is sought of the extent of St Albans and the developing villages within it based on the historic St Albans Borough boundaries (St Albans Residents Association)
- Provision is sought to ensure full access to public and commercial buildings for disabled people other users such that there is universal access (St Albans Residents Association).
- A submitter (Environment Canterbury) has indicated that they look forward to working together to develop shared regional approaches to key biodiversity challenges including ongoing work to identify Significant Natural Areas.

The Council in planning for Akaroa and the wider Peninsula, will consider the distinctiveness of the area. This is reflected in provisions of the District Plan that are, in a number of zones, specific to Akaroa and the Peninsula e.g. commercial and residential zones, heritage and provision for visitor accommodation.

In managing the impacts of tourism, limits are in place on the number of nights that residential units can be used for visitor accommodation e.g. AirBnB above which resource consent is required. There are also limitations on commercial activities expanding into residential zones, which may arise as a consequence of tourism.

In response to feedback that the District Plan is not representative of our heritage, a draft Heritage Plan Change is proposed in conjunction with other current plans changes. This provides an opportunity for the identification of Residential Heritage Areas and additions to the schedule of heritage items. Comments are sought before the 13<sup>th</sup> May 2022.

Mobile phone coverage is managed by telecommunication operators, who Council will consult when planning for growth, where appropriate.

Flight paths for helicopters in the Central City are managed by CAA. Noise limits apply to helicopters landing and taking off, except for helicopters used for an emergency and as an air ambulance.

Plan Change 4 on short-term accommodation has been through a statutory process, including consultation and a hearing. The rules have taken effect now with the right of appeal to the Environment Court.

The recognition of the historic boundaries of St Albans as a Community of Interest is a matter for the Council to consider in a Representation Review process. Council's 2021 Representation Review and the resulting determination by the Local Government Commission identified a number of communities of interest within the historic boundaries of St Albans. It also confirmed the Waipapa Papanui-Innes-Central Community Board area as

covering the historic boundaries of St Albans so, de-facto, the community therein is represented by one Community Board.

The requirements of accessibility are provided for under the building code and other similar regulations. Where relevant the requirements of accessibility are specifically included in the scope of a project to construct a new building or alter an existing one. Council will commission an accessibility audit on all applicable capital projects and consult interest and community groups to this end. Council hosts a Disability Advisory Group who review plans and designs for new and altered buildings. Additionally the Council report template includes the mandatory consideration of accessibility implications on all relevant Council decision making. Council has established an accessibility Working Group to ensure elected member oversight on Council's commitment to accessibility.

Council is advancing work to protect the region's biodiversity including a plan change to the District Plan and will continue reviewing its Significant Natural Areas while also providing advice to landowners.

## Support

### 186 - Tracey Nelson

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*[Transport > Roads (Capital)]*

I am somewhat perplexed (and alarmed as a local resident) as to why the Council is consenting so much new building and sub-division in the Halswell area without upgrading major intersections that are not only catering to residents but others who pass through Halswell to get to Prebbleton and Tai Tapu/Akaroa highway. Expenditure on this intersection needs to be brought forward to 2022/23 as a matter of urgency.

### 235 - Jenny Hughey (Environment Canterbury)

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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.

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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.



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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.

#### **241 - Mike Mora (Waipuna Halswell-Hornby-Riccarton Community Board)**

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*[Spending > Our Planned Spending]*

The Board supports inclusion of 1.8 million dollars in the Plan for implementation of the Government's Resource Management (Enabling Housing Supply and Other Matters) Amendment Bill. The Board understands that this is a significant piece of legislation and it is important that meaningful consultation be undertaken on it.

#### **273 - Marian Krogh (Protect Our Winters NZ)**

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*[Spending > Our Planned Spending, Strategic Transport]*

We support increased spending on Land Use planning & strategic transport.

### **Oppose**

#### **136 - Jamie Punnett**

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I am absolutely appalled at your plan to impose costs and an approval process for people to use their property for short term rental purposes. People have a right to do what they want with their property. I for one won't be visiting as I will no longer be able to stay for a few weeks in suitable accommodation that I wouldn't get at a hotel.

#### **224 - Sandamali Gunawardena (Property Council New Zealand)**

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*[Revenue > Development Contributions]*

##### **8. Financial Contributions**

8.1. Christchurch City Council proposes to amend the Revenue and Financing Policy to recognise financial contributions as a possible revenue source. However, commercial property owners are already facing a multitude of costs including development contributions, rates increases and the proposed vacant sites differential.

8.2. Christchurch City Council needs to be careful with the collection of financial contributions as there is potential for 'double-dipping'. For example, the Council will not be able to collect financial contributions as well as development contributions from the same development to fund the same activities. In practice, this can be difficult to implement, which is why many councils look at alternative funding mechanisms instead.

8.3. On the other side of the spectrum, increased fees often end up on the end consumer, namely the end purchaser. Increased development contribution fees or the introduction of financial contribution fees likely result in the following outcomes:

- Additional costs begin passed on to the eventual buyer, making housing more expensive; and/or
- Planned developments are postponed or cancelled, due to increased costs reducing the overall feasibility of the development or project.

8.4. At a time where costs continue to rise, Property Council recommends that Christchurch City Council reconsider proposing financial contributions as another revenue source and keep the Revenue and Financing Policy as it is.

## Other

### *167 - Richard McCaskill*

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And has any consideration, that the council might be aware of, been given to a new high school in the area as demand must be reaching a peak given the new primary schools now in the area.

### *192 - Murray Peacock*

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The other issue is helicopter movements disturbing the peace over the CBD, these need to be restricted to rescue choppers and certain heights and flight paths need to be organised

### *20 - Rhodora Sagles*

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Support tiny homes.

### *23 - Cameron Bradley*

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I would like a simpler district plan so we could reduce compliance costs of meeting these plans.

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I support delaying or reducing budgets of any projects increasing general traffic capacity or promoting urban sprawl.

### **236 - Will Knapp**

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I would also like to make known my support for mobile phone service in the area. It too has been promised for years and not delivered.

### **273 - Marian Krogh (Protect Our Winters NZ)**

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*[Climate Change]*

As an organisation that represents the outdoor community and advocates for climate action>>> We'd also like to see increased housing density.

### **303 - Leeann Watson (Canterbury Employers' Chamber of Commerce)**

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As we have expressed in every previous submission to the Council, we expect a commitment from the Council to enable a more supportive regulatory environment that facilitates rather than hinders business. Economic growth is fundamental to achieving strong community outcomes.

### **312 - Marc Duff (Greater Hornby Resident)**

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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.

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We strongly encourage staff to push High Density Housing in our central city ahead of suburbs if they are serious about creating a vibrate central city.

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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.

### **322 - Daniela Bagozzi**

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I have observed how the rapid increase in housing density in our suburb (Inner City East/Phillipstown area) has brought about many undesirable effects: loss of trees, difficulty of access to properties because of parking issues (this especially affects those relying on carers and nurses attending to their physical or mental health needs), increased tension among neighbours ('parking wars' have been reported by some). It is important that Council is more cautious when approving intensification of housing.

### **327 - Tammy Ramsey-Evans**

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I write this letter from my kitchen table looking at my neighbors villa and trying to think of ways I can mitigate the effects of having 3x 3 story houses peering back at me- please feel free to share your thoughts on that one as I am stumped (other than moving)!

As you have previously designated St Albans for medium density housing and now with government regulations making this even easier I implore you to create a plan that ensures (NEW) intermittent green spaces be designated. It's great to provide additional housing to those that need it and of course the increased revenue that all these new rate payers provide but the result is horrible streets to actually live in.

In the last year and half since moving to Christchurch there have been 40 new dwellings built within 30 meters of my house and building is beginning on another 20. This has removed not only the houses but almost all of the mature plantings that surrounded these historic homes. This along with road works has ensured that I have been woken at 6.30 am each morning for the past 12 months (I would prefer to wake on my own at 7!).

What looked like a nice leafy street to begin with is actually a really noisy and increasingly over-crowded area. The housing density contraindicates any council goals about encouraging car free living and greener, connected neighborhood's. As a car free family we must now dodge multitudes of cars now parked up and down the street. These cars can not be accommodated by the owners dwelling- by not ensuring enough car parking spaces for at least 2 cars for each dwelling the developers win as they can cram more houses on- but unfortunately those of us living in the area lose. As the streets become uglier there is less incentive to spend time out

the front of the house which decreases community connections and casual encounters.

There does not appear to be urban planning as such which would designate green spaces in amongst the areas of increased housing density. I would be interested for the council to advise- for each new dwelling built how does it propose to keep the streets pleasant to live in for those of us who choose to call Christchurch home. Will this mean more smaller community parks or something similar? What additional planting of the area needs to take place to mitigate the effects of all the land and tree's lost to development?

As far as the new houses that are being built are concerned- should the requirements for solar panels and water tanks not be compulsory- at least if we are going to live in increasingly overcrowded areas- these should at least be sustainable!

Increasingly with the decisions made by council and your urban planners we are losing community- at a time when lots of evidence points to this being the way forward. If you want to encourage greener streets, car free living, decreased emissions then this has to be supported by council and perhaps even incentivised through rates rebates for things like retro-fitting double glazing, being car free, not producing rubbish/recycling.

Greener neighborhood competitions are fun ways to do this and used elsewhere in NZ to encourage community connectedness. Finally if you are to encourage car free living then amenities must be close by, which is why I support the increased funding of Edgware pool. Biking more than 10km return for a swim is not an incentive.

What I would like to see for the Christchurch that I live in is: Beautiful streets- streets can still be well planted, free from lots of traffic and aesthetically pleasing even with lots of housing development-it is actually not the houses that are the problem its the destruction of everything else in their wake that is unpleasant.

### **351 - David Close (Christchurch East Labour Electorate Committee)**

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4.2 We note a laudable new objective to ensure that shopping, health, recreation, employment and education services should be within 15 minutes' walking distance of residential accommodation. Has the Council planned specific actions to facilitate this? Restrictions on the development of new supermarkets and of extensions to car parks of existing supermarkets? Facilitation of the re-establishment of neighbourhood centres with grocery, takeaway, green grocer, and maybe GP rooms? Pressure on the Commerce Commission to force supermarket wholesalers to allow local groceries to purchase from them on fair terms?

### 356 - Emma Twaddell (St Albans Residents Association )

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We are deeply concerned about the current CCC Communities of Interest, with particular regard to St Albans. Much of the large geographical area historically known as part of the St Albans community is not recognised by the Council as St Albans which causes severance of the community. Areas which were historically known as St Albans changed in 2006 when NZ Post Codes introduced names to the areas (Mairehau and Edgware). The St Albans Community that has developed since the 1850s is not recognised by the Council and it takes away from the identity and development of the area. Submission from the St Albans Residents Association (SARA) into the Christchurch City Council's Draft Annual Plan 2022

We submit that the CCC

- Recognise the extent of St Albans and the developing villages within it. SARA would like to see the historic St Albans Borough boundaries defined as the community of St Albans in the CCC Communities of Interest.

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*[Planning and Strategic Transport, Urban Design and Urban Regeneration > Urban Design, Other > Tree Canopy]*

We accept that there is a need for increased housing intensification to provide homes for St Albans' growing population. But we do not accept the excessive sacrifice of amenity value that results from the design and construction qualities, and the excessive degree of intensity of many housing developments in our suburb. Amenity value refers to those natural or built qualities and characteristics of St Albans that contribute to people's appreciation of its

- pleasantness
- aesthetic coherence
- cultural attributes
- recreational opportunities

The level of intensification should not be to the detriment of the natural environment, but should allow trees to flourish, including existing mature trees, in order to prevent the destruction of the tree canopy which protects from heat and reflected glare.

We believe that when people choose to live in St Albans, they are attracted by the amenity value of the area and the existing community. Multi-unit developments should not compromise the

existing amenity value of St Albans. Instead, they should aspire to improve it.

The design of multi-unit developments must be underpinned by the concepts of sustainability, resilience and respect for the natural environment, and should also honour the Treaty of Waitangi in terms of ‘Manaaki whenua, manaaki tangata’ – Care for the land, Care for the people.

>>>

*[Planning and Strategic Transport, Urban Design and Urban Regeneration > Urban Design]*

We submit that CCC urgently

- Take all appropriate measures to ensure full access to public and commercial buildings for disabled people especially for new buildings in Christchurch to ensure universal access - for disabled persons, for the elderly, for parents with prams, and for all their friends and family.
- Ensure that the rebuilding is done in ways that recognise disabled people’s equal rights of access to public facilities, education, employment and recreation.

### **362 - Sylvia Lukey (Kennedys Bush Road Neighbourhood Association Inc)**

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Kennedys Bush Road Neighbourhood Association has been an incorporated society since 1981. Our central focus has been the Halswell Quarry Park and environs, the local neighbourhood area and the wider area of Halswell.

We as a group are concerned about the rapid growth in Halswell and the effect on the natural and human environment.

As a result of the huge expansion of subdivisions in Halswell we are losing many mature trees.

These new subdivisions are designed to pack in as many houses as possible on land that needs to be re-engineered to sustain the foundations for a house. The land is scraped on any vegetation and almost every mature tree is felled. The landscape then becomes a canopy of roofs. Developers need to be required to plant large trees to balance out the loss of vegetation. Most green space now are water mitigation areas masquerading as parks. There needs to be parks where small children can play under the guidance of their parents and older children and teenagers have the spaces to gather and interact with each other, half basketball courts for shooting goals, skateboarding paths etc. On the hill and the flat surrounding Kennedys Bush Road there is a distinct lack of gathering places ‘with a purpose’. We endorse the Community Hub’s

### 379 - Mark Gerrard (Historic Places Canterbury)

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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.

### 413 - Harry Stronach (Akaroa Ratepayers & Residents Assn Inc)

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#### Common Sense Planning

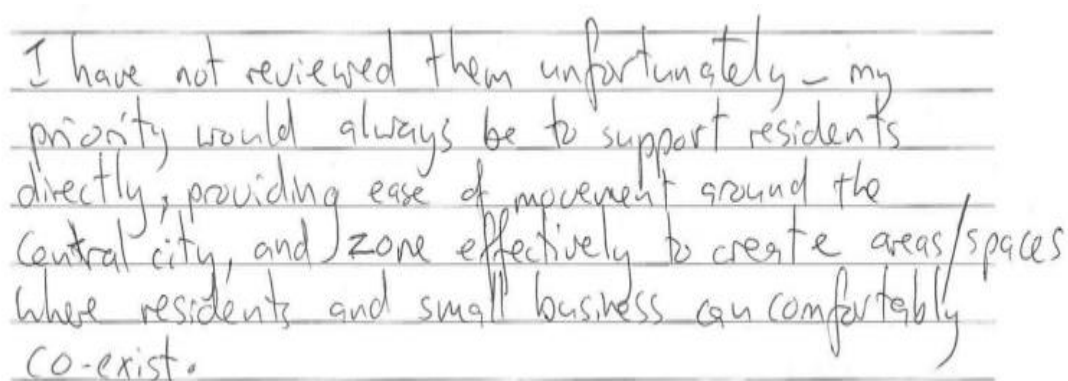
Akaroa and the wider Peninsula are separated geographically and historically from the central city. We are proud to have a distinct identity, and frequently annoyed at having to defend it against the creeping sameness promulgated by the Council with their standard "one size fits all" approach.

#### Limits on tourism

The vision of Akaroa as a charming historic town will itself be history, unless there are sensible limits put on tourism. We are quite content for Akaroa to be a tourist destination, but we need to work on getting the formula right. What are those tourists expecting, and what will they get from the Akaroa experience? How can we get the maximum benefit from the experience for both the visitors, and the community? How do we get the right numbers of tourists of the best types?

### 417 - Amanda (Mandy) Jane Nelson

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I have not reviewed them unfortunately - my priority would always be to support residents directly, providing ease of movement around the central city, and zone effectively to create areas/spaces where residents and small business can comfortably co-exist.

### 67 - Lynda Janks

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This is regarding the district of Halswell. It is mushrooming in much the same way as the outer districts of Rolleston and Lincoln. The Christchurch City Council is keen to issue building permits, and land



reclamation . However, the infrastructure is not developing at a comparable rate.

### 70 - Arthur McGregor

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Please stop the urban sprawl! Please give us rapid transit! Think of the children!

### 96 - Rosalind Ellis

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*[Transport > Roads (Capital)]*

It is also outrageously irresponsible to approve huge additional subdivisions and not plan roading improvements.

## 17.2. Strategic Transport

### General Comments

Nine submitters provided feedback on our strategic transport approach. Two provided comments in support, eight provided alternative views or opinions.

### Officers Response

Submitters stated support for greater and faster action on reducing greenhouse gas emissions, with some calls for more transformational changes to the transport system. Comments also called for a greater focus on safety and our streets to be made safer for young children, pedestrians and cyclists, and a greater focus on liveability, with calls for more slow speed neighbourhoods that foster better community spirit and enable comfortable, convenient living in a sustainable manner.

There were a broad range of ideas for how to achieve this: halting all new roads, building more cycleways and bike parks quickly using low-cost treatments, accelerating currently planned cycleways, making footpaths and crossings safer, 30km/h speed limits, reallocation of road space away from cars, council transitioning its own vehicle fleet to zero-emissions, a bike share scheme, a cargo-bike share scheme, more T2/T3 lanes, slow-speed and low-traffic neighbourhoods, bike share schemes, more growth within 15-minute neighbourhoods, making public transport more accessible to areas not serviced currently (e.g. Governors Bay), and education/information campaigns to help people stay informed.

One comment suggests a tram service between Edgware and the Central City – this overlaps with the mass rapid transit summary.

A new transport plan is currently under development, which provides the strategic direction for transport in Christchurch over the next 30 years. It will set out a pathway for the city to transition to a zero-carbon transport system, through a range of policies which will move us towards the goal of being a productive and accessible low-carbon city, with safe and liveable streets. Key outcomes being considered include reduced greenhouse gas emissions, safe streets, a transport system that supports good growth, and healthy streets healthy people. Policies being investigated include improving our walking and cycling environment, low

traffic zones, a sustainable travel choice programme, transport and urban realm improvements to support intensification, future-proofing our transport network for micromobility (e.g. e-scooters), and improving public transport. This transport plan will be consulted on early 2023.

Council has already transitioned some of the Council vehicle fleet to zero-emissions, and are separately developing a plan for the remaining vehicles.

There are several e-bike share schemes in the city available for use by the public, for example those provided by Lime and Neuron. Council will continue to work with these operators to give the public a bike share offering.

## Support

### 273 - Marian Krogh (Protect Our Winters NZ)

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*[Spending>Our Planned Spending, City Planning]*

We support increased spending on Land Use planning & strategic transport.

### 317 - Kay Robertson

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I'm pleased to see the effort to encourage more non-car trips.

## Other

### 20 - Rhodora Sagles

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Encourage use of public transport and make public transport more accessible to other areas e.g. Governors Bay

### 273 - Marian Krogh (Protect Our Winters NZ)

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*[Climate Change, Public Transport]*

Overall climate change doesn't appear to be a priority with no mention of goals to reduce overall emissions from the city.

We're happy to see the promotion of active transport and improved reliance on, and access to public transport. It is vital to reduce our reliance on fossil fuels with transport contributing so highly to NZ's emissions.

Adaptation to climate change is mentioned but we are advocating for a greater focusing on reducing emissions and Christchurch's impact on the climate.

There is a reduced goal from 54% to 48% of residential land holdings with a 15-minute walking access. This should be increased not decreased.

As an organisation that represents the outdoor community and advocates for climate action, we would like to see

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more, and safer and accessible active transport options, and more and more accessible public transport options.

### **290 - Georgia I**

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*[10 Transport > Cycleways (Capital)]*

I feel as though it is a wasted opportunity that the council has not supported or launched bike sharing schemes for public use in the city. Surely this is an easy way to encourage less motor use especially in the inner city as well as a way to get more people using and appreciating the very expensive and hated cycle ways?

Turn a negative into a semi positive?

### **356 - Emma Twaddell (St Albans Residents Association )**

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The volume and type of vehicular traffic in St Albans is causing distress to local residents. The speed of the vehicles and the number of large trucks on our damaged local roads are serious safety issues for residents. Many residents are reporting that they do not feel safe walking or cycling on their local streets. This fast, heavy traffic is also affecting many resident's homes causing them to shake. The closure of local roads across Cranford St has also meant local's are unable to move efficiently across this road therefore restricting movement around the community.

We submit that

- A tram service connecting Edgeware Village to the Central City be included in the future city transport plan.

### **373 - Finn Jackson**

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Livable neighbourhoods are the building blocks of a great city. Done well they foster community spirit and enable comfortable, convenient living in a sustainable manner.

One of the big challenges being faced by neighbourhoods across the city is traffic. With limited road space available and roads becoming increasingly congested by polluting vehicles, we need to prioritise getting people out of cars and into more sustainable and space-

efficient methods of transport. None of our household own a car, with our main methods of transport being walking, cycling, and taking the bus. We support the proposed capital spend on cycleways and other cycling facilities, and would like to see this programme accelerated if possible – especially the construction of the Southern Lights cycleway and permanent central city cycle connections. We support the proposed spend on footpath renewals, and would like to see the budget for this maintained or increased. We would also like to see an expansion of the slow-speed neighbourhoods programme, with additional funding for physical traffic calming measures.

### **389 - John Gould**

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Given that it may take some time to get most people to switch from private to public and active transport options, a promotional campaign highlighting all the benefits of carpooling with a colleague when commuting to work eg. halving your carbon footprint, halving your fuel costs, improving the environment and well being, should be funded.

Another approach would be having more dedicated T2 and T3 priority lanes as in Auckland (which can only be used by cars carrying 2 or 3 people respectively). These are normally used to reduce congestion in rush hour periods, but do lead to many co-benefits, including emissions reductions.

### **397 - Kari Hunter**

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#### Local transport

This may be the lowest hanging fruit for reducing GHG emissions quickly and significantly, given how large a part transport emissions are in our total emissions.

We can and should ensure that all work to improve roading and footpaths supports our future transport needs, not past priorities and current unsustainable habits. Since there are other areas where reductions are even harder to make, we should aim to largely eliminate fossil fuels from local transport. That means planning for most transport to be active, human-powered vehicles (HPVs) or light-weight low-powered vehicles (LPVs), along with some public transport, and a much smaller portion of individual cars and heavier vehicles (perhaps 5-10% of current levels). Note that while EVs and biofuels can displace some of the fossil-fueled cars and trucks, they can't replace them all – they are not available, affordable or sustainable on a large scale.

Beyond the most minimal repairs necessary to provide for basic access, no roads should be built, remodelled or repaired to the old cars-and-trucks-first models.

I would like to see the Council embark on an urgent large-scale mission to transform our roading network significantly more than the current plans for new cycleways, important and positive as these are.

- Support the much larger volumes of active transport and micromobility. Don't wait for demand, create it.
- Protect vulnerable cyclists etc. from life-threatening collisions with cars and other heavier vehicles. That generally means physically separated lanes for cars etc.
- Support a much greater range of HPVs and LPVs than are currently common on our roads.

These will be needed to fulfil some of the functions of cars as we transition away from ubiquitous ton+ vehicles. Cycles are great, but they don't serve all purposes.

- Set a standard of making roads safe for five year olds going to school, not just 10+. Our young children have at least as much right to roads that meet their needs as the rest of us do, even if they don't get to vote. And we can significantly reduce ICE traffic if young people have safe routes.
- Separate pedestrians etc from cyclists, e-scooters, etc who may be travelling at 15 - 30kph – commuters need lanes to support these speeds.
- In the interim, and for smaller roads with very low traffic, throughout the rest of the city where there are not (yet) separated cycle lanes, reduce the speed limit to 30km or lower, and introduce traffic-slowing features. In conjunction with reallocation of roads as above, these measures could make most of Ōtautahi a lot safer for cyclists within one – two years.
- Develop safe intersections to support all commuters. I imagine this would take a bit longer, but should still be considered a priority.
- Use whatever methods can most cost-effectively get these in place fast (planters, road-cones, benches, signage, etc), and then work to improve over time. Speed is crucial in this crisis.
- Provide more secure cycle parking infrastructure, and allocate space for larger volumes and various sizes and shapes of HPVs/LPVs. Note that cities in the Netherlands that have something like 70% of adults cycling regularly keep having to expand cycle parking infrastructure – we can plan ahead for this.)
- Phase out ICEs in the Council's fleet. Where possible, replace these with LPVs, such as cargo bikes etc.
- Support local businesses to develop and supply the new low-powered vehicles we will need. For instance, consider purchasing for

the Council fleet a range of cargo bikes or other LPVs from all the local suppliers who are already producing or selling such vehicles, and encourage council staff to use these in their work where suitable.

- Consider purchasing a small pool of such vehicles for short-term loan (eg 1-3 months) to community organisations and local businesses, so they can test their suitability for replacing some or all of their ICEs. Schemes like this have been tried to good effect in some European cities.
- Waste no more money on roading to prioritise cars and trucks over cycles and other appropriate low-energy technology.
- Provide good accessible information to explain why the changes are needed.

### 70 - Arthur McGregor

Similarly I would like the council to do what it can to encourage and support public transport.

## 17.3. Mass Rapid Transit

### General Comments

Two submissions were received on Mass Rapid Transit, one in support and one providing an alternative proposal.

### Officers Response

Submitters stated support for passenger rail, either heavy rail to Rangiora and Kaiapoi, or light rail along the Airport-University-Riccarton-City Centre corridor. Particular mention was made of the negative impacts of increased traffic through St Albans from the Northern Corridor project, with commuter rail to the north proposed to help alleviate this.

Investigations into passenger rail are underway with both heavy rail and light rail options being looked at. This is being done with our Greater Christchurch Partners (led by Waka Kotahi) through the Mass Rapid Transit Business Case, and with our Canterbury Regional partners through the Passenger Rail Update. We will continue working with our partners to progress these studies, with the business case currently programmed to recommend a preferred option by the end of 2022.

### Support

#### 356 - Emma Twaddell (St Albans Residents Association )

We submit again that the opening of the Northern Arterial Extension onto Cranford street has not been an acceptable or sustainable solution for northern commuter woes

SARA submits that

- a passenger rail service be provided urgently for Northern commuters from Rangiora and Kaiapoi. Until this occurs make current public transport a viable option.

## Other

### 18 - Lana McLeod

yes, we would like to see the tram (or light rail) extended into riccarton.

Busses are out of fashion the city needs rail. Even of just from the airport to city centre.

tram line to uni - stage 1

uni to air port - stage 2

## 17.4. Hazards Adaptation & Adaptation Planning

### General Comments

Four submitters addressed natural hazards adaptation and planning. One supported our proposed spend and three provided alternative views or proposals.

### Officers Response

Broad support was indicated by submitters for investment in coastal hazards management.

Specific questions were:

- Council should assess flood risk against a range of scenarios including least to most likely, consider accommodate options such as relocatable housing, and reduce infrastructure expenditure in areas that are at risk of flooding
- The Le Bons Bay Bach Holders Association submitted a proposal seeking co-funding from Council for a bund to manage flooding along the road reserve

1. Council has established the Coastal Hazards Adaptation Planning (CHAP) programme to work with rūnanga and communities to develop adaptive pathways to plan for, and respond to, coastal hazards impacted by sea level rise. Council agreed that planning would occur in tranches with the first phase beginning in the Lyttelton Harbour / Whakaraupō in Spring 2022.

On 7 October 2021 Council released the Coastal Hazards Assessment, 2021 by Tonkin+Taylor. This assessment incorporates the best available data to model the likely impacts of coastal flooding, erosion and rising groundwater across the entire Ōtautahi Christchurch District coastline (including the Banks Peninsula coastline).

Inevitably, there are uncertainties. However, the Coastal Hazards Assessment incorporates the full range of scenarios recommended by the Ministry for the Environment to allow us to broadly understand possible risks and support sound adaptation planning discussions with communities and robust decisions by the Council.

The Coastal Hazards Assessment reports, maps and videos can be seen at <https://ccc.govt.nz/environment/coast/coastalhazards/how-we-assess-coastal-hazards/>

Council is anticipating that the full range of adaptation strategies, including managed retreat, will be considered through the adaptation planning process. To support this discussion we have produced the Catalogue of Coastal Hazard Adaptation Options which can be seen at <https://ccc.govt.nz/environment/coast/adapting-to-sea-level-rise/how-we-can-adapt-to-coastal-hazards/>

2. The Le Bons Bay Bach Holders Association will need to contact Environment Canterbury in the first instance to discuss flood mitigation measures and funding options to protect the road reserve. Environment Canterbury would likely involve the Council in these discussions.

## Support

### *297 - Josiah Thompson (North Beach Residents' Association)*

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Coastal Flood Management Project ID: 60355 10 year spend: \$621,675, funding starts: 2030, ends: 2031, (as mentioned above, it is unclear exactly what this funding is for, but NBRA supports any funding to ensure our coastline is protected).

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NBRA support retention of all projects in the Coastal Ward and specifically:- SW South New Brighton & Southshore Estuary Edge Flood Mitigation: Project ID: 61615- Redzone Regeneration - Southshore & South New Brighton Estuary Edge Erosion Management (Earthquake Repairs) Project ID: 62549. Retain 2022-2023 \$1,000,000

## Other

### *225 - Kim Kelleher (Lyttelton Port Company)*

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LPC as a Whaka Ora Healthy Harbour partner is supportive of the Programme to Develop Erosion and Risk in the Port Hills and Lyttelton Harbour (60356). LPC wishes to be engaged in this



programme as it commences and considers it important the Whaka Ora Healthy Harbour partners are included in early stages.

#### **244 - Ben Stock (Le Bons Bay Bach Holders Association)**

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*[Three Waters > Stormwater & Land Drainage ]*

##### Duty of care

The Resource Management Act 1991 defines flooding as a natural hazard. The Council has a duty of care, where practical, to protect communities from natural hazards. Both the Canterbury Land & Water Regional Plan, and the Christchurch City Council District Plan contain objectives to protect communities from natural hazards including flooding - the natural hazard risks to people, property and infrastructure are appropriately mitigated. The issue of floodwaters flowing back inland along the road reserve from this catchment has been a long-standing issue. The community holds the view that the risk, frequency and consequence of the flooding to the Le Bons Bay Beach Settlement meets the level of control that is within the District Plan.

##### Le Bons Bay Bach Owners Association Inc request

Council staff have emailed a member of the Association in response to a question and advised that the Council is considering undertaking a detailed survey of land heights in the settlement with a view to establishing potential swales and bunds along the road reserve. Members of the Association have themselves taken spot levels of the land and the roadside drain that leads inland. The levels confirmed what locals have known that the roadside drain has a gradient back inland of 500mm from stream paddock to the Rue del a Mer intersection despite there being no difference in land height.

The Association sees little relief or value in either roadside swales or roadside bunds in mitigating these flood events. Instead, the Association proposes a more prudent fiscal approach and permanent fix by creating the stream bund and reinstatement of approximately 75 metres of the temporary stream repairs carried out at the time under emergency provisions.

>>>

Peninsula Contracting 2012 Limited, a local contractor known in the area, has visited the site and provided a written quote of \$4,250 + GST to build the bund. During the visit the contractor advised that the temporary fix of the stream will not prevent overflow in future floods and needs to be properly fixed. The contractor estimated that fixing the approximate 75 metres of stream would cost in the vicinity of \$1,800 + GST.

The farmland on which the stream and proposed bund is located belongs to the Inwood family and is zoned rural in the district plan.

The Le Bons Bay Bach Owners Association Inc has been given the written permission and approval of the Inwood family to have the necessary bund and reinstated stream work carried out on their land, as they too do not wish to see a repeat flooding of the beach settlement.

### Summary

The Le Bons Bay beach Settlement was inundated by a storm event on the 15 December 2021 when an ephemeral stream, that historically exits to the sea overflowed sending silt laden water inland and flooding 16 properties along Le Bons Bay Road and Rue del a Mer cul-de-sac.

The Resource Management Act 1991 defines flooding as a natural hazard. Both the Canterbury Land & Water Regional Plan, and the Christchurch City Council District Plan contain objectives to protect communities from natural hazards including flooding.

Unless remedied, both the temporary fix to the stream and the build-up of debris on the fan will enable future flood water to again travel inland and inundate the settlement.

The Association believes that the Council has a duty of care, where practical, to protect communities from natural hazards and holds the view that the risk, frequency and consequence of the flooding to the Le Bons Bay Beach Settlement meets the level of control that is within the District Plan.

The Association sees little relief or value in either roadside swales or roadside bunds in mitigating these flood events. Instead, the Association proposes a more prudent fiscal approach of a permanent fix by allocating the funds for creating the bund and the Council reinstating the 75-metre section of stream temporarily repaired under emergency powers.

Members of the Le Bons Bay Bach Owners Association, and local contractor have developed a plan to remedy the situation and prevent the settlement being inundated in future floods from this stream.

The Le Bons Bay Bach Owners Association Inc, submits a request for funding of \$4,250 + GST to be added to the Flood Protection component of the Council's 2022 Water and Waste budget assigned for both a flood protection bund and \$1,800 + GST for the reinstatement to its former state, the 75 metres of stream temporarily repaired under emergency powers.

*[Full attachment including images available]*

### 397 - Kari Hunter

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Assess risks of flood and inundation not only for the most likely scenario, but also other possible future scenarios. Similar for winds, heatwaves, etc. Change building requirements to meet these needs.

>>>

Minimise impermeable paving – to reduce concrete and bitumen, and to improve flood resilience and ecosystem health.

Require relocatable/modular reconstructible designs for areas at risk from flood or sea-level rise within 100 years.

- Minimise infrastructure spend in areas likely to require retreat.

## 17.5. Urban Design

### General Comments

Two submissions were received on urban design issues.

### Officers Response

A submission was received which recognised the need for housing intensification and sought measures which ensure this is not at the sacrifice of amenity values and tree cover and the natural environment, and respects treaty principles.

Appropriate measures are also sought for universal access to public and commercial buildings and facilities.

The Council has recently released a series of draft proposed changes to the District Plan which respond to the government direction through the NPS-UD and RM Amendment Bill. Heritage and Character areas have been identified in recognition of their special values and will be considered through the forthcoming process. The Council continues to conduct design review of multi-unit developments through the consent process and Urban Design Panels, with cultural advice sought where appropriate.

Council is a foundation signatory of the Accessibility Charter initiated by the Barrier Free NZ Trust. Accessibility considered as development proposals are consented, and Council's policies include access to parks and waterways.

### Other

### 356 - Emma Twaddell (St Albans Residents Association )

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*[Planning and Strategic Transport, Urban Design and Urban Regeneration > City Planning, Other > Tree Canopy]*

We accept that there is a need for increased housing intensification to provide homes for St Albans' growing population. But we do not

accept the excessive sacrifice of amenity value that results from the design and construction qualities, and the excessive degree of intensity of many housing developments in our suburb. Amenity value refers to those natural or built qualities and characteristics of St Albans that contribute to people's appreciation of its

- pleasantness
- aesthetic coherence
- cultural attributes
- recreational opportunities

The level of intensification should not be to the detriment of the natural environment, but should allow trees to flourish, including existing mature trees, in order to prevent the destruction of the tree canopy which protects from heat and reflected glare.

We believe that when people choose to live in St Albans, they are attracted by the amenity value of the area and the existing community. Multi-unit developments should not compromise the existing amenity value of St Albans. Instead, they should aspire to improve it.

The design of multi-unit developments must be underpinned by the concepts of sustainability, resilience and respect for the natural environment, and should also honour the Treaty of Waitangi in terms of 'Manaaki whenua, manaaki tangata' – Care for the land, Care for the people.

>>>

*[Planning and Strategic Transport, Urban Design and Urban Regeneration > City Planning]*

We submit that CCC urgently

- Take all appropriate measures to ensure full access to public and commercial buildings for disabled people especially for new buildings in Christchurch to ensure universal access - for disabled persons, for the elderly, for parents with prams, and for all their friends and family.
- Ensure that the rebuilding is done in ways that recognise disabled people's equal rights of access to public facilities, education, employment and recreation.

### **437 - Chris Ford (Disabled Persons Assembly NZ (DPA))**

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*[Other > Capital Programme Deliverability]*

DPA acknowledges that there are not any significant changes in this year's annual plan. However, we do wish to emphasise some key issues that we either wish to reiterate or seek clarification upon.

The first is around the proposal to defer/delay some previously planned capital spending. DPA believes that any deferred or delayed spending should not be at the expense of meeting accessibility requirements. Indeed, DPA believes in the principles of universal design when it comes to capital developments such as buildings, footpaths, and other infrastructure. Indeed, DPA recommends the use of Universal Design principles in the design and construction of public buildings, spaces and places and this includes outdoor playgrounds and parks. Across all local authorities in Aotearoa, Auckland Council is leading the way in this respect and has published useful guidelines on this subject.

## 17.6. Urban Regeneration

### General Comments

34 submissions were received on urban regeneration issues. Four supported current proposals, thirty provided alternative views or proposals. The vast majority of these were in relation to future uses for the land in the performing arts precinct.

### Officers Response

Submissions were received on the following topics:

- **Central City revitalisation** - support for progress to date and continuing delivery of wayfinding installations.
- **Enliven Places Programme/Youth** - seeking a return of free graffiti walls/youth spaces in the Central City).
- **Vacant sites** - with reference to proposed Central City Vacant Differential Rate: seeking that vacant Council land is kept tidy, that the rationale for the proposed rating policy be conveyed along with guidance/examples of site improvement.
- **Performing Arts precinct**, specifically:
  - o The car park site -
    - Uses: suggestions include outdoor performance space/ampitheatre, with space for studios, classrooms, exhibitions, toilets, open space, seating and food trucks; funded temporary arts; community arts centre; culturally inclusive arts precinct; galleries; and The Green Lab's co-working hub 'Understory'.
    - Approach: a collaborative approach to development is suggested along with providing accessible opportunities for young/emerging artists.
  - o Pedestrianising Gloucester Street between Te Pae, Tūranga and the arts precinct was suggested.
- **Suburban regeneration** -
  - o supporting the Greening the East development plan;
  - o requesting greater attention to Phillipstown (extent of greenspace, inclusion in Greening the East project, lack of implementation of Ferry Rd Master Plan,

- neglect of city assets, prioritisation and development with key stakeholders of a plan for improvement of the area);
- proposing a community-led asset mapping project for Richmond; and
- noting poor upkeep of the city environment compared to other South Island towns.

### **Central City revitalisation (general)**

Support is acknowledged.

### **Enliven Places Programme/Youth:**

The Te Pae Pūkari Youth Advisory Committee of the Council considers matters of interest to rangatahi/young people, also noting previous support by the Council of: Gap Filler’s Youth Hub in the East Frame (which included free graffiti spaces); and its funding for street art activity (including Flare Street Art festival). Youth activities, including a basketball court, are envisioned for the Youth Hub on Salisbury Street <https://www.youthhubchch.org.nz/> and the Enliven Places Programme is intending to continue access to free graffiti spaces.

### **Vacant sites:**

Council-owned vacant sites in the Central City are either under development or improved, the only exception being the site of the previously planned car park on the Performing Arts Precinct. All owners of Central City vacant sites have been corresponded with twice since December 2020 and directed to the [Vacant Sites webpage](#) which provides information and examples of improved sites. In March 2022, information was provided to owners, advising on steps they could take to improve their sites - including a [Site improvement Guide](#) and costed examples of low cost/low maintenance layouts.

### **Performing Arts Precinct**

#### Car park site:

Following the recent decision regarding the proposed Parking Building, the Council is developing a process to relook at the use of this part of the site in line with the precinct [vision](#). Engagement of key stakeholders in that process will be an important factor. Temporary or more permanent uses of the types described by the submitters might be open for consideration as options in that process. There is currently no funding tagged for the construction of new community arts facilities. However, current capital projects including Parakiore Recreation and Sport Centre and the Performing Arts Precinct include community-focused facilities for the performing arts. The Council is also exploring the use of existing assets for community arts activities. Ensuring spaces are available for Christchurch communities to encounter and create diverse forms of art is a key part of Toi Ōtautahi, the city’s arts and creative strategy. The strategy’s community focus will be considered in any review of development options for this site.

#### Gloucester Street:

The planned upgrade of this section of Gloucester Street is proposed to be brought forward in the current Annual Plan consultation. The aim is to ensure works are complete prior to the opening of the Court Theatre. The creation of some form of shared / slow zone street to improve pedestrian amenity and safety is one of the options under consideration.

### **Suburban regeneration**

#### Greening the East:

Support is acknowledged. Greening the East is a localised, community board initiative. Any extension (e.g. to Phillipstown) requires discussion with and agreement of the relevant community board. The Council's existing commitment to the project of \$350,000 across FY22/23 and FY23/24 includes street tree planting on Cashel Street (one of the streets mentioned by the submitter) from Fitzgerald Ave to Linwood Ave.

### Phillipstown

- Some parks in Phillipstown are undersized relative to the Council's Levels of Service, while noting that opportunities to acquire sufficiently-sized sites in existing residential areas are rare. Increasing provision of open space will require a prioritised programme of acquisition, high levels of funding and willing sellers. This is not currently funded.
- In addition to points noted above regarding the Greening the East project, the Council also has a Tree and Urban Forest Plan in development. Future transport projects will aim to meet the canopy cover targets.
- The Ferry Rd Master Plan includes several Phillipstown/Charleston-specific actions. Implementation progress is detailed on the [Ferry Road Master Plan webpage](#); projects have been implemented, have been incorporated into related transport projects, or were related to the four-laning project anticipated for the area when the master plan was prepared but which is not currently funded in the 2021-31 LTP (associated enhancements are also not funded).
- City assets are maintained to agreed Levels of Service which apply city-wide and are funded by rates. Repairs are triggered by the condition of the asset if it's approaching or is not meeting the level of service. The Council has a programme of repeating road inspections in addition to responding to public reports, has a regular stormwater channel sweeping regime, a capital resurfacing programme and a seasonal leaf fall response and clear programme. Recent work completed in Phillipstown includes the resealing of Tuam St and footpath from Fitzgerald Ave to Nursery Rd and the landscaping of the Stadium on Stevens Street.
- Regeneration priorities are currently informed by the Urban Regeneration Heat Map, which overlays data on social, economic and environmental factors to provide a city-wide overview of regeneration issues and drivers. Phillipstown is not among the high priority locations.

### Richmond community-led asset mapping project:

For locations such as Richmond that are not identified as regeneration priorities in the Urban Regeneration heat map, the Council's Shape your Place Toolkit (<https://www.ccc.govt.nz/culture-and-community/community-led-development/shape-your-place/>) provides practical assistance, with the 'Tools' section (<https://www.ccc.govt.nz/culture-and-community/community-led-development/shape-your-place/tools-and-resources/tools-to-help-you-shape-your-place/>) providing information specific to asset mapping. Funding for community projects that apply the Toolkit is available via application to community boards' Discretionary Response Funds. Staff can provide information to support community-led asset mapping projects; local Community Governance staff are working work alongside groups to plan and implement asset mapping in their communities and this support is being extended to the submitter.

### Upkeep:

Concerns are noted; it is unclear whether these relate to private property or land owned/managed by public bodies. Upkeep of Council land is guided by agreed Levels of Service.

## Support

### *240 - Alexandra Davids (Waikura Linwood-Central-Heathcote Community Board)*

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making the Inner-City East a greener and more pleasant place to live for its residents is an important focus for the Board. The Board appreciates the commitment of Council staff to this project. The Board supports the funding bid for the project of capital expenditure and operational expenditure.

### *28 - Drucilla Kingi-Patterson*

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2011 a month before 2011 earth quake was in cathederal square 7pm .  
Two weeks ago in Cathederal Square

7pm and around the city. Film is still at 2009 level But the city is getting its Mjo back I,m planning amajor event for 2024

this will help with planning

### *379 - Mark Gerrard (Historic Places Canterbury)*

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

### *393 - Marie Gray*

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- \$6 million for Performing Arts precinct. I would love to see a focus on open, welcoming spaces, designing for a low carbon footprint and providing spaces for rangatahi and children to be involved with the arts.

## Other

### *211 - Michael Deibert*

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Now that the monstrosity of the car park in the middle of the planned Arts Precinct has been turned down (a wise choice!), it's time to make actual plans to fill the space with what the area is intended: The Arts!

However, even though an official plan and subsequent building may take years, there is absolutely no reason why a temporary arts space couldn't be created! (*Heck, it could even be incorporated into the official, finalised plans for the space if this temporary use turns out to be a huge success! ie think of a temporary use as a trial run for something more permanent.*)

Some great options for the space include:

- and outdoor amphitheatre where all kinds of events could happen. Think student and community band concerts in the summer, Shakespeare in the Park (a common attraction in many major cities around the world!) or other outdoor theatrical shows/concerts.

- Naturally, this would also require a ticket booth, and some general backstage rooms. BUT those rooms could be designed to be multi-use spaces and even able to be hired out independently! Think of a space to rehearse the community band during the day, but doubles as dressing rooms for a theatre show that weekend. Or where art groups could hold art classes, perhaps even designating one of the rooms as an art studio to better prepare for art-specific groups such as pottery, drawing, painting, etc.

- since we're focusing on the Arts Precinct (*which goes beyond just art work that requires a theatre*), there needs to be a space to display the other arts such as an open gallery or two. Whether this could be an ongoing project with art exhibits that change, or even smaller galleries that could be hired for an individual display. There is a lot of potential with a flexible gallery space!

- an open space for picnics and general gathering, whether its on a lunch break from your nearby office or merely a place to gather and spend time as groups while awaiting a concert - or even afterwards! (*Most theatre patrons enjoy meals beforehand or after, however there currently lacks nearby options - or they're rather expensive and rule out those who are on a budget.*) Think of grassy areas under shaded trees, picnic tables and benches, etc.

- a space for food trucks. Whenever people gather and hang around for a while, such as while enjoying a concert or show, they like to eat before, after - or even during! This could also provide additional options for small business food truck operators during lunchtime or

early evening, thereby taking advantage of the space to bring people into the area even if there isn't a concert or show on that evening.

- create a pedestrian section on Gloucester St from New Regent Street to Te Pae. Not only will this enlarge the entire creative space, but since there is no longer a car park being considered, do we actually need a main road in that section? This will also create a safer space for families and children going between the venues or while just hanging out in the fresh, redesigned space. *[Note, there are times where the theatres and spaces will need to load in/load out, so there remains a need for some vehicle access to the theatres.]*

With all of these various amenities that focus and feature the arts specifically, this space could be home to many small festivals such as the Buskers Fest, or even new festivals. They currently are forced to be spread out in various locations across town - or have to set up camp in a random field; neither actually bring the arts to the city centre - which is one of the main goals of establishing an Arts Precinct, is it not?

Who should undertake such a project, even if just a temporary one? Why the various community art groups in collaboration, of course! The people who actually would use the venues should be the ones to help create a space. Additionally, this would involve the community in creating a space for the community. There's already a good proposed that Michael Bell and others with Little Andromeda, GapFiller, Green Lab, and others have begun. While I'm sure there may be tweaks needed, they already have a great idea for the space that includes ALL of these desires.

### 213 - Georgie Sivier

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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.

### **220 - Matthew Lang**

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Please seriously consider providing the arts precinct area (near Isaac Theatre & Tūranga) as a community-led, public arts area. I'd particularly love to see:

space for performance with staging/seating, supporting infrastructure (including a sound system ideally), public toilets, possible space for food trucks.

cheap rentable spaces for art purposes including rehearsals or art projects (theatre, musicians, fine arts, etc).

possible semi-permanent spaces for community art organisations or projects who benefit or provide for the community.

the whole section of street as walking only, so that Tūranga is more connected to the arts and New Regent, and the area will be more inviting (particularly once the new Court Theatre building blocks off some visibility from the library).

I really like this area of the city and am excited for the possibilities of getting more community engagement around those performing art spaces. Art practices benefits from being visible, so having these spaces all together in a central location, and usable by a wide range of players in the arts community, will result in a more inclusive and less institutionalised/elitist arts environment.

The space should ideally:

- provide some benefit to visitors for free, and other use should be cheap
- be culturally inclusive, and respectful of the history of the space
- not be gate-kept/run by a single institution (who in most cases are most focussed on their capital & monetary survival than their community)
- be safe, well lit, and aim to stop or reduce the amount and speed of traffic (or at least somehow make sure this is safe for people walking between the area)

### **221 - Josiah Morgan**

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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 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.

### 226 - Audrey Baldwin

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Theatre is not being turned into a carpark. There is a wonderful opportunity for a temporary space (5yrs, 10yrs... 20yrs?) for emerging and community arts organisations to have space within the central city - this will benefit the organisations involved, local businesses as well as the city itself with enlivenment via community engagement.

Rent in the CBD is pushing creatives and not-for-profit communities out. This doesn't bode well for the making of a vibrant city. We need spaces that are affordable, approachable and serve the community. I think that it's more important to get it done sooner - use existing portacoms as opposed to a new build that takes many years. Take the time of this temporary set up to consult, plan and fundraise for a permanent outcome, but for now we need space that we're not precious about; a space which is lived in and accessible. I want to see a Performing Arts Precinct that welcomes a wide range of communities and makes space for youth, emerging artists, students, migrant communities and more.

I'll be speaking to a more detailed proposal to be delivered in May, which will cover governance and production of this idea.

This proposal includes:

- an outdoor amphitheatre for low-cost public performances, buskers, public gatherings.
- space for studios, classrooms and workshops
- space for low-cost food trucks - so many food outlets in the city are in the high price range. We need affordable, cheap and cheerful food onsite.

We will work to develop the space in partnership with GapFiller, Green Lab, Little Andromeda, Movement Art Practice, The Physics Room, Canterbury Museum, WORD Christchurch, Ōtautahi Creative Spaces and more. It will be community-led and culturally inclusive. Please let our amazing creative communities take the lead on this and allow funding to make it happen.

As a local artist and producer who has been working in public space, community engagement and the Arts for over a decade, this is a wonderful opportunity to invest in the future of our youth and emerging artists and performers. Having space like this available will keep them in Ōtautahi and help them to thrive.

### 229 - Alex Wootton

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Work with the community to build a community arts centre in the arts precinct

Put resources into a community-led arts precinct

Make the arts precinct inclusive for everyone

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I want an outdoor amphitheatre in the arts precinct

I want to have fun in the arts precinct without spending lots of money

>>>

I want funding for a culturally inclusive arts precinct

### 230 - Katharina Reithofer

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Would love more funding to go into building a community arts centre in the arts precinct.

The pop ups that have been happening in the inner city in recent years were a great start at revitalising the inner city and getting

people to explore the new Christchurch, but we need something more permanent.

### **232 - Khye Hitchcock (The Green Lab)**

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The Green Lab would like to tautoko the community-led initiative for the performing arts precinct that includes:

- > an outdoor amphitheatre for low-cost public performances that can double as a dance-o-mat or gathering space when not in use
- > space for studios, classrooms, workshops, and exhibitions, and our co-working and community hub, understorey
- > space for low-cost food trucks
- > communal resources that increase capacity, skill sharing, youth development, and sustainability

>>>

The Green Lab is very excited about the kaupapa of this project and want to be part of ensuring that there are spaces for a wide range of creative and cultural practices. We are happy to be part of this coalition of creative organisations proposing this project - between the groups involved, we have a wealth of experience and a wide network between us, and we share a common goal of making Ōtautahi a great place to live. With Christchurch City Council's ongoing support, The Green Lab is well placed to participate in the design and development toward an outdoor performance area, and to collaborate with other organisations to ensure that the outcome is of high quality.

Artists and community organisations have significantly contributed to Ōtautahi's international reputation for innovative, inclusive use of public space post quakes. We have greened the rubble and filled the gaps, painted murals, created events and activated our city. The rebuild has now come to a stage where wonderful new buildings have been created, but the loss of older spaces that once were enriched by creative practices and start ups is evident in the CBD. Over the last couple of years we've found that, without the support of generous landlords, projects and community like ours are largely priced out of the CBD. For this reason, many creative / community projects can often only operate short term. Whilst this has led to some brilliant pop-ups, the energy expended in this style of working is immense, and does not allow for the long term development of community and associated sense of belonging and identity for the city.

We believe that it's important for the city to offer community development spaces with longer lifespans that bring community together, and that the performing art precinct project will do this.

In addition, we see this opportunity as being strategic from a public health perspective - it would provide infrastructure for outdoor performing arts, working, connecting and entertainment. Being outdoors helps to lower COVID transmission and would add an option for continuity for creative and tourism industries in the event of future waves.

We really hope you'll consider this proposal as an investment in a vibrant, diverse, and creative future for Christchurch.

### **234 - Valera Terentev**

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Yes, please review the concept by the link below.

Please add a top-level room with sun-shinning roof so we can put flowers and other house plants there.

Please see a good concept in here. [https://scontent.fakl2-1.fna.fbcdn.net/v/t39.30808-6/277806458\\_10227956486478992\\_5203458837425456043\\_n.jpg?\\_nc\\_cat=101&ccb=1-5&\\_nc\\_sid=730e14&\\_nc\\_ohc=3P-t6L8CRZYAX-AX\\_dD&\\_nc\\_ht=scontent.fakl2-1.fna&oh=00\\_AT8nPaYNRd-1h44Swr6BCaXCDj6xIBuB6qhI6iiOplBBKA&oe=625C1D46](https://scontent.fakl2-1.fna.fbcdn.net/v/t39.30808-6/277806458_10227956486478992_5203458837425456043_n.jpg?_nc_cat=101&ccb=1-5&_nc_sid=730e14&_nc_ohc=3P-t6L8CRZYAX-AX_dD&_nc_ht=scontent.fakl2-1.fna&oh=00_AT8nPaYNRd-1h44Swr6BCaXCDj6xIBuB6qhI6iiOplBBKA&oe=625C1D46)

### **237 - Nathaniel Herz-Edinger**

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the vacant lot in the arts precinct presents an exciting opportunity for a community-led arts space. I've been discussing possibilities with a wide range of arts organizations, and we're developing a compelling pitch for the space that is inclusive, realistic, and dynamic- a space that is welcoming to the entire arts community, especially those not yet served by the arts precinct. Here are a few of the ideas our plan incorporates:

- an outdoor amphitheatre
- Picnic and hangout space for families and young people
- Workshops for community arts
- Co-working and arts admin space
- A pedestrianized Gloucester St that safely connect families at Tūranga to the arts precinct

### **259 - Karyn Fallen**

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Christchurch needs to be returned to the garden city that it once was. Its overgrown, dirty and unkempt. Look at Dunedin, Nelson, Timaru, Blenheim etc, and then take a look at Christchurch

**265 - Rachel Crawford (RRBA Richmond Residents and Business Association/ 'We are Richmond')**

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**8. Urban Plan/Master Plan**

The RRBA would like a long term project developing an Urban Plan to identify what amenities we currently have, and to see what other amenities are required to ensure our neighbourhood is active and proportionate to other areas that have seen progress due to strong community board advocacy.

The best way to enrich a community is to have the community involved in deciding what works, and what is still needed. Through developing ownership of assets and proud, engaged residents, Community Boards and Council will achieve the best possible outcomes for all.

**273 - Marian Krogh (Protect Our Winters NZ)**

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We support the new 'Greening the East st trees' project

**274 - Tessa Holland**

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It's important to me that the Arts Precinct development is led by the community, making it a collaborative, accessible, and affordable space. I would love for it to increase the creative profile of Christchurch by inviting participation from a wide range of people, both those in the creative community and other residents. Please work with the community and seek their input on this.

**293 - Michael Bell (Little Andromeda)**

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Now that 129 Gloucester Street is off the table as a carpark and is a blank canvas again for the performing arts precinct, let's make sure that it's actually used for performing arts, and built for the future! Also, with the rest of the performing arts precinct having been allocated to, essentially, older and wealthier audiences, it's imperative that this site gets prioritised to the remaining audiences – who are the majority of the population.

Let's make that block of Gloucester (which hasn't been touched since the earthquake) a pedestrian friendly area so people can transition easily from Tūranga (another excellent facility for young



people) to this outdoor space naturally, let's build an amphitheatre for use by festivals, let's put some portacombs there so artists can co-work, 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.

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.

### **294 - Elizabeth Tollemache**

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I'm so happy to hear about the plan to take the vacant land in the arts precinct (thank you so much for voting no to another bloody carpark by the way) and turn it into a community-led space.

I've heard some of the initial ideas about a multi-disciplinary arts space which will be proposed in detail in May by an artist collective and I want to see them lead the project. We need space for outdoor performances, studios, and an inclusive space that doesn't cost a lot of money to access (for artists or audiences). This would mean the arts precinct is an actual accessible arts precinct and not an elitist only arts precinct (because let's be realistic, the performance venues already confirmed do not have tickets available on a regular basis that most of us regular, five figure household salary people can afford).

THIS is the vibrant city I want to see and one we can be proud of.

### **295 - Daniel Allan**

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I would like to suggest that the Council backs up their commitment to the Performing Arts precinct by allocating money to an outdoor performance area on Gloucester Street.

To truly live up to its name, an arts 'precinct' should be alive with arts in the daylight hours, and the area of the precinct between the Theatre Royal and Court Theatre site could be developed to provide such a buzz.

An amphitheatre or multi use tiered seating of another kind would be a great start, and be of use to festivals and buskers, not to mention our upcoming performing artists who could jump in to create impromptu performances at lunchtimes and so forth.

I would respectfully suggest the council allocates funding to a vision like this, or at least something artistic in nature, so that the site does not lie idle after the decision to prevent a car park on the site.

### **298 - James Barber (Extinction Rebellion Ōtautahi)**

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#### 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.

### **299 - Blair McHugh**

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Now that 129 Gloucester Street is off the table as a carpark and is a blank canvas again for the performing arts precinct, let's make sure that it's actually used for performing arts, and built for the future! Also, with the rest of the performing arts precinct having been allocated to, essentially, older and wealthier audiences, it's imperative that this site gets prioritised to the remaining audiences – who are the majority of the population.

Let's make that block of Gloucester (which hasn't been touched since the earthquake) a pedestrian friendly area so people can transition easily from Tūranga (another excellent facility for young people) to this outdoor space naturally, let's build an amphitheatre for use by festivals, let's put some portacoms there so artists can co-work, 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.

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.

### **301 - Jeff Clark**

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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.

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!

### ***306 - Viviana Zanetti (Phillipstown Community Centre Charitable Trust)***

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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”.

>>>

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 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).

### ***309 - Nataliya Oryshchuk (NO Productions Theatre)***

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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.

### **321 - Mark Darbyshire**

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#### Performing Arts Precinct

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

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

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

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

### **334 - Colleen Philip (Sustainable Otahutahi Christchurch Inc)**

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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.

### **344 - Charlotte Crone**

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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!

### **349 - Lindsay Chan**

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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 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!

### **376 - Katie Martin (Christchurch Big Band Festival)**

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My submission is based around the performing arts precinct and an opportunity that exists to make the most of the outdoor space that has become available (in the space that was earmarked for a car park building).

The Christchurch Big Band Festival has been operating for 16 years and at its core are the free outdoor performances throughout the CBD over the 5 day festival. The opportunity to have a dedicated outdoor space (to be used in addition the spaces we currently utilise) we could use for these performances is one that should not be passed up. We encourage the council to earmark spending for an outdoor performance space including public toilets, amphitheater, portacoms to be used as green rooms and rehearsal spaces and dedicated spaces for food trucks. With these facilities on tap in this space it would fully activate the performing arts precinct for everyone. The CBBF would guarantee to use this facility over the 5 day festival.

We would also be able to provide a programme of content through the year in this space, not just over Labour weekend. Free outdoor entertainment would encourage more people into the CBD.

### **391 - Chris Close**

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Also I would love to see something really cool happen with the Arts Precinct spot that will (thankfully) no longer be a carpark. Something accessible for young/emerging artists and flexible for different formats.

### **401 - John Wooles**

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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”.

>>>

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.

### *73 - Abigail Johnson*

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Please bring back the free graffiti walls and youth spaces in the central city.

## 17.7. Heritage (Strategic)

### General Comments

Two submitters addressed strategic heritage issues. One provided comments in support of our proposed activity, both provided alternative views or proposals.



## Officers Response

- Akaroa Ratepayers & Residents Assn Inc. express a desire to preserve the distinct identity of Banks Peninsula and its towns, particularly Akaroa, which are separate geographically and historically from Central Christchurch. They desire to preserve the character and ‘peaceful atmosphere’ of Akaroa, to preserve the existing architecture and to have appropriate new architectural forms that will preserve the town character and its status as a ‘sophisticated destination’.
- Historic Places Canterbury (HPC) express support for both the Council’s continual restoration of earthquake damaged heritage buildings, and for Council’s Heritage staff. Also acknowledgment and a request for continuing funding of the Canterbury Stories website initiative. HPC would also like to see increased staff for heritage to ensure heritage staff can contribute to all issues within Council where heritage is a relevant factor and to be able to respond to the growing pressure on heritage from the Central Government push for intensification in urban areas. A further HPC submission seeks the reinstatement of funding for the Heritage Incentive Grant scheme to former levels of between \$800,000 and \$900,000 per annum.

Design and Appearance provisions are already contained within the Christchurch District Plan that guide the design of new buildings within Akaroa and Lyttelton. A significant number of the existing buildings in Akaroa are protected heritage items in the District Plan. Previous years’ unallocated Heritage Incentive Grant funding is still available to support the owners of heritage buildings with the maintenance and conservation of their buildings.

Consideration of reinstating some level of Heritage Incentive Grant funding and funding additional heritage staff would need to be considered against other Council priorities.

## Support

### *379 - Mark Gerrard (Historic Places Canterbury)*

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.

### **379 - Mark Gerrard (Historic Places Canterbury)**

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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.

### **413 - Harry Stronach (Akaroa Ratepayers & Residents Assn Inc)**

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Common Sense Planning Akaroa and the wider Peninsula are separated geographically and historically from the central city. We are proud to have a distinct identity, and frequently annoyed at having to defend it against the creeping sameness promulgated by the Council with their standard "one size fits all" approach.

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Heritage values

Most tourists have traditionally come to Akaroa because they value the peaceful atmosphere and the charm of heritage setting. But the old buildings are slowly disappearing, modern architecture is intruding, and the town is becoming a less sophisticated destination with more shops selling low value trinkets, and fewer diverse and interesting outlets. We need to take up the challenge, and reverse these trends.

## 17.8. Greater Christchurch Partnership

### General Comments

One submitter provided supportive feedback of the work undertaken by the Greater Christchurch Partnership.

### Officers Response

A submission was received from Environment Canterbury supporting and valuing the collaborative work we undertake together through the Greater Christchurch Partnership, including the development of a new Spatial Plan.

The Council also values and is committed to working together with our Greater Christchurch partners through the Partnership to ensure joined-up and strategic responses across the Greater Christchurch area.

### Support

#### *235 - Jenny Hughey (Environment Canterbury)*

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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.

# 18. Other

## 18.1. Water Reform

### General Comments

Thirteen submitters addressed the Government's Three Waters Reform Programme. Two provided comments of support, one supporting the Government's model and one supporting the Council seeking changes to the proposed model. Eight indicated that they opposed the proposed model, four provided alternative views.

### Officers Response

Mixed views on three waters reform with the majority opposed to the government's model of four regional water services entities.

Support;  
Support CCC working with other councils to seek change

Oppose;  
Reject 3W reform (x6)  
Support working with other councils  
Need more info

Other;  
Support 3W reform  
Need more info  
Support 3W reform but disagree with 4 entities  
Oppose loss of control from Council  
Support continuing investment despite whatever change

The proposed changes to the 3 waters delivery is the Government's proposal. The Council does not support the mandatory transfer of the 3 Waters activities and assets to the Government's proposed water entity (Entity D) and will continue to seek to influence the decisions made by the Government as it progresses its proposed changes through the Parliamentary process.

However, Council staff continue to engage with the reform programme to ensure the best outcome for the communities across Christchurch should the reforms go ahead as proposed by the Government. This includes responding to requests for information and contributing to working groups on the transition of services from Council to the new entity.

### Support

*205 - James Newlove*

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Would like to see 'Three Waters' come into effect as I believe that long term, it will be far more cost efficient and the overall costs relating to water should be covered by more than just our ratepayers.

### **323 - Peter Tuffley (Beckenham Neighbourhood Association Incorporated)**

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

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.

## **Oppose**

### **20 - Rhodora Sagles**

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Do not approve three waters reform

### **217 - Bridget Williams (Waimāero Fendalton-Waimairi-Harewood Community Board)**

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

### **24 - Annemarie Prendeville**

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3 Waters is a no from me, totally disagree with the concept.

### **259 - Karyn Fallen**

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I dont agree with the 3 waters at all. Most people didnt agree, yet we were all ignored

### **28 - Drucilla Kingi-Patterson**

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When the minister made it compulsory for councils to join three water reform we now live in a dictatorship they mapped it wrong, consultation is a sham. I am urban maori and can speak on this.

### 304 - Peter Tuffley

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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.

### 350 - Candice Poissonnier

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Keep the government away from our water, any no to three waters and remove chlorine - this was promised many years ago!

### 431 - Barbara Stewart

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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 totally reject Government 'Three Waters' plan.

## Other

### 304 - Peter Tuffley

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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.

### 345 - Stephen Howard (Keep Our Assets (KOA) Canterbury)

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Three Waters Reform is a challenge for all councils this year.

KOA rejects any proposal that leads to the privatisation of water or domestic water reticulation and we have these demands about the proposal;

Any scheme needs a guarantee of no privatisation.

- ☒ We need to get away from the neo-liberal corporate model.
  - ☒ Under the proposed model it appears like a 1990s governance model with too many layers of bureaucracy between the people and the institution. So we would prefer a
    - ☒ A flattened regional management and service delivery process
    - ☒ Assured channels of input for community comment and accountability.
    - ☒ Mandated reviews (eg 3-5 years) from an independent reviewer.
    - ☒ A Govt. Department of Water Services with a civil service ethos.
    - ☒ Equal numbers of Mana Whenua & Taiwi.
    - ☒ Treaty guided ethos
    - ☒ Head of Dept to receive no more than 3 times the lowest paid staff person
    - ☒ All staff to be at least a minimum of the Living Wage with security of employment.
- A share holding model doesn't appear to be appropriate in a government body.

### ***351 - David Close (Christchurch East Labour Electorate Committee)***

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We note the statement (Consultation Document, page 9) that the Council expects the Government to press on with the establishment of four independent entities. Last September our Committee passed a resolution expressing strong support for the Government's objectives but disagreement with the four entities model.

### ***417 - Amanda (Mandy) Jane Nelson***

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Need to understand more about how 3-Waters policy would operate specific to Christchurch before commenting. In principle, I am far supporting the supply of 100% pure undiluted water like we used to have. Fluoride should be applied directly to teeth through a kids dental programme and added to tooth paste. Our aquifers should be protected so we can receive pure water in our city. We should not have to treat water after we have contaminated it or over-drained the aquifers. Clean up the supply!

## 18.2. Tree Canopy

### General Comments

Fourteen submitters addressed tree canopy issues. Four supported putting measures in place to increase our tree canopy, ten provided alternative views or proposals.

### Officers Response

Concerns are expressed in a number of submissions about the loss of trees on private land as a consequence of intensification, the diminishing tree canopy and the negative effects this has on our city's wellbeing and reputation. Reference is made to the lower proportion of canopy cover in lower-income areas and the effects that a reduced canopy cover can have on residents, including hotter climate.

The benefits of tree canopy cover are cited as well as effects of the loss of tree canopy, including the city's reputation as a garden city, aesthetic values, habitats for fauna, management of stormwater and associated contaminants, mitigating the heat island effects, natural shade, and wind shelter. A question is also raised of Council meeting its treaty obligations through the loss in tree canopy.

Submissions seek action in the context of Council's commitment to addressing climate change and the declaration of a climate emergency. This includes maintaining and increasing our tree canopy cover with a target of 30% canopy cover sought.

Submissions have sought measures to address this loss including:

- A clear commitment to increasing canopy cover through investment in increased tree protection and canopy cover, one submission seeking \$600,000 at a minimum for research and planting of large trees;
- A focus on improving tree canopy cover in lower socio-economic areas of the City;
- More trees, including a City-wide street tree rollout programme, and in parks;



- Replacement of trees that have been felled and native tree corridors in new subdivisions to support birds and a garden city;
- Requirement for planting of large trees in new developments to balance out the loss of vegetation;
- Protection of the trees remaining including addition of trees on private land i.e. not limited to parks;
- Additional park rangers for work to improve the tree canopy;
- Construction of rain gardens when roads are built or significant repairs are being made;
- A moratorium that bans developers from clearing the felling of trees, unless Council has assessed the trees and determined that they are acceptable to be felled.

Council is developing an Urban Forest Plan that would include a significant increase in Tree Planting across the city. This Plan is an integrated cohesive approach across all units. The development of the Plan is currently underway with an intent to have a draft presented to Council this year and adopted in time to enable a consideration of resourcing and costs within the next Long-term Plan.

The Council currently has a number of projects and initiatives underway or in the pipeline, focusing primarily on increasing trees on public land but also seeking to manage the effects associated with the loss of trees on private land.

Staff are developing an Urban Forest Plan, which will set a long-term vision for what could be achieved for the city's urban forest, and will include goals, objectives/targets and actions. The Urban Forest Plan will provide a framework for decisions based on the collective of the City's trees as opposed to the current focus on individual trees.

The Urban Forest Plan's goals will encompass trees on both public and private land, and it will include proposals to maintain/increase numbers of each (while recognising the limits to actions for privately-owned land). The Urban Forest Plan is a foundation document for the Ōtautahi Christchurch Plan, which will focus on local area planning.

The Council's Tree Policy provides direction for managing and maintaining trees in our public spaces, with a stronger focus on the individual trees and provides a framework for decision-making about tree planting, maintenance and removal to ensure consistency and clarity. The policy will help us to manage our trees – current and future – more effectively.

The Christchurch District Plan is the strongest regulatory tool to protect trees. Changes to the Resource Management Act (RMA) in 2012/13 removed councils' ability to apply blanket protection to trees of specified sizes or species. In addition to that, our District Plan Review process, led by the Independent Hearings Panel, from 2014-16 further limited the regulatory protections for trees in the Christchurch Replacement District Plan, with the schedule of Significant Trees decreasing through that process. Notwithstanding this, the Council will review its programme of plan changes and consider how a review of the schedule of significant and other trees could be incorporated.

Through Council's current, proposed Housing and Business Choice Plan Change, it is also proposed that financial contributions are taken to mitigate the effects associated with

intensification including the loss of tree canopy. This money will fund additional planting of trees on Council- owned land.

The Council also has other work and initiatives underway that contribute to maintaining and enhancing the City's tree canopy cover. For example, an Enliven Places project will trial interim placement of trees in semi-industrial streets in the South East Central City, to improve public realm amenity; the regular review of the Council's operational infrastructure Design Standard for capital works will look to specify the inclusion of more trees as part of street works projects; and we are looking at what public education and proactive engagement with developers can be undertaken from within existing budgets and where additional funding could be channelled or sought to progress this further.

## Support

### *14 - Caroline oliver*

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The many new subdivisions around Halswell School need TREES to replace all the ones that have been felled. New subdivisions need to incorporate native tree corridors around them so at least the birds have a home and the city is a garden city again.

### *373 - Finn Jackson*

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Another significant challenge being faced by local neighbourhoods is loss of tree canopy cover due to loss of trees on private land as a result of greater housing intensification. We support the proposed spend on street trees as a part of the "Greening the East" project and would like to see consideration of a city-wide street tree rollout programme take place this year, with an eye to including it in the next annual or long-term plan.

### *425 - Jackie Simons*

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5- I support investment in improving water quality, increased tree protection and canopy cover, especially in the lower socio-economic areas of the city.

### *70 - Arthur McGregor*

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Plus more trees. More trees are always better ;-)

### **30 - Requested Redaction**

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Plant more trees please - lots more.

### **311 - Sonya Hodder (Spreydon Neighbourhood Network)**

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3 We are concerned about climate change and the loss of so many established trees with developers clearing sections of all trees. With the intensification of residential housing there is going to be a need for increased green areas and amenities for families to exercise.

### **322 - Daniela Bagozzi**

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I have observed how the rapid increase in housing density in our suburb (Inner City East/Phillipstown area) has brought about many undesirable effects: loss of trees,  
329 - Greg Partridge

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.

### **353 - Cynthia Roberts**

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*[Parks > Parks (Operations)]*

2. The canopy cover in many suburbs is shown to be insufficient for climate change and heat mitigation. I support work to undertake improving this for well-being and a resilient city. Please focus first on those suburbs that lack this. Additional park rangers are needed as part of this work and thus this submission requests this be investigated with appropriate funding in the general rates and not from Capital Endowment Fund. The current workload is unsustainable.

### **356 - Emma Twaddell (St Albans Residents Association)**

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*[Planning and Strategic Transport, Urban Design and Urban Regeneration > City Planning, Planning and Strategic Transport, Urban Design and Urban Regeneration > Urban Design]*

We accept that there is a need for increased housing intensification to provide homes for St Albans' growing population. But we do not accept the excessive sacrifice of amenity value that results from the design and construction qualities, and the excessive degree of intensity of many housing developments in our suburb. Amenity value refers to those natural or built qualities and characteristics of St Albans that contribute to people's appreciation of its

- pleasantness
- aesthetic coherence
- cultural attributes
- recreational opportunities

The level of intensification should not be to the detriment of the natural environment, but should allow trees to flourish, including existing mature trees, in order to prevent the destruction of the tree canopy which protects from heat and reflected glare.

We believe that when people choose to live in St Albans, they are attracted by the amenity value of the area and the existing community. Multi-unit developments should not compromise the

existing amenity value of St Albans. Instead, they should aspire to improve it.

The design of multi-unit developments must be underpinned by the concepts of sustainability, resilience and respect for the natural environment, and should also honour the Treaty of Waitangi in terms of 'Manaaki whenua, manaaki tangata' – Care for the land, Care for the people.

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We submit

- that a better protection of the remaining mature trees in St Albans is put into place.

### **362 - Sylvia Lukey (Kennedys Bush Road Neighbourhood Association Inc)**

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Kennedys Bush Road Neighbourhood Association has been an incorporated society since 1981. Our central focus has been the Halswell Quarry Park and environs, the local neighbourhood area and the wider area of Halswell.

We as a group are concerned about the rapid growth in Halswell and the effect on the natural and human environment.

As a result of the huge expansion of subdivisions in Halswell we are losing many mature trees.

These new subdivisions are designed to pack in as many houses as possible on land that needs to be re-engineered to sustain the foundations for a house. The land is scraped on any vegetation and almost every mature tree is felled. The landscape then becomes a canopy of roofs.

Developers need to be required to plant large trees to balance out the loss of vegetation. Most green space now are water mitigation areas masquerading as parks.

### **365 - Bebe Frayle**

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*[Strategic Framework > Climate Change]*

Two years ago in May 2019, the Christchurch City Council declared a climate change emergency. In speaking to the action, Mayor Dalziel said:

“Ironically the costs will only increase if we don’t take action now. For every \$1 invested in resilience, there is a return of between \$4 and \$10,” [...] In other words there is a financial cost, so if we don't

invest now, we are simply deferring what will be a significantly greater cost in the medium term.”

This was followed, in December 2020, by Prime Minister Ardern declaring the same for New Zealand, saying:

“This is a declaration that will need to be supported by ongoing, continual action and activity. It sits behind the work that we did in our first term of office: our plan to plant one billion trees...”

This Annual Plan lists climate change as one of its priorities, with the main focus on mitigating impacts of climate change on our city. The main activity around this is looking at the impact of sea level rise and how we will mitigate this. This is important and urgent work, however we believe that we must also focus on the things that we can do right now that will have a positive benefit for our residents, for example maintaining and increasing our tree canopy.

Yet, instead of that, our tree canopy has declined in the last 5 years - from 16% to 13% cover. In some of our less affluent suburbs, the canopy cover is less than 10%, for example, only 9% in Linwood and 7% in Hornby. This is at a time when Council has made a commitment to increase the tree canopy with its policy of replacing every tree cut down with at least one tree, and where possible, two. Christchurch should have a goal of 30% canopy cover, and Council must make a commitment to fund this now. The longer we wait, the worse the impacts will be.

No trees on private property in Christchurch have been added to the list of protected trees by the Council since it declared a Climate and Ecological Emergency, in spite of repeated deputations from concerned Christchurch residents and community groups for more trees to be given that status in order to prevent them from being felled.

At the Council's Urban Development and Transport Committee Meeting (31 March 2022), Councillor Sara Templeton identified that close to 900 trees, which are currently listed as protected, are at serious risk of losing that status as a direct result of the Christchurch City Council's failure to act. After further questioning, Council staff said the work required has not been done, that they do not have the resources to go out and assess those 900 trees in order to ensure their protection.

Christchurch (a city that was one of the first in Aotearoa New Zealand to declare a Climate Emergency and is the largest city in the South Island) has the lowest percentage of tree canopy coverage of any of the major New Zealand metropolitan centres. Why is that? How is that in any way shape or form acceptable in 2022 when there

is so much information on climate change, the impact it is having on the planet, and what we can do to mitigate it?

The Local Government Act requires all local government organisations to set community outcomes. In terms of community outcomes here in Ōtautahi Christchurch, the Council's Strategic Framework describes the aim to achieve and promote social, economic, environmental and cultural wellbeing of our community.

Is the Council doing that in terms of protecting what little tree canopy coverage remains of the existing urban forest in our residential areas, in the streets on which people live, rather than just in parks and reserves? The fact no additional trees have been listed as protected on private property since 2019 would suggest otherwise.

Trees are the lungs of the planet. They provide habitat for native fauna to feed, nest and live. They filter pollutants through their leaves and root systems. Those same leaves and root systems assist with the management of stormwater by trapping rainfall in the canopy of the trees and absorbing rainfall into the tree once it reaches the soil. That in turn reduces flooding and sedimentary deposits entering the stormwater system and prevents the polluting of our rivers.

Trees provide cooling shade, preventing urban heat islands which contribute to global warming. They also provide economic and social community benefits in addition to their aesthetic values. By removing existing established trees in our neighbourhoods, we run the risk of urban heat islands developing in those areas where more densely packed housing development is constructed.

The less green cover a city has, the higher the temperatures will be. Trees cool the city by providing shade, and through the evaporation from their leaves - a process similar to the function of human sweat. Removing trees and paving over the area disturbs this process, trapping and preventing evaporation of heat.

It is also a well-known trend that lower-income parts of cities tend to have less green cover. This is evident in Christchurch, with wealthier suburbs having tree-line avenues, while the inner-city East have seen the wholesale removal of old trees to make way for cheap medium-density housing.

International data indicates that lower-income parts of cities tend to have less green cover, and as a result of that, lower socio-economic neighbourhoods are more likely to be hotter than their wealthier counterparts. Residents exposed to that extra heat are often a city's most vulnerable, and disproportionately people of colour.

Here in Christchurch the evidence reflects that too with the lowest percentages of tree canopy cover being in working class and underprivileged suburbs, rather than Fendalton, Cashmere and the more affluent neighbourhoods. Arguably the same could be said to be true in relation to the fact that it is the suburbs that have fewer trees and are those in which more Māori live. With that in mind, and having allowed the city to be stripped of trees, is the Council living up to its Treaty of Waitangi obligations? .

Existing established trees should be protected in our city, and more should be planted to boost tree numbers and canopy coverage in order to further mitigate against climate change, and that should be a factor included in all public policy in order to future-proof the liveability of Christchurch.

Global warming is definitely having a marked impact on Canterbury's hot dry summer temperatures, so heat islands are something we can ill afford. Clear-felling existing established trees in our Tier 1 cities is counter intuitive in the battle against climate change, global warming, as well as the mental and physical health, and general well-being of city residents.

This Annual Plan, and every future Annual Plan and Long Term Plan must demonstrate a commitment to increasing our tree canopy. We would like to see Council's proposed activities specifically documented and budgeted so that it is clear to residents that Council is taking immediate and sustained action to reverse years of lack of attention to this issue.

*[Full attachment available]*

#### **42 - Susie Taylor**

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*[Transport > Transport (Operations)]*

Trees! Please plant more street trees for shade, cooling, beautification, increased property values, etc. Just look at Chester St East 40 years ago compared to now - it's miles better, and other Chch communities deserve this too.

#### **420 - Lucy West**

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*[Transport > Transport (Operations)]*

please add \$600,000 to spend towards saving the trees and the canopy of Christchurch.

its almost too late with less than 10% of the original canopy left. Its all gone.



The summer is hot and dry, no natural shade.

Super windy, no trees to block wind across wider Canterbury.

Floods - no trees to wick away the water and soak it up.

it seems to make so much sense to protect what trees are left but it seems that every day the last that are standing are quickly getting wiped out.

>>>

save the trees

\$600,000 at a minimum to be allocated towards research and replacing:planting of LARGE trees.

please allow the trees to remain, every day more are removed and its becoming very rare to be able to walk under tree shade on footpaths, or sit under a tree for a picnic or to watch sport.

please, shut down the tree tech and other companies that are pillaging our mich needed city trees. Look around, its almost too late.

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please allocate \$600,000 towards SAVING the trees.

not to spend on their destruction and removal.

saving them from developers is crucial to the aesthetic and beauty of the city.

its laughable to call ourselves the garden city when every day more and more trees are disappearing. When will it be too late? It almost already is.

## 18.3. Governance

### General Comments

Seventeen submitters addressed governance issues. Four indicated support for our current approach, particularly in terms of relationships with other stakeholders. Two submitters indicated that they oppose aspects of what we currently do, and thirteen provided other views or proposals.

## Officers Response

Many of the submissions in the governance sub-category were general broad comments as opposed to specific requests or suggestions for change.

- Support for the Council's engagement and relationship with Māori, working to the principles of Te Tiriti and the explanatory information regarding Māori names. This includes Council's collaborative approach to the Ōpāwaho Heathcote river and a request that the Waihoru Community Board take more of an active role in this project.
- Support for the collaborative, joined up approach from the Council's throughout our region
- A need to promote elections to increase participation and concern at the small (\$800) reduction in election spending. This includes governance (elected member) review of the 2022 election
- Submissions emphasised the governance responsibility of Council including:
  - A need to increase public understanding of how Council operates especially the distinction between governance and management.
  - A need to improve ratepayer perception that includes the efficient delivery of basic services.
  - The introduction of an independent complaints procedure.
  - Improved Public Consultation and Hearings.
  - Concern at an unfair perception of unnecessary bureaucracy within Council.
  - Concern that staff have too much influence on decision making.
  - A need to understand and support the needs of business.
  - A need to live-stream community board meetings & council briefings.
- Concerns around Banks Peninsula being often listed as separate to Christchurch City.
  - The need for more Akaroa based Council services/staff including a CDEM team.
- Concern at the high degree to which Council contracts work as opposed to in house provision.
- Concern expressed that the residents' survey results were not picked up in the Long Term or Annual plans

### The Treaty

- Council and its Treaty Relationships Team continue to embed working to the principles of Te Tiriti in all areas and at all levels of the organisation. This is an ongoing and organisation-wide commitment.
- The Waihoru Community Board is best placed to determine its commitment to the Ōpāwaho Heathcote river, potentially through the 2022/25 Community Board Plan.

### Regional Collaboration

- Council will continue to work collaboratively with neighbouring and regional territorial local authorities and Environment Canterbury. Many of the future challenges support this approach such as commitments to addressing climate change, regional transport and care for our environment.

### Triennial Election

- Council works each election cycle to promote engagement and improve participation on the previous election. Last election we had an increase in engagement of 2.3% from 39% to 41.3%, and are aiming to improve on this trend in the coming election. The assistant chief Executive heads a working party overseeing the 2022 triennial election, increasing participation is a priority. The election budget is reduced by \$800 dollars which is a rounding exercise, the election budget is approximately \$800,000.
- The incoming Council is best placed to provide the framework for any governance review of the 2022 election should this be necessary.

### Council Governance

- The Council's Chief Executive is responsible for implementing the decisions of the Council and providing advice to elected members. The Chief Executive must ensure that all matters delegated to him/her or to any person employed by the Council are properly performed and that the activities of the Council are effectively and efficiently managed. The Chief Executive is also responsible for maintaining systems that enable effective planning and accurate reporting of the Council's financial and service performance. An important role of the Chief Executive, as the principal administrative officer of the Council, is to ensure that the Council's management structure provides for the separation of regulatory responsibilities and decision-making processes from non-regulatory responsibilities and processes.
- Council continues to look at how it can engage the community in more effective and efficient ways. Council have recently established an Engagement Working group to boost Governance oversight into this important area.
- Council has requested a workshop on the make-up of hearings panels and other aspects of their operation, given the timing of the electoral cycle this matter may better off being considered by the new Council.
- Christchurch city council has a complaints procedure outlined on our website <https://ccc.govt.nz/the-council/plans-strategies-policies-and-bylaws/policies/council-organisational-policies/customer-complaints-management-policy>
- Council has to balance the needs of all aspects of the community not just those of businesses. Council works to ensure that its communication is improved where required as well as talk to representatives of all parts of the community to get actual issues or pressures that are faced at this time.
- Council has made a commitment to live stream Council, Committee of the Whole and Community Board meetings. Recordings of the live stream will be available on a YouTube channel for ongoing reference. Where Council Working Groups and Briefings are private they are not live streamed

### Banks Peninsula

- Banks Peninsula is a geographically and culturally distinct part of the district that Council is responsible for. To ensure clarity of messaging and an inclusive approach Council use the phrase "Christchurch, and Banks Peninsula" to avoid any confusion/misunderstanding that we are only referring to Christchurch City rather than the entire district.

- Where ever appropriate Council will seek to recruit staff locally in Banks Peninsula. Recent examples include parks, governance and community development staff. Due to the nature of the employment market and the skills and experience required this is not always possible.
- The CEDM function is based at the Justice Precinct, staff and volunteers are based throughout Christchurch and Banks Peninsula. CDEM and community development staff are currently working with individual communities on banks peninsula to develop community resilience and response plans.

#### Contracting Services

- Council is required to provide the best value and operate in an efficient and effective manner. From time to time better value and service is achieved by contracting services to external providers. Sometimes the reverse is true. Council continue to seek the best value and will make commercial arrangements accordingly.

#### Residents Survey

- The resident survey looks back in time to the overall perception of Council services in January 2021. Council took this result very seriously. It drove many of the changes in Council's Long Term Plan adopted in June 2021 (for example, the survey result on roading was behind the decision to lift the percentage of the City's roads renewed each year from 2% to 5%. This is a major budget increase and will reduce the time taken to get the city's roads back to pre-earthquake condition by more than a decade. Similar changes occurred around maintenance of Three Waters assets and other services.) Council's first response was to own the survey result and to respond to it as quickly as constraints (budgets, rates increases, legislation, resources and other factors) permit.

Council's second response was to understand the factors underpinning that overall result. It is to some extent at odds with results around specific individual services (such as libraries, parks, events, customer service etc) which often rate very highly with the community. The third was to put a plan in place to address the issues raised. That work is ongoing and is being updated each year as new community feedback is received. At the time of writing Council managers across all services are using resident survey results to provide further advice and options for councillors to consider in May.

The key point is that Council acknowledges the survey result and is actively working to drive improvement. This includes the changes in the 2021 LTP and in the draft Annual Plan, which is itself a list of changes. In that context, asking the community to 'Have Your Say' (which is the theme of the draft Annual Plan consultation document) seems a fair and reasonable thing to do.

## Support

### 235 - Jenny Hughey (Environment Canterbury)

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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.

#### **270 - Malcolm Long (Ōpāwaho Heathcote River Network)**

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*[Full attachment available]*

*[Climate Change, Stormwater & Land Drainage, Waterways & Quality Compliance, OARC, Governance, Consultation & Engagement, Parks, Reserves, Wastewater (Capital)]*

We strongly support the Council's engagement and relationship with Māori based on Te Tiriti o Waitangi, the Local Government Act 2002, the Resource Management Act 1991 and Te Rūnanga o Ngāi Tahu Claims Settlement Act 1998.

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a. We strongly agree that these legislative documents set the basis of partnership and consultation with Iwi and mana whenua to ensure that the views and values of Māori are considered across Council activities.

>>>

20. We acknowledge the progress being made in creation of the Lower Ōpāwaho Heathcote River Guidance Plan

b. We thank the Waikura Linwood-Central-Heathcote Community Board and Councillor for Linwood Ward, Yani Johanson in particular for initiating and undertaking this important piece of work.

e. OHRN has approached the Waihoru Spreydon-Cashmere Community Board to initiate a similar Guidance Plan for the middle and upper sections of the Ōpāwaho Heathcote River. We seek the support of Councillors for this future project.

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#### Summary

We want to acknowledge and thank Council staff for their time, expertise and willing assistance provided to us whenever we have occasion to meet with individual staff. Without exception, Council staff have been approachable and willing to share their subject expertise, and have demonstrated a commitment to achieving positive outcomes for the river and the city. This includes parks and three waters staff, rangers, community staff, ecologists and other council specialists.

We also thank councillors and community board members as key partners for OHRN.

#### ***333 - Kit Doudney (Avon Heathcote Estuary Ihutai Trust (AHEIT))***

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We strongly support the Council's engagement and relationship with Māori and agree that foundation and later legislative documents set the basis of partnership and consultation with iwi and mana whenua to ensure that the views and values of Māori are considered across Council activities.

#### ***437 - Chris Ford (Disabled Persons Assembly NZ (DPA))***

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DPA is pleased, as an organisation which works to the principles of Te Tiriti, that the Council is working to build its own partnership with iwi and mana whenua to ensure that the views and values of Māori are considered when making decisions on activities across the city. In this sense, we want to see the voices, perspectives and hopes of disabled Māori raised within Council policy and decision-making processes as well.

Oppose

#### ***188 - Rosemary Neave***

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I notice a reduction of spending on elections.

### **303 - Leeann Watson (Canterbury Employers' Chamber of Commerce)**

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The Council is largely perceived by the business community as a handbrake and installer of red tape. We would like to see this perception shift to a Council that is viewed by business as a facilitator and enabler, however this requires the Council to significantly improve its' method and level of communication and decision-making processes with the business community. It requires a demonstration of understanding the pressures facing business and a willingness to help address them. We are not convinced that there is a strong understanding across Council staff of the actual issues and pressures that businesses face not only from local government, but from central government also.

## **Other**

### **188 - Rosemary Neave**

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I believe CCC needs to invest in promoting both elections and more participatory democracy, and such things as Residents forums

### **239 - David Hawke (Halswell Residents Association (Inc.))**

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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.

### **313 - Fiona Garrett**

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Consider equity in all council decision making.

### **339 - Victoria Andrews**

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Public Consultation and Hearings

Improved communication on the part of council and its staff is essential. The recent Akaroa Wharf Replacement proposal is an example of a poorly communicated council project. Public consultation has largely become a tick the box exercise to support the council's preferred outcome and to fulfill Local Government requirements. Submissions are picked apart minus images and captions to format statements into compact text for computer screens and submissions are often rendered meaningless in the process. Submitters are allocated between 2-5 minutes to address their submissions before community boards or the full council. There is little if any meaningful exchange of information or viewpoints due to the shortness of time allowed. Elected representatives often make decisions on staff reports which may not be fully accurate in my view and experience.

### **35 - Steve McNeill**

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Why do the elected councillors fail to act as governors by setting strategies and budgets, and then standing back to allow the CEO to manage implementation ? At CCC they are allowed to operate as direct managers, and even worse, as tinkerers with spanners to tighten the nuts.



Why is Banks Peninsula mostly listed separately as if it is not part of Christchurch city?

### **364 - Dorothy (Dot) Lovell-Smith**

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I also object to the way the City Council has abandoned the public service model of employment in favour of contracting work out to contractors and sub contractors.

It allows the chain of responsibility to be opaque and sometimes small problems take a huge amount of effort to fix.

### **373 - Finn Jackson**

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#### Democracy

It has been really good over the last few years to see the effort being made to open up the council's decision-making processes and the breaking down of barriers to engagement with the public. We'd especially like to mention the establishment of the new Engagement Working Group, live-streaming of community board meetings on YouTube, and the public briefing on the annual plan held late last year. We are concerned however that this plan does little to embed those changes for the future, and does not appear to break new ground.

We would like to see the live streaming of community board meetings on YouTube made permanent. We'd also like to see this expanded to all other committee, sub-committee, and working group meetings. It would be particularly ironic if meetings of the Engagement Working Group were not open to the public in this way.

We would also like to see all briefings and workshops minuted and live streamed. Currently it is difficult to find out if minutes are actually available, despite the council committing to minuting most briefings in response to the Ombudsman's 2019 investigation into LGOIMA practice and compliance at the city council. Fundamentally we don't agree with meetings of elected representatives taking place behind closed doors, which is why we would like to see them live-streamed or recorded and posted on YouTube.

Finally, we note that the local body elections are coming up later this year. We would like to propose that post-election a forum be held by the Chief Executive to examine what the council and other community groups did to promote engagement in the process and voter turnout, to analyse the efficacy of these actions, and to suggest actions which could form a part of an action plan to increase voter turnout and engagement at the next local body election. We note that it is a requirement of section 42(2) (da) Local Government

Act that the Chief Executive “facilitate and foster representative and substantial elector participation in elections and polls held under the Local Electoral Act 2001 (sic)”. It would be hard to do so effectively without a proper understanding of what went wrong, what went right, and how the public responded to previous attempts to lift voter turnout

### ***395 - Lindsay Carswell***

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Submission to Christchurch City Council on the Draft Annual Plan 2022/23

Over a number of years I have asked that the City Council have a complaints procedure.

Complaints Procedure

Reasons for a Complaints Procedure

My own personal experience when I had a leaky home – I have never forgiven the Council for the way I was treated.

Yet I have seen similar behaviour in other issues that I have had involvement in – Saving the Cities Notable Trees and the Hagley Oval are two recent examples.

An Independent Complaint Procedure

Complaints need to be handled by an Independent body within Council.

Staff are in a unique position when dealing with a complaint and they can take advantage of that position. Staff have the knowledge and understanding of the law, the building code, the District Plan requirements or whatever the complaint covers. But complainants do not have those skills and this creates an imbalance of power between Council and the complainant.

It is essential that complaints are considered by an independent body with sufficient resources to obtain external advice.

### ***413 - Harry Stronach (Akaroa Ratepayers & Residents Assn Inc)***

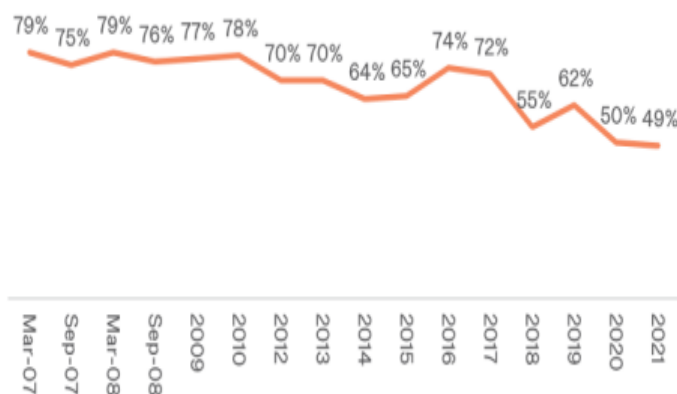
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So it's more of the same

The consultation documents accompanying this draft annual plan give the message:

We are on the right track – expect more of the same

How can we judge whether we are really on the right path? Well here is the result of the “General satisfaction with council performance” question, as taken from latest generalsatisfaction survey published by CCC.



In the commentary to that graph there was a certain smugness over the fact that ratepayers’ perceptions had “stabilized”, in other words the rate of decline had reduced. In reality, general satisfaction with the council’s performance has reached an all-time low, and is now below 50%, as measured across the entire city.

In the Akaroa and wider Peninsula areas it is possible that the level of satisfaction has indeed stabilized, because we know that it was at around only 5%, and it is simply not possible to fall much further.

So, it seems fairly clear that although CCC thinks it is “on the right path”, the ratepayers simply do not agree. This is a clear demonstration of the reality gap that seems to exist between the CCC and the ratepayers and citizens. CCC is on a path that is clearly diverging from our expectations.

If we have more of the same, as the Council proposes, then the downward trend will continue and we will all be worse off as a result.

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The Council must not continue to ignore the fact that more and more ratepayers are dissatisfied with its performance.

It is clear what the ratepayers and residents want – the efficient delivery of basic services. What they do not want to see is unnecessary gold-plating, waste, inefficiency, and gimmicks.

#### **413 - Harry Stronach (Akaroa Ratepayers & Residents Assn Inc)**

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##### Local CCC Services

Progress has made in recent years by basing some CCC staff near Akaroa, and even retaining the Service Centre<sup>4</sup>. But we still see convoys of vehicles doing the daily commute to and from Akaroa, with logos on the door for CCC or their contractors. Base more resources in Akaroa, where they can respond to, and understand, local needs. Give the local service centre more authority to make useful and timely decisions on CCC matters.

>>>

##### Civil Defence

The Council response to the flooding in the Eastern Bays in December last year was dismal. We used to have a Civil Defence unit, staffed by knowledgeable volunteers, and it is still needed.

#### **417 - Amanda (Mandy) Jane Nelson**

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As a resident neighbour of Cranmer Square, I found the lack of action by C.C.C. and the police, ~~neither~~ neither of whom seemed to be able to move the protestors on, very distressing. I would like to see the review when it is published. We can do better.

#### **431 - Barbara Stewart**

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Any further comments

PRESENTLY  
EVERY PLACE NAME PRESENTLY USED IS MAORI - THIS SHOULD HAVE 'TRANSLATION'  
BESIDE IT AS MANY PEOPLE DO NOT UNDERSTAND MAORI BUT WOULD APPRECIATE THE  
UNDERSTANDING POINT OF NAME.  
I HOPE WHERE APPROPRIATE, HISTORICAL OR LOCAL 'CHAMPION' - THAT ENGLISH  
NAMES AND IDENTITIES CONTINUE IN OUR CITY ALONGSIDE MAORI  
LANGUAGE.

#### 466 - Colin Meurk

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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 Otautahi-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 eco-sanctuary, 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 a 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

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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.

## 18.4. Public Transport

### General Comments

Thirteen submitters addressed other public transport issues that are not related to infrastructure to support public transport. These were largely related to the network and cost of public transport.

### Officer Response

A range of issues were raised including free fares (for and against), changes to routes and improved accessibility. When discussing accessibility submitters were largely referring to the distance required to access a bus stop/route and the coverage of the network was also raised. Also raised was the need for inter-agency support of improvements and incentives to improve public transport patronage. Free central city travel was raised by one submitter.

Increased use of public and active transport options is seen as a significant action in achieving the emission reduction targets that we have at Council.

#### **Fares and routes**

Environment Canterbury (ECAN) is the lead agency responsible for the funding, planning, operation and procurement of public transport services across the Canterbury region. ECAN work closely with Christchurch City Council and our neighbouring Councils, who are in turn responsible for providing the public transport infrastructure (including bus shelters and stops, bus lanes, the Central Interchange), in order to support those services. Coordination is achieved in greater Christchurch through The Greater Christchurch Partnership, which includes representatives of Christchurch City Council.

Issues such as the setting of fares bus route coverage, bus frequency and timetables are matters for Environment Canterbury. Fare structure options are being considered in Environment Canterbury's annual plan.

#### **Inter-agency support of improvements**

A Greater Christchurch Public Transport business case that supports investment in improvements has been developed and endorsed by Waka Kotahi New Zealand Transport Agency, Environment Canterbury, Waimakariri District Council, Christchurch City Council and Selwyn District Council. Recommended improvements include; enhanced travel demand management to incentivise public transport use, increased bus frequency, bus priority lanes and upgrades to bus stop infrastructure.

## St Albans

It is noted that there is a current monitoring and reporting programme in regard to the downstream effects of the CNC. The current 10 year LTP budget programme provides a significant range of projects including continuation of the Major Cycleway Routes and improved active transport opportunities throughout the city and linking with the surrounding districts.

## Support

### 385 - Allan Taunt

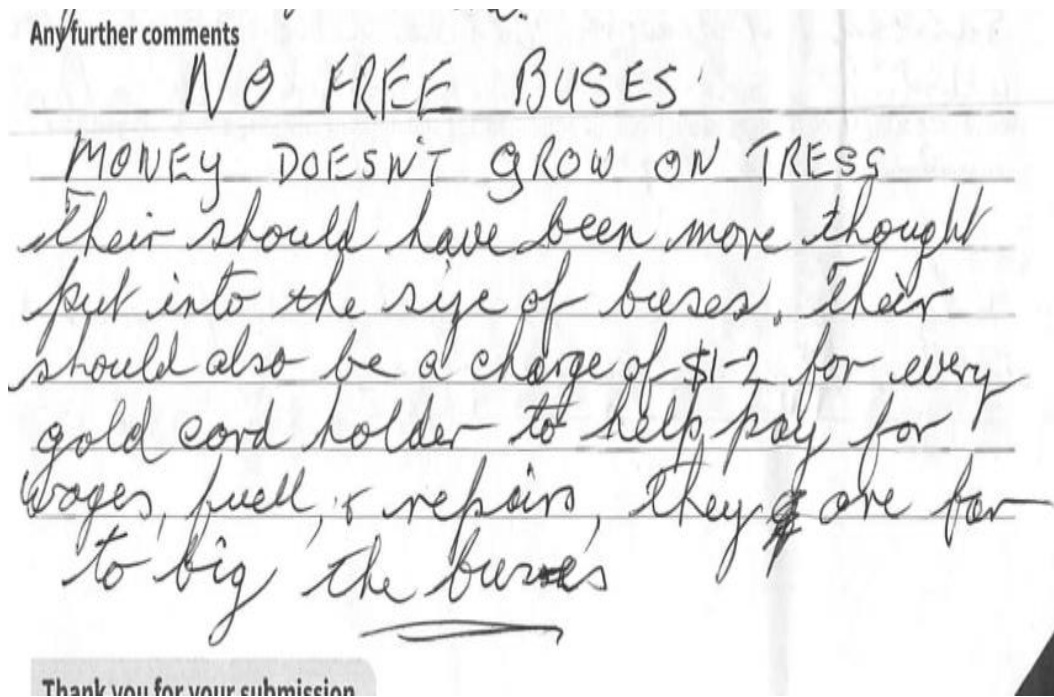
We need to continue growing the public transport network and the active transport network (walking, cycling, other micro-mobility transport devices, etc.).

### 425 - Jackie Simons

6- I support greater investment in better public transport, cycling and pedestrian safety and improved transport options for Aranui.

## Oppose

### 507 - John Rodger



## Other

### 165 - Sasheen Brownlie

Free Buses for  
beneficiaries &  
in the inner city  
please.

### 20 - Rhodora Sagles

Encourage use of public transport and make public transport more accessible to other areas e.g. Governors Bay

### 239 - David Hawke (Halswell Residents Association (Inc.))

*[Recreation, Sports & Events > Rec & Sport (Operational)]*

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.

### 240 - Alexandra Davids (Waikura Linwood-Central-Heathcote Community Board)

Free City Central Electric Bus Service - the Board supports the Council's approach to Environment Canterbury to discuss reinstating the central city bus/shuttle service that previously operated, providing a connector service for residents to inner city amenities. The Board notes that this was raised during the Long Term Plan process, and supports the efforts of councillors to bring this project to fruition. The Board requests that the reinstated service be carbon neutral/electric.



### **273 - Marian Krogh (Protect Our Winters NZ)**

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*[Strategic Transport, Climate Change]*

As an organisation that represents the outdoor community and advocates for climate action, we would like to see

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more and more accessible public transport options.

### **29 - Helena Douglas-Thomson**

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support free public transport for students, kids and gold card holders

### **30 - Requested Redaction**

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My feedback is that we should have free buses to encourage more students into the centre of the city instead of having them camped up in Ilam

### **352 - Mike Gibbs (Avondale Neighbours Group)**

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In regard to our older population, who are increasing being asked to use public transport and we have no bus services within our suburb... our nearest routes are at least a 2 km walk to get to a bus, some will walk further, and in the pouring rain the older person will not or can't do that; to get older people within our suburbs using public transport bus routes will need to be considered with our suburb. - I'd like to see a Indepth campaign to see how affordable changing the routes would be!

### **356 - Emma Twaddell (St Albans Residents Association )**

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We submit again that the opening of the Northern Arterial Extension onto Cranford street has not been an acceptable or sustainable solution for northern commuter woes

SARA submits that

- a passenger rail service be provided urgently for Northern commuters from Rangiora and Kaiapoi. Until this occurs make current public transport a viable option.

>>>

The volume and type of vehicular traffic in St Albans is causing distress to local residents. The speed of the vehicles and the number

of large trucks on our damaged local roads are serious safety issues for residents. Many residents are reporting that they do not feel safe walking or cycling on their local streets. This fast, heavy traffic is also affecting many residents' homes causing them to shake. The closure of local roads across Cranford St has also meant locals are unable to move efficiently across this road therefore restricting movement around the community.

We submit that

- a local bus service in St Albans is provided moving around our commercial hubs from The Palmsto Merivale Village, made to service the local community.
- A tram service connecting Edgware Village to the Central City be included in the future city transport plan.

### **364 - Dorothy (Dot) Lovell-Smith**

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The other tool in the fight to stop climate change is to get much more than the proposed 40% of transport out of private cars. We need to get most of the transport in the city to be in publicly funded free, electric public transport.

I do not expect the CCC to fund this alone it needs to lobby Government for the funding to make this possible. I know that the system in Christchurch means that the CCC does not have responsibility for all aspects of bus travel, so I think the first and most important thing that needs to happen in the greater Christchurch area is joint work between the CCC, ECan, Selwyn, and Waimakariri councils to form a Public Transport Body that can work on all aspects of public transport.

We need to get rid of private public partnerships that run public transport for profit. Public transport needs to be a service. At present the drive for profit means companies cut maintenance and wages for drivers. Drivers often work inconvenient hours with split shifts and no recognition of this in their wages. There is a huge turn over of drivers and difficulty in finding good drivers, especially at times like the present pandemic. And the first thing needing doing is to get rid of the current contracting model forced on councils by the PTOM. Which again requires government support.

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There needs to be a huge publicity campaign offering incentives to travel on public transport, We need money spent on advertising where and how to get places by bus. The London Transport Company had a wonderful poster campaign where well known artists designed posters advertising Travel by bus to..... They were art works in their own right and were sold all over London. What about a scheme like that?

## 18.5. Social Housing

### General Comments

Six submitters addressed social housing issues. One opposed our proposed spend, suggesting that it was inadequate. Five provided other views or proposals.

### Officers Response

All submissions argued that there should be more social housing

Two submitters suggest investing more funds into social housing rather than the Te Kaha.

Four mention the need for a commitment to public housing to achieve climate resilience.

Two mention central and local government working together, with one wanting Council to take a more active role in the planning and development of state housing in the city.

One submitter would like to rescind the current housing policy and see rates funding included in social housing. This submitter also recommends that Council provide a \$5 million interest free loan to OCHT for the construction of new units.

With more than 1,900 housing units spread throughout most suburbs in Christchurch, the Council's social housing portfolio provides homes to many people in the community.

In 2014 Council's social housing services faced significant financial challenges. These challenges required major rent increases, funding from alternative sources or a major restructure in delivery. The Council chose to undertake a significant restructuring, with the decision to set up a community housing provider to lease and operate its housing portfolio.

This decision has been a success. Many more tenants are now eligible to pay rent equivalent to 25% of their income, which is lower than the rents previously charged by Council. There is increased funding available, which is being used to both improve the quality of existing properties and to build new homes. We are now on the path to

sustainable provision. Tenant satisfaction has increased, and the overall condition of properties is improving, particularly with regard to warmth and dryness.

Following public consultation, the Council adopted a new strategy on community housing in early 2021. The Strategy contains an objective of restoring Council's housing stock to its pre-quake level, through funding or supporting the construction of new units. In conjunction with OCHT 226 new units have been built to date, with a further 6 currently in construction and 120 in the master planning stage. This is a total of 352 units.

Council has facilitated this work through \$50 million of low interest loans, \$5 million gift and \$45 million of no interest loans. It has also worked collaboratively with the OCHT to ensure that the financial arrangements balance security for ratepayers, with flexibility to allow more development.

The Council agrees with the six submitter's argument that there should be more social housing. Based on its 2021 strategy, the Council's sees its ongoing role as being focused on facilitating community (i.e. both public and affordable) housing rather than direct provision. It is taking action, both alone and with partners, to identify and implement options to help address current and expected demands, including alternative financing mechanisms, progressive home ownership schemes, and leveraging Council's land holdings to allow for community sector delivery. The Council is working with Kainga Ora on their developments as well.

While rates funding would accelerate development, the Council's innovative approach is allowing both improvements to the quality of existing units and the development of new units at no cost to ratepayers.

## Support

### *317 - Kay Robertson*

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I would much prefer to cut back on Te Kaha and use the funds for more social housing. Something truly useful and needed...

## Oppose

### *298 - James Barber (Extinction Rebellion Ōtautahi)*

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#### 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.

### **345 - Stephen Howard (Keep Our Assets (KOA) Canterbury )**

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- ☒ Council or central government led redevelopment of our cities with a strong commitment to public rental housing to achieve both climate resilience and just and equitable housing for all is a major strategy for climate resilience.
- ☒ CCC working with central government has the ability to redevelop in ways that are sympathetic to both community needs and climate requirements.
- ☒ The bunging of many units on the traditional 1/4 acre blocks in St Albans is a going example of how allowing profit driven developers to redevelop our inner suburbs produces outcomes such as the reduction of tree canopy, greater areas of hard service increasing runoff of storm water and further committing the community of Otautahi to car based transport. And that profit driven development is seen in housing tracts on the periphery imposing infrastructure costs on the council while aggravating
- ☒ KOA is pleased that many of the council owned public rental units destroyed by the earthquake have been replaced and upgraded but the provision of decent public rental housing should be a major aim of the city in concert with central government.
- ☒ Central Government's Resource Management (Enabling Housing Supply and Other Matters) Amendment Bill doesn't really address the problem of housing people. It leaves home building as a profit generating activity rather than a human right, again only council and central government building and management can solve the housing problem.

### **351 - David Close (Christchurch East Labour Electorate Committee)**

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7.1 Just as reduction of CO2 is our greatest environmental challenge, so the provision of affordable housing is our greatest social challenge. The staff in the office of our MP, Hon Poto Williams, deal every day with requests from people who are homeless, or facing eviction, or living in accommodation that is over-crowded, unhealthy or otherwise unsatisfactory. Several of our members who work in the social service sector or do voluntary work for churches or community organisations also deal with homeless people. The need is particularly acute for single people, especially men, who rank low in priority for emergency housing.

Housing people who have been homeless is not easy, as they invariably have problems in addition to their homelessness. We commend the Council for supporting Housing First, which assists formerly homeless people to adjust to a settled lifestyle, but homeless people cannot be re-homed if suitable accommodation is not available.

7.2 A few years ago a report by the Council Officer responsible for Housing reported on research that Christchurch needed 180 units of additional, affordable 1-2 bedroom units every year, and that the Council should aim to provide 50 of those each year.

7.2 The objective of the Council's housing policy reads: Our involvement in this activity is intended to contribute to social well-being by ensuring that an adequate supply of safe, accessible and affordable housing is available to those in need. (Revenue, Financing and Rating Policies, page 53.) No Councillor can pretend that current policies are making a serious attempt to meet this objective. According to the LTP, the number of Council-owned or supported housing units in 2031 will do no more than match the number of units before the quakes in 2011.

The rationale that supports the diminished activity is set as follows: The benefit of this activity is considered to accrue mostly to the housing tenants. It is therefore considered appropriate to fund the Activity mostly from user charges (housing rents) plus Income Related Rent Subsidies. These are intended to be sufficient to cover operating costs without subsidy from rates or other sources. (ibid., page 53.)

7.3 The funding rationale might have had some justification before the earthquakes, before the housing crisis became acute and before the Council began to fund a host of activities where there is a large measure of private benefit. We urge the Council to rescind this out-dated policy of refusing to spend rates money on an urgent social need. Most of the cost will still be met from rents and tenants subsidies; what is required is assistance with the initial capital cost.

7.4 Submission

That the Council:

- (i) rescind its current funding policy on Housing
- (ii) add Housing to the list of Activities which will receive material funding from general rates (pages 40-41)

(iii) allocate, from the capital savings which will be identified before the finalisation of the budget, at least \$5m as an interest-free loan to Otautahi Housing Trust for the construction of new rental units

(iv) debate these motions in open meeting.

### 397 - Kari Hunter

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#### Building

I would like to see the Council:

- Build and support more public housing. With central government, ensure everyone will have a safe affordable home to move to if/when they are displaced by climate.
- Lead good housing development and design for future conditions and needs. This is done in many other cities.

### 73 - Abigail Johnson

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At the height of a housing crisis where wait lists for much-needed state homes are months long it would be nice to see more investment in housing. I would like to see a higher percentage of expenditure dedicated to council housing, and more transparency around the council approach to mixed-tenure housing or lack thereof. Tangentially, the CCC should take a more active role in the planning and development of state housing within Christchurch, rather than allowing Kainga Ora and other central government agencies to dictate without consideration for the city itself and people who call it home.

## 18.6. Christchurch Waste Water Treatment Plant

### General Comments

24 submitters addressed the issues currently being dealt with as a result of the fire at the Waste Water Treatment Plant.

Three indicated that they support the appropriate budget being allocated to find a solution to the issues currently faced by residents who live in and around Bromley. Five indicated that they do not think that the Council is doing enough to mitigate the impact on residents, sixteen provided alternative views or opinions for consideration.

### Officers Response

Calls to address the stench from the Christchurch wastewater treatment plant following the fire.

Support;  
Support relocation of Organics Plant  
Support mitigation of odours from CWTP & Organics Plant (x2)

Other;  
Offer of service to stop odour  
Support stopping of odour from CWTP (x11)  
Support stopping of odour from CWTP & Organics Plant (x3)  
Help with social impacts of odour

Oppose;  
Support stopping of odour from CWTP (x5)  
Help with social impacts of odour

A recovery programme has been put in place for the Christchurch wastewater plant and work is well advanced to improve the interim operation of the plant. This work has been funded through our insurance. We have placed a high priority on initiatives to reduce the potential for odour beyond the boundary of the plant.

The permanent replacement of the treatment capacity provided by the trickling filters will go through a full business case and will explore the options available to future proof our wastewater treatment facility. There is an opportunity to reduce the greenhouse gas emissions from our wastewater treatment plant.

## Support

### **181 - Sarah Vercoe**

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*[Rates > Residential Rates]*

Bromley/Aranui/Linwood residents have been subject to a horrendous smell since 1 November. To hear that the council now plans to increase the costs of rates, despite the smell not improving, is extremely disappointing. I believe the residents in the east side have put up with enough from the council and to expect them to pay more is unfair, inconsiderate and right out rude.

fix the smell before you fix anything else.

### **334 - Colleen Philip (Sustainable Otahutahi Christchurch Inc)**

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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.

#### **425 - Jackie Simons**

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2- I support the appropriate budget to relocate the organics plant from Bromley.

**Oppose**

#### **178 - Janet Stokes**

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[Resource Recovery > Resource Recovery (Capital)]

Shocking considering you've done nothing for the east side. ESPECIALLY THE WASTE WATER TREATMENT PLANT ODOURS! AND THE COMPOST PLANT TOO.

>>>

SPEND SOME MONEY ON FIXING REAL THINGS LIKE THE STENCH!

>>>

FIX THE WASTEWATER TREATMENT PLANT TO STOP THE BLOODY SMELL!

>>>

BUNCH OF OVERPAID AND UNDERWORKED MUPPETS WHO CAN'T FIX THE WASTE WATER TREATMENT PLANT SMELL!!!! residents demand a rates rebate because of the stench!

#### **192 - Murray Peacock**

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the Bromley sewage facility shows a Major failure in risk management

The 2 storage processing/ silos had been in place for over 50 years and clearly a third processor away from the 2 damaged in the fire was self evident

>>>

The smell from the sewage treatment facility is a disgrace and should have top priority

#### **199 - Jade N**

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The smell from the treatment plant fire is unacceptable.

How am I mean to dry my house out when the night has been damp for our son who has respiratory problems and there is a stink outside from the treatment plant. Who is going to pay my husband's wages when we have to go to hospital because of these respiratory issues when he's used all the sick pay and holiday pay because he's been in hospital.

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### **313 - Fiona Garrett**

I do not agree that ratepayers should have to live with the toxic fumes from the Bromley sewerage treatment ponds. Urgent attention is required immediately. The health effects are surfacing already.

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### **399 - Kataraina Houra**

The sewage needs to be sorted out! I live in new Brighton and it's beyond revolting. I can't eat my food neither can my children. My toilet after taking a shit smells better than the air outside! It's inhumane to live like this!! It baffles me that the council has spent so much on art around the city but can't fix its sewage!??? Sort it out!

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## **Other**

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### **196 - Kaia De Peyon**

Please just sort out the poo smell

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### **24 - Annemarie Prendeville**

Fix the sewerage plant asap, it is appalling the smell and I feel for the people that have to live or work in the area.

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### **267 - Sarah Elicker**

As a Linwood/Bromley resident CCC need to raise funds to fix the damage to the sewerage / wastewater plant (after the fire) and stop the appalling smells urgently. It's unacceptable that the residents and workers this side of town are still having to live with the smell.

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See also my comment about fixing the damage to the sewerage / wastewater plant - this should be a priority above all else.

### **343 - Julene Leslie**

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The uncovered trickle filters at the wastewater plant needs urgent attention.

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So far, the council has been nothing but a disappointment in regards to the remedying of the trickle filters fire at the wastewater plant. The air is unbreathable nearly every day and no matter what we do or what we app we report on, nothing is being done. Please urgently look at this. Surely we are entitled to fresh air to breathe just like those in Merivale have? We pay rates like everyone else. We do not want more cycleways or roadworks, we just want the stench to be fixed so we can attempt to live a normal life.

### **349 - Lindsay Chan**

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

### **351 - David Close (Christchurch East Labour Electorate Committee)**

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For residents in the east, the most glaring gap in annual plan priorities is the renewal ofthe trickling filters at the sewage treatment plant. The funding (and therefore theconstruction) is staged over three years, 2022-2025. People who live some distancefrom the plant find the smell objectionable when the wind blows in their direction;people who live nearby often find it intolerable. We urge the Council to fast-track thedesign and construction.

>>>

That the Council:

(ii) take all feasible steps to achieve the replacement of the trickling filters withinthe 2022-23 year.

### **377 - Ali Plunket**

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Please fix the stink from the wastewater treatment plant AS FAST AS POSSIBLE.

>>>

Please fix the stink from the wastewater treatment plant AS FAST AS POSSIBLE.

### **378 - Acacia Lane**

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Raising rates is extremely unfair, especially us living with sewer smell in our homes!! Waking up at 2-5am with excruciating headaches from the smell is appalling!!

### **382 - Sharyn Fullard (Bromley residents )**

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*[Spending > Our planned spending]*

no more spending on cycle ways or beautifying the city until you fix the sewage and compost situation in Bromley.

>>>

Forget about this being the garden city as we can't get outside in the stench that is making the people sick. We shouldn't pay for the council's incompetence

>>>

Sort the sewage plant compost plant and the water out before anything else happens. I'm embarrassed for you all hang your heads in shame. Resign if your hearts are not for the people of Christchurch

>>>

Please look at the Bromley residents page to see how this has affected us

### **387 - Katinka Visser**

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Good, just make sure it's going to fix the WWP

>>>

Don't, you have no right to charge us for anything the way we have to try and exist at the moment.

>>>

Use what you have to fix what is the BIGGEST UNSAFEST problem in town.

### **391 - Chris Close**

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Please, please please! Fix the East side!

- The Bromely stench

### **396 - Vickie Walker**

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The poor quality of our air on the East side of ChCh is making us sick. We are losing sleep, have constant headaches, nausea, stinging eyes, we can't use our clothes lines to dry clothes, we can't entertain our families and friends, we cant eat normally. Our whole enjoyment of life has changed for the worse since the fire at the wastewater plant.

We work hard and should be taken care of. Our physical and mental health has been and is being severely eroded. My granddaughter has asthma and is badly affected (hospital visits regularly) because of this stench, my hubby has a lung disease and his health is diminished and he is so tired, because of the lack of sleep.

We pay our rates and taxes and we have witnessed a plethora of health problems stemming from this ongoing problem.

This affects us economically as we can't function in our work to full potential.

You have a job to look after our health and our air quality. The money to be spent should take priority to sort our wastewater sewerage system stench and the infrastructure. To heck with making our inner city pretty, our lives and livelihood's take priority.

LISTEN PLEASE. Change our plant to fix our problem FIRST

### **40 - Paul Bagrie**

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Just fix the sewerage plant already, I'm sick of tasting feces in my living room.

### **405 - Andrew Walker**

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Priority needs to be spent on the sewerage plant. Doesn't matter how much it costs.

>>>

Hell yes. Focus firstly on sorting the shit smell from the sewerage plant.

>>>

I have a lung disease. The stench at the moment really affects my breathing, sleeping, energy levels and my state of mind. I have to work in the stench and then come home to it. I can't get away from it. I get the smell from the compost plant too. Hopefully that will be moved away from here. Maybe you could move the wastewater sewerage plant too. Now that's a thought. In the meantime PLEASE MAKE PRIORITY TO GET RID OF THE STENCH FROM THE SEWERAGE. My enjoyment of life is at an all time low. I am so tired of it.

5 months is too long to put up with it and dilly dallying around it should have been planned as soon as the fire was out, should have started straight away emptying the media to get rid of it. Rotting human waste is not geothermal, it is human waste and attracts flies and stench. GET IT GONE NOW.

### **510 - Matthias Mard**

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I would like to ask you to consider a greater focus on the treatment and odour control of the wastewater plant. Considering the percentage assigned from our rates for sewage treatment we would prefer to see the focus on the elimination of the odour released by the plant.

Now, we understand that work is planned. However, this issue has been raised for years and it got worse in the past four month. This severely affects the quality of life of the people affected by this. Odor Control in Wastewater

Finding the right solution to eliminate troublesome odors from large facilities is easier said than done.

There's no doubt about it — wastewater smells. Even on a cold day with no wind, odor still emanates from a wastewater treatment plant. Plants, treatment facilities, landfills and other sites are facing increased pressures to reduce odor emissions around their workers and communities. Because of this, odor control is evolving into an essential component of the wastewater treatment process.

However, finding the right solution to eliminate troublesome odors from large facilities is easier said than done. Some wastewater treatment facilities implement multi-million-dollar ventilation systems, which often see mixed results for the level of investment. Others use methods like masking agents that do little other than temporarily cover odors and provide limited relief.

#### **Time to Get Proactive**

Facilities managers who fail to take a proactive approach to odour control run the risk of alienating themselves from the community. Much of this is a result of today's social media environment. It's easier than ever for neighbours to go online and complain about the odour surrounding your site. These complaints can lead to unwanted attention. The proactive approach is to control odours

before they ever become an issue.

Each site and its odor problems are unique, and the odor control solutions must be tailored to meet these individual challenges. Both the neighboring community and treatment plant employees will benefit from a properly implemented odour control solution.

#### Starting at the Source

Depending on the size of your facility, you might have many sources of odor that require multiple systems to control. There's also the possibility that your odour could be controlled with a singular system around the perimeter of your wastewater treatment plant. It's important to understand where odours come from and what sort of system you're trying to treat. Both factors must be taken into account to determine the correct odour control technology.

#### Common Sources of Odour in Wastewater Treatment

In general, most areas of a wastewater treatment facility contain some level of odour. Depending on the location of your site, you'll most commonly have issues in primary treatment and sludge-handling areas, in addition to these areas:

##### Headworks

Clarifiers Sedimentation basins Lift stations

##### Lagoons

Biosolids treatment Wastewater septage dumping

These processes can produce various odours, the most common of which found include hydrogen sulfide, ammonia, sulfur dioxide, skatoles, mercaptans, amines and indoles. Thankfully, there are various natural treatments and deployment technologies that can keep these odours at bay.

#### Headworks and Primary Treatment

Hydrogen sulfide odor is a serious issue found in the headworks and primary treatment area of wastewater treatment facilities. Vapor or fan systems can solve this issue when installed at the bar screens and digesters. In some cases, the biochemical can be diluted with plant water to form a more cost-effective solution.

#### Activated Biosolids Basins

Basins for activated biosolids are often large and uncovered. This means smells are free to drift into nearby areas. Custom biochemical delivery systems can be developed to neutralize these previously uninhibited odors naturally. With both low-or high-pressure atomization systems, plant-based solutions can be dispersed over these large areas.

#### Wastewater Septage Dumping

Wastewater septage from haulers can present odor problems for plants that otherwise would have their industrial emissions under control. Fan

or nozzle atomization systems posted near the unloading point and vented or opened downstream locations provide effective removal of these odours.

Vapor Phase technology is also an effective odor control dispersion method in these areas. Vaporization creates small particle sizes to increase surface area of the odour control method, increasing your chance of controlling the odour.

#### Weigh the Elements

Geography and outside conditions play significant roles in how odour is emanated and treated in wastewater facilities. It's important to take temperature, humidity, precipitation and wind into consideration when determining the delivery method for your odour control.

For example, if you're in an area with frequent rain, you have a significant amount of water running into the plant. Rainwater helps dilute some of the odor somewhat, but not completely.

Heat is also a big factor. If you're located in a hot, humid area, you most likely deal with significant odor issues that are caused by the bacteria producing more odorous compounds. On hot days, your facility pumps out hydrogen sulfide, ammonia and mercaptans odors. Heat also exacerbates odor problems as volatile organic compounds in your facility start vaporizing.

After identifying the sources of odor in your facility, the next step is determining the cause of the odour. Odour production contains many characteristics, including its concentration or molecular weight, that can deem whether it's detectable or not. Once the cause of the odour is determined, the next step is to identify the solution that will effectively remove the odour.

#### Finding Your Solution

Considering all of these factors, the best way to begin implementing odour control at your facility is to bring your odour control partner on-site to help determine the best solution. OMI engineers start at your facility to determine odour sources, causes and environmental considerations to identify the correct plant-based solution and any application-specific equipment needs.

This process may entail taking a look at a specific lagoon, factoring in its size and location, to determine that a system with ducting around it will be required to control the odour. Another option might be a smaller system installed in one of your pump stations.

Agility is also important in odour control. Once a system is installed, it should be flexible. For example, if you only have neighbours to your West, equipment that can be set to only to disperse chemical solutions when the wind is blowing that direction can be a helpful solution.

#### Natural Odour Control



Odours given off from the activated sludge plant, treatment of biosolids and between operating the digesters and belt filter press were believed to be the culprits. Based on a referral from another wastewater utility, WSA tested Ecosorb®, a natural, plant-based odor control solution created by OMI Industries.

The facility implemented a concentrated form of Ecosorb, which they diluted with water and applied via atomization into odorous areas.

The ratio applied varied between 1 and 1.5 parts Ecosorb to 55 gallons of water. A 5-gallon supply of concentrated Ecosorb typically treats odors at the plant for 10–14 days.

Since implementing the plant-based solution, the facility has seen a dramatic decrease in odor complaints from the surrounding neighborhoods, and WSA is realizing success throughout the entire plant, including particularly odorous areas such as the sludge handling facility.

Your site and its odor control challenges are unique. As you begin to consider odor control, it's important to use all resources at your disposal.

We sincerely hope that the treatment and elimination of the odour will be addressed with highest priority and effective measures.

## 79 - Lisa Spence

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*[Financial Policies > Rating Policies, Fees and Charges > Rec & Sport Charges]*

As long as Bromley receives a rates rebate for the fact we have lost freedom from the stench of the waste water fire i will be happy.

>>>

Answers to how toxic the WWP fire debris and smell is.

Rates rebate for those affected in Bromley and close surrounding suburbs.

Help with funding doctors visits due to the toxicity of the air.

Help with funding Laundromats/Power for dryers due to not being able to dry washing outside.

Discounted or free admissions for those affected to council services (the new brighton pools) etc for those affected to actually be able to enjoy something for once in the last 4-6 months.

## 18.7. RMA Reform

### General Comments

Five submitters addressed the Government's Resource Management Act reform programme. One indicated that they would not support the delaying of any planned spend

as a result of the reform programme, another objected to the Medium Density Residential Standards, and three provided alternative views or proposals.

## Officers Response

A submission (Tori Peden for Summit Road Protection Authority) was made on the relevance of the Summit Road Protection Act and potential for achievement of the outcomes sought by the Act being better achieved by the planning framework including the District Plan.

Staff support a review of the Summit Road Protection Act in the context of the reforms to the resource management system and consideration being given to options for achieving the outcomes sought for the Port Hills. Further consultation is proposed with the chair of the Summit Road Protection Authority on moving this forward and engaging with the Ministry for the Environment.

## Oppose

### 20 - Rhodora Sagles

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I do not approve of the three storey homes to be built.

### 23 - Cameron Bradley

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I **do not support** any delaying or reducing budgets of any projects relating to 3-waters, cycleways, footpaths, public transport or increasing density.

## Other

### 216 - Tori Peden (Summit Road Protection Authority)

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

### 265 - Rachel Crawford (RRBA Richmond Residents and Business Association/ 'We are Richmond')

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## **10. Implications of the proposed Resource Management Act Amendment (Enabling Housing Supply and Other Matters) Bill**

It is important to note that we will be making a separate submission to Draft Housing and Business Choice Plan Change to communicate our thinking about the implications of this plan. For the purposes of this submission, we want to alert Council to the need to establish good communication guidelines in the post-submission and planning phases of any district scheme. This may require budgetary allocation for future forums, planning groups, working parties, etc. The retention of the Dudley SAMs area is important to our suburb for a number of reasons. It is needed to bring balance to the infill and social housing surrounding the area, with respect to the current residents of the SAM area. Many have had to negotiate a maze of compliance issues as they repaired or rebuilt their properties.

### **311 - Sonya Hodder (Spreydon Neighbourhood Network)**

3 We are concerned about climate change and the loss of so many established trees with developers clearing sections of all trees. With the intensification of residential housing there is going to be a need for increased green areas and amenities for families to exercise.

4 Housing intensification does not appear to allow for clothes lines and vegetable gardens

>>>

61037 Spreydon, Somerfield, Waltham, Beckenham Roding and transport improvements:

With little or no garages/onsite parking allowed for with housing intensification good public transport is going to be vital.

## **18.8. Future of Local Government**

### **General Comments**

One submitter addressed the Government's Future of Local Government reform programme.

### **Officers Response**

One submitter advocated in favour of an expanded Council, similar to Auckland. (*James Newlove*)

The Council has been actively involved in the Future for Local Government review process. The Mayor and Councillors had a second meeting with the Review Panel on 31 March 2022

and will be joining ongoing conversations throughout this year, as the Panel works towards releasing its draft report towards the end of the year. We are actively engaged in the wide-ranging reform programme instigated by the Government, which will have a significant impact on the future work of the local government sector.

## Other

### 205 - James Newlove

Would like to see an expanded Council, similar to Auckland. The savings and improved efficiencies are undeniable. It will happen and the sooner the better.

## 18.9. Consultation Process/Engagement & Communications

### General Comments

Nineteen submitters addressed the annual plan consultation process or our general approach to communications and engagement. Three supported our approach, noting in particular improvements in the usability of the consultation material this year. Five indicated that they do not support our approach, suggesting a range of areas where we could improve. Twelve provided other opinions or proposals.

### Officers Response

Generally there were comments about lack of genuine consultation, pre-determination of decisions and concerns that the Council doesn't 'listen'.

Specifically, submitters provided more detailed feedback about frustrations in finding information about specific projects. While some submitters acknowledged improvements in our online search tools, there was a clear desire to see more intuitive project names, more project information and clearer detail on how projects were impacted by the draft Annual Plan.

Consultation on the draft Long Term Plan, and on a lot of the work Council does, is required by legislation. However, we always look for efficiencies and are open to any suggestions for how we can be more effective, while remaining compliant with the legislation.

Our consultation is genuine. Councillors have not already made up their minds on any of the matters consulted on in the Draft Annual Plan. Councillors will consider all submissions received on the matter before making their final decision towards the end of June 2022. A number of consideration sessions are being live-streamed in order to make the process more transparent.

We are committed to listening to our residents, acting on what they tell us, and engaging with them on decision-making. We always welcome suggestions for how we could improve. Council has established a working group to explore ideas for better engagement and to improve the experience of submitters and those who wish to influence Council decision making.

### **Online Search Tool**

We launched an online search tool for capital and operational expenditure during consultation on the draft Long Term Plan 2021-31. We subsequently developed the tool for consultation on the draft Annual Plan 2022-23, to show how some projects were affected. We acknowledge the feedback from submitters on this tool, particularly around providing more project information, and are now working to improve both project names and the level of project detail for next year's Annual Plan consultation.

## Support

### *239 - David Hawke (Halswell Residents Association (Inc.))*

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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.

### *270 - Malcolm Long (Ōpāwaho Heathcote River Network)*

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*[Full attachment available]*

*[Climate Change, Stormwater & Land Drainage, Waterways & Quality Compliance, OARC, Governance, Consultation & Engagement, Parks, Reserves, Wastewater (Capital)]*

The Ōpāwaho Heathcote River Network (OHRN) would firstly like to commend CCC on the production of a particularly readable and understandable document. Each year, the presentation, organisation, commentary and layout of the Annual Plan seems to improve which is a credit to your commitment to the accessibility of this document.

>>>

3. The Mayor’s message indicates that “Climate action continues to be a priority...we must continue to build our resilience, as we adapt to a zero emission future for all our people4.”

- a. We strongly support climate change action being prioritised, particularly any action which enables communities to appreciate and understand the foreseeable impacts on their local environment.
- b. We seek funding being made available to community groups engaged in climate change engagement with communities.

>>>

b. We seek funding being made available to community groups engaged in climate change engagement with communities.

>>>

We strongly support the Council’s engagement and relationship with Māori based on Te Tiriti o Waitangi, the Local Government Act 2002, the Resource Management Act 1991 and Te Rūnanga o Ngāi Tahu Claims Settlement Act 1998.

We strongly agree that these legislative documents set the basis of partnership and consultation with Iwi and mana whenua to ensure that the views and values of Māori are considered across Council activities.

>>>

When action is initiated and/or derives from the input from community groups, it has far greater buy-in from the wider community than if it appears to be a solution imposed by the Council.

16. We seek continuing and increased consultation and involvement of community groups in the development and implementation of projects to reduce erosion on the Port Hills through wide-scale replanting of areas in appropriate native plants.

### **28 - Drucilla Kingi-Patterson**

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2. need better engagement with council to network talk about creative ideas ,projects, events

storage,community engagement,creative workshops.

### **292 - Robert Fleming**

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Thank you for the excellent accompanying documents with in depth explanations and the tool which enables yearly and LTP vs AP financial comparisons.

## Oppose

### 289 - Margaret Stewart

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

### 31 - Liam Chrisp

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When you ask for feedback like this, especially with the LTP, you should list the specific things you are proposing to spend money on, so people can easily see what is in the document - this way you would actually receive proper feedback. The current process of assuming silence is consent is not accurate.

### 35 - Steve McNeill

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It is difficult to decide whether to support or not support any rates rise at all when there is little 'user-friendly' information being made available in your documentation.

You use technical jargon and that makes the documentation nowhere near clear and transparent.

You also fail to provide sufficient detail to allow a ratepayer to give support (or not) to your 'activities'. Most information is hidden away from ratepayers. Examples are - (a) what are the operational costs (excluding depreciation) for each library, and each 'community facility' ? (b) what are the operational costs now, and in the future, for the "Red Zone"; and the operational costs for regional parks (as a group); and all other parks ? (c) what is #20713 WS new small supplies when it costs \$10.03M ?

>>>

The poor LTP processes continue in this plan, with hundreds of millions of dollars assigned to poorly named and confusing programmes and undefined works. There is no detail for "Housing" at \$45 million; flood priority works for \$43 million (where are they and what will be involved?); many 'planned' renewals' (is everything else unplanned?); and many programmes with undefined works and fairly useless terminology such as improvement, improvements, intervention, interventions, development, upgrade, upgrades, support, enhancement, or level of service enhancements. Later, you will say "oh, we've had this project listed for years" but noone else will have ever known.

The planning process has a 10 year horizon, and projects, not programmes, should be listed for the public to be aware of, and comment on.

Where is the evidence for 'clear and transparent' dealings with the public that has been mentioned by CCC previously?

### 39 - Shane McInroe

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I'm very disappointed I have been asking for 9 years to have annual plan / long term plan into easy read

it should not be about cost if you want people read and understand the plan / long term plan

I want to see action now

### 413 - Harry Stronach (Akaroa Ratepayers & Residents Assn Inc)

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*[Strategic Framework > Other]*

A Relationship Crisis

Last year we considered the draft Community Strategy proposed by CCC, and we gave credit to the authors for clearly acknowledging5 shortcomings in the CCC performance to date. But we did not really see anything in that draft strategy that was a fundamental change from the 2007 strategy that it is intended to replace. Once again it seems to be a case of “more of the same”, and another loop around the downward spiral.

The words “relationship” and “partnership” were frequently used in the Community Strategy document, but what are we actually talking about? Does this talk imply that there is some sort of equality between the partners?

A look at the consultation processes run by the Council may be useful. There have been repeated occasions where CCC seems to ignore the results of a consultative process, and press on to a pre-determined outcome, and that has led many people to think that these processes are a complete waste of time. This has led to a progressive breakdown in the levels of trust and respect between the community and the council, which is a direct driver of the depressing survey results mentioned earlier.

Of course, on any particular issue not all submitters will be satisfied with the outcome. But it should be a core council policy that the views of most submitters should be respected and actions taken accordingly. Unfortunately what we see is council staff pursuing



agendas that are clearly contrary to the wishes of the majority of ratepayers.

There is now a widely held view in the Peninsula community that the Council only pays lip service to the consultation process, and the council should be very concerned that that view has become entrenched. There is a legal requirement to conduct consultation that is genuine – it is an important part of the democratic process.

The Community Strategy as proposed by Council will prove to be a pointless exercise unless there is a fundamental change in the council's attitude, approach, and methods of interaction with our community.

## Other

### 13 - Christine Tyler

I look at this and think why would people bother doing your survey if you don't listen. I live in New Brighton and am very disappointed ratepayer

>>>

Listen to the ratepayers and New Brighton/ Eastside Give us some positive info of work happening in the background in the form of a newsletter of sorts.

### 195 - Eric Pawson

*[Parks > Otakaro Avon River Corridor Regeneration]*

This submission is about how it will work in practice from a public point of view.

On page 7, it says: 'The Parks Unit is responsible for coordinating the cross-Council programme, reporting to the co-governance body and engaging with the community'. How that interface works, and the extent to which it is facilitative, is what interests me. After many years of waiting for red zone matters to get to the action stage, it would be good to know that the mechanisms connecting members of the public with council staff are easy to navigate.

I urge council to ensure that some effort and resources are applied to ensuring that the interface is fit for purpose. Merely having an interface does not of itself solve the problems that can arise when people try to interact with bureaucracy. Also although one point of entry is very helpful, it is often what happens beyond that point which can be very challenging.

### **23 - Cameron Bradley**

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I would like data to be more open to the public so that the public can make informed decisions themselves, and communications spending can be reduced. I would also like communications processes to be analysed to reduce the amount of time wasted by staff answering questions and providing more honest answers to those asking.

I would like to see engagement methods fundamentally rethought as I think the engagement that that gets undertaken is fundamentally flawed and primarily works to allow rich and educated people to reinforce the status quo, or I would like to see lower spending on engagement.

>>>

I would rather you said 'delaying' or 'bringing forward' rather than 'retiming' to be clear.

### **239 - David Hawke (Halswell Residents Association (Inc.))**

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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.

### **297 - Josiah Thompson (North Beach Residents' Association)**

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Again we stress, as we did in our LTP submission that the 2022-2023 Annual Plan has been difficult to navigate in some respects. While we acknowledge and appreciate that there have been some improvements of the online search tools, it is still unclear as many of the line items headings are so general that it is difficult to work out what project the funding is actually for and where they fit within each Ward. (for example, Coastal Flood Management, Project ID: 60355; New Brighton Roding & Transport, Project ID: 61030; Coastal Land Protection Revegetation & Amenity Planting, Project ID: 61724; and Regional Parks Planned Coastal Assets Renewals, Project ID: 61746). A brief summary for each project, and its exact location, would help the public understand exactly what the funding seeks to achieve. It is unreasonable to expect lay people to do the research themselves and be contacting Council staff for more specifics. Also in the draft document only two years are clearly shown and the third is the remainder of the LTP. This does not provide any context within the bigger LTP budget and we would request that provision is made to show the full 10 years eg a shaded section. Residents should not have to navigate from the AP

to the LTP for this information. All the above is time-consuming and a challenging exercise for most people to undertake, particularly given the size and complexity of the document. This lack of transparency does not encourage public participation. We request the line item details are updated to be more specific. Each ID Number could also link to a bit more detail.

### **304 - Peter Tuffley**

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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.

### **312 - Marc Duff (Greater Hornby Resident)**

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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?

### **323 - Peter Tuffley (Beckenham Neighbourhood Association Incorporated)**

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Policy on Council Working Relations With Residents' Groups

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.

### **383 - Amy Young**

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We have owned and lived in our home since 2008. Aside from the cycleway we have seen little resource put into this neighbourhood and very little actual community consultation from council. The cycleway consultation didn't appear to take on board any of the feedback from residents.

But I want to make this point: Quoting the percentage increase by itself means little. A percentage increase needs context to be meaningful. The minimum context needed is:

The value of the the rates for the previous year.  
(noting that the previous year's amount could differ from a fair value)

What is being delivered.

Far too often media and other individuals quote the percentage rate increase in isolation in an attempt to undermine the work the Council does or to target specific Councilors. This is cynical in that it is an attempt to mislead the public by choosing to leave out what rates are paying for.

The other variation on this is when media or other individuals quote the percentage rate increase, and use this to attack a specific project even though that project doesn't have a major impact on rates (either as a capital expense or an ongoing operational expense). This is especially relevant when projects span a timeframe of say 10 years or more (i.e. the expense incurred in a given financial year is small compared to the overall project).

This is a request to CCC Staff that if they spot examples where there is misinformation/disinformation or incomplete information, that they use whatever mechanism available to get it corrected, removed or if necessary escalated. I am especially thinking of social media pages linked to Local Government in Ōtautahi Christchurch.

By way of example (actually 3 examples) illustrating the problem, a CCC Councillor ran a post on their Councillor Facebook on March 20 about CCC cycleway funding. Ironically the Councillor was concerned about the public's misunderstanding, but made absolutely no attempt to correct the following comments from the public on that post:

"So , could this be the reason for our **purported 24 % rates hikes** then?"

"Well done guys. Hopefully you can sort out this **24% increase in rates**. Totally wrong. Who can afford that?"

"Cycle lanes have been very controversial since they first rolled out. St Asaph St is a prime example that they are badly planned and bad value for rate payers money. We'll done \*\*\*\* and \*\*\* for standing up

and getting ratepayers involved. Time for change , looking forward to this year's election. \*\*\* would make an excellent deputy! **25% rates increases are scaring alot of people.** Also time for city bus restructure. 95% have less than 5 passengers apart from peak times. Keep up the great work."

Clearly members of the public have confused CCC's rate increase with ECAN's rate increase (this Councillor had run posts about ECAN's rates increase previously).

Note there were only 18 comments on that post, being unaware of correspondence like this is not an excuse. It would be strange if Councillors didn't read the feedback from their constituents.

It is examples like that that need to be managed much better otherwise the credibility in Local Government will suffer. Note, this is not the only example of the problem.

>>>

*[Spending > Our Planned Spending]*

Unfortunately, there are many examples where members of the public are confused about how the Council operates (e.g. the misinformation on the Councillor's Facebook page as mentioned in my first point).

Funding should be allocated to identifying and addressing misinformation and disinformation. For areas that repeatedly show up as problematic, solutions need to be investigated. Initially it could be something like education in the form of factual articles that can be readily linked to.

Another method of improving knowledge of Council operation would be to provide schools with information that could be included in the curriculum. This could also help with engagement with the Council.

#### **419 - Paul Broady**

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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.

## 18.10. Covid-19 Vaccine Policy & Requirements

### General Comments

One submission was received on our Covid-19 Vaccine Policy.

### Officers Response

One submitter raised that if rate payers are prevented from using facilities, such as libraries and pools then offering rebates to those effected would be fair.

It is not feasible to tailor rates based on use of Council services. The Council's general rate covers the net cost of providing services, including facilities such as Libraries and Pools.

Rates are a property tax set annually. Council has no legal ability to set or alter rates based on the access of any ratepayer at a point in time.

This means the amount of rates paid by each ratepayer for running any facility will vary dependent on property value and the net cost of that particular facility.

It should also be noted that there are a number of Library resources (see below) and Recreation classes available to residents online. For example, during the more restrictive Covid-19 settings, we continued to update these virtual services by adding more content to them and making it easier to access.

Digital and non-contact services are available even when access to the facilities is restricted. This includes:

- Free Wi-Fi available outside all libraries
- Digital content available 24/7, including resources to meet recreation and information needs (via the library website <https://my.christchurchcitylibraries.com>)
- Fingertip Library operating 8am to 6pm Monday to Friday; and 9.30am to 5pm Saturdays for contact by phone or email
- Selected online programmes and activities available via the Library website
- Book a librarian reference service available
- Libraries to help people get Vaccine Passes, as needed using the non-contact channels above (will explore alternative solutions for those not connected digitally)

- Mobile and Outreach services available where one metre distancing is adhered to, or if Mandatory Health Order requirements are met when service is being delivered within an education or health facility
- “Ready Reads” click and collect service available from selected libraries
- FYI Fingertip Library is our library specific contact centre and if you want more information on the Ready Reads service (aka click and collect), it’s available <https://my.christchurchcitylibraries.com/ready-reads/>
- Group Fitness classes available via facebook.

## Other

### 327 - Tammy Ramsey-Evans

If in the future you are planning to prevent any portion of the rate paying population from using your facilities for what ever reason, as you had recently done with libraries, pools etc then perhaps offering rebates to those effected would be fair.

## 18.11. Capital Programme Deliverability

### General Comments

Seven submitters addressed the deliverability of our capital programme.

Five indicated that they supported changes we had made and two provided alternative views or proposals.

### Officers Response

There was support for reviewing the capital programmes deliverability and maximising any external funding available.

Where projects or programmes are deferred or delayed it should not be at the expense of meeting accessibility requirements.

There was also the suggestion Council should review its ownership of assets and ensure the rationale for ownership was still valid.

Staff are undertaking an assessment of the forward position of the capital programme, both in terms of carry forwards of projects not delivered in the current year and the impact on the proposed FY 2023 programme. We will be considering very carefully the deliverability of the capital programme for FY 2023, which at this stage envisages a step up in expenditure. This assessment will be available to Councillors before final decisions are made on the Annual Plan 2023.

Council is a foundation signatory of the Accessibility Charter initiated by the Barrier Free NZ Trust. All our capital programme design activity (streets, parks, playgrounds, buildings)



includes accessibility as a principle and an outcome. Our design process includes accessibility assessments and reviews, these include internal accessibility reviews, internal accessibility related practice notes, consultation with specific groups, external audits and reviews such as by the Council's Disability Advisory Group (an independent advisory group) or the Barrier Free Trust.

Where assets are no longer required the proceeds from asset sales will be used to reduce debt or any current borrowing requirement.

The Council included in the draft Long Term Plan a small portfolio of properties that are no longer being used to deliver the original activity or service for which they were purchase. These had been assessed against and are considered to meet the following criteria adopted by the Council at its meeting of 10 December 2021:

- a. Is the full property still required for the purpose for which it was originally acquired?
- b. Does the property have special cultural, heritage or environmental values that can only be protected through public ownership?
- c. Is there an immediate identified alternative public use/work/activity in a policy, plan or strategy?
- d. Are there any strategic, non-service delivery needs that the property meets and that can only be met through public ownership?
- e. Are there any identified unmet needs, which the Council might normally address, that the property could be used to solve? And is there a reasonable pathway to funding the unmet need?

A map of the full list of properties can be found at:

<https://www.ccc.govt.nz/Disposal-of-Council-owned-Properties>

## Support

### *247 - James Wood*

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No - the team delivering these projects seems to be doing a great job despite the trying circumstances. Ideally I'd like the delivery of these projects sped up, but I appreciate that this is difficult to do with current supply chain constraints and while not significantly increasing the rates bill.

### *257 - Nick Clark (North Canterbury Federated Farmers (NCFF))*

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We note the proposed spend is \$72.3 million less than forecast in the LTP. We agree that it is important for the Council to be realistic about what it can deliver and when in this challenging and ever-changing economic environment. We also agree with the Council's endeavours to maximise external funding.

### *304 - Peter Tuffley*

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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.

### **317 - Kay Robertson**

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It's smart to defer non-essential capital projects. At the moment, the pressure on the construction sector is severe and costs are therefore unusually high. Do basic, needed infrastructure; delay non-essentials.

### **351 - David Close (Christchurch East Labour Electorate Committee)**

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We note with approval the following policies, programmes and projects:

2.2 The Chief Executive's emphasis on deliverability in revising the capital programme. We agree that it is pointless to allocate funds to projects that are unlikely to proceed, or may experience delay. We suspect that, as information comes to hand, more adjustments could be made before the annual plan is adopted.

## **Other**

### **303 - Leeann Watson (Canterbury Employers' Chamber of Commerce)**

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The Chamber is pleased to see that the Council is engaging in asset recycling and would like to see this continue at a greater scale. The Council must take the opportunity to review ownership of assets and whether the rationale for owning each is still valid, particularly given the current importance of facilitating economic growth, and whether better outcomes can be achieved for the city.

### **437 - Chris Ford (Disabled Persons Assembly NZ (DPA))**

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*[Planning and Strategic Transport, Urban Design and Urban Regeneration > Urban Design]*

DPA acknowledges that there are not any significant changes in this year's annual plan. However, we do wish to emphasise some key issues that we either wish to reiterate or seek clarification upon.

The first is around the proposal to defer/delay some previously planned capital spending. DPA believes that any deferred or delayed

spending should not be at the expense of meeting accessibility requirements. Indeed, DPA believes in the principles of universal design when it comes to capital developments such as buildings, footpaths, and other infrastructure. Indeed, DPA recommends the use of Universal Design principles in the design and construction of public buildings, spaces and places and this includes outdoor playgrounds and parks. Across all local authorities in Aotearoa, Auckland Council is leading the way in this respect and has published useful guidelines on this subject.

## 18.12. Te Kaha/Canterbury Multi-Use Arena

### General Comments

Eight submitters addressed Te Kaha/Canterbury Multi-Use Arena. Two supported our proposed expenditure, four opposed, and two provided other views.

### Officers Response

There are a total of 8 submissions on Te Kaha/Multi-use arena.

There are 2 in support, 1 with concern over future costs, and 1 with a suggestion to save money by leaving the roof off. There are 4 that oppose it due to the impact on rates and also that the funds could be used for social housing.

Council and the Crown are committed to delivering the Te Kaha project, which is in the final stages of detailed design (which includes a roof on the stadium).

Funding has been included in the capital budget to build this facility and it is currently programmed for completion in Q4 2025. The rates impact for the current funding requirements have already been factored in to the Long Term Plan. The current funding reflects the costs agreed in August 2021.

The budget increases related to escalation which have been indicated by Te Kaha Board would be subject to future Council consideration and are likely to require consultation.

### Support

#### *224 - Sandamali Gunawardena (Property Council New Zealand)*

At a high level, we recommend that Christchurch City Council:

Te Kaha Arena

- Work with best endeavours to continue the Te Kaha Arena project as scheduled.

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4.1. Property Council appreciates Christchurch City Council's review of the capital expenditure in light of the current political and economic circumstances such as; COVID-19, supply chain issues and inflation.

*[Borrowing > Borrowing and Debt Management]*

4.2. Christchurch City Council's borrowing for the capital programme is \$72 million less than recorded in the Long Term Plan 2021-31, with the operational spend up \$12.7 million more than predicted. This is partly due to changes in timeline for projects such as the Te Kaha Arena with \$75 million of spending on it pushed to future years. We support local projects such as the Te Kaha Arena as this will have significant impact on Christchurch's much needed infrastructure. We understand the pressures Christchurch City Council are under, however it will be more beneficial and cheaper in the long run to use capital expenditure to build now.

### **258 - David Pannett (Creative New Zealand)**

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It's also great to see Capital Expenditure for the Canterbury Multi Use Arena (\$115.9 million), IT projects (\$22 million) and Performing Arts Precinct (\$17.8 million). These facilities provide spaces and services that contribute to the social, economic and cultural wellbeing of your community and support the arts community.

## **Oppose**

### **31 - Liam Chrisp**

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Being .01% lower than an already incredibly irresponsible increase is no 'win'. Especially after the decision to increase the size of the stadium - without the appropriate level of consultation and without the consideration of the subsequent rates increases, which will see future increases being much more than 'planned'.

### **317 - Kay Robertson**

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Finally, Te Kaha Multi-Use Arena. I am very pleased to see this delayed. Frankly, I am opposed to this ridiculous expense. Dunedin has their albatross, must we repeat their mistake? This was the Key Gov't and Brownlee's idea and that stupid online petition was not limited to Christchurch ratepayers and was likely pumped up with Rugby fans from all over the country (if not other countries). I'm not a sports fan and when sports is on the news I look at the stands, not what's on the field. Most of the time (all around the world) the

stands are half empty or even fewer. I feel that there's a group that is Rugby mad and they think everybody else shares their obsession. Well, lots of people don't. Lot's of people would rather do their own sport (or play video games) rather than pay an exorbitant fee to watch others play a game whilst also paying an equally exorbitant amount for awful food and overpriced drinks. Young people are struggling to afford the basics. They won't have the disposable income for such frivolities. Plus we need to check with Ed Sheeran to ensure this design is the 'right shape'. It seems the Dunedin folly isn't satisfactory. In short, I'm tired of subsidising pro-sports. If Rugby can't afford to cover more of their costs, what does that tell you?

I would much prefer to cut back on Te Kaha and use the funds for more social housing. Something truly useful and needed...

#### **345 - Stephen Howard (Keep Our Assets (KOA) Canterbury )**

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It is good to see that the stadium is being put off but it could be put off a lot more. These whiteelephant assets such as the stadium and the conference centre suck finance capital from the council with no return; social or economic. Money should be put into things like housing.

#### **4 - Mark Penrice**

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*[Rates]*

Could be lower without a stadium.

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I would rather the city didn't borrow and put the stadium on hold - it will lose money and the city is getting poor.

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I am concerned that there is money being spent on a shiny new stadium we don't need (the AB's have 3 better ones already & the crusaders are not popular enough to fill it) and not much being spent on the day to day operation and maintenance of the city.

If given a choice I would rather have a well kept city without a stadium rather than an overgrown mess with worn out participation sports facilities, libraries shut when I want to use them, trip hazards on the footpaths, trams that don't go anywhere useful, bus stops without shelter and a stadium.

I am also concerned that there seems to be a lack of money set aside to cover the losses and operation of the stadium &

disappointed that it is commonly described as a multi use arena when it is clearly designed for rugby (no running track, too small for cricket, no swimming pool & Christchurch has no professional soccer team. etc).

Worth noting that I like rugby & played it for many years - I don't hate rugby, just the idea we are wasting rates on a stadium.

## Other

### *326 - Jane Hopkins*

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To save money you could remove the roof from the stadium - it is a nice to have and not needed.

### *385 - Allan Taunt*

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The only concern I have is the future costs for Te Kaha/Canterbury Multi-Use Arena and how much visibility ratepayers have of this on their rates bill. In the current financial environment, we should expect escalating costs.