

Christchurch City Council

AGENDA

Notice of Meeting:

An ordinary meeting of the Christchurch City Council will be held on:

Date: Saturday 19 May 2018
Time: 10.00am
Venue: Council Chambers, Civic Offices,
53 Hereford Street, Christchurch

Membership

| | |
|--------------------|------------------------------|
| Chairperson | Mayor Lianne Dalziel |
| Deputy Chairperson | Deputy Mayor Andrew Turner |
| Members | Councillor Vicki Buck |
| | Councillor Jimmy Chen |
| | Councillor Phil Clearwater |
| | Councillor Pauline Cotter |
| | Councillor Mike Davidson |
| | Councillor David East |
| | Councillor Anne Galloway |
| | Councillor Jamie Gough |
| | Councillor Yani Johanson |
| | Councillor Aaron Keown |
| | Councillor Glenn Livingstone |
| | Councillor Raf Manji |
| | Councillor Tim Scandrett |
| | Councillor Deon Swiggs |
| | Councillor Sara Templeton |

16 May 2018

Principal Advisor
Dr Karleen Edwards
Chief Executive
Tel: 941 8554

Elizabeth Hovell
Hearings Adviser
941 8637
Elizabeth.Hovell@ccc.govt.nz
www.ccc.govt.nz

Note: The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted.
If you require further information relating to any reports, please contact the person named on the report.

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<http://councillive.ccc.govt.nz/live-stream>

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STAFF REPORTS

3. Hearing of Verbal Submissions for the Draft Long Term Plan 2018-2028 - Saturday 19
May 2018..... 5

1. Apologies

At the close of the agenda no apologies had been received.

2. Declarations of Interest

Members are reminded of the need to be vigilant and to stand aside from decision making when a conflict arises between their role as an elected representative and any private or other external interest they might have.

3. Hearing of Verbal Submissions for the Draft Long Term Plan 2018-2028 - Saturday 19 May 2018

Reference: 18/489865

Presenter(s): Elizabeth Hovell – Hearings Adviser

Attachments

| No. | Title | Page |
|---------------------|--|------|
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1. Purpose of Report

- 1.1 The purpose of this report is for the Council to receive the attached volume of submissions of those wishing to be heard at the Draft Long Term Plan hearing held on Saturday 19 May 2018.

Submissions on the Long Term Plan 2018-2028

Volume 10

**Heard Submissions
Saturday 19 May 2018**

**CHRISTCHURCH CITY COUNCIL
PROPOSED LONG TERM PLAN 2018-2028**

AMENDED TIMETABLE

SUBMITTERS WHO WISH TO BE HEARD

SATURDAY 19 MAY 2018

| Time | Submission No | Submitter | Page No |
|-------------|----------------------|--|----------------|
| 10.00am | 922 | Philip Conway | 9 |
| 10.05am | 943 | Jan Buckland | 11 |
| 10.10am | 122 | Robin Macfarlane Loader | 13 |
| 10.15am | 921 | Aaron Campbell | 19 |
| 10.20am | 565 | Dora Roimata Langsbury | 25 |
| 10.25am | 1454 | Celeste Marie Donovan | 27 |
| 10.30am | 1043 | Myles Mackintosh | 28 |
| 10.35am | 957 | Jocelyn Papprell | 31 |
| 10.40am | 1260 | Chrys Horn | 37 |
| 10.45am | 1113 | Caroline Syddall | 41 |
| 10.50am | 1151 | Kathryn and Darryl Snook | 47 |
| 10.55am | 1100 | Lesley Shand | 69 |
| 11.05am | 927 | Tony Ineson | 72 |
| 11.10am | 1004 | Barbara Stewart | 77 |
| 11.15am | 1426 | Andrew and Joanna Craw | 81 |
| 11.20am | 174 | Alice Terrien | 83 |
| 11.25am | 1016 | Shireen May Helps | 85 |
| 11.30am | 1115 | Angela Brett | 86 |
| 11.35am | 1380 | Chris Abbott | 88 |
| 11.40am | 1265 | Lee Robinson - Phone Conference | 90 |
| 11.45am | 1261 | Liza Sparrow | 95 |
| 11.55am | 1164 | Tourism Industry Aotearoa - Steve Hanrahan Phone Conference | 101 |
| 12.05pm | 1003 | Tanya Michael | 115 |

**CHRISTCHURCH CITY COUNCIL
PROPOSED LONG TERM PLAN 2018-2028
SUBMITTERS WHO WISH TO BE HEARD**

SATURDAY 19 MAY 2018 (Continued)

| Time | Submission No | Submitter | Page No |
|-------------|----------------------|--|----------------|
| 12.20pm | 1421 | Stockman Group Limited - Shaun Stockman | 119 |
| 12.30pm | BREAK | | |
| 1.30pm | 1401 | Youth Alive Trust - James Ridpath | 122 |
| 1.40pm | 977 | Ian Mckendry | 125 |
| 1.45pm | 1433 | Richie Connell | 125 |
| 1.50pm | 1033 | Te Waka Aroho St Faiths New Brighton - Hugh Mould | 128 |
| 2.05pm | 695 | Anthony Brooks | 132 |
| 2.10pm | 1170 | Bree Loverich | 136 |
| 2.15pm | 1191 | John Thacker | 148 |
| 2.20pm | 857 | Pubudu Senanayake | 156 |
| 2.25pm | 1428 | Christchurch Coastal Pathway - Scott Babbington | 157 |
| 2.35pm | 958 | Alisdair Hutchison | 158 |
| 2.40pm | 1268 | John O'Dowd | 160 |

Draft Long Term Plan 2018-2028 - Submission from Conway, Philip

922

First Name:

Philip

Last Name: *

Conway

Organisation name (if representing):

Your role in the organisation:

Postal Address:

Suburb:

City:

Country:

PostCode:

eMail: *

Daytime Phone:

Age:

- ☒ Under 18 years ☐ 18-24 years ☐ 25-49 years ☒ 50-64 years ☐ 65 years and over

Gender:

- ☒ Male ☐ Female ☐ Other

Would you like to present your submission in person at a hearing?

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

The big question

Our overarching proposal is to prioritise some areas over others to enable us to keep our proposed average rates as low as possible, at 5.5 per cent.

Have we got the balance right?

Looking across all the services, projects and activities that Council delivers, have we prioritised the right things?

Do you have a project or programme that you think should be reprioritised? (please provide details)

Created by Consult24 Page 1 of 2

Draft Long Term Plan 2018-2028 - Submission from Conway, Philip

922

Council has not got the balance right. Priority should be to local engageable community facilities where residents can engage in recreation and social activities within in local transport distances, walk and bike. This will come at a cost but similar to primary health initiatives we cannot afford to delay investment in local community recreational facilities.

Edgeware Pool Project should be funded by Council to reinstate a community pool which can then be run by local community organisations. The pool has resource consent, granted in 2017, and is fundraising for the construction costs. Funding would facilitate community outcomes (Strong Communities, Livable City, Healthy City, Prosperous economy).

Funding of the Edgeware pool project is a Council/Community partnership similar to the trial of the Lyttelton Pool Key initiative in the 2017/18 year.

Edgeware pool would provide services to users across three community boards and a number of schools and residents within a 5km radius that need a local outdoor pool in winter and a indoor pool in winter for swim lessons.

The Edgeware pool is to be an operational community hub to support swim education and encourage more people to be more active more often in their local area. A community pool supports community and individual wellbeing and with an ageing population facilities need to be local and accessible as opposed to a large centralised leisurised water sports facilities.

The funding could come form the \$835m fund earmarked for community facilities over the next 10 years.

Attached Documents

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

Draft Long Term Plan 2018-2028 - Submission from Buckland, Jan

943

First Name:

Jan

Last Name: *

Buckland

Organisation name (if representing):

Your role in the organisation:

Postal Address:

Suburb:

City:

Christchurch

Country:

New Zealand

PostCode:

eMail: *

Daytime Phone:

Age:

- ☐ Under 18 years ☐ 18-24 years ☐ 25-49 years ☒ 50-64 years ☐ 65 years and over

Gender:

- ☐ Male ☒ Female ☐ Other

Would you like to present your submission in person at a hearing?

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

Any other comments

I request the Council address the ongoing issues and concerns raised over the Remote Rural Rates Discount Policy that is highly subjective and is therefore difficult for Staff to apply any consistency in their determinations. Currently there is no criteria in the policy that is measurable, which puts Staff in the position of being unable to provide information on how determinations are made and how they monitor change of ownership and land use. The District Plan zoning application to the Remote Rural Rates would go a long way towards providing a more workable policy. Staff and Ratepayers need to have clarification to avoid the current situation of the policy being open to interpretation by the Staff who are required to apply it.

Attached Documents

Created by Consult24 Page 1 of 2

Draft Long Term Plan 2018-2028 - Submission from Buckland, Jan

| | |
|------------------------|-----|
| File | 943 |
| No records to display. | |

122

Have Your Say

Draft Long Term Plan 2018–2028 submission form

Your details:

Full name ROBIN MACFARLANE LOADER

Postal address _____

Postcode _____ Email (preferred) _____

I am completing this submission:

☒ For myself or ☐ On behalf of a group or organisation (please tick one)

If you are representing a group or organisation, how many people do you represent? _____

Organisation name _____

Your role in the organisation _____

Signature R. M. Loader Date _____

Do you wish to present your submission at a hearing? ☐ No ☒ Yes (if yes, you must provide contact details below)

Daytime phone number _____

So we can understand what different groups of people are thinking, could you please tell us your gender and age group.

Gender: ☒ Male ☐ Female ☐ Other

Age: ☐ Under 18 years ☐ 18-24 years ☐ 25-49 years ☐ 50-64 years ☒ 65 years and over

122

Draft Long Term Plan 2018-2028 submission form

Please be as specific as possible to help us understand your views. You may add more pages if you wish.

The big question

Our overarching proposal is to prioritise some areas over others to enable us to keep our proposed average rates increase as low as possible, at 5.5 per cent.

Have we got the balance right?

Looking across all the services, projects and activities that Council delivers, have we prioritised the right things?

Do you have a project or programme that you think should be reprioritised? (please provide details)

NO, YOU HAVE NOT GOT BALANCE RIGHT. DO BASICS FIRST.
KEEP RATE RISES TO NO MORE THAN THE COST OF LIVING AS SET
DOWN BY NZ GOVT.

UNTIL WE CAN AFFORD THEM WITHOUT EXTRA RATES WITHDRAW
RATEPAYERS SUPPORT TO ALL FEEL GOOD PROJECTS THAT
USUALLY ONLY GIVE FINANCIAL GAIN TO BUSINESS SUCH
AS CAFES, HOTELS, MOTELS, TAXIS ETC. A GOOD EXAMPLE
OF THIS IS THE CCC FINANCIAL SUPPORT TO BRING ENTERTAINER
BRUCE SPRINGFIELD TO CHRISTCHURCH AND FOR WHICH WE HAVE NOW
HAD HIDDEN THE AMOUNT SPENT.
"YOUR CALL IT YOUR "LONG TERM PLAN" - PLEASE MAKE IT SO AND
DON'T TRY TO DO EVERYTHING TOO FAST."

We're making progress

In 2018/19 ChristchurchNZ will receive \$10.2 million from the Council, to enable it to carry out a range of activities including attracting major events, economic development and promoting the city. To fulfil this role they are seeking additional funding of \$1.4 million. The rates impact of the additional seed fund activities would be 0.31 per cent in 2018/19 on top of the 5.5 per cent average rates increase.

What do you think of the Council providing additional funding to ChristchurchNZ so that it can bid for major events on behalf of the city, support new events through sponsorship and test the feasibility of new concepts?

SEE MY COMMENTS ABOVE. YOU HAVE THE NERVE
TO STATE THAT \$10.2 MILLION BEING SPENT WOULD ONLY BE
0.31% ON TOP OF THE 5.5% PROPOSED RATES RISE.

YOU DEAL IN MILLIONS OF DOLLARS - YOU FAIL TO SEE
HOW EVERY SMALL INCREASE IN YOUR BUDGET KICKS YOUR
RETIRED RATEPAYERS AND THOSE ON A LOW AVERAGE WAGE.

PLEASE WAKE UP & UNDERSTAND WHAT YOU ARE DOING
TO A LARGE NUMBER OF RATEPAYERS.

122

Draft Long Term Plan 2018–2028 submission form

Please be as specific as possible to help us understand your views. You may add more pages if you wish.

Our rates proposals

We propose an average rates increase of 5.5 per cent in 2018/19, with the increase tracking down over subsequent years of the LTP to settle at a level in line with local government inflation.

We propose continuing to prioritise our work on horizontal infrastructure (roads, pipes etc) so that the most urgent work is done first, based on the condition of the asset, its importance and weighing the benefits gained in doing the work against the consequences of not doing the work.

What do you think of this plan for an average rates increase of no more than 5.5 per cent, reducing over the next 10 years?

I LIKE THE IDEA OF KEEPING RATE RISES TO NO MORE THAN THE COST OF INFLATION. BUT SHOW SOME GUTS AND LEADERSHIP AND DO IT KNOW.

I BELIEVE IT CAN BE DONE IF YOU PRUNE OUT PROJECTS THAT SHOULD NOT BE EVEN CONSIDERED UNDER THE PRESENT CIRCUMSTANCES.

STICK TO COUNCIL BASIC FUNCTIONS FIRST.

Alternative sources of funding

An issue we think may be important to you is identifying alternative means of funding the Council's activities. At the moment we meet most of our costs from rates, borrowing, and dividends from our trading organisations.

Do you think we should investigate other ways to raise funding?

A local fuel tax could help us to reduce rates. Would you support us exploring this option to generate more money for transport-related projects?

YES. "THINK OUTSIDE THE SQUARE."

I WOULD NOT SUPPORT A FUEL TAX ON LOCALS AS ALL IT WOULD BE IS JUST ANOTHER FORM OF RATE RISES.

GET RID OF ANY COUNCIL BUSINESS PROJECTS THAT ARE NOT MAKING A PROFIT OR UPDATE THEM SO THEY DO PAY THEIR WAY. EVEN CONSIDER SELLING SOME OR PART OF EXISTING COUNCIL BUSINESS AS IT HAS ALREADY BEEN PAID FOR BY YOUR RATEPAYERS

122

Draft Long Term Plan 2018-2028 submission form

Please be as specific as possible to help us understand your views. You may add more pages if you wish.

Flood protection

Since the earthquakes, houses along parts of the Heathcote/Ōpāwaho River have been more susceptible to flooding. We understand the effect of this on residents. To reduce the risk of homes flooding we propose speeding up our programme to dredge the river between the Woolston Cut and Radley Park and through to Hansen Park.

What do you think of us prioritising this project over other land drainage recovery work, so we can complete it within two rather than three years?

THIS IS ALSO A BASIC COUNCIL FUNCTION.

THINK "OUTSIDE OF THE SQUARE" FOR ANSWERS.

EG WHY NOT DREDGE ALL RIVER MOUTHS FOR A
DISTANCE TO BE ESTIMATED THAT WOULD THEN ALLOW
FOR A MUCH QUICKER DISPERSMENT OF WATER INTO THE
ESTUARY AND THEN THE SEA IF DREDGING ALSO WAS
DONE AT THE ENTRY TO THE SEA

Drinking water, wastewater, stormwater and flood protection

We propose prioritising work to maintain our drinking water, stormwater and flood protection infrastructure over work to maintain our wastewater infrastructure.

What do you think of our approach to managing our drinking water, wastewater, stormwater and flood protection assets, and how we're prioritising the work?

THIS IS ONE OF THE MAIN BASIC FUNCTIONS OF ALL
LOCAL COUNCILS AND MUST REMAIN SO OVER A LOT OF
OTHER LESS VITAL PROJECTS PRESENTLY BEING CONSIDERED.

A GOOD SUPPLY OF HIGH QUALITY DRINKING WATER IS A MUST.

BEFORE YOU START CHARGING RATEPAYERS FOR WATER USE THE
C.C.C. MUST LIASE WITH THE N.Z. GOVERNMENT TO CHANGE
ALL NECESSARY LAWS SO THAT "OUR" WATER CANNOT BE SOLD
OVERSEAS WITHOUT CHARGES AND TO THE DETRIMENT OF OUR
LOCAL WATER SUPPLY. (THE GOVERNMENT CAN DO SO IF IT WANTS
TO AS IT CHANGED THE LAWS OVER THEIR SUPERANNUATION FUND
IT ABOUT TEN MINUTES LATE ONE NIGHT 20YRS AGO.)

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Draft Long Term Plan 2018-2028 submission form

Please be as specific as possible to help us understand your views. You may add more pages if you wish.

Transport

Making our city safer for people to travel in, whether by car, bicycle or on foot, has been a priority for this Council. We are keen to press on with these initiatives, to complete the network of cycleways, improve safety at more intersections and make the central city more accessible for everyone. We also want to restore our road condition to a level that is similar to other New Zealand cities over the next 20 years.

What do you think of our approach to managing our transport projects, and how we're prioritising the work?

There has been a lot of feedback expressing community concerns about the dangers presented at a range of intersections (for example, Harewood, Breens and Gardiners Roads) and the state of many streets and footpaths. As a Council we wish to agree on a framework for prioritising intersection improvement and street and footpath renewals, to ensure we meet our residents' needs.

What do you think we should take into account when prioritising the work that needs to be done?

Do you think the priorities should be informed by the local Community Board?

SOME CYCLE LANES HAVE MADE IT UNSAFE FOR MOTORISTS
AND AN EXAMPLE IS COLOMBO STREET FROM EDGEWARE ROAD TO
BRACEY AVE.

MORE RIGHT TURNING ARROWS SHOULD BE OPERATING ON A NUMBER
OF BUSY INTERSECTIONS BECAUSE OF MAJOR TRAFFIC USE BETWEEN
3pm & 6pm DAILY. WITHOUT THEM AT INNES ROAD & CRANFORD ST
AND ~~THE HILLS ROAD~~ & WARRINGTON STREET THERE ARE MANY MANY NEAR
MISSES AND ILLEGAL LANE TURNS BY THOSE TRYING TO TURN
RIGHT AGAINST MAJOR WEST-EAST TRAFFIC.

Facilities

In this document we list our top priorities. The funding allocated will allow us to improve or complete a wide range of facilities that will benefit Christchurch now and in the future.

Do we have the priorities right? Are there other projects you would prioritise, and if so, what would you defer to free up funding?

In this document we discuss a new funding method for community assets that are not owned by the Council but which benefit the community.

What do you think of using a targeted rating system to help progress non-Council community projects?

Are there projects in your community that could benefit from such an approach?

YOUR PRIORITIES SHOULD ONLY BE WITHIN YOUR BUDGET WITHOUT
RAISING RATES. HOUSING THE HOMELESS IS GREAT IN PRINCIPLE BUT
SHOULD BE MAINLY A NZ GOVT PRIORITY. THE NEW ART
GALLERY WAS VERY EXPENSIVE - FOR A WHILE IT SHOULD ONLY
SPEND MONEY ON WORKS WE CAN AFFORD.

THE NEW SPORTS STADIUM COULD BE ANOTHER WHITE ELEPHANT
FOR RATEPAYERS. LET THE PROFESSIONALS SUCH AS NZ
RUGBY & BUSINESSES THAT WILL BENEFIT PUT THEIR HANDS
IN THEIR POCKETS FIRST BEFORE ASKING ME THE
RATEPAYER TO FUND THEIR MONEY MAKING BUSINESS.

122

Draft Long Term Plan 2018-2028 submission form

Please be as specific as possible to help us understand your views. You may add more pages if you wish.

Heritage

We are keen to know your views on the almost depleted Central City Landmark Grant Fund, through which we have helped fund work to restore heritage buildings that are in private ownership.

Do you think the Council should continue to contribute \$1.9 million per year to the Landmark Grant Fund for the next three years?

NO. NO. NO. RATEPAYERS MONEY SHOULD NOT BE SPENT ON PRIVATELY OWNED BUILDINGS. I HAVE TO USE MY MONEY FOR MY BUILDING - SO SHOULD OTHERS.

RATEPAYERS CAN MAKE INDIVIDUAL CONTRIBUTIONS TO HERITAGE BUILDINGS IF THEY WISH. IT MUST NOT BE COMPULSORY.

MY COMMENTS ALSO APPLY TO MY COMPULSORY RATE DEMAND BEING USED FOR THE CHRISTCHURCH CATHEDRAL. YOU WILL BE SETTING A PRECEDENT FOR ALL OTHER RELIGIONS TO SEEK RATEPAYERS CASH. (IS THIS A BREACH OF MY HUMAN RIGHTS IN MAKING ME PAY FOR A RELIGION NOT OF MY CHOICE) ???

Any other comments

YOUR RATEPAYER BASE HAS SHRUNK BY THOUSANDS.
YOUR PROJECTED RATE RISES ARE FAR TOO HIGH.
YOU ARE STRESSING OUT THE ELDERLY AND THOSE ON LOW WAGES.
STOP HELPING THE BUSINESS WORLD UNTILL BASIC FUNCTIONS DONE

DON'T BE MISLEAD BY THE NUMBER OF SUBMISSIONS YOU GET AS THERE IS A HUGE NUMBER OF RATEPAYERS WHO WILL NEVER COMPLETE A SUBMISSION. 1 BECAUSE FOR VARIOUS REASONS THEY CANNOT, AND 2 BECAUSE THEY BELIEVE YOU WILL NEVER TAKE ANY NOTICE OF THEM AS YOU HAVE ALREADY MADE UP YOUR MIND.

YOUR JOB IS A HARD ONE - PLEASE KEEP AN OPEN MIND - GOODLUCK

Thank you for your submission

R. M. Loader

Draft Long Term Plan 2018-2028 - Submission from Campbell, Aaron

921

First Name:

Aaron

Last Name: *

Campbell

Organisation name (if representing):

Your role in the organisation:

Postal Address:

Suburb:

City:

Country:

PostCode:

eMail: *

Daytime Phone:

Age:

- ☐ Under 18 years ☐ 18-24 years ☒ 25-49 years ☐ 50-64 years ☐ 65 years and over

Gender:

- ☒ Male ☐ Female ☐ Other

Would you like to present your submission in person at a hearing?

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

The big question

Our overarching proposal is to prioritise some areas over others to enable us to keep our proposed average rates as low as possible, at 5.5 per cent.

Have we got the balance right?

Looking across all the services, projects and activities that Council delivers, have we prioritised the right things?

Do you have a project or programme that you think should be reprioritised? (please provide details)

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I support the legislative reinstatement of the four community well-beings in the Local Government Amendment Bill. Enshrining social, economic, environmental and cultural aspects in law recognises the significance that we as a city have been doing rebuilding a strong community, a liveable city, a prosperous economy and healthy environment.

A choice is being made less than eight years into the recovery of NZ's costliest natural disaster, to increase levels of service with the construction of swimming pools, increasing operating deficits but deprioritising the ongoing need associated with core asset renewal and necessary investment for the future, specifically wastewater. This could compromise the building of resilience in order to mitigate effects of natural disasters. The draft LTP council is proposing expects residents to endure a further 20 years of repairs before road roughness quality matches that of other NZ cities, many will be re-repairs due to underlying geology and repair methodology. This has negative effects on the health and well-being of our residents, has a disproportionate economic impact on many of the most vulnerable and socio economically deprived residents.

The Green Spine of the Otakaro/Avon river corridor and wetland proposal sounds fantastic, however I'm not aware of money on budget or future budget planning capacity regarding Residential Red Zone development opportunities identified by Regenerate Christchurch. I hope council will approach the government and Regional Development Minister for a multi-tiered collaborative effort. Combining central and local governments, Iwi, communities and groups so we can leverage the One Billion Tree programme. Christchurch has the land for a substantial native forest.

Beyond flood protection and lower Heathcote land purchases is there a roadmap forward dealing with climate change for coastal properties? Take into consideration Lyttleton has already had 12cm of net sea level rise.

Providing a wastewater collection, treatment and disposal service is core business for the Council, required by the Local Government Act 2002 and the Health Act 1956. The Financial Strategy document states that with the proposed rates increase over the period of the LTP that under the Preferred Option "wastewater assets would deteriorate, possibly resulting in increased wastewater overflows and slower response times" this will reduce resident satisfaction with their services. How does accepting a plan which almost guarantees sewerage overflow into environment reconcile itself against the need to improve the city's environmental footprint (environmental well-being)? Council should be setting the example, recognising the need for intergenerational equity in the face a rising tide in demographics of an ageing population and with increased longevity, extended periods living on fixed incomes.

We're making progress

In 2018/19 ChristchurchNZ will receive \$10.2 million from the Council, to enable it to carry out a range of activities including attracting major events, economic development and promoting the city. To fulfil this role they are seeking additional funding of \$1.4 million. The rates impact of the additional seed fund activities would be 0.31 per cent in 2018/19 on top of the 5.5 per cent average rates increase.

What do you think of the Council providing additional funding to ChristchurchNZ so that it can bid for major events on behalf of the city, support new events through sponsorship and test the feasibility of new concepts?

I support the endeavours of CNZL and note its annual funding for the duration of the LTP has no inflationary increase and many future performance targets also remain static. As a CCO the council is reviewing CNZL's draft Statement of Intent (SOI) and key performance indicators (KPIs). I am supportive of the CNZL Chief Executive and the principle of seed funding but would like the review to occur before an informed funding comment can be made.

The final financial and non-financial KPIs for the years ending June 2019, 2020 and 2021 for all CCO's including those within CCHL will be published in the final LTP, in the future this information should be available when considering draft LTPs.

Our rates proposals

We propose an average rates increase of 5.5 per cent in 2018/19, with the increase tracking down over subsequent years of the LTP to settle at a level in line with local government inflation.

We propose continuing to prioritise our work on horizontal infrastructure (roads, pipes etc) so that the most urgent work is done first, based on the condition of the asset, its importance and weighing the benefits gained in doing the work against the consequences of not doing the work.

What do you think of this plan for an average rates increase of no more than 5.5 per cent, reducing over the next 10 years?

Council is using BERL's estimate for both Capital and Opex inflation, which it estimates will be between 2 and 2.7% over the next 10 years however construction inflation nationally peaked at 6% and is now closer to 4%. In the yr9 and yr10 of the LTP rates rises at 2.7-3% could be less than inflationary pressures. Considering current construction inflation, I believe it is extremely optimistic council is predicting rate rises below 3-4% without compromising a possible view to the future which proactively mitigates potential intergenerational inequity regarding core infrastructure investment while substantially increasing levels of service in recreational assets under the draft plan.

Alternative sources of funding

An issue we think may be important to you is identifying alternative means of funding the Council's activities. At the moment we meet most of our costs from rates, borrowing, and dividends from our trading organisations.

Do you think we should investigate other ways to raise funding?

A local fuel tax could help us to reduce rates. Would you support us exploring this option to generate more money for transport-related projects?

Yes, the council should investigate other ways to raise funding.

I believe the Land Transport Management Amendment Bill allowing Auckland Council to levy motorists with a regional fuel tax should not be pursued for Christchurch in this LTP. Despite recent low to moderate crude prices, decreased competition resulting from acquisitions in the South Island retail fuel market has contributed to increased retail margins and fuel prices much higher than those in the North Island. Retail prices in Christchurch remain just off all-time highs but will continue to increase under proposed changes to the fuel levy and as you know, a fuel levy is a regressive form of taxation. I encourage identifying expenditure rationalities especially in light of the most recent development regarding the cost to secure a chlorine free water supply for the future.

Council should investigate a levy/charge on international flight passengers embarking and/or disembarking in Christchurch, paid at the time of ticket purchase. The funds would be shared with neighbouring territorial authorities to invest in critically needed infrastructure required to support the growth, economic development opportunities and environmental initiatives. A 75-25 split in line with CIAL ownership with government would be agreeable. Auckland International Airport charges a \$25 service levy and Australia a A\$60 departure charge. In 2017 there were 1.66m international passenger movements, up 6.9% at CHC. A \$45 charge, over 10 years estimating 5% annual passenger growth = 23 million passengers, could bring Christchurch an additional \$750 million and support other authorities with \$250 million at no cost to ratepayers. 40% of this revenue should be committed to reducing council debt.

Earthquake legislation allowing the Council to increase rates on newly-developed property during the rating year was to expire in July 2018, reducing the Council's intra-year revenue. I welcome the legislative amendment to the Local Government Act allowing development contributions, which will continue to allow the ability to fund community infrastructure helping council support growth, I assume the change would be revenue neutral.

Draft Long Term Plan 2018-2028 - Submission from Campbell, Aaron

921

Reprioritising the Capital value calculated targeted rate for Water Connection is also encouraged. This would signal to decrease Christchurch's high per capita consumption of our most precious resource, reducing the pressure on both the Water supply and Waste water infrastructure, possibly reducing Opex and pressure on renewals. Volumetric charging for domestic consumption is another step which requires further consideration by council.

The council should lobby Government for the facility allowing volumetric charging of water for commercial water bottling operations but impose much stricter regulatory requirements to dissuade council's from exploiting the resource, balancing environmental and economic well-being). Eighty nine percent of the public in a 2017 Water New Zealand survey support this type of action. Current legislation effectively permits privatisation by stealth. Revenue should be retained by the local authority to be used for environmental initiatives. This will require legislative change and will expect to have Te Tiriti o Waitangi implications.

Flood protection

Since the earthquakes, houses along parts of the Heathcote/Ōpāwaho River have been more susceptible to flooding. We understand the effect of this on residents. To reduce the risk of homes flooding we propose speeding up our programme to dredge the river between the Woolston Cut and Radley Park and through to Hansen Park.

What do you think of us prioritising this project over other land drainage recovery work, so we can complete it within two rather than three years?

The most recent development regarding the cost to secure a chlorine free water supply for the future I believe water supply security to be prioritised over accelerated land drainage works.

Drinking water, wastewater, stormwater and flood protection

We propose prioritising work to maintain our drinking water, stormwater and flood protection infrastructure over work to maintain our wastewater infrastructure.

What do you think of our approach to managing our drinking water, wastewater, stormwater and flood protection assets, and how we're prioritising the work?

The Financial Strategy document states that with the proposed rates increase over the period of the LTP that under the Preferred Option "wastewater assets would deteriorate, possibly resulting in increased wastewater overflows and slower response times" this will reduce resident satisfaction with their services. Furthermore "with the exception of water supply, the proposed capital renewal programme does not provide sufficient investment in asset renewals to maintain the current levels of service".

While the work may be prioritised, the budget required to support levels of service and renewals does not appear to be sufficient in the draft LTP.

Transport

Making our city safer for people to travel in, whether by car, bicycle or on foot, has been a priority for this Council. We are keen to press on with these initiatives, to complete the network of cycleways, improve safety at more intersections and make the central city more accessible for everyone. We also want to restore our road

Draft Long Term Plan 2018-2028 - Submission from Campbell, Aaron

condition to a level that is similar to other New Zealand cities over the next 20 years.

921

What do you think of our approach to managing our transport projects, and how we're prioritising the work?

There has been a lot of feedback expressing community concerns about the dangers presented at a range of intersections (for example, Harewood, Breens and Gardiners Roads) and the state of many streets and footpaths. As a Council we wish to agree on a framework for prioritising intersection improvement and street and footpath renewals, to ensure we meet our residents' needs.

What do you think we should take into account when prioritising the work that needs to be done?

Do you think the priorities should be informed by the local Community Board?

I believe transport priorities should be informed by the local community board, provided the board is suitably informed to all potentialities including budgetary and downstream effects of the decisions. The previous and current Governments (with support partners) support active transport initiatives, there is little risk to central government sourced subsidies being withdrawn for major cycleways.

The proposed Wheels to Wings MCR should be deferred beyond the current LTP and focus realigned to the provision of complementary networks of local cycleways feeding the core commuter network until further into the city's recovery.

Facilities

In this document we list our top priorities. The funding allocated will allow us to improve or complete a wide range of facilities that will benefit Christchurch now and in the future.

Do we have the priorities right? Are there other projects you would prioritise, and if so, what would you defer to free up funding?

In this document we discuss a new funding method for community assets that are not owned by the Council but which benefit the community.

What do you think of using a targeted rating system to help progress non-Council community projects?

Are there projects in your community that could benefit from such an approach?

Due to the contentious response of choosing Denton Park for a Pool, Library and service centre I support deferring the construction in this LTP. Has council examined the overall levels of service synergies of existing swimming pools both private and publicly owned (including School pools), as well as Metro Sports? Council offering free swim lessons, though a worthy program, is losing more revenue by doing so. Council should decide on the priority between geographic proximity and financial accessibility for this LTP. As expressed earlier, non-core major cycleways should be downgraded to local cycleways with focus spent on intersection safety of vulnerable road users for the period of this LTP. A targeted rating system to help progress non-Council community projects should be considered on a case by case basis.

Heritage

We are keen to know your views on the almost depleted Central City Landmark Grant Fund, through which we have helped fund work to restore heritage buildings that are in private ownership.

Do you think the Council should continue to contribute \$1.9 million per year to the Landmark Grant Fund for the next three years?

Draft Long Term Plan 2018-2028 - Submission from Campbell, Aaron

921

Considering the council supports funding through a targeted rate for the restoration of the Christchurch Cathedral, the Landmark Grant Fund contribution should reduce to \$1m for the next three years unless a new funding source can be found.

Any other comments

I am of the opinion that the May budget will indicate a future Government commitment for a \$300 million Capital Acceleration Facility, with the majority to be attached to funding the construction of the Multi-use arena. I support accelerating a full feasibility study encompassing venue and event specific analysis, project management, accountability and procurement options, ownership potentialities, as well as identifying operating and management structures.

Nga Puna Wai is a 3 stage \$100m project over the next 30 years. For the first stage Council committed \$26.7m, Sporting partners were expected to contribute \$5m and philanthropic sources another \$5m to the \$36.7m cost, already council has been asked for another \$2.1m. However, in the draft Financial Strategy it states that council's contribution will be \$46.4m. What is council's contribution for this project? What accountability mechanisms does council have regarding cost escalation for not only this but other major projects?

There is an overlap of consultation for the LTP and the First Hour Free Parking initiative. I believe this is a duplication of effort leading to increasing costs to council and ratepayers. It's disappointing the possible \$400,000 per year cost isn't budgeted in the draft LTP nor part of the overall LTP conversation.

The Canterbury Earthquake (Resource Management Act Permitted Activities) Order 2011 enabled the council to permit temporary activity for displaced people and businesses that would otherwise not comply with the District Plan. Temporary accommodation approvals for car parks are permitted with varying site standards until June 2021. Council should communicate its intention not to uphold another extension to the temporary activity to operators and owners unless the often stone or compacted gravel surfaces are upgraded to a standard that meets accessibility, CPTED and/or other appropriate standards that add value to the wider environment that they operate in.

I would support a three-year trial of Participatory Budgeting. A small percentage of the budget set aside for active public deliberation on selected projects, this would increase civic participation and create an enhanced sense of ownership.

Groynes Dog Park users indicating their willingness to have "More Park to Bark" by using the extension (or part of) brought about by the completion of the Western Belfast Bypass to allow dogs to run off leash over a greater area, I support this. Most of the infrastructure is in place, suitable fencing already borders the Groynes and the new motorway. This area is landlocked so has few sensible options. The proposal will increase a level of service for a very popular regional park and have a broad range of social and health benefits. As the area will need to be maintained at least four times a year anyway, there should be low ongoing additional expenditure required to operate.

Attached Documents

| File |
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| No records to display. |

Draft Long Term Plan 2018-2028 - Submission from Langsbury, Dora Roimata

565

First Name:

Dora Roimata

Last Name: *

Langsbury

Organisation name (if representing):

Your role in the organisation:

Postal Address:

Suburb:

City:

Country:

New Zealand

PostCode:

eMail: *

Daytime Phone:

Age:

- ☐ Under 18 years ☐ 18-24 years ☐ 25-49 years ☒ 50-64 years ☐ 65 years and over

Gender:

- ☐ Male ☒ Female ☐ Other

Would you like to present your submission in person at a hearing?

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

The big question

Our overarching proposal is to prioritise some areas over others to enable us to keep our proposed average rates as low as possible, at 5.5 per cent.

Have we got the balance right?

Looking across all the services, projects and activities that Council delivers, have we prioritised the right things?

Do you have a project or programme that you think should be reprioritised? (please provide details)

Created by Consult24 Page 1 of 2

Item 3

Attachment A

Draft Long Term Plan 2018-2028 - Submission from Langsbury, Dora Roimata

565

My priorities for the council are:

Water - in 10 years time I want to ensure that all residents in Christchurch have water sovereignty. Clean drinking water is basic necessity for life. Every household should be able to have access to minimum daily limit of clean drinking water for free. Access to clean drinking water should not become a commodity that residents must pay for. It is my expectation that this clean drinking water does not contain chlorine. Unfortunately some of us live with chemical sensitivities.

Sewerage - within 10 years Christchurch needs to be in the process of relocating its sewerage processing plant to a site that will be less vulnerable to sea level rise.

Public transport - in 10 years Christchurch needs to have established an integrated public transport system where the transportation and infrastructure are integrated. I am an inner city dweller and I am in the process of choosing to be a "car-less" person. I am dismayed that ECan is considering disestablishing some bus routes. We in the inner city are being expected to become car-less people. For this to be an effective strategy, we in the inner city need to be able to access the outer suburbs of the city using public transport. Based on the current long term plans, CCC want inner city dwellers to move to being car-less while ECan is reducing the ability for these car-less inner city dwellers to be able to traverse the city using public transport. This is a huge disconnect. The 10 year plan should be creating an incentive for inner city dwellers to willingly become car-less. Unfortunately, not all of us are able to use bikes as our alternative transport option.

Attached Documents

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

1454

From:
Sent: Wednesday, 18 April 2018 12:59 p.m.
To:
Subject: Submission received on time: C Donovan

Received: 6 April 2018

Celeste Marie Donovan

Yes I'd like to speak to this in person.

I'd like to see more money spent on transport (514 million plus) to ensure completion of all major transport plans, particularly those related to cycleways and making Chch an accessible city. Also, I'd like to see more investment in commuter cycleways in New Brighton and the construction of a public bus shelter/hub. More than any other part of the city, New Brighton has been affected by the neglect of its transport infrastructure and has benefited the least from recent cycle routes. 'Scenic' routes that meander through the red zone are a nice to have, but as a "wannabe cycle commuter" I've struggled with the lack of off road/separated cycleways that take a direct (and safe) route to the city. As a commuter, I would prefer to take a safe and direct route (as other bike commuters in the city are now able to) so have not taken the alternative longer route around the river. The existing cycle lane to the city is further hampered by a lack of connection through busy built up areas, such as the Ensor's road intersection onwards past Linwood High School or along Ferry Road. Similarly, there is no safe route from South Brighton along the highway, to the cycle way that was added to one end of Dyers Road. It was highly disappointing to discover that despite months of road works, the Council chose not to build a separated cycleways along Dyers Road, despite the massive grass verge and lack of parking or commercial buildings along that side of the road (despite the large trucks and multilane traffic). This is a missed opportunity but not too late to rectify. New Brighton hosts frequent large events, like the Coast to Coast and Fireworks display. I have witnessed the many hours spent by visitors, to first find a park, and then leave in the congested aftermath (including buses). If there was a serious, planned focus on creating safe bike routes to New Brighton (and within New Brighton), including a specific bike parking area, then this would improve congestion, free space for movement of buses and improve the link between New Brighton and the rest of the city (and help downplay the feeling it is frequently left behind in the development of Chch). Bringing a pedestrian, bus and bike focus to New Brighton will help modernise the area, boost visitor numbers, and provide a cost effective solution to the crumbling infrastructure.

Item 3

Attachment A

Draft Long Term Plan 2018-2028 - Submission from Mackintosh, Myles

1043

First Name:

Myles

Last Name: *

Mackintosh

Organisation name (if representing):

Your role in the organisation:

Postal Address:

Suburb:

City:

Country:

New Zealand

PostCode:

eMail: *

Daytime Phone:

Age:

- ☐ Under 18 years ☐ 18-24 years ☒ 25-49 years ☐ 50-64 years ☐ 65 years and over

Gender:

- ☒ Male ☐ Female ☐ Other

Would you like to present your submission in person at a hearing?

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

The big question

Our overarching proposal is to prioritise some areas over others to enable us to keep our proposed average rates as low as possible, at 5.5 per cent.

Have we got the balance right?

Looking across all the services, projects and activities that Council delivers, have we prioritised the right things?

Do you have a project or programme that you think should be reprioritised? (please provide details)

Created by Consult24 Page 1 of 3

I believe completing the Major Cycle Routes should be given greater priority in the LTP. The proposed plan pushes back the completion dates of these routes, meaning yet another generation of children in Christchurch will miss out on being able to cycle to school in safety.

The benefits of building safe cycling infrastructure, and the high cost of a transport network that relies heavily on private motor vehicles, are well documented. These arguments are clearly laid out in the submission by Spokes Canterbury, and I fully endorse and support this submission. Rather than repeat these arguments, I will instead focus on the personal situation of myself and my family, and the impact on us of a decision to delay the MCR programme. I think it is important that council understands the personal cost of these decisions on individuals, families, and communities.

I live in the Heathcote Valley and commute to Lincoln every day, usually in a car pool but sometimes by bike. I am an experienced and confident cyclist, and I know how to look after myself in traffic. Despite this, I have had one accident in the past, and my fair share of near misses, as all regular cycle commuters have. Although the MCRs are not primarily designed for cyclists like myself, I am very excited to follow their development. Finally, some proper cycling infrastructure in Christchurch, with active modes of transport being given priority over motor vehicles! When completed, I will use part of the Quarryman's Trail on my commute to Lincoln, and other cycleways such as the Heathcote Expressway, Rapanui-Shag Rock Cycleway and the Opawaho River Route for journeys within Christchurch.

My wife and two young children travel to school in Opawa every day, often by bike. The only route out of the Heathcote Valley in that direction is along Port Hills Rd, which carries very high numbers of large trucks to and from Lyttelton. It is far too dangerous for the children to cycle along this route, so my wife carries them on our cargo bike. It is a very nerve-racking journey for us, as there is no separation from the traffic and some of the trucks (and cars) pass by extremely close. There is one particularly narrow section where the kids know they have to keep their arms tucked in tightly by their sides, and not wave them around for fear of being clipped by a passing truck. The only alternative route, along Chapmans Rd through the Woolston industrial area, is even more dangerous.

Despite these dangers, we are staunchly a one-car family, and determined to continue cycling. It is cheaper, healthier, better for the environment and more fun than driving our car. It is safe enough (but scary!) for confident, experienced, adult cyclists, but definitely not an option for children.

We were very excited to see the plans for the proposed Heathcote Expressway cycle route, which will provide a safe, separated cycle route almost all the way from our home to school, with the remainder of the journey on quiet suburban streets. It will be even better when it eventually links with the Opawaho River Route. We have been earnestly following progress, and telling the kids that they will be able to cycle to school when the route is completed at the end of this year, as originally scheduled.

We are absolutely devastated to see that under the proposed LTP completion of the Heathcote Expressway will be delayed until 2026/27. That's a further eight years before our children can safely cycle to school. They will probably be old enough to run the gauntlet with the trucks on Port Hills Rd before there is a safe alternative available to them. And it's not just our family, everyone living in the Heathcote Valley has to cycle alongside heavy traffic on Port Hills Rd or Ferry Rd if they want to travel anywhere in the city by bike. For many, it's just not an option.

As our children grow we will no longer be able to carry them around on our cargo bike, and if there is no safe cycle route for them, we will likely need to purchase a second car. This is just one personal example of the true cost of delaying the MCRs. Rather than using our car less and choosing to cycle instead, we will buy and use an additional car. How can the city afford to continue to build and maintain a transport network

Draft Long Term Plan 2018-2028 - Submission from Mackintosh, Myles

dominated by cars? And how can we have any hope of achieving our stated goal of being carbon neutral by 2050?

1043

This is my personal story, and that of my family, but I am absolutely not alone in this. Many people, families and communities will benefit hugely through the development of the Major Cycle Routes and associated local cycle networks. Any delay to this programme is unacceptable, the people of Christchurch of already waited far too long for genuine transport mode choice.

Alternative sources of funding

An issue we think may be important to you is identifying alternative means of funding the Council's activities. At the moment we meet most of our costs from rates, borrowing, and dividends from our trading organisations.

Do you think we should investigate other ways to raise funding?

A local fuel tax could help us to reduce rates. Would you support us exploring this option to generate more money for transport-related projects?

Yes, a local fuel tax should be investigated. However, people need genuine alternatives to driving their cars, so a fuel tax should only be implemented alongside increased investment in cycling infrastructure and public transport services.

Transport

Making our city safer for people to travel in, whether by car, bicycle or on foot, has been a priority for this Council. We are keen to press on with these initiatives, to complete the network of cycleways, improve safety at more intersections and make the central city more accessible for everyone. We also want to restore our road condition to a level that is similar to other New Zealand cities over the next 20 years.

What do you think of our approach to managing our transport projects, and how we're prioritising the work?

There has been a lot of feedback expressing community concerns about the dangers presented at a range of intersections (for example, Harewood, Breens and Gardiners Roads) and the state of many streets and footpaths. As a Council we wish to agree on a framework for prioritising intersection improvement and street and footpath renewals, to ensure we meet our residents' needs.

What do you think we should take into account when prioritising the work that needs to be done?

Do you think the priorities should be informed by the local Community Board?

As above, greater priority should be given to providing residents with genuine mode choice, by prioritizing completion of the Major Cycle routes and local cycle networks, and improving public transport services.

Attached Documents

| File |
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| No records to display. |

957

From: Jocelyn Pappill
Sent: Wednesday, 11 April 2018 11:43 p.m.
To:
Subject: LTP Submission

Please find attached my submission to the Draft Long Term Plan 2018-2028

Ngā mihi,

Jocelyn Pappill

Attachment A Item 3

957

Submission on Christchurch City Council (CCC) Draft Long Term Plan April 2018

Jocelyn Papprill

I would like to speak to my submission at a hearing.

THE BIG QUESTION

Our overarching proposal is to prioritise some areas over others to enable us to keep our proposed average rates as low as possible, at 5.5 per cent.

Have we got the balance right?

Looking across all the services, projects and activities that Council delivers, have we prioritised the right things?

Do you have a project or programme that you think should be reprioritised? (please provide details)

Do not defer work on the waste water infrastructure system and factor in the impacts climate change factors such as sea level rise may have on it. The number one priority must be the fixing and improvement of our wastewater and stormwater assets to reduce pollution of our rivers and consequently of our estuary and coasts. In this respect continue the work begun under the SCIRT partnership and complete that before worrying about the smoothness of our roading network (unless the road surface is around a hazardous intersection). In my experience many of our roads are in no worse condition than those we travelled across in Canada, the UK and even New York city; with patience we can live with it.

Definitely complete the major cycle routes network and investigate further developments to better connect all suburbs by active transport networks to the central city. If we are to realise the liveable city community outcomes then the cycle network is vital.

Apart from the mention of the Council taking 'climate change leadership' I see little in the LTP that indicates the council is taking that leadership role seriously. Clear, measurable and auditable goals for its own carbon emission reduction would be a good starting point beyond the 'nice-to-have' electric cars.

Continue negotiations with the government with respect to infrastructure funding arrangements and the recently announced investigation into the rail commuter network. Not sure about the need to purchase the bus interchange at this time from the government; can that \$23 million be better used elsewhere in this 3-year cycle?

WE'RE MAKING PROGRESS

In 2018/19 ChristchurchNZ will receive \$10.2 million from the Council, to enable it to carry out a range of activities including attracting major events, economic development and promoting the city. To fulfil this role they are seeking additional funding of \$1.4 million. The rates impact of the additional seed fund activities would be 0.31 per cent in 2018/19 on top of the 5.5 per cent average rates increase.

What do you think of the Council providing additional funding to ChristchurchNZ so that it can bid for major events on behalf of the city, support new events through sponsorship and test the feasibility of new concepts.

The Council lacks the funds to further support **Christchurch NZ** and it is debateable as to whether Christchurch is ready to handle a greater number of large scale events. Cap the funding at the \$10.2 million already proposed and use the \$1.4 million extra they have requested to support improved facilities in less well-resourced sectors of the city.

Item 3
Attachment A

957

The progress I would like to see would be focused round the Avon-Otakaro River corridor starting with quick wins for Christchurch residents in terms of access, activities and regeneration of biodiversity in the so called 'residential red-zone'. The dynamic and emerging nature of what will happen in this area of Christchurch will, overtime, attract visitors but is not the domain of ChristchurchNZ at this stage in its development.

OUR RATES PROPOSALS

We propose an average rates increase of 5.5 per cent in 2018/19, with the increase tracking down over subsequent years of the LTP to settle at a level in line with local government inflation.

We propose continuing to prioritise our work on horizontal infrastructure (roads, pipes etc) so that the most urgent work is done first, based on the condition of the asset, its importance and weighing the benefits gained in doing the work against the consequences of not doing the work.

What do you think of this plan for an average rates increase of no more than 5.5 per cent, reducing over the next 10 years?

Generally supportive.

Council needs to continue lobbying central government to honour their commitment to the rebuild of Christchurch and to renegotiate when, how and if some of the so called 'anchor project' go ahead.

ALTERNATIVE SOURCES OF FUNDING

An issue we think may be important to you is identifying alternative means of funding the Council's activities. At the moment we meet most of our costs from rates, borrowing, and dividends from our trading organisations.

Do you think we should investigate other ways to raise funding?

A local fuel tax could help us to reduce rates. Would you support us exploring this option to generate more money for transport-related projects?

I don't support a local fuel tax as this is a regressive tax and many low income families are probably juggling multiple jobs in different locations making it difficult to use public transport or walking or biking to work.

A tourist/visitor levy may be useful. It's common and accepted in many countries. Water charges are a hot topic but industries extracting water for profit should pay for this valuable resource and have the quantity capped.

Is there any cost sharing with neighbouring councils (Selwyn and Waimakariri) with respect to the building of facilities that are used by their residents who work and play within the Chch city boundaries. Are such issues discussed round when council leaders meet through the Greater Christchurch Partnership?

FLOOD PROTECTION on the Opawaho-Heathcote River

Since the earthquakes, houses along parts of the Heathcote/Ōpāwaho River have been more susceptible to flooding. We understand the effect of this on residents. To reduce the risk of homes flooding we propose speeding up our programme to dredge the river between the Woolston Cut and Radley Park and through to Hansen Park.

What do you think of us prioritising this project over other land drainage recovery work, so we can complete it within two rather than three years?

This is vital. I support prioritising this over other land drainage recovery work within this 3 year cycle.

I support the detailed submission of the Opawaho Heathcote River Network

DRINKING WATER, WASTEWATER, STORMWATER AND FLOOD PROTECTION

We propose prioritising work to maintain our drinking water, stormwater and flood protection infrastructure over work to maintain our wastewater infrastructure.

What do you think of our approach to managing our drinking water, wastewater, stormwater and flood protection assets, and how we're prioritising the work?

Prioritise an improved wastewater network over smoothing roads. We must make a concerted effort to clean up our urban rivers and reduce the likelihood of wastewater overflow during times of peak rainfall.

957

Improving the stormwater network goes hand in hand with this – improve the design so that contaminants are captured and filtered before water flows into our river network; continue community education about stormwater issues and what people can do to protect waterways.

Flood protection generally for our low-lying areas is a short-term mitigation for residents living in those areas but a longer-term approach is needed. It is pleasing to see that the Ōtākaro-Avon River Corridor proposal from Regenerate includes two wetlands for flood reduction purposes.

Looking after our valuable artesian drinking water supply to protect it from contamination is also an imperative. Our pure water is a taonga for many residents, one we proudly share with visitors from places where drinking water has to be chlorinated. Ensuring the water reticulation network is repaired as quickly as possible so we can return to having an untreated supply must be a priority.

TRANSPORT

Making our city safer for people to travel in, whether by car, bicycle or on foot, has been a priority for this Council. We are keen to press on with these initiatives, to complete the network of cycleways, improve safety at more intersections and make the central city more accessible for everyone. We also want to restore our road condition to a level that is similar to other New Zealand cities over the next 20 years.

What do you think of our approach to managing our transport projects, and how we're prioritising the work?

There has been a lot of feedback expressing community concerns about the dangers presented at a range of intersections (for example, Harewood, Breens and Gardiners Roads) and the state of many streets and footpaths. As a Council we wish to agree on a framework for prioritising intersection improvement and street and footpath renewals, to ensure we meet our residents' needs.

What do you think we should take into account when prioritising the work that needs to be done?

Do you think the priorities should be informed by the local Community Board?

I support initiatives to make the city safer for people to travel and live in. Use the *Share an Idea* feedback for guidance: "Integrated affordable transport networks with pedestrians as the priority and including a range of options such as walkways, cycleways and public transport that moves people easily into and around the Central City."

A resounding YES to the major cycleways – they will reduce the impact of our roading network, reduce congestion and be better for the community's health long-term. They will also serve to reduce the city's carbon footprint

Christchurch must start building a sustainable city now and a sustainable city requires much reduced car use.

- Work with the government to improve public transport including further investigation into the potential for commuter rail.
- Public transport planning needs to look at where low-income workers live and work in order to provide viable public transport options for them- it seems likely that much low-wage work is located in places that are dangerous to get to by bike.
- A much more visible integrated transport strategy for Greater Christchurch is needed so that we do not get the poor bus route decision that lead to a drop in passenger numbers. Greater transparency with respect to the Public Transport Working Group would be useful.
- Increase bus lanes on key routes so buses can travel more quickly- drivers will not switch from cars to buses while bus travel times are significantly longer than car driving times.
- I strongly support the extension of cycle lanes including the removal of on-street parking to make these safer. Safer cycling routes will increase the amount of cycling in Christchurch which benefits not only cyclists but also makes streets safer through lower car numbers and lowered speeds and reduces pollution in traffic corridor neighbourhoods. Beware however of traffic calming measures moving cyclists in and out of drivers' line of sight (as I believe the mini traffic islands on Worcester St do).

957

Dangerous intersections.

I believe this should be a priority, I see many near-misses as I cycle to work- it must be based on research and statistics however, not hearsay.

Accessibility: I support spending on initiatives to make ChCh an accessible city. This was another clear message in the Share an Idea feedback: "An inclusive and accessible Central City for all ages, ethnic groups, people with disabilities by providing an appropriate range of environments, activities, buildings, services and facilities."

I support the proposal to convert **street lighting** to LED. This change should cut CCC's carbon emissions by 1,500 tonnes per year.

Street and footpath renewal - believe this need only be a priority where current roads and streets are dangerous, accessibility has been limited, or in areas where the roads are appalling and have been since the quakes, e.g. parts of the east. Beyond that I think they can just be patched and left as-is beyond two decades. This would have three advantages: more money for other projects such as the wastewater; less disruption due to the repairs ;and it will save re-repairing after the next round of subsidence or below-road infrastructure repair, both of which seem to be ongoing. I do not think carriageway smoothing is a priority except for hazard reduction- cold countries take rough roads for granted, I think we also need to for the next few decades.

At a local level with respect to which curbs & footpaths should be prioritized for repair decisions must be informed by the local Community Board but they must ensure less articulate sectors of their communities also have their issues aired & voiced heard. At a city-wide level, the city council must set the priorities with respect to dangerous intersections or cycle network connectivity.

FACILITIES

In this document we list our top priorities. The funding allocated will allow us to improve or complete a wide range of facilities that will benefit Christchurch now and in the future.

Do we have the priorities right? Are there other projects you would prioritise, and if so, what would you defer to free up funding?

In this document we discuss a new funding method for community assets that are not owned by the Council but which benefit the community.

What do you think of using a targeted rating system to help progress non-Council community projects?

Are there projects in your community that could benefit from such an approach?

Multi-use arena. Put this off indefinitely. The 'build it and they will come' theory used to justify large facilities is not backed by research. The social benefits are limited and the number of people who would benefit from such a facility is low; much better to pay whatever it costs to get out of any contractual commitment that the previous central government made than to commit future money to it. Investing in this project would be a disastrous case of throwing good money after bad.

Performing Arts Precinct. I think the Piano is enough here presently and leaving an empty space beside it is fine. I support the continued repair of the Town Hall.

Nga Puna Wai Sports Hub and Metro Sports Facility. Need to prioritise facilities within this and reduce the proposed spend on them considerably.

Really keen to see the **swimming pool in the Woolston-Linwood** area built as it is a facility long desired by communities within that Board area.

Social Housing. I whole-heartedly support this. We need to accommodate the more vulnerable members of our community; this is a social justice issue and Christchurch has been a proud leader in providing social housing over time.

Parks. Increase co-operation with community groups that could supply labour which the Council cannot afford. Christchurch needs its citizens to think 'us' not 'them' when they think Council; having community members working together builds social resilience, achieves more than Council staff alone can and empowers citizens to inform the Council in its decision making.

957

Reduce the use of contracted labour which in some cases is undoing the good work of community groups (e.g. destroying plantings). Bring parks maintenance staff back within the Council- to improve the quality of work and the conditions of the workers. The socio-economic costs of a low skill, casualised and insecure-**income workforce exceeds the financial cost of paying for secure work.**

Not sure about the use of a targeted rated system to help progress non-Council community projects as would like further detail about the proposal. The example given of a targeted rate to support the building of a health hub in Akaroa sounds feasible and sensible but, as indicated, such a targeted rate would not be imposed without consultation with affected community. Would be interested in exploring what other type of community facilities could be funded this way and what that would mean in respect to how they are subsequently run – who has controlling interest in say a swimming facility provided through a targeted rate but requested by a specific community?

HERITAGE

We are keen to know your views on the almost depleted Central City Landmark Grant Fund, through which we have helped fund work to restore heritage buildings that are in private ownership.

Do you think the Council should continue to contribute \$1.9 million per year to the Landmark Grant Fund for the next three years?

I do think Council (ratepayers) need to support owners of heritage buildings who wish to retain the character & integrity of the building. Christchurch cannot afford to lose any more of its heritage.

That said, I support the delaying of repairs to the Provincial Chambers until 2029 as long as the structure continues to be protected from weather damage, but continue to seek funding for the project from outside of Christchurch. It would be wonderful see Our City repaired as soon as possible seeing it is so central to the main tourist area. The same applies to the Edmonds Band Rotunda.

Thank you for agreeing to repair the Cob Cottage in Ferrymead; its proximity to a key cycleway will be a point of interest along the way.

OTHER COMMENTS

Please continue to provide education for sustainability through your **Learning through Action** team and enhance the efficacy of that team's work by restoring the financial support for & MOU with **Enviroschools**. Many city schools are keen to become Enviroschools but need the ongoing support of trained Enviroschools facilitators; currently there is not the funding to meet that demand. Enviroschools is a tried and trusted programme that compliments the LEOTC programmes and supports a number of Community Outcomes, particularly the sustainable use of resources and active participation in civic life through the strengthening the voices of children & young people via deep place-responsive learning experiences.

I also support the funding for community based adult education programmes that foster sustainability such as **Sustainable Living's** 'Future Living Skills' resources.

I recommend reducing spending on large **events**. ChCh has great events and these are valuable in keeping the place and people positive but I believe we now have too many- particularly large central city events in summer. Focus on smaller, local events like Lyfe, Linwood or Children's Day in Dallington and providing support for community run events.

From: CCC Plan
To: Chrys Horn
Subject: RE: Submission to LTP attached

1260

From: Chrys Horn
Sent: Friday, 13 April 2018 4:18 p.m.
To:
Subject: Submission to LTP attached

Please find attached a submission on the Draft Long Term Plan for your consideration

I would like to be heard in support of my submission

All the best

Chrys Horn

Dr Chrys Horn

1260

To CCC Long Term Plan

From Chrys Horn

My name is Chrys Horn and I am resident in Halswell. I am heavily involved in community work in my area and in Addington and surrounding areas, and have long term active interests in advocating in the transport arena and in environment.

Transport

Thank you for recognising the importance of public transport and active transport in the Long Term Plan. It is and could be a great investment for the future of our City which will have positive effects socially, environmentally and economically. I am surprised to see therefor that the budget provided here does not support these written goals.

Few if any of us have the time that you do to consider all the different aspects of what is needed in our city. While this can reflect right back at me, I will say that I have read and thought and talked a lot about urban transport, and I am aware that prioritising car use is not a good strategic move for ANY city and certainly it isn't for Christchurch where we already have the highest per capita carbon footprint (and hence reliance on fossil fuels) of any city in New Zealand. Oil costs us all and money leaves our city at a great rate if we all keep relying so much on it. We need transport options that allow us to move on from this.

The financial issues our city faces won't be fixed by mending the roads as the first priority. Roads do not provide a great return on investment, cycle paths do, AND in the new Government Policy statement it is likely that there will be more money to help with these from central government than there has been. We need to be ready to make use of that focus and get those cycleways built. Even a relatively small shift to cycling can have a major effect on the level of road maintenance needed further down the track if the experience of other cities is anything to go by.

In a city facing financial difficulty we need to keep a clear picture of where we want to go in mind look at the long term effects of spending and whether that spending takes us closer to where we want to go.

Furthermore, fixing the roads and the continued prioritising of the use of private cars won't help us cut traffic congestion nor manage parking in the central city. Cars are the most inefficient, space hogging way imaginable to get people to the doors of our central city businesses. Two carparks allowing 1 hour's car parking outside a business amounts to 14-16 customers per day which doesn't seem like a whole lot. I am a car user but one who hates being stuck in traffic. I figure that if we cater more for cyclists and have good public transport infrastructure, it will be easier to get round in a car when I feel I have to. I

Item 3

Attachment A

1260

frequently shop in the central city using a bicycle. If I can't take something big with me I can get it delivered (and that helps contribute to more employment for someone). I want to feel welcome and safe as a cyclist in the city.

Another worry I have is around what happens when we start on fixing our waste water infrastructure. Will this mean digging up our newly fixed roads? If it does I don't want a bar of it.

Please bring spending on the cycleway network FORWARD and prioritise them with road maintenance.

Clearly as a bicycle user living in Halswell I'm very keen to see the completion of the Quarryman's Trail right through to Halswell so that we have a safe cycle route through our 80km/hr roads going into the City. I'd also like to see the completion of the Junction Road cyclepath so that it connects with the Little River link route which is a great opportunity for residents of Knights Stream, Longhurst, and Westlake except that with Junction Rd being so narrow and busy, it is a mission to get onto. It is disappointing to know that the NW Arc and South Expressway are also a long way off even being started. The cycle paths that are already completed make cycling incredibly safe and pleasant and people really are responding to them by using them.

We need some travel demand management! There is so much more we could be doing at relatively small cost to get people using our cyclepaths and public transport. For the cycleways it is really hard to find out what bits of cycleways are currently completed and it is hard to plan a trip when you are not familiar with where they go. Putting some detailed maps up on the CCC website would be a good start and I can't imagine that this is a terribly expensive exercise

Please consider some travel demand management work to deal with transport needs as people flock back into the city as it is rebuilt

A significant shift in travel mode could also save us significant future spending. Pricing of parking is one way to encourage change. Travel demand management, events, special deals are all ways to encourage people to use different transport modes or mixtures of modes to come into the City.

I am against the idea of extending free parking in the central city. It simply encourages people to bring their cars and make walking and cycling unpleasant and less safe.

Instead, consider encouraging the concept of informal park and ride. People can easily get into the city centre by biking, walking or driving to a public transport route. Many people already do this informally and I think this can be encouraged without recourse to huge spending. In an ideal world it would be good to see more bike parking near bus stops throughout the city. It DOES mean that we need to see further development of bus lanes so that buses don't get stuck in traffic. The ones that exist are working well.

Item 3

Attachment A

1260

Putting off wastewater repairs til after road surfaces have been fixed makes little sense. There's nothing worse than seeing people digging up newly resealed roads. If there is any risk of this happening then it would seem to be a waste of ratepayers money to focus on fixing the roads before fixing the wastewater system.

Please work with Environment Canterbury, NZTA, MoT and interest groups to reinstate the Active and Passenger Transport Working Group that used to be facilitated by Environment Canterbury.

Please please please re focus this plan with the new GPS for transport in mind. I understand that it wasn't released with this plan was first put together but our City could benefit significantly if its goals are to prioritise active and passenger transport, along with travel demand management.

Four laning of Lincoln Rd between Curletts Road and Wrights Road seems like a waste of \$10 million to me. **Please put a bus lane on the existing four lane areas of the road and do some further thinking about how to prioritise public transport and active transport without four laning either on this stretch or through Addington.** There is already a bottle neck in Addington and four laning this extra bit of road makes little sense at this time. Again, providing Halswell Hoon Hay and Spreydon residents with other options for transport makes a lot more sense rather than widening the road to encourage them to use their cars more.

Item 3

Attachment A

1113

From:
Sent: Friday, 13 April 2018 4:58 p.m.
To:
Subject: Submission to LTP

From Caroline Syddall

Sent from [Mail](#) for Windows 10

Attachment A Item 3

1113

Submission on the CCC Draft Long Term Plan 2018-2028

Caroline Syddall

I am submitting for myself.
I do wish to represent my submission at a hearing.

THE BIG QUESTION

Long term planning must focus on how we want and need the city to be in the future. Christchurch people gave a very clear picture of how they wanted their city to develop post-quake through the Share an Idea process with core themes of green spaces, people and cycling.

We need to prioritise fixing wastewater and stormwater assets to reduce pollution of our rivers and consequently of our estuary and coasts, invest seriously in cycleways and improved pedestrian spaces and extend public transport.

We must avoid the temptation to focus on parking and major roads- these are short-term fixes that would rebuild the failed model that ChCh was already pre-quake rather than taking us forward to a sustainable city. We must prioritise spending on environmentally and socially sustainable, local and small-scale solutions.

The Council needs to re-negotiate with central government to get support for sustainable projects rather than the ego-led 'anchor projects'.

WE'RE MAKING PROGRESS

Christchurch NZ. I believe we should reduce the proposed funding. This is speculative spending which may not produce the predicted visitor numbers and income. The financial gain from big events is consistently over-estimated by those involved, and there's no evidence this would be any different in ChCh at present.

I recommend reducing spending on large events. ChCh has great events and these are valuable in keeping the place and people positive but I believe we now have too many- particularly large central city events in summer. Focus on smaller, local events like Lyfe in Linwood or Children's Day in Dallington

OUR RATES PROPOSALS

In general I support the proposed rate increase and agree that horizontal infrastructure is a priority (but not road smoothing).

We need to lobby central government for more financial support. The fact that it was not provided immediately post-quake does not mean that we should not ask for it now as we continue to deal with post-quake repairs and rebuilding.

ALTERNATIVE SOURCES OF FUNDING

I don't support a local fuel tax as this is a regressive tax and many low income families are probably juggling multiple jobs in different locations making it difficult to use public transport or walking or biking to work.

A tourist/visitor levy may be useful. It's common and accepted in many countries.

FLOOD PROTECTION on the Opawaho-Heathcote River

1113

This is vital. I support prioritising this over other land drainage recovery work within this 3 year cycle.

DRINKING WATER, WASTEWATER, STORMWATER AND FLOOD PROTECTION

Prioritise an improved wastewater network over smoothing roads. We must make a concerted effort to clean up our urban rivers and reduce the likelihood of wastewater overflow during times of peak rainfall.

Improving the stormwater network goes hand in hand with this – improve the design so that contaminants are captured and filtered before water flows into our river network; continue community education about stormwater issues and what people can do to protect waterways.

Flood protection generally for our low-lying areas is a short-term mitigation for residents living in those areas but a longer-term approach is needed. It is good to see that the Otakaro Avon River Corridor proposal from Regenerate includes two wetlands for flood reduction purposes.

Looking after our valuable artesian drinking water supply to protect it from contamination is also an imperative. Our pure water is a taonga for many residents, one we proudly share with visitors from places where drinking water has to be chlorinated. Ensuring the water reticulation network is repaired as quickly as possible so we can return to having an untreated supply must be a priority.

TRANSPORT

I support initiatives to make the city safer for people to travel and live in. Use the *Share an Idea* feedback for guidance: “Integrated affordable transport networks with pedestrians as the priority and including a range of options such as walkways, cycleways and public transport that moves people easily into and around the Central City.” Christchurch must start building a city that will be fit for the future and this means a city with much reduced car use.

- Work with the government to improve public transport including potentially commuter rail.
- Public transport planning needs to look at where low-income workers live and work and viable public transport options for them- it seems likely that much low-wage work is located in places that are dangerous to get to by bike.
- Discuss bus routes with Ecan- some of their 'improved' routes are so inconvenient that they are pushing people from bus to car use.
- Increase bus lanes on key routes so buses can travel more quickly- drivers will not switch from cars to buses while bus travel times are significantly longer than car driving times.
- I strongly support the extension of cycle lanes including the removal of on-street parking to make these safer. Safer cycling routes will increase the amount of cycling in Christchurch which benefits not only cyclists but also makes streets safer through lower car numbers and lowered speeds and reduces pollution in traffic corridor neighbourhoods. Beware however of traffic calming measures moving cyclists in and out of drivers' line of sight (as I believe the mini traffic islands on Worcester St do).
- **We must be brave, take the long term view and build major cycleways – they will make communities safer for pedestrians, help build community by reducing fast traffic, reduce congestion and be better for the community's health long-term. They will also serve to reduce the city's carbon footprint.**

Dangerous intersections. I believe this should be a priority, I see many near-misses as I cycle to work- it must be based on research and statistics however, not hearsay.

1113

Accessibility: I support spending on initiatives to make ChCh an accessible city. This was another clear message in the Share an Idea feedback: “An inclusive and accessible Central City for all ages, ethnic groups, people with disabilities by providing an appropriate range of environments, activities, buildings, services and facilities.”

Street and footpath renewal - believe this need only be a priority where current roads and streets are dangerous, accessibility has been limited, or in areas where the roads are appalling and have been since the quakes, e.g. parts of the east. Beyond that I think they can just be patched and left as-is beyond two decades. This would have three advantages: more money for other projects such as the wastewater; less disruption due to the repairs (I really feel we need a break from this disruption and inconvenience); and it will save re-repairing after the next round of subsidence or below-road infrastructure repair, both of which seem to be ongoing. I do not think carriageway smoothing is a priority except for hazard reduction- cold countries take rough roads for granted, I think we also need to for the next few decades.

In prioritising work, I think the council should take the following into account:

- safety within neighbourhoods and the central city (traffic calming, ease of *safe* movement on foot and by bike, improving dangerous intersections)
- building an accessible city (disable people can get around with ease, poorer people can travel without spending too much of their income)
- lowering future resource use and pollution (infrastructure that reduces car use)

FACILITIES

Multi-use arena. Put this off indefinitely. The 'build it and they will come' theory used to justify large facilities is not backed by research. The social benefits are limited and the number of people who would benefit from such a facility is low. This is a Gerry Brownlie vanity project that the city as a whole neither wants nor can afford. It is much better to pay whatever it costs to get out of any contractual commitment than the previous central government made than to commit future money to it. Investing in this project would be a disastrous case of throwing good money after bad.

Performing Arts Precinct. I think the Piano is enough here presently and leaving an empty space beside it is fine. I support the continued repair of the Town Hall.

Nga Puna Wai Sports Hub and Metro Sports Facility. Limited support for this. Need to identify priority facilities within this and reduce the proposed spend on them considerably.

Social Housing. I support this. We need to support the more vulnerable members of our community.

Parks. Increase co-operation with community groups that could supply labour which the Council cannot afford. Christchurch needs its citizens to think 'us' not 'them' when they think Council; having community members working together builds social resilience, achieves more than Council staff alone can and empowers citizens to inform the Council in its decision making.

Reduce the use of contracted labour which in some cases is undoing the good work of community groups (e.g. destroying plantings). Bring parks maintenance staff back within the Council- to improve the quality of work and the conditions of the workers. The socioeconomic costs of a low skill, casualised and insecure-income workforce exceeds the financial cost of paying for secure work.

HERITAGE

Good to support private building owners who are restoring heritage buildings but reduce contribution to \$1m per year.

1113

In general delay repair of heritage buildings and focus on infrastructure. Look for external funding for any immediate projects (as the Cathedral lobby promised existed before they asked for \$10m from the Council). Ensure that heritage buildings have a purpose before repairing otherwise we'll just be adding maintenance and running costs to low-use buildings.

ANY OTHER COMMENTS

Improve cooperation with Environment Canterbury. Christchurch people expect these organisations to work together on issues that affect us.

Keep long term environmental and social sustainability to the forefront when planning. Be braver about discussing and promoting the values that drive decision making.

Build a city that protects and improves the physical environment, brings people together and empowers its citizens. We must be connected with each other and the environment to build a safe and sustainable future. Keep people at the core of planning.

From:
Sent: Friday, 13 April 2018 2:42 p.m.
To: CCC Plan
Subject: CCC Long Term Plan
Attachments: cccltp2018[4627].doc

1113

Follow Up Flag: Follow up
Flag Status: Flagged

Kia ora
Please find attached my submission on the Council's Long Term Plan.
Ngaa mihi
Caroline Syddall

Sent from [Mail](#) for Windows 10

From: DARRYL & KATHRYN SNOOK
Sent: Friday, 13 April 2018 2:09 a.m.
To: CCC Plan
Subject: DJ & KL Snook submission on Christchurch City Council Long Term Plan 2018-2028
Attachments: 1_Styx River Working Party Submission to Board members_11 April 2018.pdf; 3_Jan Burney_Submission Long Term Plan_10 April 2018pdf.pdf; Have your say on OUR LONG TERM PLAN - Submission by Darryl & Kathryn Snook.docx

1151

To Whom it may concern

Please accept our submission and support for

Styx River working party submission on LTP

Jan Burney submission on LTP

Kind regards

Kathryn & Darryl Snook

Attachment A
Item 3

1151

Have your say on OUR LONG TERM PLAN
CCC draft Long Term Plan 2018-2028
Consultation Document
Christchurch Otautahi

12 April 2018

Submitters:

Kathryn & Darryl Snook

Kathryn Snook Would you like to present this submission in person at a hearing

The big question

YES your summary of the key proposals of the LTP are good BUT they do not seem to be in any order of priority and the emphasis is too much on a promise to maintain the rate increase at 5.5%
You need to prioritise water supply infrastructure, stormwater infrastructure, waterways and flood protection BEFORE you consider developments if you cannot trim budget or delay projects in other areas then you will have to 'suck it up' and spend more with the higher cost scenario (Pg35). It makes sense to renew assets at the optimal time to minimise whole of life costs

I suggest within this accelerated land drainage recovery programme the prioritisation of the **conveyancing capacity of the Styx River** and its ability to manage the current surface water/storm water and any additional due to development within this catchment area. There should be a focus within the LTP of flood prevention, repair of earthquake damage/lateral spread and drainage. This is bigger than a project or programme it is a major infrastructure need of the Styx Catchment – an area that the CCC have overlooked for too long.

It disheartens me to see the deterioration of this once beautiful river with recreational appeal to an overgrown, meandering river with menacing high levels ready to encroach the community.

Photo - Earlham Rd Bridge



Photo - Spencerville Rd Bridge



Photo - Lower Syx Rd near Spencerville 50kmph



Photo - Lower Sty Rd 80kmph straight



Photo - Drain a long Lower Styx Rd



Photo – Lower Styx Rd near Prestons 1



Photo Lower Styx Rd near Prestons 2



Photo Lower Styx Rd near Prestons 3



We're making progress

Sorry guys no more extra money for events until the infrastructure is sorted 8 years is too long to wait for CCC to address earthquake issues – sorry for being practical but it is hard to live in a broken city – very hard to be proud of it.

1151

Our rates proposals

If the rates increase needs to be higher to address infrastructure then so be it lets get this back on track as we have already said 8 years is too long.

Alternative sources of funding

Yes please investigate anything you can to enable extra funding- charge for bottling our water better still lets get our own bottling plant going and export ++ . Water is our future.

Flood protection

CCC must prioritise the conveyancing capacity of the Styx River within their short term plan or face some significant flooding issue. The river level is rising at an alarming rate. Little money beyond operational weed harvesting has been spent on improving and maintaining this river. It must be treated as part of the infrastructure for the city's surface water and the Styx catchment has the most forecasted development.

Transport

Dangerous intersections should be the second priority after infrastructure. CCC should listen to recommendations by local community Boards and cycle ways despite national funding need to be put on hold as they are making roads more dangerous and frustrating drivers.

Facilities

CCC has overlooked the Styx Catchment's beautiful assets that are deteriorating before our eyes. Christchurch can no longer be proud of the
Photo - Janet Stewart Reserve



Photo - Boating facilities along the Styx River



Photo - Walkway tracks along the Styx River



Bottle Lake walking tracks
Brooklands Lagoon walk ways
Boating facilities at Brooklands Lagoon
Spencerville Beach

Photo - Spencer Park camp and playground



Photo - Picnic areas along Lower Styx River



These facilities/recreational assets need to be maintained and develop alongside any growth component strategy. We expect they will incorporate the requirement of naturalisation and planting of the Styx waterways and the water quality within the Styx River i.e. enhancement of the natural environment. Through this it will provide recreation for the needs of the local community as well as the greater Christchurch City.

Heritage

YES continue to contribute as once gone these buildings will be lost forever

1151

Any other comments

If growth is to continue then the Long Term plan has a legislative requirement to provide infrastructure for growth and development. I believe THE CONVEYANCING CAPACITY OF THE STYX RIVER and its ability to manage the current surface/stormwater and any additional due to development within the catchment area should be a priority.
It is very short sighted to fund according to catchment residential population the new focus should be equitable distribution of funding as this river equally contributes to the Cities infrastructure.

Some proposed ideas for earthquake damage remediation and mitigation of flooding raised at the Styx River working party and in the GHD REPORT PREPARED FOR CHRISTCHURCH CITY COUNCIL RIVER & TIDAL FLOOD PROTECTION
STYX STAGE 1(18 Feb 2014)

Installing pumps
Diversion drains/pipes
Dredging
Build up banks
Raising roads

City council need to include the six core values; ecology, drainage, culture, heritage, landscape and recreation.

We support the Styx River Working Party Submission on LTP submitted to the community boards (attached) and Jan Burneys personal submission on the LTP (attached)

Thank you for the opportunity to input into the Long Term Plan. I look forward to discussing it further with you.

Item 3

Attachment A

1151

LTP submission Styx River working party 10 April 2018

Papanui-Innes Community Boards and the Coastal – Burwood Community Board

The working party agrees that the following issues should be included in the community board submissions to the LTP.

1. The working party has been meeting since July 2017 to provide community input into decision making about the Styx River catchment particularly in its lower reaches.
2. The working party notes the following LTP strategic priorities and considers that its submission aligns with achieving positive outcomes :
 - Maximising opportunities to develop a vibrant, prosperous and sustainable 21st century
 - Climate change leadership
 - Informed and proactive approaches to natural hazard risks
 - Safe and sustainable water supply and improved waterways
3. At the meeting on the 21 Feb 2018 the working party resolved - That the Joint Working Party wish to consider both short term and long term actions to mitigate flooding in the Styx Communities and that this be implemented with some urgency. The short term priorities are flooding, earthquake damage, and lateral spread and drainage issues.
4. In the short term the LTP budget should allow for an increase in the operations budget for the Styx catchment area in the lower reaches by \$400,000 annually for the following items:
 - Further dredging of river blockage areas in 2018/21 years where identified as appropriate
 - Lateral spread/earthquake damage – remediation alongside dredging in 2018/21 years
 - Active identification of further flooding issues – staff time to work with community knowledge of the river to identify strategies for short term actions to reduce flooding
 - Allocation of further water level measurement systems where necessary

Note: Aquatic weed removal budget remains as 2017 budget with minimum of 3 cuts per year 2018/21 years.

Agreed

5. In the long term it is recommended that the LTP budget contain a provision for the staff to investigate and report on a suitable process for a long term Styx River Masterplan and implementation strategy be developed over the next two year period and that appropriate budgets be allocated to an amount of \$600,000. Noting that the community be engaged with the masterplan from the commencement.

Establishment, research costs and compilation of a documentary 100 year plus plan which is open to continual improvement to be incorporated in cross council work programmes as an outcome of the strategic priorities in particular:

- Maximising opportunities to develop a vibrant, prosperous and sustainable 21st century
- Climate change leadership
- Informed and proactive approaches to natural hazard risks
- Safe and sustainable water supply and improved waterways

This planning to consider the following matters:

- Flooding

1151

- Lateral spread/Earthquake damage
- Aquatic weed removal
- Water measurement levels
- Tidal gates
- Ponding areas in adjacent properties
- Issues related to the Waimak river mouth lagoon and consequent flooding
- State of related drains
- Land development areas – water shed into the Styx River
- Riparian planting plans
- River management strategies for the long term including whether or not the river is treated as a drain; natural ponding area; swamp or other use such as a rowing/recreation lake
- Changes in industrial land use/dewatering and effect on water table and discharges to Kaputone Creek
- Link to the multi-hazard approach (which picks up climate change, coastal hazards)
- Brooklands red zone issues
- Collaboration with the community and agencies
- Inclusion of Environment Canterbury
- Collaboration with and resource input from Regenerate Christchurch

Agreed

6. The working party recommends that the Council dredge the river between the Marshlands River Bridge and the mouth at a cost of \$40 million dollars (GHD report) as a one off action over a 3 year period to compensate for the under - maintenance of the river since 1993. The need is evidenced by:

- Gradual increase in water levels of the river over time
- River banks closing in and silting up of the floor of the river
- Continual flooding of properties adjacent to the river
- Damage to the river banks from the earthquakes
- Blockages to the rivers flow from tree and root growth and pinch points
- Blockages caused by low maintenance of the river since 1993
- Aquatic weed eating is insufficient to lower the water levels adequately
- Dredging in 2013 noting that limited dredging over a short time has an effect but silt may move and continue to build up. This result of this dredging was a reduction in water levels of 150mm. This cost \$349,500 and removed 2812 m3 of sediment

Agreed

Refer LTP Have your say document (page 35)

7. The working party recommends that the Council should adopt the proposal to increase the LTP funding by \$522 million in the LTP for storm water and flood protection. This to include immediate work on the Styx River to a level proportionate to the land and population size of the Styx catchment. This is to reduce flooding in the lower Styx catchment local areas in consideration of the following:
- That because the LTP has a legislative requirement to provide infrastructure for growth and development we believe the conveyancing capacity of the Styx River and its ability to manage the current storm water and any additional storm water due to developments within this catchment area should be a high priority.

1151

Agreed

Attachment A Item 3

1151

Community Representative Submission

Styx Joint Papanui-Innes _ Coastal-Burwood Community Board Working Party on the:
Christchurch City Council
Long Term Plan 2018-2028

Submitter: Jan Burney

Primary point of contact

Jan Burney

Christchurch City Council draft Long Term Plan 2018–2028

Project status: Open for feedback

Open for feedback: 8th March 2018 - 13th April 2018

Submission dated: 10 April 2018

Thank you for the opportunity to submit upon the Long-Term Plan 2018-2028

This submission represents my views from participating as Community representative on the Styx Joint Papanui-Innes_ Coastal-Burwood Community Board Working Party and starts with a summary of the Working Party, the affected area and earthquake damage effect.

I would like the opportunity to speak to our submission, thank you.

1151

1. Introduction

The Styx Joint Working Party _ Papanui /Innes _ Coastal/ Burwood is comprised of: City Councillors, Community Board members, Christchurch City Council staff members and community representatives.

The Purpose of the Working Party which convened on 2nd August 2017 :

- Working party is a formal group of each Board
- Provide an opportunity for the community to inform the Community Board decision making around the Styx River which will be feed into the Long-Term Plan level (LTP) 2018 – 2028 – funding priorities
- Working party to make recommendations to the Community Boards – staff will write reports
- 10 top questions will be focused on

-Document presented to Working Party members:

GHD: Christchurch City Council Styx River Operational Water Levels Maintenance Options Report March 2015

p.13 - 3.2 clearly defines earthquake damage: "As a result, from the land and bank damage, the ground level of flood plains has dropped, the river banks have dropped and the river bed has maintained or heaved. This means the relative elevation of the floodplain against the river is reduced and so has the water level required to overtop the banks: "The data also indicates some relatively significant differences between pre-and post-earthquake bank levels. Bank levels are important as the effects of bank level reduction often expose more land to the river on a frequent basis"

Attached: Report distributed to Working Party members by Jan Burney is a relevant post-earthquake summary:

STYX RIVER EARTHQUAKE EFFECTS

G Harrington (ME (Distinction)) Christchurch City Council, T Parsons (BE (Civil), MIPENZ, CPEng) GHD Ltd 2012
Water New Zealand Stormwater Conference 2012

excerpts/quotes:

"The Styx River is near the northern boundary of Christchurch City and drains the suburbs of Belfast and Northlands and passes Spencerville and finally Brooklands before discharging through tide-gates into Brooklands Lagoon. Brooklands Lagoon is connected to the Waimakariri River close to where it discharges into Pegasus Bay. The Waimakariri River and the Lagoon are both tidal in this area. The lower reach of the Styx River alongside Spencerville and Brooklands village, is a wide, low-lying floodplain which has been very successfully protected from the tide by the tide-gates and is now productive farmland."

1151

“The Belfast area was considered as one of the two main development areas for Christchurch” Styx Stormwater Management Plan (SMP) “the basis for a Catchment Discharge Consent from Environment Canterbury to ensure that stormwater management would proceed in an integrated manner along with the developments and landscape of the area.”

“Earlier planning work (Variation 48 to the Christchurch City Plan) had classified the Styx lower floodplain as a "Flood Ponding Area" — recognizing its importance as a detention basin and placing limits on development and filling in the area. Brooklands and Spencerville were classified as "Flood Management Areas" recognizing their vulnerability to flooding and in particular to sea level rise. This classification generally means that higher floor levels will be required as a part of a building consent than would otherwise be the case for a normal building consent under the Building Act.”

“The Brooklands and Spencerville villages were severely impacted by the Magnitude 7.1 Earthquake on 4th of September 2010. They were again affected to a lesser extent by the Magnitude 6.3 Earthquake on 22nd of February 2011 and the 10,000+ subsequent aftershocks. Land levels appear to have settled by between 150mm and 300mm which has increased the risk of flooding from both the Styx River and also from the tide”

“Typically, what happened was that, along with a general settlement of the land, there was cracking and lateral spread of the ground towards the centre of the riverbed”

“The other main effect is bed heaving as a result of the squeezing by the banks moving inwards — and perhaps from the pressurized liquefied soil beneath. There may have also been some infill by liquefied sand or silt erupting into the bed and also being transported from upstream. It is evident in photograph 2 however, that in this diversion channel close to Brooklands village, the actual bed of the channel has heaved because of the normal bed litter being visible - and there is none of the typically grey liquefaction silt on the surface.”

“Areas where the greatest drop in land level can be seen are along the terrace adjacent to the flood berm on the true left bank of the river and along the banks of the Styx River. Some of this change may be attributed to bank failure as described above.”

“The most notable change in level shown in Figure 3 is along the base of Brooklands lagoon.”

“CCC identified soon after the September earthquake that the land damage may have significantly altered the flood hazard in the catchment; most notably, in and around Brooklands. This immediately raised a number of questions with regards to:

- The effects of the earthquakes on flood behaviour (including flood depth and the ability of the river to pass flood flows);
- The effect of the earthquakes on coastal inundation;
- Potential mitigation measures; and

The effects of planning restrictions on repair/rebuilding.....”

1151

“3.1 PRE-QUAKE FLOODING BEHAVIOUR

3.1.1 FLUVIAL FLOODING

The behaviour of flooding of the Styx River depends on location within the catchment. Flooding in the upper catchment (above Main North Road) is driven by peak river flow and river capacity (i.e. the shape and size of the main channel).

The mid catchment is flatter than the upper catchment and is influenced by both river capacity and available flood plain storage. The river berms are much wider and overtopping of the main channel is likely in modest rainfall events.

In the lower reaches (below Marshlands Road) flooding is influenced by the tide, the tide gates and the volume of flood water. Flooding about Brooklands is more dominated by storage in the flood plain upstream of the tide gates rather than channel capacity. When the tide gates are closed flood water ponds behind the flood gates eliminating the influence of channel capacity. As a result the flood extent and depth is driven by flood volume (i.e. the total depth of rainfall) and the shape of the flood plain.”

Some of the statutes which allocate roles and responsibilities across central government, local government and communities:

The Drainage Act 1908, the Soil Conservation and Rivers Control Act 1941, the Resource Management Act 1991 (RMA), the Local Government Act 2002, the Local Government (Rating) Act 2002, the Civil Defence and Emergency Management Act 2002, and the Building Act 2004 are the key Acts for managing flood risk.

B. attached document: 1_Styx River Working Party Submission to Board members_11 April 2018

LTP submission Styx River working party document 11 April 2018

Papanui-Innes Community Boards and the Coastal – Burwood Community Board

I support the Styx Joint Community Boards submissions to the Long Term Plan 2018-20128

The submission advances a higher priority for earthquake related damage, flood issues, and identifies the need to plan for increase in growth and development within the Styx catchment receiving environment

Lower Styx_River_Brooklands Lagoon and Natural Environment needs to be prioritised high, to allow greater provision for funding and specific capital works programme in the Long Term Plan 2018/28

I ask for the Long term Plan 2018 to : Provide for respect, and recognise the needs, the well-being, economic ,property, health, values, futures and community outcomes for the residents ,families and future generations for Lower Styx area.

1151

Every three years we review our 10-year plan. We want your views on how best to manage the infrastructure and services that make Christchurch work. We outline our priorities, our projects and how we propose to pay for it all. Consultation on this project begins 9 March 2018.

Have we got the priorities right?

The big question

Our overarching proposal is to prioritise some areas over others to enable us to keep our proposed average rates as low as possible, at 5.5 per cent.

Have we got the balance right?

Looking across all the services, projects and activities that Council delivers, have we prioritised the right things?

. Do you have a project or programme that you think should be reprioritised?

We propose continuing to prioritise our work on horizontal infrastructure (roads, pipes etc) so that the most urgent work is done first, based on the condition of the asset, its importance and weighing the benefits gained in doing the work against the consequences of not doing the work.

C. LTP Priorities? My views on priorities in the LTP 2018:

Expected Outcome:

Reduced Risk:

Enhanced Natural Environment:

Provide for the needs of the community and individuals

Promote pride and respect for this significant asset to our City

Plan a respectful future for river, Lagoon land, people.

1. The LTP needs to provide high priority to a plan, a vision and an encouragement of pride and recognition of the outstanding importance that the Lower Styx Catchment, the Styx River, the Brooklands Lagoon, Spencer Park, the beach, the tributaries, the drainage system, the unique Natural Environment, the productive land, the fishing, boating, the communities and people which make up the area and naturally contribute a considerable integral asset environment to the City of Christchurch and Canterbury.
2. The Christchurch City Council six core values: ecology; drainage; culture; heritage; landscape and recreation, with the proviso that flood management not be unduly compromised, informed the Working Party to set out and identify goals.

1151

3. Due a low priority given to the area for remediation of earthquake damage and regeneration of the area, a high funding priority is required to address the degradation post-earthquakes - of the: environment, the natural resources and assets, physical assets, residents properties, economic viability, vitality, social and mental wellbeing of the residents.
4. Focus on a high priority within the Long Term Plan for flood protection, repair of earthquake damage, address lateral spread and drainage for the Lower Styx catchment.
5. **Prioritise the implementation of an equitable apportionment of rates for the three waterways for flood mitigation.**
The Styx Catchment takes 1/3 of all of the cities stormwater.
Funding allocation priority need to recognise the contribution and burden on assets, utilities, and environment that the Lower Styx catchment sustains for the City.

An equitable distribution of resources is lacking in the current planning regime.
My position is that appropriate investment is required that provides not just for areas that hold more value for rates return, or has more population base, - but recognises the unique characteristics, importance and contribution specific areas contribute overall.
Recognise receiving environments provide vital service for disposal of storm water and that the use a natural resource requires particular regard.
“Were in this together” equally and we all contribute equally- but differently.
Our catchment area deserves equal funding priority.
6. Delay of planning increases cost through degradation, deterioration and destruction.
7. The Long Term Plan needs to give a high priority to the Natural Resources of the Lower Styx Catchment and acknowledge the area as a significant asset to Christchurch by allocating equitable funding in the Long term Plan 2018/28 for remediation and regeneration of the Lower Styx catchment.
8. In considering the expected development in the Styx catchment environment, the Styx River Masterplan must be incorporated within the LTP and developed alongside any growth component strategy

1151

9. The Long Term Plan consultation with the community did not include a clear definition of the Council's Policy, Strategy and Planning documentation for the Lower Styx Catchment for reference on how funding would be allocated/deferred/not allocated.
10. The Long Term Plan has legislative requirements to provide infrastructure for the planned and expected growth and development identified within the catchment.
11. Specific Capital Works programs have not been identified during the consultation process to cater for planned, expected growth or the consequences for the receiving environment.
12. Priority must be given for maintenance of the conveyancing capacity of the Styx River to manage the current storm water and expect increased volume due to development within the catchment area
13. Recognise the cumulative effects upon the receiving environment from recent development and planned/expected growth and development.
14. **Plan capital Works that mitigate the effects of expected growth and development in advance and as an intrinsic component of the planning and consent stages.**
15. Enforce implementation of mitigation of the Assessment of Environmental Effects on the downstream receiving environment. Reduce the impact of development and growth.
16. Environmental effects from increased flow into the Lower Styx catchment area from industrial development in Belfast requires increased monitoring
17. A comprehensive enhanced maintenance program is needed to keep the water flowing.
18. We anticipate an immediate Capital Works program planned and implemented within the first two years.
19. The 'current 'Do Nothing option' has had negative consequences upon the environment, people, communities, assets and properties.

1151

20. Allocation of **Flood Ponding Areas** to properties is not a mitigation option or an adequate response to a natural disaster for regeneration of a significantly affected and damaged area.

21. Our Lower Styx communities deserve an effective sustainable future and an environment that enhances the residents, visitors and Christchurch.
Management the area affects all of Christchurch.

22. Accept and adapt to the predictability of the unexpected in the natural environment.
Lower Styx area is a major asset to our province.
The first settlers battled hard and long to make a city out of a swamp - they did not give in or give up.
We need to manage and thrive despite obstacles.
Do not disrespect our land, environment our people by neglect.

23. This environment may not be able to sustain the scale of the pre-quake development, but it can support a safer, innovative surrounding that cares for variation on utilization.

E. Drinking water, wastewater, stormwater and flood protection

We propose prioritising work to maintain our drinking water, stormwater and flood protection infrastructure over work to maintain our wastewater infrastructure.

What do you think of our approach to managing our drinking water, wastewater, stormwater and flood protection assets, and how we're prioritising the work

25. Absolutely disappointed with chlorination of our drinking the water.
100% effort has to be given to restoring our water quality and remove the need to treat the water with chemicals.

26. A high priority post quakes was given to wastewater repairs and decisions were made to continue works on a normal program –the balance has tipped toward critical upon other priorities.

Thank you for the opportunity to submit on the important topic of better planning for Chrischurch.

Jan Burney
11 April 2018

1151

Attachment A Item 3

Christchurch City's Long Term
Plan 2018 - 2028

1100

Christchurch should own ~~parking~~ parking
buildings not Wilsons It is
ridiculous that Wilson should
make money rather than Christchurch
city

Sender

Lesley Shand

13 APR 2018
BY: Emily Cline x8133

$\frac{1}{2}$

1100

Christchurch Long Term Plan

2018 — 2028

It is essential that heritage
buildings are saved, particularly
older buildings

It is essential
that McLean's Buildings
is saved

It is essential that
the Canterbury Provincial
Chambers is saved

(It is the only one
of the Provincial Building
still standing.)

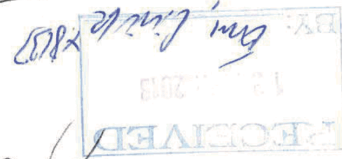
Lesley Shadd - SHAND

2
1
2



1100

Christchurch Long Term Plan
2018 — 2028



I would like to add
to my submission

Biodiversity must be saved
(What little is left) — Every major
city has a major park (only has Riccarton
Bush thanks to the Deans family)

I agree money does need
to be spent on parks

Also the Art Gallery — you don't mention
(15 yrs old on 4 May) — needs money

It is very important
to do what we can to lessen
mitigate climate change

I support \$283 more P33 on Drinking Water
I would like to speak to my submission
Lesley, Shand

I have
tabled $\frac{1}{2} + \frac{2}{3}$
I need to
add a page

3/15

Draft Long Term Plan 2018-2028 - Submission from Ineson, Tony

927

First Name:

Tony

Last Name: *

Ineson

Organisation name (if representing):

Your role in the organisation:

Postal Address:

Suburb:

City:

Christchurch

Country:

New Zealand

PostCode:

eMail: *

Daytime Phone:

Age:

- ☐ Under 18 years ☐ 18-24 years ☐ 25-49 years ☐ 50-64 years ☒ 65 years and over

Gender:

- ☒ Male ☐ Female ☐ Other

Would you like to present your submission in person at a hearing?

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

The big question

Our overarching proposal is to prioritise some areas over others to enable us to keep our proposed average rates as low as possible, at 5.5 per cent.

Have we got the balance right?

Looking across all the services, projects and activities that Council delivers, have we prioritised the right things?

Do you have a project or programme that you think should be reprioritised? (please provide details)

Created by Consult24 Page 1 of 5

Draft Long Term Plan 2018-2028 - Submission from Ineson, Tony

927

Proposed rate increase unacceptable and needs to be in line with inflation. Set new targets and cut expense/costs across the board including the number of staff employed at CCC. Reduce the number of Councillors. No increases to any part of the organisation eg ChcNZ. Stop the ludicrous costs of cycle lanes and re-allocate to roading.

Drop the Social housing and let the Govt pick this up.

We're making progress

In 2018/19 ChristchurchNZ will receive \$10.2 million from the Council, to enable it to carry out a range of activities including attracting major events, economic development and promoting the city. To fulfil this role they are seeking additional funding of \$1.4 million. The rates impact of the additional seed fund activities would be 0.31 per cent in 2018/19 on top of the 5.5 per cent average rates increase.

What do you think of the Council providing additional funding to ChristchurchNZ so that it can bid for major events on behalf of the city, support new events through sponsorship and test the feasibility of new concepts?

No additional funding. They have to work smarter with less!

Our rates proposals

We propose an average rates increase of 5.5 per cent in 2018/19, with the increase tracking down over subsequent years of the LTP to settle at a level in line with local government inflation.

We propose continuing to prioritise our work on horizontal infrastructure (roads, pipes etc) so that the most urgent work is done first, based on the condition of the asset, its importance and weighing the benefits gained in doing the work against the consequences of not doing the work.

What do you think of this plan for an average rates increase of no more than 5.5 per cent, reducing over the next 10 years?

Not acceptable. There are probably 1,000's of home owners in Chc who have well and truly paid their dues supporting Chc over many, many years as well as young home owners with kids who struggle without having unreasonable rate increases imposed on them.

Alternative sources of funding

An issue we think may be important to you is identifying alternative means of funding the Council's activities. At the moment we meet most of our costs from rates, borrowing, and dividends from our trading organisations.

Do you think we should investigate other ways to raise funding?

A local fuel tax could help us to reduce rates. Would you support us exploring this option to generate more money for transport-related projects?

Forget the additional taxes which is another impost on the cities home owners.

Draft Long Term Plan 2018-2028 - Submission from Ineson, Tony

Fuel tax, water tax, Cathedral tax and so it goes on. Road tolls next??

927

Flood protection

Since the earthquakes, houses along parts of the Heathcote/Ōpāwaho River have been more susceptible to flooding. We understand the effect of this on residents. To reduce the risk of homes flooding we propose speeding up our programme to dredge the river between the Woolston Cut and Radley Park and through to Hansen Park.

What do you think of us prioritising this project over other land drainage recovery work, so we can complete it within two rather than three years?

Dredge the rivers. Should have been done years ago. Stop buying flood affected properties and, where will this stop; Beckenham, St Martins, Waltham, Cashmere, Woolston.

Drinking water, wastewater, stormwater and flood protection

We propose prioritising work to maintain our drinking water, stormwater and flood protection infrastructure over work to maintain our wastewater infrastructure.

What do you think of our approach to managing our drinking water, wastewater, stormwater and flood protection assets, and how we're prioritising the work?

Our drinking water seems to have been managed very, very poorly with the recent debacle having to chlorinate some of the best drinking water in the world. Cost to fix: originally 600K, now \$21m. I hope there are no other surprises.

The CCC should know what the priorities need to be.

Transport

Making our city safer for people to travel in, whether by car, bicycle or on foot, has been a priority for this Council. We are keen to press on with these initiatives, to complete the network of cycleways, improve safety at more intersections and make the central city more accessible for everyone. We also want to restore our road condition to a level that is similar to other New Zealand cities over the next 20 years.

What do you think of our approach to managing our transport projects, and how we're prioritising the work?

There has been a lot of feedback expressing community concerns about the dangers presented at a range of intersections (for example, Harewood, Breens and Gardiners Roads) and the state of many streets and footpaths. As a Council we wish to agree on a framework for prioritising intersection improvement and street and footpath renewals, to ensure we meet our residents' needs.

What do you think we should take into account when prioritising the work that needs to be done?

Do you think the priorities should be informed by the local Community Board?

Draft Long Term Plan 2018-2028 - Submission from Ineson, Tony

927

Cycleways: stop the ludicrous spend, regardless of Govt subsidies, on this project that will never work in Chc. Chc needs immediate improvement on roading so we don't get tagged POT HOLE City. Generally speaking re build the roads that are currently more suited to 4 wheel drives.

Sort out the intersections if indeed they are as bad as stated.

Why bring in Community Boards. Can't the council staff handle this?

Facilities

In this document we list our top priorities. The funding allocated will allow us to improve or complete a wide range of facilities that will benefit Christchurch now and in the future.

Do we have the priorities right? Are there other projects you would prioritise, and if so, what would you defer to free up funding?

In this document we discuss a new funding method for community assets that are not owned by the Council but which benefit the community.

What do you think of using a targeted rating system to help progress non-Council community projects?

Are there projects in your community that could benefit from such an approach?

Forget social housing and hand over to Central Govt to sort out. Chc rate payers can't afford to be all things to all people.

Social housing; sell what the city has to Govt or private providers.

Communities need to learn to share facilities

A covered stadium is needed to host concerts and so on and, rugby to pay their share as they will benefit most.

Heritage

We are keen to know your views on the almost depleted Central City Landmark Grant Fund, through which we have helped fund work to restore heritage buildings that are in private ownership.

Do you think the Council should continue to contribute \$1.9 million per year to the Landmark Grant Fund for the next three years?

No further funding. The owners raise the funding and get the return through sale of the property or rents.

Draft Long Term Plan 2018-2028 - Submission from Ineson, Tony

Any other comments

927

Parts of the city are a disgrace. Look at the medium stripes from the airport to Hornby, down the Main South Road, Blenheim Road, Brougham Street and so it goes on. They are in need of serious attention simply to give the city a badly needed lift. An eyesore for locals and tourists alike and hardly fits a Garden City image!!

Where's the Green Belt; now the Grey Belt with quarries dominating the city fringes to the West. How does Quarry City sound? Subdivisions randomly popping up all over the place. In this respect there is no obvious planning but simply allowing big business to call the tune and a lack of concern/care from those appointed and paid to protect the city for generations to come

Attached Documents

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

Item 3

Attachment A

1004

From: Barbara Stewart
Sent: Thursday, 12 April 2018 10:59 a.m.
To:
Subject: Draft Long Term Plan 2018-2028

Barbara Stewart

Thank you for the work contributed towards the preparation of this important document.

Overall, I largely support the broad views and estimated costs, with the following particular points of view.

I am concerned at the number and size of housing developments around the edge of the city. Firstly, the distance of infrastructure that will be required, including community facilities that will be desirable. Christchurch is already a city with too many shopping malls. If the owners of shopping mall companies demand the right to develop more malls, the already fragile state of the retail sector will worsen considerably.

As well within these new developments, the houses are so tightly built together there is virtually no possibility of planting trees to grow into a substantial and beautiful environment for the area. The landscaping will not be able to enhance the development and social privacy of the neighbourhoods. Long term the "tightness" of the new developments could well make situations of neighbourhood slum problems – it is not a natural way of group living. There should be provision for far greater placement of green areas with small parks and trees.

In an ever widening city, the centre of the city must be unique, a draw card in every way in order for the "doughnut" factor of inner cities does not occur. Town planning with imagination and no corruption must be a guiding light into the future with variations of retail and living, business, arts and relaxation for it to remain as still the heart of the city.

Page 10 – Climate Change – Christchurch, as a Coastal City

Christchurch will have to make some unpopular decisions about the real possibility of coastal hazards, river flooding and possible tsunamis. It was evident throughout the results of the recent earthquakes that unwise decisions and lax supervision had been overlooked for years. Land that should never have been developed, and this situation was known, was nevertheless permitted to be developed. There should be more imaginative decisions of correct building instructions for homes and buildings near water, such as using pole constructions which could cope with the changing situation of climate change. Memory and generations frequently forget and consider the next disaster will never occur – until all over again a destructive event occurs.

Page 21 – CCHL – Capital Release Programme

This is the final year of a capital release programme paid by CCHL to the City Council. The existence of CCHL has been excellent boon to Christchurch since its inception. Wisely the city has not sold its

1004

significant investments. I believe the requirements of the city will continue long into its future and because of that a new capital release arrangement should be formed for the city demands over the future years.

Page 24 – Financial Strategy

I support the Council exploring different possibilities of “user pay” systems. Recognising the difficulties for rate requirements for many home owners and also understanding the continual and growing need for a wide number of new requirements throughout the city, I totally accept the Council starting a conversation with the community as to how best to augment the rate funding with considerable individual extra funding to the future advantage of Christchurch.

Page 24 – Water Bottling Plants

I object to allowing property owners to sell large quantities of water from wells on their property. It is obviously alright for the owner to use the water to their advantage on their property, however in the wider picture the water is part of a far wider system of water supply and it is to the wider disadvantage to the country that these individual supply's be sold. One of the greatest advantages we have is our bountiful water supply. It is at our peril that we take this lightly, as the future diminishing supply of water is a very real and troubling possibility already being faced by many countries in the world.

Page 33 – Infrastructure Strategy – Drinking Water

I support the Council spending more in a planned and need improvement of water supply in order to renew more water supply pipes.

As for chlorination of our drinking water, this must be temporary and any back room change of mind will start a major backlash amongst the community. This temporary action must not be seen as a device in this city by those wanting a permanent chlorination, regardless of the high standard of our natural water supply.

Page 34 – Infrastructure Strategy – Storm Water and Flood Protection

I emphatically support improved work to be achieved in storm water and flood protection. From personal experience I would support work to improve the state of the Lower Styx River from Marshland Road to the sea. As soon as possible the broken and collapsed state of the willows, etc., beside the river should be removed to open the flow of the river – all along the river edge is mud and deep bog. The occasional river cleaning achieves nothing at present. In this matter I would support the higher costs scenario to be progressed more quickly and for its continuance to be maintained consistently into the future.

Page 45 – Our Community Facilities

Viewing the financial spending on community facilities there is a far greater emphasis on sport facility spending. Understanding that the restoration of the Town Hall has greatly diminished the art spending in the city, I urge the Council to give a fairer balance to arts facilities. The plan to return the Court Theatre to the inner city is most desirable – but with only \$22 million left in budget for all the arts requirements, I fear the outcome for the rebuild of the Court Theatre will be greatly compromised from the very beginning. I am aware of the private fundraising they have begun, but I urge the Council to consider the broader view of better funding itself in order that the eventual outcome for the Court Theatre – one of the city's finest institutions, will fulfil its hopeful place into the future of the central city.

Page 46 – Funding Facilities Not Owned by Council – Business Improvement District Programme

I support the ongoing development of a business improvement district programme whereby areas accept a targeted shared rating in order to progress a particular scheme dear to the hearts of the

1004

local community, whereby privately and publicly the costs can be shared. This takes hard financial analysis alongside the local passion for a project, however I believe it is worthwhile to try a method to achieve the local citizens goal. I believe Vancouver, Canada has run a similar programme with great success.

Page 52 – Central City Landmark Grant Fund

These grants have possibly been the key between “restore or destroy” heritage buildings. I totally support the small level of Council assistance given to restore heritage buildings in private ownership. The view that Council should fund the restoration of Council – owned buildings before funding work on those in private ownership, needs to remember that private citizens in many capacity’s, particularly financial, contribute hugely to the built environment of our city. On occasions, that small extra financial support from the Council can persuade a private owner to go ahead with restoring a special heritage building. The owner could well have already given their support over time to sponsorship of sports and arts and innumerable other causes within the city and at the time of considering a retention of a special building owned by the citizen then the grant fund gives a very positive message of encouragement.

One final issue I have long wanted improved:

New street signs – Obviously not all to be done at once, however over the years ahead to gradually have street signs increased in size and bigger print. Also, a requirement that every retail outlet must obviously show their street number. These are two small, but significant items to make getting around our city much easier than it presently is.

Please note, I wish to speak to my submission.

Thank you.

Yours faithfully

Barbara Stewart Q.S.O
Lady Stewart
Director



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1004

have received this message in error, please notify the sender immediately and delete this message. Thank you.

Attachment A Item 3

From: Joanna & Andrew Craw
Sent: Sunday, 15 April 2018 11:02 a.m.
To:
Subject: Craw, Andrew and Joanna HEARD - District plan Andrew Craw
Attachments: Scan 8.pdf

1426

Attachment A
Item 3

1426

SUBMISSION TO CHRISTCHURCH CITY COUNCIL
2018-28 LONG-TERM PLAN CONSULTATION
13 April 2018

Name: Andrew and Joanna Craw

Introduction

I welcome the opportunity to make a submission on Christchurch City Council's Long Term Plan consultation.

I farm in the Chorlton district and we have farmed here since 1992. We farm *approx 3500 sheep and 500 cattle*. We are currently paying about \$11000 dollars in rates per annum.

My submission will focus on roading, particularly the state of Banks Peninsula's rural roads.

Roading

Roads are the council activity that I value the most. Roads are literally a lifeline for me and my family.

This is not just about the economics of running my business, where roads are the only option for getting supplies to the farm and for getting my produce off the farm.

It is also about social and cultural links to the rest of the community (and further afield) and it is also about health and safety.

These roads are not just used by farmers and the businesses they engage with. They are also used by Christchurch people accessing the Peninsula and increasingly by tourists, especially since cruise ships have been calling at Akaroa.

Unlike in the city where walking, cycling and public transport are available and viable these are simply not options in remote rural areas.

Unfortunately, over the years there has been a steady deterioration in Banks Peninsula's rural roads due to a lack of funding on maintenance. This is putting my lifeline at risk.

I am concerned about rates affordability. I understand the council's need to balance the need to maintain, restore, and improve its infrastructure with the need to ensure rates remain affordable to the community.

However, the condition of the rural roads on Banks Peninsula is getting to the stage where some are becoming dangerous if not unusable.

I urge the Council to rectify this by substantially increasing the funding it makes available for maintaining the Peninsula's rural roads.

I would welcome the opportunity to discuss my concerns with the council at the hearings.

Yours sincerely

Andrew and Joanna Craw

Draft Long Term Plan 2018-2028 - Submission from Terrien, Alice

174

First Name:

Alice

Last Name: *

Terrien

Organisation name (if representing):

Your role in the organisation:

Postal Address:

Suburb:

City:

Country:

PostCode:

eMail: *

Daytime Phone:

Age:

- ☐ Under 18 years ☐ 18-24 years ☒ 25-49 years ☐ 50-64 years ☐ 65 years and over

Gender:

- ☐ Male ☒ Female ☐ Other

Would you like to present your submission in person at a hearing?

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

The big question

Our overarching proposal is to prioritise some areas over others to enable us to keep our proposed average rates as low as possible, at 5.5 per cent.

Have we got the balance right?

Looking across all the services, projects and activities that Council delivers, have we prioritised the right things?

Do you have a project or programme that you think should be reprioritised? (please provide details)

Created by Consult24 Page 1 of 2

Draft Long Term Plan 2018-2028 - Submission from Terrien, Alice

174

I think the Major Cycleways Project should be reprioritised, i.e. completed by 2021 as originally promised. The benefits for the community are huge. Why delay them?

Transport

Making our city safer for people to travel in, whether by car, bicycle or on foot, has been a priority for this Council. We are keen to press on with these initiatives, to complete the network of cycleways, improve safety at more intersections and make the central city more accessible for everyone. We also want to restore our road condition to a level that is similar to other New Zealand cities over the next 20 years.

What do you think of our approach to managing our transport projects, and how we're prioritising the work?

There has been a lot of feedback expressing community concerns about the dangers presented at a range of intersections (for example, Harewood, Breens and Gardiners Roads) and the state of many streets and footpaths. As a Council we wish to agree on a framework for prioritising intersection improvement and street and footpath renewals, to ensure we meet our residents' needs.

What do you think we should take into account when prioritising the work that needs to be done?

Do you think the priorities should be informed by the local Community Board?

I think the priority should be to make Chch a nicer city to live in, and that is particularly achieved through softer modes of transport such as cycling and walking. Therefore I think there should be more spending on cycleways. Besides it costs less to the taxpayers on the long term (less than road building and maintenance).

Attached Documents

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

1016

Shireen May Helps

it would be good to speak to my submission.

I do think that things like statues and art work can always come later and shouldn't be considered now. Although libraries are an important part of any community, waiting a few years will enable maybe something better in the future. Important facilities such as toilets for freedom campers and hikers on tracks and walkways and regular maintenance of those facilities is urgently needed. There are council reserves and areas council are diverting freedom campers to that have no facilities at all. These are important sanitary matters that need to be considered urgently. They would not amount to huge amounts of money to do either.

Draft Long Term Plan 2018-2028 - Submission from Brett, Angela

1115

First Name:

Angela

Last Name: *

Brett

Organisation name (if representing):

Your role in the organisation:

Postal Address:

Suburb:

City:

Country:

New Zealand

PostCode:

eMail: *

Daytime Phone:

Age:

- ☐ Under 18 years ☐ 18-24 years ☒ 25-49 years ☐ 50-64 years ☐ 65 years and over

Gender:

- ☐ Male ☒ Female ☐ Other

Would you like to present your submission in person at a hearing?

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

The big question

Our overarching proposal is to prioritise some areas over others to enable us to keep our proposed average rates as low as possible, at 5.5 per cent.

Have we got the balance right?

Looking across all the services, projects and activities that Council delivers, have we prioritised the right things?

Do you have a project or programme that you think should be reprioritised? (please provide details)

Created by Consult24 Page 1 of 2

Draft Long Term Plan 2018-2028 - Submission from Brett, Angela

1115

I'm very concerned about the proposal to delay the Cycleways projects! In the feedback after the earthquakes it was clear that many many people in the city wanted us to build a city that was accessible without private cars and the cycleways are NEEDED. My child will need to be able to bike to school. We need to purposefully lower our reliance on motor vehicles and oil to help the next generation keep the world safe and habitable.

Transport

Making our city safer for people to travel in, whether by car, bicycle or on foot, has been a priority for this Council. We are keen to press on with these initiatives, to complete the network of cycleways, improve safety at more intersections and make the central city more accessible for everyone. We also want to restore our road condition to a level that is similar to other New Zealand cities over the next 20 years.

What do you think of our approach to managing our transport projects, and how we're prioritising the work?

There has been a lot of feedback expressing community concerns about the dangers presented at a range of intersections (for example, Harewood, Breens and Gardiners Roads) and the state of many streets and footpaths. As a Council we wish to agree on a framework for prioritising intersection improvement and street and footpath renewals, to ensure we meet our residents' needs.

What do you think we should take into account when prioritising the work that needs to be done?
Do you think the priorities should be informed by the local Community Board?

Please continue to support cycling in the city - if we get more people on bikes we save more in the long run - less wear and tear on roads so they need less maintenance, less space wasted on car parking, less need for the hospital system...

Attached Documents

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

1380

From: Chris Abbott
Sent: Friday, 13 April 2018 1:21 p.m. and Friday, 13 April 2018 1:22 p.m.
To:

Cc:
Subject: submission to the Long-Term Plan

Re: <https://www.ccc.govt.nz/the-council/consultations-and-submissions/haveyoursay/show/125>

Please acknowledge receipt of this personal submission and advise me where others can see it

My particular interest as addressed in this submission to the Long-Term Plan is cycling.
My other particular interests include

- Boulder Bay, where I support continued existence of Taylors Mistake beaches in private custodianship. I am the joint owner with my wife, Janet, of Rosy Morn, bach 2 at Boulder Bay.
- Affordability – while I am an avid rugby supporter I do not think Christchurch can afford or should pay in the region of \$500m for a stadium unless it is multi-use (sports, concerts and exhibitions). I would rather that we miss out on rugby tests than bear the cost.

I support the submission of Spokes Canterbury (a cycling advocacy group of whom I am the current secretary) to the CCC's Long-term Plan in its entirety.
I commend CCC for looking forward beyond the short-term and urgent.
Below I address the suggested topic headings from Spokes Canterbury

Spokes is dedicated to including cycling as an everyday form of transport within local and regional planning in Canterbury, and in particular the Greater Christchurch area. It was established in 1998, as a successor to the former Canterbury Cyclists' Association.

• **Why cycling is important to you**

Homo sapiens is destroying the planet by its collective inability to act in a coordinated way to give earth top priority. Cycling is much lower impact on the environment - unlike fossil-fuelled vehicles, bikes do not pollute at time of use.

• **How it helps you to get around**

I have been a cyclist for most of my adult life. My bike is immediately ready for use – I can just put my helmet on, hop on my bike and go. While I do have lycra I tend not to use it as often now having moved from a "cyclist" to "someone who cycles to get around".
I love the ability to feel connected to the surroundings and to the people I pass.
A smile, a wave, and often a cheery comment lifts everyone's day.
Cycling is not always as fast as a car door-door, but overall it is best for me because of the life-time health benefits (both physical and mental), lower cost, speed and convenience (no parking issues!)

• **How much you like the new Major Cycle Routes and want them now, not years later, now.**

For me as someone who has been a strong and fearless rider for much of my adult life (despite a few spills), the MCRs are convenient and pleasant. For the very many who are interested and concerned MCRs make the difference between cycling and not cycling, a sedentary lifestyle and an active lifestyle. Ensuring that the MCRs are available ASAP means that active transport is cemented into individuals' lives and the collective consciousness of Christchurch citizens. If the delay is too long the opportunity is lost!

While not an official MCR, the Christchurch Coastal Pathway is proving to be a superb route between Sumner and the CBD. Its attractions are the separation from the roads, the width that allows cyclists to ride abreast without conflicting others, and the opportunities to connect with other Pathway users. Riding into the "beasterly" is a great workout!! And riding into the norwester is even harder!!

• **Let them know about the challenges you face as a person on a bicycle on our roads, or as a person who would like to bike**

The biggest challenge to cycling is safety, with cars and their drivers posing the biggest threat. None of us are perfect – inattention will always lead to the risk of collisions.
Poor design makes cycling more dangerous than it needs to be. The MCRs allow new cyclists to start gently and safely.
Delaying their completion delays the take-up of cycling and the realisation of the associated health benefits

1380

• **Share your story**

In 1978 I had a serious skiing accident, rupturing two ligaments in my left knee. Cycling was at the core of my successful recovery plan, allowing me to regain mobility very soon after surgery and return to competitive tennis in half the normal time (six weeks rather than thirteen).

Over many years and several cities I have found that regular cycling keeps me positive and much healthier and less stressed than commuting by car.

And it is much cheaper, and better for the environment!!

Oral Submission

I ask to make an oral submission please. I will expand (a little) on this written submission and will be happy to answer questions

Regards, Chris Abbott

Home:

Email:

Phone:

Item 3

Attachment A

Draft Long Term Plan 2018-2028 - Submission from Robinson, Lee

1265

First Name:

Lee

Last Name: *

Robinson

Organisation name (if representing):

Your role in the organisation:

Postal Address:

Suburb:

City:

Christchurch

Country:

New Zealand

PostCode:

eMail: *

Daytime Phone:

Age:

- ☐ Under 18 years ☐ 18-24 years ☐ 25-49 years ☐ 50-64 years ☒ 65 years and over

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Do you have a project or programme that you think should be reprioritised? (please provide details)

Created by Consult24 Page 1 of 4

We're making progress

In 2018/19 ChristchurchNZ will receive \$10.2 million from the Council, to enable it to carry out a range of activities including attracting major events, economic development and promoting the city. To fulfil this role they are seeking additional funding of \$1.4 million. The rates impact of the additional seed fund activities would be 0.31 per cent in 2018/19 on top of the 5.5 per cent average rates increase.

What do you think of the Council providing additional funding to ChristchurchNZ so that it can bid for major events on behalf of the city, support new events through sponsorship and test the feasibility of new concepts?

Our rates proposals

We propose an average rates increase of 5.5 per cent in 2018/19, with the increase tracking down over subsequent years of the LTP to settle at a level in line with local government inflation.

We propose continuing to prioritise our work on horizontal infrastructure (roads, pipes etc) so that the most urgent work is done first, based on the condition of the asset, its importance and weighing the benefits gained in doing the work against the consequences of not doing the work.

What do you think of this plan for an average rates increase of no more than 5.5 per cent, reducing over the next 10 years?

Alternative sources of funding

An issue we think may be important to you is identifying alternative means of funding the Council's activities. At the moment we meet most of our costs from rates, borrowing, and dividends from our trading organisations.

Do you think we should investigate other ways to raise funding?

A local fuel tax could help us to reduce rates. Would you support us exploring this option to generate more money for transport-related projects?

Flood protection

Since the earthquakes, houses along parts of the Heathcote/Ōpāwaho River have been more susceptible to flooding. We understand the effect of this on residents. To reduce the risk of homes flooding we propose speeding up our programme to dredge the river between the Woolston Cut and Radley Park and through to Hansen Park.

Draft Long Term Plan 2018-2028 - Submission from Robinson, Lee

What do you think of us prioritising this project over other land drainage recovery work so we can complete it within two rather than three years?

1265

Drinking water, wastewater, stormwater and flood protection

We propose prioritising work to maintain our drinking water, stormwater and flood protection infrastructure over work to maintain our wastewater infrastructure.

What do you think of our approach to managing our drinking water, wastewater, stormwater and flood protection assets, and how we're prioritising the work?

Transport

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What do you think we should take into account when prioritising the work that needs to be done?
Do you think the priorities should be informed by the local Community Board?

Facilities

In this document we list our top priorities. The funding allocated will allow us to improve or complete a wide range of facilities that will benefit Christchurch now and in the future.

Do we have the priorities right? Are there other projects you would prioritise, and if so, what would you defer to free up funding?

In this document we discuss a new funding method for community assets that are not owned by the Council but which benefit the community.

What do you think of using a targeted rating system to help progress non-Council community projects?

Are there projects in your community that could benefit from such an approach?

Refer to comments below

Draft Long Term Plan 2018-2028 - Submission from Robinson, Lee

1265

Heritage

We are keen to know your views on the almost depleted Central City Landmark Grant Fund, through which we have helped fund work to restore heritage buildings that are in private ownership.

Do you think the Council should continue to contribute \$1.9 million per year to the Landmark Grant Fund for the next three years?

-

Any other comments

This submission is in support of the need for a Multi Use Arena for Christchurch.

Attached Documents

| File |
|--|
| Submission to CCC Draft Long Term Plan 13 Apr 2018 |

Item 3

Attachment A

1265

SUBMISSION IN RESPONSE TO THE
CHRISTCHURCH CITY COUNCIL DRAFT LONG TERM PLAN
CANTERBURY MULTI USE ARENA

1. The Multi Use Arena (MUA) needs to be built as a 50 year plan for Christchurch city so it should be funded on the basis that it is a 50 year programme.
2. Is a central city location so it needs to provide the city, the city's residents and its visitors with multi use options.
3. Rugby's use is for 20 days a year so the infrastructure needs to be suitable for other uses for the remainder of the time that benefit the city as a whole.
4. Multi use means that the floor area of the stadium needs to be constructed to ensure flexibility for all sorts of uses – sport, shows and exhibitions, concerts and other sport and community uses. A fixed concrete or hard base is essential for multi use.
5. Turf for rugby and other grass based sports needs to be provided and must be grown on site, preferably either:
 - 5.1 Grown inside the stadium on trays with lights, or
 - 5.2 Grown outside the stadium in the normal Christchurch environment and then motorised inside for rugby and other grass sport purposes. When located outside it should be usable for outside sport and recreation.
6. Because of the multi use requirement, the stadium needs to be built to accommodate appropriate noise controls for an inner city facility adjacent to residential accommodation. For these reasons money needs to be spent on a roof appropriate for this purpose. Otherwise the use of the facility will be limited and will not serve the multi use purpose for which it is needed.
7. Submissions have already been made, dated 5 April 2018, whereby a multi-use stadium needs to be created in line with student and other residential accommodation in the area to sit with, and compliment, the existing tertiary education facilities adjoining and nearby.



LMC Robinson
13 April 2018

Draft Long Term Plan 2018-2028 - Submission from Sparrow, Liza

1261

First Name:

Liza

Last Name: *

Sparrow

Organisation name (if representing):

Your role in the organisation:

Postal Address:

Suburb:

City:

Christchurch

Country:

New Zealand

PostCode:

eMail: *

Daytime Phone:

Age:

- ☐ Under 18 years ☐ 18-24 years ☒ 25-49 years ☐ 50-64 years ☐ 65 years and over

Gender:

- ☐ Male ☒ Female ☐ Other

Would you like to present your submission in person at a hearing?

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

The big question

Our overarching proposal is to prioritise some areas over others to enable us to keep our proposed average rates as low as possible, at 5.5 per cent.

Have we got the balance right?

Looking across all the services, projects and activities that Council delivers, have we prioritised the right things?

Do you have a project or programme that you think should be reprioritised? (please provide details)

Created by Consult24 Page 1 of 5

The Coastal Pathway and Sumner Skate Ramp (Bays Area Skate Project) both due to safety of users. Neither site is appropriate for the age of the users and both sites need to be reprioritised so funding is made available to complete these projects asap.

It is critical that the pathway is completed as there is currently no safe pedestrian and recreational/family route from Redcliffs to Sumner. Completing the Christchurch Coastal Pathway route is the only plan to for a safe route to be put in place. Work in hand will see the pathway from Rapanui / Shag Rock to Sumner built this year. That leaves only the small but complex section from Redcliffs to Rapanui. Your support will help ensure that the gap in the pathway is finally closed.

For the Bays Area Skate Park to be progressed this will allow the temporary ramp in Sumner to be moved from the dangerous corner at Wakefield Ave and Nayland St. With delay in the upgrade to the Port Corridore it means that the proposal to move the pedestrian crossing south on Wakefield Ave is making the corner site dangerous as skaters are not using the crossing - opting to cross Wakefield at the busy intersection. This project has been tabled for over 30 years. It's about time Council listened to what the community want. See media article attached.

What will it take to get these projects completed? I hope not death or injury.

We're making progress

In 2018/19 ChristchurchNZ will receive \$10.2 million from the Council, to enable it to carry out a range of activities including attracting major events, economic development and promoting the city. To fulfil this role they are seeking additional funding of \$1.4 million. The rates impact of the additional seed fund activities would be 0.31 per cent in 2018/19 on top of the 5.5 per cent average rates increase.

What do you think of the Council providing additional funding to ChristchurchNZ so that it can bid for major events on behalf of the city, support new events through sponsorship and test the feasibility of new concepts?

Yes this must happen for Chch to be viewed as a viable city in which to host conferences. As we all know the conference and incentive market will bring in economic benefit to the city (ref Ed Sheeran \$165M to Dunedin).

Our rates proposals

We propose an average rates increase of 5.5 per cent in 2018/19, with the increase tracking down over subsequent years of the LTP to settle at a level in line with local government inflation.

We propose continuing to prioritise our work on horizontal infrastructure (roads, pipes etc) so that the most urgent work is done first, based on the condition of the asset, its importance and weighing the benefits gained in doing the work against the consequences of not doing the work.

What do you think of this plan for an average rates increase of no more than 5.5 per cent, reducing over the next 10 years?

This will not be acceptable to those who are living on wages with 2% increase per annum.

Alternative sources of funding

An issue we think may be important to you is identifying alternative means of funding the Council's activities. At the moment we meet most of our costs from rates, borrowing, and dividends from our trading organisations.

Do you think we should investigate other ways to raise funding?

A local fuel tax could help us to reduce rates. Would you support us exploring this option to generate more money for transport-related projects?

Yes I support a fuel tax.

Flood protection

Since the earthquakes, houses along parts of the Heathcote/Ōpāwaho River have been more susceptible to flooding. We understand the effect of this on residents. To reduce the risk of homes flooding we propose speeding up our programme to dredge the river between the Woolston Cut and Radley Park and through to Hansen Park.

What do you think of us prioritising this project over other land drainage recovery work, so we can complete it within two rather than three years?

Drinking water, wastewater, stormwater and flood protection

We propose prioritising work to maintain our drinking water, stormwater and flood protection infrastructure over work to maintain our wastewater infrastructure.

What do you think of our approach to managing our drinking water, wastewater, stormwater and flood protection assets, and how we're prioritising the work?

Keep the flood gates along Sumner Bay to Cave rock maintained/repared/replaced to mitigate future flooding. To also remove sediment build-up in the open stormwater drain from Sumner Valley to Sumner Bay.

Transport

Making our city safer for people to travel in, whether by car, bicycle or on foot, has been a priority for this Council. We are keen to press on with these initiatives, to complete the network of cycleways, improve safety at more intersections and make the central city more accessible for everyone. We also want to restore our road condition to a level that is similar to other New Zealand cities over the next 20 years.

What do you think of our approach to managing our transport projects, and how we're prioritising the

Draft Long Term Plan 2018-2028 - Submission from Sparrow, Liza

work?

1261

There has been a lot of feedback expressing community concerns about the dangers presented at a range of intersections (for example, Harewood, Breens and Gardiners Roads) and the state of many streets and footpaths. As a Council we wish to agree on a framework for prioritising intersection improvement and street and footpath renewals, to ensure we meet our residents' needs.

What do you think we should take into account when prioritising the work that needs to be done?
Do you think the priorities should be informed by the local Community Board?

School bus service from Sumner to Cashmere High and St Bedes (question why CGHS and CBHS get a service when local families should be supporting Linwood, Shirley and Avonside?).

Safe cycling routes - ie coastal pathway

Fix broken footpaths along The Esplanade/Promenade to allow for wheelchairs to be used safely.

Facilities

In this document we list our top priorities. The funding allocated will allow us to improve or complete a wide range of facilities that will benefit Christchurch now and in the future.

Do we have the priorities right? Are there other projects you would prioritise, and if so, what would you defer to free up funding?

In this document we discuss a new funding method for community assets that are not owned by the Council but which benefit the community.

What do you think of using a targeted rating system to help progress non-Council community projects?

Are there projects in your community that could benefit from such an approach?

Sumner P1.2.1 The Esplanade Streetscape Enhancements

Sumner Village Centre Masterplan P1.1

Coastal Pathway Project

Bays Area Skate Project

Sumner Village Green space at 20-24 Nayland St

Toilet facilities upgrade along The Esplanade and cleaned more than once per day.

Install simple changing cubicles dotted along the Esplanade.

Heritage

We are keen to know your views on the almost depleted Central City Landmark Grant Fund, through which we have helped fund work to restore heritage buildings that are in private ownership.

Do you think the Council should continue to contribute \$1.9 million per year to the Landmark Grant Fund for the next three years?

Yes. All of Chch's heritage needs to be preserved.

Any other comments

Draft Long Term Plan 2018-2028 - Submission from Sparrow, Liza

Just finish the projects you've started. Allow us to feel like we are seeing progress and getting use of new facilities.

1261

Attached Documents

| File |
|--------------------|
| media article copy |

Item 3

Attachment A



Skateboard ramp for Hagley

1261

A new \$20,000 skateboard ramp is to be installed at Hagley High School in a move to discourage skateboarders from using inner city areas such as Victoria Square.

The ramp is the first in a series of ramps planned to be installed throughout the city by the Christchurch City Council as money allows.

Deputy general manager of parks Rob Dally said the main priority was to install the Hagley High School ramp within the next couple of weeks as it was considered the most important and also the most expensive.

"Once the new ramp is installed we hope it will attract the skateboarders currently using inner city reserves so that we can stop any conflict or damage to these areas," Mr Dally said.

Funding for the ramp is to come from the Parks and Recreation and Works and Planning budgets.

However, the council has also applied for a Lottery Board Grant and to the council's Grants Committee in the hope of securing funding for further ramps.

Other possible sites for new ramps include Thompson Park and Hoon Hay park.

Skateboarders at Sumner were among the first instigators asking the council to provide decent skateboarding facilities.

The Sumner School Board of Trustees has approved in principle the idea of a skateboard ramp being installed on

the school grounds on the condition that the school does not have to be involved in any fundraising and that only Sumner school children have use of the ramp during the school hours.

**inside
today**

- A Halswell girl who showed great courage in the fight against cancer is off on the trip of a lifetime — page 3.
- She's a beauty: A love affair with a particular make of car — page 6.
- When an opportunity was provided for people to walk on hot

At present skateboarders in Sumner are using a ramp built by local parent, Simon Allard, with the help of many of the local children.

The ramp on the front

coals, 800 took up the challenge — page 7.

• A beef dish — Home on the Range — page 8.

• Development of Christchurch Railway Station and land could offer exciting possibilities for Sydenham — page 9.

• Housing awareness week: A special feature — pages 13 — 18.

• Weekend Television programmes — page 20.

section of Mr Allard's house has drawn some flak from neighbours concerned at the noise and large congregation of children.

Despite the dispute Mr Allard is determined to continue providing the ramp for use by the local children until a decent facility is installed for public use.

A compromise has been reached with neighbours, limiting the use of the ramp to 11am — 1pm and 3pm — 6pm each day.

Mr Allard plans to write to the council offering his ramp to be shifted at the council's expense to St Leonard's Square in Sumner.

When told of the proposal, Mr Dally said he could see no problem with this as long as the ramp was compatible with the park and of the requisite standard for safety and presentation.

"If the ramp is not of sufficient quality then the council will consider installing a ramp at Sumner School," he said.

"However, obviously this can only be done when we have the money to do it and Sumner could be on a long list."

As with all council projects, those communities prepared to put forward some of the money themselves, generally get the project completed sooner, he said.

Play about poet

A one-man show about the life and poetry of Denis Glover will be performed in the Court Two Theatre from September 21-October 7.

Mr Punch by Roger Hall takes a close look at Glover who was not only a poet but also a printer, publisher, pugilist of some prowess and was in the navy during World War II.

The production had its world premiere at the Fortune Theatre during Writer's Week in Dunedin in April this year.

Glover is played by Timothy Bartlett who knows about the stresses and rewards of solo shows from his critically acclaimed performance in Billy Bishop Goes to War.

Hall wrote the play with Bartlett in mind for the part.

Directed and designed by Campbell Thomas, Mr Punch plays in the Court Two Theatre with all performances at 8.15pm except Thursdays at 6.15pm.

Analyst
Draft Long Term Plan 2018-2028 - Submission from van Dijken, Nienke organisation: Tourism Industry Aotearoa behalf of: Policy

1164

First Name:

Nienke

Last Name: *

van Dijken

Organisation name (if representing):

Tourism Industry Aotearoa

Your role in the organisation:

[REDACTED]

Postal Address:

[REDACTED]

Suburb:

[REDACTED]

City:

[REDACTED]

Country:

New Zealand

PostCode:

[REDACTED]

eMail: *

[REDACTED]

Daytime Phone:

[REDACTED]

Age:

- ☐ Under 18 years ☐ 18-24 years ☐ 25-49 years ☐ 50-64 years ☐ 65 years and over

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Do you have a project or programme that you think should be reprioritised? (please provide details)

Created by Consult24 Page 1 of 4

Item 3

Attachment A

Analyst
Draft Long Term Plan 2018-2028 - Submission from van Dijken, Nienke organisation: Tourism Industry Aotearoa on behalf of: Policy

1164

pls see attachment

We're making progress

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pls see attachment

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pls see attachment

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pls see attachment

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Analyst
Draft Long Term Plan 2018-2028 - Submission from van Dijken, Nienke organisation: Tourism Industry Aotearoa on behalf of: Policy
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1164

pls see attachment

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**What do you think we should take into account when prioritising the work that needs to be done?
Do you think the priorities should be informed by the local Community Board?**

pls see attachment

Facilities

In this document we list our top priorities. The funding allocated will allow us to improve or complete a wide range of facilities that will benefit Christchurch now and in the future.

Do we have the priorities right? Are there other projects you would prioritise, and if so, what would you defer to free up funding?

In this document we discuss a new funding method for community assets that are not owned by the Council but which benefit the community.

What do you think of using a targeted rating system to help progress non-Council community projects?

Are there projects in your community that could benefit from such an approach?

pls see attachment

Analyst
Draft Long Term Plan 2018-2028 - Submission from van Dijken, Nienke organisation: Tourism Industry Aotearoa behalf of: Policy

1164

Heritage

We are keen to know your views on the almost depleted Central City Landmark Grant Fund, through which we have helped fund work to restore heritage buildings that are in private ownership.

Do you think the Council should continue to contribute \$1.9 million per year to the Landmark Grant Fund for the next three years?

pls see attachment

Attached Documents

| File |
|--|
| TIA submission Christchurch City Council LTP |

Item 3

Attachment A

1164



**Submission to
Christchurch City Council
on the
Draft Long Term Plan 2018-2028**

Date: 12 April 2018

TOURISM INDUSTRY AOTEAROA



1164

Tourism Industry Aotearoa (TIA) welcomes the opportunity to comment on the Long Term Plan 2018-2028 of Christchurch City Council. This submission comprises two main parts. Part One provides a general perspective on tourism at a regional level. Part Two provides specific feedback on the draft Long-term Plan.

This submission is filed without prejudice to TIA's future position. Our ability to prepare a comprehensive submission responding to the consultation document relied on the provision by the Council of information relevant to the connection between the consultation document and the benefits that would accrue. If any information is provided at a later date, TIA reserve the right to comment further.

INTRODUCTION

1. Tourism Industry Aotearoa (TIA) is the peak body for the tourism industry in New Zealand. With over 1,500 members, TIA represents a range of tourism-related activities including hospitality, accommodation, adventure and other activities, attractions and retail, airports and airlines, as well as related tourism services.
2. The primary role of TIA is to be the voice of the tourism industry. This includes working for members on advocacy, policy, communication, events, membership and business capability. The team is based in Wellington and is led by Chief Executive, [REDACTED].
3. Tourism 2025 (www.tourism2025.org.nz), an industry-led, government supported economic growth framework was launched in New Zealand in 2014 and has set an aspirational goal of reaching \$41 billion in annual tourism revenues by 2025. Spend growth has been rapid since 2014 and we are well on target to reach that goal.
4. This year, TIA is working on a Tourism 2025 reset that will include incorporating sustainability principles, articulating a longer-term view of tourism in coordination with Central Government; and identifying new priority actions to be addressed over the next 1-3 years.
5. Any enquiries relating to this paper should in the first instance be referred to [REDACTED] or by phone on [REDACTED].

STAKEHOLDER CONSULTATION

6. In preparing this submission, TIA has engaged with members in the Christchurch area.

TOURISM'S IMPACT AT A REGIONAL LEVEL

7. The annual visitor spend from both international and domestic visitors for Christchurch City Council is \$2.365 billion (YE Feb 2018).

TOURISM INDUSTRY AOTEAROA

[REDACTED]



1164

8. The tourism industry makes a significant contribution to regional economic development through the jobs and income it creates. Only a fraction of visitor spending actually occurs in places commonly considered visitor specific e.g. accommodation, attractions. The rest takes place in shops, cafes, petrol stations and other local businesses. Local farmers and market gardeners benefit from selling their goods directly or indirectly to visitors.
9. On any day of the year your community is hosting the visitors, domestic and international, who are helping support local jobs and businesses.
10. One of the keys to a strong regional visitor economy is the quality of the visitor experience. Councils play an important part in that experience with the investment they make in infrastructure e.g. roads, water/waste disposal, broadband, attractions and events in addition to their support for promotional bodies. Councils play a vital role in helping visitors, as well as ratepayers, make the most of their time in the community.
11. Councils' planning need to consider the needs of visitors and residents so that the community can reap the benefits of the visitor economy.
12. In 2016, TIA developed a Local Government Manifesto, outlining eight priority actions for councils to reap greater economic and social rewards from tourism. A copy of this manifesto was sent to all Local Councils, ahead of the Local Council Election. For more details, please refer to Appendix 1.

Challenges and opportunities of tourism growth

13. Tourism growth presents both challenges and opportunities. The visitor economy is a major driver of regional prosperity but the costs and benefits of increased tourism do not always fall evenly. However, talk of new visitor taxes and levies must be debated robustly, with all the issues and options considered. Any form of national or local tourism tax or levy must be fair, efficient and ring-fenced for tourism-related investments.
14. We understand that the growth in tourism in your region may bring with it specific issues. The following section explores some of those likely issues, how the industry is responding and what you, as a Council, could do.

15. Infrastructure

Recent tourism growth has placed pressure on some infrastructure used by visitors. In order to better understand and size this issue, TIA undertook a [National Tourism Infrastructure Assessment](#) in 2016/17. The resulting report identified the main infrastructure deficits in both the private and public sectors.

The priority infrastructure types identified nationally were:

- Visitor accommodation
- Telecommunications
- Airport facilities
- Road transport
- Car parking
- Public toilets
- Water and sewerage systems

TOURISM INDUSTRY AOTEAROA

1164

Much of the infrastructure identified as a priority for investment is local and mixed use (used by both residents and visitors) and has often seen long-term under-investment. To optimise the benefits of tourism for host communities, coordination between Central and Local Government agencies and industry partners is needed for projects to proceed.

What the Industry is doing:

- TIA successfully advocated for the Tourism Infrastructure Fund resulting in a \$100m fund for local and mixed-use infrastructure.
- Tourism sectors able to scale-up quickly are doing so, e.g. the road transport sector has been able to respond quickly with increased fleet size.
- Operators making significant private investment into infrastructure, e.g. Christchurch Adventure Park.
- TIA is undertaking work to identify and address the key barriers to infrastructure investment.

What you as a Local Council could do in regards to infrastructure:

- Apply to the Tourism Infrastructure Fund for projects like new carparks, toilets and visitor facilities.
- Coordinate with Central Government and industry partners on infrastructure projects submitted to the Regional Growth Fund.
- Ensure the Long-term Plan accurately reflects the infrastructure needs of tourism.

16. Social Licence to Operate

The fast growth of visitor economy has caused unease in some host communities, with locals worried about the number of visitors and the impact. This places pressure on the social licence the industry has to operate within these communities.

What the Industry is doing:

- TIA in conjunction with Tourism New Zealand undertakes six-monthly 'Mood of the Nation' research to assess New Zealanders' views of tourism.
- TIA in conjunction with Tourism New Zealand is developing a 'Tourism Narrative' project, which includes helping local businesses tell their stories.
- TIA is a key partner in NZTA's Visiting Drivers project to reduce the number of accidents by visiting drivers.
- TIA leads the Responsible Camping Forum, a group of 40 organisations representing rental operators, industry associations, Local and Central Government working together to manage freedom camping.
- A number of infrastructure initiatives will contribute to addressing social licence issues such as over-crowding.

What you as a Local Council could do in regards to social licence concerns:

- Ensure freedom camping is effectively managed in your region
- Promote the benefits of tourism in your region to the local community

17. Sustainable tourism

With the rapid growth achieved in the past few years, the tourism industry is facing the challenges of managing and sustaining growth, rather than generating growth. There needs to be purposeful effort to actively manage the industry for its long term sustainable success.

TOURISM INDUSTRY AOTEAROA

1164

Item 3
Attachment A

What the Industry is doing:

- TIA has worked with industry and with Government agencies' support to develop a Tourism [Sustainability Commitment](#) (TSC). The Commitment establishes a set of aspirational goals at both an industry and business level across the areas of economic, environmental, host communities and visitor sustainability. Tourism operators are signing up to the TSC and working towards implementing the sustainability commitments within their businesses.



What you as a Local Council could do to support tourism sustainability:

- Support the tourism sustainability goal through positive policy and regulatory settings, and funding.
- Sign up the Council or your appropriate agency to the TSC and actively promote the TSC to your local tourism operators.

18. Protecting and restoring the environment

Tourism is a highly competitive global industry. New Zealand's environment is our unique selling point, it underpins our 100% Pure New Zealand tourism position and supports many of our iconic adventure and outdoor activities. Data from the International Visitor Survey conducted for the Ministry of Business Innovation and Employment (MBIE) shows that the top factor for influencing visitors to choose New Zealand is our natural landscape and scenery.

New Zealand's natural environmental assets are under threat, including many of our native species, our freshwater rivers and lakes, and our unique landscapes.

What the Industry is doing:

- The environment is one of the four pillars of the Tourism Sustainability Commitment. The TSC asks that Tourism businesses actively support and champion ecological restoration initiatives, and that they are measuring, managing and minimising their environmental footprint.

TOURISM INDUSTRY AOTEAROA



1164

- TIA is a member of the Land and Water Forum and advocates with central government to protect our natural environment.

What you as a Local Council could do to support our valuable environment:

- Recognise the economic value of your environmental assets to tourism
- Ensure the Long-term Plan accurately reflects the environmental needs of tourism
- Action the requirements of the National Policy Statement for Freshwater Management as quickly as possible

Part Two - Specific feedback on your LTP

19. In the following section, we provide feedback on the tourism components within your LTP.

20. We understand that Long Term Plans set out a local authority's priorities in the medium to long term.

21. We understand that Christchurch City Council's priorities are:

- Enabling active citizenship and connected communities
- Maximising opportunities to develop a vibrant, prosperous and sustainable 21st century city
- Climate change leadership
- Informed and proactive approaches to natural hazard risks
- Increasing active, public and shared transport opportunities and use
- Safe and sustainable water supply and improved waterways.

Additional funding for ChristchurchNZ

22. It is pleasing to see that ChristchurchNZ will receive \$10.2m from the Council to enable it to carry out a range of activities including attracting major events, economic development, encouraging visitors, and promoting the city.

23. We are supportive of the Council providing ChristchurchNZ with additional funding of \$1.4m so that they can establish a dedicated seed fund that can be used to bid for major events on behalf of the city, support new events through sponsorship and test feasibility of new concepts.

24. As was noted in Tourism 2025, events are a good way for regions to attract high value visitors and to boost demand for accommodation and other services outside the high season. One of the priorities that came out of the Tourism 2025 refresh was to target the Meetings, Incentives, Conference and Exhibition sector to attract high value visitors. It is pleasing to see that the Council understands the direct and indirect economic benefit of major events.

25. Apart from attracting visitors to Christchurch and stimulating economic activity, events will also assist in bringing communities together and a vibrant city.

26. Because of the economic benefits events bring to a city, many regions in New Zealand are focussing on attracting events to their region. Having sufficient funds to attract these events and visitors is adamant to be successful.

TOURISM INDUSTRY AOTEAROA



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27. We understand that the Council is currently in the process of reviewing two of its anchor projects, the Metro Sports Facility and the Stadium, and that this is not part of the LTP process.

28. We would like to reinforce that having appropriate venues and facilities is a key part of the success of attracting events to Christchurch. These types of facilities will provide enduring assets for the city that can be used for a wide variety of activities that both domestic and international visitors will be drawn to.

Environmental issues

19. As noted, New Zealand's environment is our unique selling point and our natural environmental assets are under threat, including our freshwater rivers and lakes, and our unique landscapes.

20. We are pleased to see that the Council understands the importance of sustainability, environmental protection, ecological values, clean rivers, clean air and food resilience.

21. We understand that the Council aims to prioritise work to repair roads over other in-ground infrastructure. Although we understand the value of repairing roads, it is concerning that Council expects the condition of some wastewater assets to deteriorate and wastewater overflows are expected to increase.

22. We do not think this is a sustainable way of prioritising issues. Wastewater overflows can have serious environmental impacts; impacts that are not easily restored. We encourage the Council to do what they can to increase the priority on improving the condition of wastewater assets.

Our parks and heritage

23. Parks and heritage buildings are an important asset in attracting visitors to Christchurch. We are supportive of the Council's proposal of developing community and regional parks and we are supportive for the Council to continue contributing to the Landmark Grant Fund.

Follow up process

18. TIA wishes to have the opportunity to participate further in any follow-up process, including any formal meetings, to ensure that the potential impacts on tourism are adequately represented.

BACKGROUND

29. Tourism for New Zealand is big business as the country's largest export sector. It is a major contributor to the New Zealand economy that will always be here and won't easily go offshore. Tourism takes the lead in promoting New Zealand to the world. The brand positioning built by a vibrant tourism industry has become an important source of national confidence and identity and a front window for "Brand New Zealand". Indeed, the clean and pure offer that is synonymous with New Zealand

TOURISM INDUSTRY AOTEAROA

[REDACTED]

[REDACTED]

1164

tourism has been widely adopted and used to promote New Zealand exports in a range of other industries as well.

30. The tourism industry delivers the following value to New Zealand's economy:

- Tourism in New Zealand is a \$99 million per day and \$36 billion a year industry. Tourism delivers around \$40 million in foreign exchange to the New Zealand economy each day of the year. Domestic tourism contributes another \$59 million in economic activity every day.
- The tourism industry directly and indirectly supports 14.5% of the total number of people employed in New Zealand. That means 399,150 people are working in the visitor economy.
- Tourism is New Zealand's biggest export industry, earning \$14.5 billion or 20.7% of New Zealand's foreign exchange earnings (year ended March 2017).

End.

TOURISM INDUSTRY AOTEAROA



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Appendix 1: TIA Local Government Manifesto 2016

The following Tourism 2025 actions are the priorities for a stronger local government/tourism partnership. The industry's eight priorities we would like to see from Local Government are:

Destination Management

This is the most important thing councils can do – look after and invest in the quality of your region as a destination.

- Facilitate and enable communities to meet the needs of growing numbers of visitors, as well as residents.
- Identify your unique selling points as a destination and promote them.
- Work with neighbouring communities to attract visitors to the wider region.

Infrastructure Facilitation

With the rapid growth in visitor numbers, we have to invest in essential infrastructure and enable the private sector to develop its infrastructure by delivering efficient planning and approval services.

- Define and plan for the priority infrastructure that meets the needs of visitors as well as residents.
- Examine the regulatory environment applied to tourism operators and other businesses serving visitors, and assess where the compliance burden can be reduced to support increased productivity

Events programming

Events are one of the best tools for encouraging people to visit your community. Use them to your advantage.

- Schedule events (meetings, conferences, sports events and festivals) outside of the peak season to foster off-peak travel activity.
- Attract high value business visitors through the availability of quality facilities, such as convention centres where appropriate.

Measuring Visitor Satisfaction

It is important to understand what your visitors think of your community. If they are happy, businesses can grow. If you know there are areas of low satisfaction, you can address the problems. Without this insight, you can't increase value.

- Track the satisfaction of international and domestic visitors, whether by direct customer feedback or social media, and use this information to address areas of dissatisfaction and deliver ever higher satisfaction levels.

Off-peak Marketing

Help your community to prosper by attracting people to visit throughout the year. This will develop a sustainable tourism industry with more permanent jobs.

- Council-owned or supported marketing agencies (e.g. RTOs, EDAs) build a stronger focus on promoting off-peak travel activity to high value visitors.

TOURISM INDUSTRY AOTEAROA



1164

Item 3

Attachment A

Regional Development and Tourism

Every region wants to grow and tourism can and does support this goal. Tourism complements your community's other industries like wine, horticulture and farming.

- Encourage and incentivise tourism as part of your regional development strategies.

Enabling Airport and Port Facility Development

Great air and cruise links are vital to growing tourism. If your airport or port is council-owned, make sure long-term plans are aligned with industry forecasts. There are long lead times, so you have to think ahead.

- Councils work with local airports to establish and implement long-term and sustainable development strategies.
- Councils work with their port company to ensure cruise tourism is enabled.

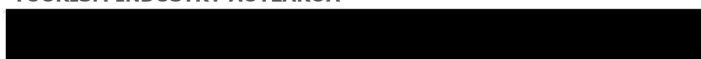
Sustainable Tourism Positioning

Every region needs to demonstrate its commitment to look after its economic future and the resources it uses to operate.

- Identify the regional priorities required to develop a sustainable tourism industry across economic, social, cultural and environmental considerations.

By actively pursuing these opportunities, your Council can enable real economic and social gains for their communities.

TOURISM INDUSTRY AOTEAROA



Draft Long Term Plan 2018-2028 - Submission from Michael, Tanya

1003

First Name:

Tanya

Last Name: *

Michael

Organisation name (if representing):

Your role in the organisation:

Postal Address:

Suburb:

City:

Christchurch

Country:

New Zealand

PostCode:

eMail: *

Daytime Phone:

Age:

- ☐ Under 18 years ☐ 18-24 years ☐ 25-49 years ☒ 50-64 years ☐ 65 years and over

Gender:

- ☐ Male ☒ Female ☐ Other

Would you like to present your submission in person at a hearing?

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

The big question

Our overarching proposal is to prioritise some areas over others to enable us to keep our proposed average rates as low as possible, at 5.5 per cent.

Have we got the balance right?

Looking across all the services, projects and activities that Council delivers, have we prioritised the right things?

Do you have a project or programme that you think should be reprioritised? (please provide details)

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Draft Long Term Plan 2018-2028 - Submission from Michael, Tanya

1003

I would like to see Sumner at least maintain the funding allocated to it's master plan, and to have aspects of this master plan re-visited in terms of relevance to our community.

We're making progress

In 2018/19 ChristchurchNZ will receive \$10.2 million from the Council, to enable it to carry out a range of activities including attracting major events, economic development and promoting the city. To fulfil this role they are seeking additional funding of \$1.4 million. The rates impact of the additional seed fund activities would be 0.31 per cent in 2018/19 on top of the 5.5 per cent average rates increase.

What do you think of the Council providing additional funding to ChristchurchNZ so that it can bid for major events on behalf of the city, support new events through sponsorship and test the feasibility of new concepts?

I would support that

Our rates proposals

We propose an average rates increase of 5.5 per cent in 2018/19, with the increase tracking down over subsequent years of the LTP to settle at a level in line with local government inflation.

We propose continuing to prioritise our work on horizontal infrastructure (roads, pipes etc) so that the most urgent work is done first, based on the condition of the asset, its importance and weighing the benefits gained in doing the work against the consequences of not doing the work.

What do you think of this plan for an average rates increase of no more than 5.5 per cent, reducing over the next 10 years?

No, I don't believe Rates should be increased at this time.

Alternative sources of funding

An issue we think may be important to you is identifying alternative means of funding the Council's activities. At the moment we meet most of our costs from rates, borrowing, and dividends from our trading organisations.

Do you think we should investigate other ways to raise funding?

A local fuel tax could help us to reduce rates. Would you support us exploring this option to generate more money for transport-related projects?

No

Flood protection

Since the earthquakes, houses along parts of the Heathcote/Ōpāwaho River have been more susceptible to flooding. We understand the effect of this on residents. To reduce the risk of homes flooding we propose speeding up our programme to dredge the river between the Woolston Cut and Radley Park and through to Hansen Park.

Draft Long Term Plan 2018-2028 - Submission from Michael, Tanya

What do you think of us prioritising this project over other land drainage recovery work so we can complete it within two rather than three years?

1003

I would support that

Drinking water, wastewater, stormwater and flood protection

We propose prioritising work to maintain our drinking water, stormwater and flood protection infrastructure over work to maintain our wastewater infrastructure.

What do you think of our approach to managing our drinking water, wastewater, stormwater and flood protection assets, and how we're prioritising the work?

I think all of this work should be prioritised equally.

Transport

Making our city safer for people to travel in, whether by car, bicycle or on foot, has been a priority for this Council. We are keen to press on with these initiatives, to complete the network of cycleways, improve safety at more intersections and make the central city more accessible for everyone. We also want to restore our road condition to a level that is similar to other New Zealand cities over the next 20 years.

What do you think of our approach to managing our transport projects, and how we're prioritising the work?

There has been a lot of feedback expressing community concerns about the dangers presented at a range of intersections (for example, Harewood, Breens and Gardiners Roads) and the state of many streets and footpaths. As a Council we wish to agree on a framework for prioritising intersection improvement and street and footpath renewals, to ensure we meet our residents' needs.

What do you think we should take into account when prioritising the work that needs to be done?

Do you think the priorities should be informed by the local Community Board?

As a Sumner resident, i would like to see the state of our earthquake damaged streets & footpaths vastly improved.

I do not believe that the inner city intersections need to be any more complicated with more signage or traffic lights.

I would like to see the Ferrymead coastal pathway completely finished before any more cycle ways are worked on.

Facilities

In this document we list our top priorities. The funding allocated will allow us to improve or complete a wide range of facilities that will benefit Christchurch now and in the future.

Do we have the priorities right? Are there other projects you would prioritise, and if so, what would

Draft Long Term Plan 2018-2028 - Submission from Michael, Tanya

you defer to free up funding?

1003

In this document we discuss a new funding method for community assets that are not owned by the Council but which benefit the community.

What do you think of using a targeted rating system to help progress non-Council community projects?

Are there projects in your community that could benefit from such an approach?

I believe that a multi sports central city stadium/events facility is of the utmost importance.

I would like to see the Ferrymead to Sumner coastal pathway prioritised for completion

I would like to see the Sumner skate & village green project complete in the next 12 months

Heritage

We are keen to know your views on the almost depleted Central City Landmark Grant Fund, through which we have helped fund work to restore heritage buildings that are in private ownership.

Do you think the Council should continue to contribute \$1.9 million per year to the Landmark Grant Fund for the next three years?

yes

Attached Documents

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

From: Shaun Stockman
Sent: Sunday, 15 April 2018 4:10 p.m.
To: CCC Plan
Subject: Stockman Group Ltd, Stockman, Shaun HEARD - Submission Draft Long Term Plan 2018-28
Attachments: Stockman Group DLTP 2018-28.pdf

1421

Good afternoon

Please find attached our submission on the Tram extension in Lower High Street in regards the DLTP 2018-28.

As you will see we have a interest in the Street and are very passionate about getting it right for the City.

If you have any queries please contact me.

Thank you regards.

Shaun Stockman
Managing Director



Creating Spaces for People

1421



Creating Spaces for People

13 April 2018

SUBMISSION

DRAFT LONG TERM PLAN 2018-28

Email to:

From: Stockman Group Limited

Timing and Route of Tram Extension, Lower High Street

The Company by way of subsidiaries owns five properties in the two blocks of High Street between Manchester and Madras Streets and are actively involved in rebuilding and/or repairing commercial buildings on these sites being 1 High, 1 High, High Cotters Lane damaged Heritage building, and we have just completed at High the replacement Billens Building.

We support the completion of the extension of the tramway along High Street to Madras/St Asaph Streets as previously decided and are pleased that the draft Long term Plan has made provision for both the tram works and the upgrading of High Street south of Manchester Street. The tram tracks are already laid in Lichfield and Poplar Streets and in part of High Street north of Tuam Street. Site redevelopment and/or the repair of buildings is now rapidly proceeding in this iconic locality and it is time to get the tram finished and High Street to Madras repaired and upgraded. It would be good to have this work completed at soon as possible in order to minimise disruption to incoming businesses. We own property in Manchester Street and have first-hand experience of the impact of long drawn out street works on operating businesses.

We note that most of the funding for both the tram and High Street is not scheduled to commence until the 2019/2020 financial year. To enable better co-ordination of the tram and street works with adjacent property development we would like to see this funding brought forward to the this coming (2018/19) financial year, and a programme of works agreed with the property owners and businesses that will minimise adverse impacts on their operations.

We are already in discussion with Council officers and other stakeholders on these matters but wish to ensure that the Council is aware of our views through the Long Term Plan consultation process.

Stockman Group Limited

SFT Group Holdings Limited

Stockman Trustees Limited

Hillary & Baxter Limited

1421

We wish to be heard in support of our submission.

Shaun Stockman



Managing Director

From:
Sent: Friday, 13 April 2018 5:13 p.m.
To:
Subject: Youth Alive Trust, Ridpath, James HEARD - FW: LTP Submission
Attachments: LTP Submission from YAT - 2018.pdf

1401

From: James Ridpath
Sent: Friday, 13 April 2018 5:11 p.m.
To:
Subject: LTP Submission

Dear Katie,

Attached is our formal submission to the LTP on behalf of Youth Alive Trust.

We DO request a verbal hearing to support our letter.

With Thanks,

James Ridpath
Youth Alive Trust Manager



1401

YouthAlive TRUST

Building Brighter Futures with Young People in New Brighton since 1989

12th April 2018

Dear CCC,

Re: Submission to LTP

The trustees and staff from Youth Alive Trust would like to share our thoughts on the LTP plan:

1) Youth & Community Centres

We believe community facilities are hugely important and heavily endorse money to be spent in this area! We particularly believe in local facilities that community people use for everyday activities, providing places to meet, learn new skills, find support and connect with multi agencies. We are a part of such a facility in a community that needs good support, and we would like to see more resource given to support facilities such as ours all across the city. The council does provide empty buildings that people can hire, and although they serve a purpose, they are very different to the community hub concept. The Libraries are what the Council currently uses and spends a large amount of money on, but they serve only a limited amount of people and services, and the council would be better to spend that money on wider services, to a wider amount of people. We work closely with New Brighton Library, but it is not an alternative to a youth centre, or parenting centre, or even elderly centre, nor does it want to be.

Young people need safe places to go, so funding youth centres would save money spent on justice, health and other social issues. Funding provided through community grants is not enough, and the feedback you will always receive from young people is they want places to go and things to do. We also advocate for proactive staffing and programmes in existing outdoor facilities and parks, and providing more free and interactive recreation activities for families and the general public. Paid services such as swimming pools are good, but more free options such as interactive play parks, disc golf courses, astro-turf courts, tennis courts, outdoor table tennis, outdoor squash, etc, etc, would add great value to the physical and mental health of our city.

2) Thomson Park

We have been talking about Thomson Park with local people for a number of years and its need for an upgrade. We have talked to members of the Burwood Pegasus Community Board, the North Beach Residents Association and council recreation advisors. It is our busiest local park, and one of the busiest in Christchurch, used by families, skaters and young people. With a few improvements, we believe it will be used by more people and more safely. There is space for more recreation activities, and we'd suggest a full sized Basketball Court. There is enough space in the car park area, and it would fit with the style of the park. There is no outdoor full sized court nearby and it's hugely popular amongst local people.

Established 1989.

Safer Streets Clubs • Schools Work • Holiday Programmes • Camps • Music
Library Support • Mentoring • Parenting Programmes • Community Events • Training

1401

Other activities such as 5 a side football astro turf and Disc Golf course could also be considered, and we would be interested in other ideas from the community, that would be free to access. The car park is a dust bowl and needs to be sealed, and marked. The park needs some minor alterations to pathways so prams and wheelchairs can access it easily. The toilets need to be closer to where the activities are based, and more drinking stations are also needed. To increase safety, we'd suggest security cameras, although our group has mixed thoughts on lighting after dark. We suggest a shed or part of a new toilet block could be used to store cleaning equipment and resources that could be accessed when community workers are running programmes there. The park also needs mains power, particularly to the band rotunda.

We agree with the money allocated for upgrading the free tennis courts in Rawhiti Domain, and strongly urge you to keep them free for community use at anytime. Our group also makes use of the volleyball court on occasions and would be interested in further 'free to use' recreational activities in Rawhiti Domain for both our programmes and the many local families in our area.

Thanks for listening,



James Ridpath

Youth Alive Trust Manager

Trustees:

Scott Pickering, Linda Hampton, Andrew Hill, Tony Walter, James Renwick, Deborah Swaney

Draft Long Term Plan 2018-2028 - Submission from Mckendry, Ian

977

First Name:

Ian

Last Name: *

Mckendry

Organisation name (if representing):

Your role in the organisation:

Postal Address:

Suburb:

City:

Christchurch

Country:

New Zealand

PostCode:

eMail: *

Daytime Phone:

Age:

- ☐ Under 18 years ☐ 18-24 years ☒ 25-49 years ☐ 50-64 years ☐ 65 years and over

Gender:

- ☒ Male ☐ Female ☐ Other

Would you like to present your submission in person at a hearing?

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

The big question

Our overarching proposal is to prioritise some areas over others to enable us to keep our proposed average rates as low as possible, at 5.5 per cent.

Have we got the balance right?

Looking across all the services, projects and activities that Council delivers, have we prioritised the right things?

Do you have a project or programme that you think should be reprioritised? (please provide details)

Created by Consult24 Page 1 of 2

Item 3

Attachment A

Draft Long Term Plan 2018-2028 - Submission from Mckendry, Ian

977

Accelerate Multipurpose stadium as core component of a city infrastructure. A multigenerational investment that will define our city. As a rate payer of Selwyn I am more than happy to contribute.

Facilities

In this document we list our top priorities. The funding allocated will allow us to improve or complete a wide range of facilities that will benefit Christchurch now and in the future.

Do we have the priorities right? Are there other projects you would prioritise, and if so, what would you defer to free up funding?

In this document we discuss a new funding method for community assets that are not owned by the Council but which benefit the community.

What do you think of using a targeted rating system to help progress non-Council community projects?

Are there projects in your community that could benefit from such an approach?

Prioritize Multi purpose arena

Any other comments

I would like to attend to present submission

Attached Documents

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

1433

Many thanks,

Richie.

From:

Sent: Wednesday, 18 April 2018 11:26 a.m.

To:

Subject: Thank you for your comments on the Council's draft Long Term Plan

I would like to make a formal submission as it's very important I'd say. I am happy to speak if there's an opportunity. I also just edited this slightly if ok as per below.

It is critical to keep the arts and entertainment as a priority for Christchurch. As a once proud and successful region for arts, events, music and live performance - it must be a part of the city's fabric. It creates another reason for the likes of the performance arts precinct, town hall and convention centre to be successful too, as you create more events that draw people to the CBD. We need people living in the central city too, so you need to have a reason for them to want to live in the city. Entertainment and events are key to attract this, amongst support for the arts and public art. Too much focus on sport and recreation will not ensure the wider net is set for the future growth and success for this city as a constant and ongoing 'heartbeat'. So I would be happy paying higher rates as long as there is a fair balance to building the cultural framework of the city and the region as an outcome. All the great cities in the world have rich and diverse cultural and arts at their centre, so that's what I believe Christchurch needs to not only invest funds into, but to get on and deliver in the everyday.

Richie Connell

Item 3

Attachment A

Community Worker
Draft Long Term Plan 2018-2028 - Submission from Mould, Hugh organisation: Te Waka Aroha St Faiths New Brighton behalf of:

1033

First Name:

Hugh

Last Name: *

Mould

Organisation name (if representing):

Te Waka Aroha St Faiths New Brighton

Your role in the organisation:

Community Worker

Postal Address:

Suburb:

City:

Christchurch

Country:

New Zealand

PostCode:

eMail: *

Daytime Phone:

Age:

- ☐ Under 18 years ☐ 18-24 years ☒ 25-49 years ☐ 50-64 years ☐ 65 years and over

Gender:

- ☒ Male ☐ Female ☐ Other

Would you like to present your submission in person at a hearing?

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

The big question

Our overarching proposal is to prioritise some areas over others to enable us to keep our proposed average rates as low as possible, at 5.5 per cent.

Have we got the balance right?

Looking across all the services, projects and activities that Council delivers, have we prioritised the right things?

Do you have a project or programme that you think should be reprioritised? (please provide details)

Created by Consult24 Page 1 of 4

Community Worker
Draft Long Term Plan 2018-2028 - Submission from Mould, Hugh organisation: Te Waka Aroha St Faiths New Brighton on behalf of:

1033

Fuel tax could be a fairer way of implementing infrastructure changes

We're making progress

In 2018/19 ChristchurchNZ will receive \$10.2 million from the Council, to enable it to carry out a range of activities including attracting major events, economic development and promoting the city. To fulfil this role they are seeking additional funding of \$1.4 million. The rates impact of the additional seed fund activities would be 0.31 per cent in 2018/19 on top of the 5.5 per cent average rates increase.

What do you think of the Council providing additional funding to ChristchurchNZ so that it can bid for major events on behalf of the city, support new events through sponsorship and test the feasibility of new concepts?

The funding should be conditional on events being of local interest and or benefit to the region

Our rates proposals

We propose an average rates increase of 5.5 per cent in 2018/19, with the increase tracking down over subsequent years of the LTP to settle at a level in line with local government inflation.

We propose continuing to prioritise our work on horizontal infrastructure (roads, pipes etc) so that the most urgent work is done first, based on the condition of the asset, its importance and weighing the benefits gained in doing the work against the consequences of not doing the work.

What do you think of this plan for an average rates increase of no more than 5.5 per cent, reducing over the next 10 years?

This will be hard for many

Alternative sources of funding

An issue we think may be important to you is identifying alternative means of funding the Council's activities. At the moment we meet most of our costs from rates, borrowing, and dividends from our trading organisations.

Do you think we should investigate other ways to raise funding?

A local fuel tax could help us to reduce rates. Would you support us exploring this option to generate more money for transport-related projects?

Fuel tax is a great proposal- to many are struggling

This is important for infrastructure projects

Flood protection

Since the earthquakes, houses along parts of the Heathcote/Ōpāwaho River have been more susceptible to flooding. We understand the effect of this on residents. To reduce the risk of homes flooding we propose speeding up our programme to dredge the river between the Woolston Cut and Radley Park and through to

Community Worker
Draft Long Term Plan 2018-2028 - Submission from Mould, Hugh organisation: Te Waka Aroha St Faiths New Brighton behalf of:
Hansen Park.

1033

What do you think of us prioritising this project over other land drainage recovery work, so we can complete it within two rather than three years?

Flooding is of major concern in Easter Christchurch

Drinking water, wastewater, stormwater and flood protection

We propose prioritising work to maintain our drinking water, stormwater and flood protection infrastructure over work to maintain our wastewater infrastructure.

What do you think of our approach to managing our drinking water, wastewater, stormwater and flood protection assets, and how we're prioritising the work?

Good to do things right, time and planning important

Transport

Making our city safer for people to travel in, whether by car, bicycle or on foot, has been a priority for this Council. We are keen to press on with these initiatives, to complete the network of cycleways, improve safety at more intersections and make the central city more accessible for everyone. We also want to restore our road condition to a level that is similar to other New Zealand cities over the next 20 years.

What do you think of our approach to managing our transport projects, and how we're prioritising the work?

There has been a lot of feedback expressing community concerns about the dangers presented at a range of intersections (for example, Harewood, Breens and Gardiners Roads) and the state of many streets and footpaths. As a Council we wish to agree on a framework for prioritising intersection improvement and street and footpath renewals, to ensure we meet our residents' needs.

What do you think we should take into account when prioritising the work that needs to be done?

Do you think the priorities should be informed by the local Community Board?

the bus systems seem to be having issues- mainly because of the limited routs- this means less able persons are able to use this service

Facilities

In this document we list our top priorities. The funding allocated will allow us to improve or complete a wide range of facilities that will benefit Christchurch now and in the future.

Do we have the priorities right? Are there other projects you would prioritise, and if so, what would you defer to free up funding?

In this document we discuss a new funding method for community assets that are not owned by the Council but which benefit the community.

What do you think of using a targeted rating system to help progress non-Council community projects?

Are there projects in your community that could benefit from such an approach?

The New Brighton pools will be a major good news story for the east but an asset to the region

Community Worker
Draft Long Term Plan 2018-2028 - Submission from Mould, Hugh organisation: Te Waka Aroha St Faiths New Brighton behalf of:

1033

Heritage

We are keen to know your views on the almost depleted Central City Landmark Grant Fund, through which we have helped fund work to restore heritage buildings that are in private ownership.

Do you think the Council should continue to contribute \$1.9 million per year to the Landmark Grant Fund for the next three years?

The heritage fund is important during the rebuild

Any other comments

please consider the marginalized and those with little financial means

equity is more than 'equal' its not equality but the help applied where it is needed most

Attached Documents

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

Item 3

Attachment A

Draft Long Term Plan 2018-2028 - Submission from Brooks, Anthony

695

First Name:

Anthony

Last Name: *

Brooks

Organisation name (if representing):

Your role in the organisation:

Postal Address:

Suburb:

City:

Country:

New Zealand

PostCode:

eMail: *

Daytime Phone:

Age:

- ☐ Under 18 years ☐ 18-24 years ☐ 25-49 years ☒ 50-64 years ☐ 65 years and over

Gender:

- ☒ Male ☐ Female ☐ Other

Would you like to present your submission in person at a hearing?

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

The big question

Our overarching proposal is to prioritise some areas over others to enable us to keep our proposed average rates as low as possible, at 5.5 per cent.

Have we got the balance right?

Looking across all the services, projects and activities that Council delivers, have we prioritised the right things?

Do you have a project or programme that you think should be reprioritised? (please provide details)

Created by Consult24 Page 1 of 4

Reduction in rates and the amount of money being wasted.

We're making progress

In 2018/19 ChristchurchNZ will receive \$10.2 million from the Council, to enable it to carry out a range of activities including attracting major events, economic development and promoting the city. To fulfil this role they are seeking additional funding of \$1.4 million. The rates impact of the additional seed fund activities would be 0.31 per cent in 2018/19 on top of the 5.5 per cent average rates increase.

What do you think of the Council providing additional funding to ChristchurchNZ so that it can bid for major events on behalf of the city, support new events through sponsorship and test the feasibility of new concepts?

There is no benefit provided to the residential by ChristchurchNZ. This organisation should be completely funded out of Business rates.

Alternative sources of funding

An issue we think may be important to you is identifying alternative means of funding the Council's activities. At the moment we meet most of our costs from rates, borrowing, and dividends from our trading organisations.

Do you think we should investigate other ways to raise funding?

A local fuel tax could help us to reduce rates. Would you support us exploring this option to generate more money for transport-related projects?

Would a fuel tax reduce rates or would it just be added onto rates. The Council can't be trusted.

Flood protection

Since the earthquakes, houses along parts of the Heathcote/Ōpāwaho River have been more susceptible to flooding. We understand the effect of this on residents. To reduce the risk of homes flooding we propose speeding up our programme to dredge the river between the Woolston Cut and Radley Park and through to Hansen Park.

What do you think of us prioritising this project over other land drainage recovery work, so we can complete it within two rather than three years?

If the proper maintenance had been done there wouldn't be a problem.

Transport

Making our city safer for people to travel in, whether by car, bicycle or on foot, has been a priority for this Council. We are keen to press on with these initiatives, to complete the network of cycleways, improve safety at more intersections and make the central city more accessible for everyone. We also want to restore our road condition to a level that is similar to other New Zealand cities over the next 20 years.

What do you think of our approach to managing our transport projects, and how we're prioritising the

Draft Long Term Plan 2018-2028 - Submission from Brooks, Anthony

work?

695

There has been a lot of feedback expressing community concerns about the dangers presented at a range of intersections (for example, Harewood, Breens and Gardiners Roads) and the state of many streets and footpaths. As a Council we wish to agree on a framework for prioritising intersection improvement and street and footpath renewals, to ensure we meet our residents' needs.

What do you think we should take into account when prioritising the work that needs to be done?
Do you think the priorities should be informed by the local Community Board?

The contract has already been let on the street light upgrade so why are we being asked to make a submission.

\$44m for an accessible city wouldn't it be cheaper to cut access to motor cars which is the long term plan.

Facilities

In this document we list our top priorities. The funding allocated will allow us to improve or complete a wide range of facilities that will benefit Christchurch now and in the future.

Do we have the priorities right? Are there other projects you would prioritise, and if so, what would you defer to free up funding?

In this document we discuss a new funding method for community assets that are not owned by the Council but which benefit the community.

What do you think of using a targeted rating system to help progress non-Council community projects?

Are there projects in your community that could benefit from such an approach?

Top priority should be given to replacing what we lost in the earthquake.

Not to new pools and performing arts centre.

No rates going to social housing or non council owned facilities.

Heritage

We are keen to know your views on the almost depleted Central City Landmark Grant Fund, through which we have helped fund work to restore heritage buildings that are in private ownership.

Do you think the Council should continue to contribute \$1.9 million per year to the Landmark Grant Fund for the next three years?

I don't have a problem with heritage funding but i object to money going to the cathedral.

Any other comments

Draft Long Term Plan 2018-2028 - Submission from Brooks, Anthony

695

As a ratepayer i am tired my rates continue to go up more than inflation while million of dollars continue to be wasted .The council owned companies continue to provide larger and larger dividends that they can only provide via borrowing so increasing there debt instead investing in new revenue streams.

We are being asked to put in submissions on items that have already been decided on (the pools) and items that have already been contracted out (street lights)

I went along to the meeting at Halswell Library and gave a list of questions to a Stall member and my local councillor to help me to make a submission and i am still waiting for a reply.

Ratepayers only matter to the Council as a bottomless pit of Money

Attached Documents

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

Draft Long Term Plan 2018-2028 - Submission from Loverich, Bree

1170

First Name:

Bree

Last Name: *

Loverich

Organisation name (if representing):

Your role in the organisation:

Postal Address:

Suburb:

City:

Country:

New Zealand

PostCode:

eMail: *

Daytime Phone:

Age:

- ☐ Under 18 years ☐ 18-24 years ☒ 25-49 years ☐ 50-64 years ☐ 65 years and over

Gender:

- ☐ Male ☒ Female ☐ Other

Would you like to present your submission in person at a hearing?

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

The big question

Our overarching proposal is to prioritise some areas over others to enable us to keep our proposed average rates as low as possible, at 5.5 per cent.

Have we got the balance right?

Looking across all the services, projects and activities that Council delivers, have we prioritised the right things?

Do you have a project or programme that you think should be reprioritised? (please provide details)

Created by Consult24 Page 1 of 4

We're making progress

In 2018/19 ChristchurchNZ will receive \$10.2 million from the Council, to enable it to carry out a range of activities including attracting major events, economic development and promoting the city. To fulfil this role they are seeking additional funding of \$1.4 million. The rates impact of the additional seed fund activities would be 0.31 per cent in 2018/19 on top of the 5.5 per cent average rates increase.

What do you think of the Council providing additional funding to ChristchurchNZ so that it can bid for major events on behalf of the city, support new events through sponsorship and test the feasibility of new concepts?

I support the bid for ChristchurchNZ to receive an additional \$1.4m in funding to promote the city to international youth as this is an investment with enduring benefits for the wider community. Please see the document attached for further information on the Council's return on investment from this valuable industry.

Risks for not providing support for CNZ to support international education-

When ChristchurchNZ was formed on 1 July 2017 no council funds were provided to support the provision of international education. What ChristchurchNZ has delivered in 2017 & 2018 has been part-funded by Education NZ, local tertiary institutes and reallocation of resources from within ChristchurchNZ. This model is not sustainable moving forward in its current funding state, for this reason additional funding was requested from Council.

This funding is vital to supporting the organization's activity toward international education priorities, such as the activity that was undertaken during the financial year 2017 & 2018:

- In collaboration with ChristchurchNZ Business Growth Team, the ChristchurchNZ International Student Internship Programme and the Canterbury Job Ready Programme has trained 200 talented students this year, with 75 internship placements and 100 permanent roles in high value industries.
- Held six Christchurch education promotional events over two weeks in China in partnership with ChristchurchNZ Tourism, Education New Zealand and the New Zealand Consulate in Sichuan, Guangdong, Beijing and Shanghai .
- Planning underway for Christchurch Education promotional events to be held in Thailand, Vietnam, Japan and Korea with the intent of incorporating trade businesses where there is mutual value.
- Managed a reality TV production on a local school campus resulting in 28 million people in Korea watching eight, one-hour episodes featuring Christchurch's future focused education system and fantastic lifestyle.
- Delivered a Youth Tech and Innovation Summit with students from key offshore partnerships. New Zealand and international students are brought together to gain leadership, cultural competency and discover Christchurch's tech industry opportunities.
- Planning to deliver a high school to tertiary pathway programme for current international students in high school to target students interested in study options offered by Canterbury providers that will add value to Christchurch's high-value, growth industries.
- Trained 20 students as City Ambassadors to take part in a Leadership Programme, which

Draft Long Term Plan 2018-2028 - Submission from Loverich, Bree

focuses on supporting new students to settle, welcomes students at the airport, guides them with access to information on our international student App and encourages them to integrate with the local community via participation in City-wide activities and attractions.

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- Student experience video has been created which promotes our attractions and tourism operators to new and prospective students.
- Our International student content marketing and social media interns create user-generated content from City-wide activities and their personal experiences, to share key messages on all the city's international education channels.

Without funding to support from the Council's LTP for international education the vast majority of the current regional activity, including what is listed above, will conclude. The international education team at ChristchurchNZ may be disestablished. This will result in the City's loss of well established education based relationships with offshore governments and partners. This will have an impact on the City's relationships with key international education stakeholders locally. Ultimately, this will impact on the wealth and experiences of our students, schools and tertiaries. Local businesses will lose out on the expertise and knowledge that international students bring.

Our rates proposals

We propose an average rates increase of 5.5 per cent in 2018/19, with the increase tracking down over subsequent years of the LTP to settle at a level in line with local government inflation.

We propose continuing to prioritise our work on horizontal infrastructure (roads, pipes etc) so that the most urgent work is done first, based on the condition of the asset, its importance and weighing the benefits gained in doing the work against the consequences of not doing the work.

What do you think of this plan for an average rates increase of no more than 5.5 per cent, reducing over the next 10 years?

No issues, the council requires funding to complete the rebuild and realize the full potential of Christchurch which is in everyone's best interest.

Alternative sources of funding

An issue we think may be important to you is identifying alternative means of funding the Council's activities. At the moment we meet most of our costs from rates, borrowing, and dividends from our trading organisations.

Do you think we should investigate other ways to raise funding?

A local fuel tax could help us to reduce rates. Would you support us exploring this option to generate more money for transport-related projects?

Please consider a water tax.

Transport

Making our city safer for people to travel in, whether by car, bicycle or on foot, has been a priority for this Council. We are keen to press on with these initiatives, to complete the network of cycleways, improve safety at more intersections and make the central city more accessible for everyone. We also want to restore our road condition to a level that is similar to other New Zealand cities over the next 20 years.

Draft Long Term Plan 2018-2028 - Submission from Loverich, Bree

What do you think of our approach to managing our transport projects, and how we're prioritising the work?

1170

There has been a lot of feedback expressing community concerns about the dangers presented at a range of intersections (for example, Harewood, Breens and Gardiners Roads) and the state of many streets and footpaths. As a Council we wish to agree on a framework for prioritising intersection improvement and street and footpath renewals, to ensure we meet our residents' needs.

What do you think we should take into account when prioritising the work that needs to be done?

Do you think the priorities should be informed by the local Community Board?

There is a great deal of work going into roads from the outer suburbs, which will result in more cars getting to the city faster only to sit in traffic once they are close to the city. Like every other major city increasing road capacity only results in a bottle neck once reaching the city. Please consider investing in efficient and convenient public transport as well as taxes on road use by vehicles to change public behaviour away from single occupancy vehicle travel. I think the cycle ways are a great start - please keep this valuable work as a priority.

Attached Documents

| File |
|---|
| Council Return on Investment from International Students-council submission |

Item 3

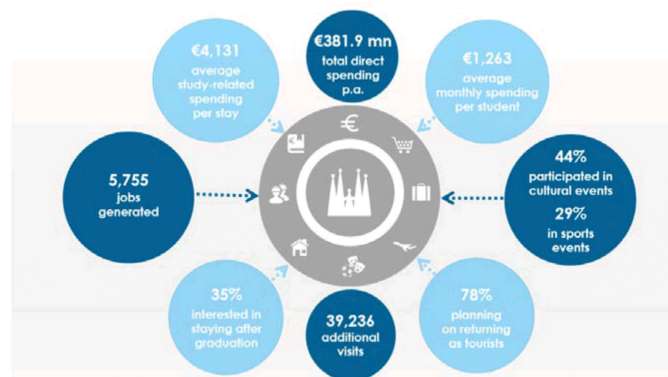
Attachment A

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Council Return on Investment from International Education

Currently there are 11,428 students in Canterbury with a total economic value add of \$310m for the region. According to the current city and industry investment in destination marketing, for every \$1 spent there is an economic value add of \$23 to the region (ChristchurchNZ, 2017). Considering the 2025 student targets and current rates revenue, the city will also realize an additional \$270m in rates attributable to the accommodation of international students. As an example of wider economic and social benefits, the case study below offers a breakdown of benefits from Barcelona. There are around 175,000 international students spread across Barcelona's several universities (Expatica.com, 7/2/17).

a. A Case Study on the Economic Impact- Barcelona



(Student Marketing, 2016)

However, the flow on effect from international education to other industries and the community far outweighs the economic impact. International education is an enabler for the economy via people attraction, diversity of perspective that influences innovation, international connections to support the

1

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commercialization of Kiwi products and services as well as filling immediate and long-term workforce gaps with highly skilled talent that are New Zealand trained and culturally aware.

Contribution to the Visitor Economy

Student visitors are a high value visitor segment offering opportunity to increase value in other segments. Most students study and travel domestically in the off-peak season. They are also visited multiple times by friends and family during the shoulder seasons. Like all visitors, international students drive demand and investment in local amenities, which benefit the local community. As educational institutions become more internationally competitive to attract students, international education drives infrastructure investment and improves education delivery for local students.

| Leisure & Business Visitors | Student Visitors |
|--|---|
| #1 Export for New Zealand | #4 Export for New Zealand |
| Current National Value - \$24b | Current National Value - \$4.2b |
| National Goal of \$41b by 2025 | National Goal of \$6.2b by 2025 |
| Canterbury Current Regional Value - \$1b | Canterbury Current Regional Value - \$310m |
| Regional Growth Target of \$2b by 2025 | Regional Growth Target \$1b by 2025 |
| Supports 172,100 national jobs | Supports 30,000 national and 5,000 regional jobs |
| Leisure visitor average spend per visit \$3,180 | Student visitor average spend per visit \$43,000* |
| VFR average spend per visit \$2,280 (MBIE data) | VFR average spend per visit \$3,600 (survey data)* |
| Average of one visit, during the high season with a short average night stay | Repeated visits, travel in the shoulder season, longer average night stay |

Leisure, convention, business and student visitor segments combined are projected to contribute \$3b to local economy by 2025.

Tourism's share of international student spend

From recent TNZ research into Chinese students in New Zealand we know that:

- 71% travelled domestically, many taking multiple trips

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- 87% travelled as a couple or with friends
- 90% stayed in commercial accommodation (TIA, 2017)

In 2011-12, the Chinese education tourism market (students but not including families and friends) accounted for 56% of overall visitor nights and 49% of overall visitor spend by Chinese visitors to Australia.

The average students spend 43k per year totally \$4.2b. Tourism's share of that spend is \$676m. If government's 2025 export education targets are achieved tourism's share will exceed \$1.3 billion, a more than 100% increase on current earnings. This provides a huge incentive for tourism to link arms with export education and strengthens any business case for increasing quality of amenities and the number of attractions benefiting both residents and visitors (TIA, 2017).

1) Air connectivity

60% of New Zealand's international students are from Asia — 29% from China. As their numbers grow, their presence and the VFR traffic they generate strengthens the business case for increased air connectivity with their countries of origin benefiting a wide range of export industries.

2) Visiting Friends and Family (VFR)

For the year ending March 2015, 49% of international arrivals were holiday visitors and 31% were Visiting Friends/Relatives (VFR) (Tourism NZ, 2015). For every 1 full fee paying (FFP) student 0.6 relatives travel to New Zealand per year. These visitors spend on average \$3,600 per visits, which is significantly more than your average VFR spend per visit. Using 2016 Canterbury and New Zealand FFP paying students numbers, we can calculate the student contribution to the total VFR segment spend.

New Zealand

- 53,013 extra VFR arrivals visiting tertiary FFP students.
- These visitors in total spend around \$191 million in New Zealand not including airfares.

Canterbury

- 4728 extra VFR arrivals visiting tertiary FFP students.
- These visitors in total spend around \$17 million in Canterbury not including airfares.

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Disclaimer: We are assuming the average estimated number of VFR visitors per student hasn't changed since 2011 which therefore has the potential to skew the result. *Note* Tertiary includes Universities, ITPs, PTEs funded and PTEs unfunded. Source: ENZ, MBIE, ChristchurchNZ*

Contribution to the Workforce Pipeline

Attracting capable people is a key driver of overall economic growth and student attraction contributes to the long-term goal of global talent attraction. To remain competitive, cities need to retain and attract skilled people in the face of global competition. Cities must compete for capable people which is far easier when that global talent already has a connection to the city, community and friends via education.

People attraction is key to filling Canterbury's future workforce gap of 73,500 by 2031, which will require a net migration of 6,500 every year (above the historic average of 3,500) to maintain economic growth at historic growth rates. The local population will be insufficient to meet future workforce needs as the baby boomer generation retires and the school leaver cohorts become smaller due lower birth rates (CDC, 2016). Migrant workers will be necessary to replace retiring workers, with the greatest demand in highly skilled occupations, which generally require degree-level qualifications. One of the ways to address this workforce gap is via international migration. Rather than recruit migrants via immigration skilled labour initiatives, international education develops a global talent pool of students whom are trained in New Zealand, in English and Kiwi culturally aware.

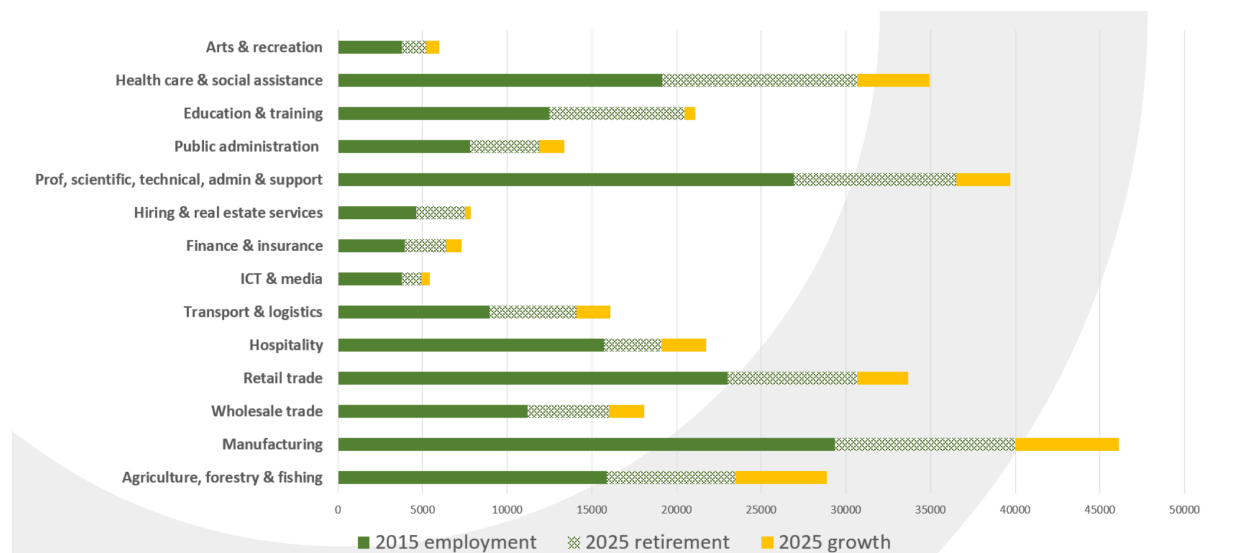
4

Item 3

Attachment A

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Employment growth to 2025 & Impact of Baby Boomer Retirement



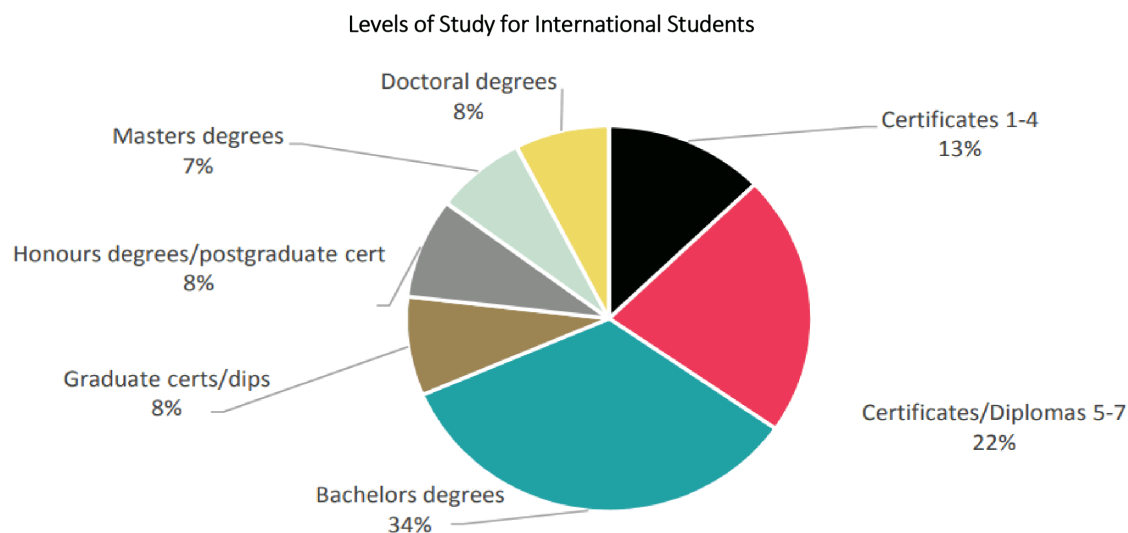
(ChristchurchNZ, 2017)

Despite recent media coverage, New Zealand's immigrant population is one of the most skilled, highly proficient immigrant populations across OECD countries. English-speaking, foreign-born immigrants in New Zealand score higher in literacy and numeracy than English-speaking, native-born New Zealanders. In all countries and economies, foreign-language immigrants tend to have lower literacy skills, but in New Zealand only 8.5% of English-speaking immigrants have low proficiency in literacy, compared to the OECD average of 22.3% (OECD, 2016). Immigrants make a net contribution to the government of between \$2,000 and \$4,000 a year in comparison to the \$915 for native born, based on taxes paid and government services utilised (Department of Labour, 2006).

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72% of all international students in Canterbury are studying at the tertiary level, of that 25% (the highest percentage of students out of the total number in the region) are at one of our two universities. This total enrolment number for Universities is predicted to grow by 249% by 2025. Our universities attract high-calibre international students: 8% are studying at PhD level. Overall, 31% are enrolled in postgraduate qualifications (Education New Zealand, 2016). Furthermore, international students are completing degrees in areas that have been identified as skills gaps or growth areas. Via ChristchurchNZ insights and targeted marketing in partnership with regional tertiary organizations, there is further scope to ensure that recruitment practice targets students that have the skills needed by industry to ensure Christchurch's economic growth.



(ENZ, 2016)

Fields of study for international students

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| 2016 | Percentage of students in this field |
|---|--------------------------------------|
| Business, Finance, Property Services & Administration | 23% |
| Tourism, Hospitality & Event Management | 19% |
| Computing, Information Technology & Information Systems | 11% |
| Management | 8% |
| Education & Training | 7% |
| Nursing and Health Services Studies | 5% |
| Engineering, Technology & Surveying | 2% |

Given a successful implementation of 2025 targets, it is estimated that there would be over 22,000 international students graduating (level 7 or above) in Canterbury between now and 2025 (ChristchurchNZ, 2017).

Up to 41% of these international graduates aspire to stay and work after they complete their study (Student Marketing, 2016). Immigration policies enable the most skilled to stay in New Zealand and take up skilled employment, so that they can help drive economic growth. In 2014/15, 43% of skilled migrant category principal applicants were previously on a student visa in New Zealand (MBIE, 2016). Department of Labour (2010) research indicates that over time, 31% of full fee-paying international students transition to work and or permanent residence. Around 20% of full-fee paying international students gain permanent residency. The trend is a steady increase of students taking up of permanent residency over time. Considering the gap between those that want to stay and those that do, it's clear there is scope to improve the positive flow of skilled talent via strengthening pathways to employment and removing immigration barriers.

Talent attraction is key for supporting our businesses to commercialize innovation made possible by leveraging the connections, cultural insights and talent of international people. Canterbury businesses have a reputation of being innovative, have fantastic results in turning investment into new things, but there is room for improvement in translating this into economic benefit (CDC, 2016). In many cases, successfully bringing a product to market is inhibited by our lack of diversity in the workplace and a lack of understanding international market nuance. Some export businesses have had great success with commercializing via the expertise brought to their business from the global talent pool available right here in Canterbury. The Canterbury Job Ready Programme was developed to support not only international students' pathways to employment, but to support our small to medium enterprises to realize the potential of our global, yet local, talent pool and gain essential workforce development capability.

7

1170

The Global Economy

The national government sees international education as an essential part of our effort to create a stronger New Zealand that can meet the challenges of a globalised world and compete in the global economy. This will depend on the quality of our international connections and our skills. The flow of ideas and the relationships formed between people and institutions help to develop our own potential and grow our economy. The flow goes both ways, with our own students participating in short term international exchange programmes and studying overseas with our offshore partners. When we attract students, teachers and researchers to New Zealand, we develop ongoing productive relationships with international businesses and universities.

International education connects New Zealand to the world. We know that International education contributes to this soft power via global innovation, human development, and diplomatic and trade relations strengthened by international alumni networks. A positive, bilateral flow of young talent will support a global knowledge economy with emerging leaders skilful in the global marketplace, given the values they develop through meaningful international experiences.

Worldwide there are around 4.3 million tertiary students being educated outside their home country. OECD predictions suggest this number could double by 2025.

8

1191

Have Your Say

Draft Long Term Plan 2018–2028 submission form

Your details:

Full name JOHN WARWICK THACKER

Postal address

Postcode Email (preferred)

I am completing this submission:

☒ For myself or ☐ On behalf of a group or organisation (please tick one)

If you are representing a group or organisation, how many people do you represent?

Organisation name

Your role in the organisation

Signature J. W. Thacker Date 15 APRIL 2018

Do you wish to present your submission at a hearing? ☐ No ☒ Yes (if yes, you must provide contact details below)
AVAILABLE FROM 12 MAY onwards

Daytime phone number

So we can understand what different groups of people are thinking, could you please tell us your gender and age group.

Gender: ☒ Male ☐ Female ☐ Other

Age: ☐ Under 18 years ☐ 18-24 years ☐ 25-49 years ☐ 50-64 years ☒ 65 years and over

Attachment A Item 3

1191

Draft Long Term Plan 2018-2028 submission form

Please be as specific as possible to help us understand your views. You may add more pages if you wish.

The big question

Our overarching proposal is to prioritise some areas over others to enable us to keep our proposed average rates increase as low as possible, at 5.5 per cent.

Have we got the balance right? **NO! PRIORITISE THIS IS MOST IMPORTANT!**

Looking across all the services, projects and activities that Council delivers, have we prioritised the right things?

Do you have a project or programme that you think should be reprioritised? (please provide details)

1. CONCENTRATE ON BASIC SERVICES ie Drains/Roads
2. DISH THE METRO SPORTS CENTRE OR SCALE THIS RIGHT DOWN
3. HAVE ONE COVERED SPORTS STADIUM INSTEAD
(for visiting shows etc & incorporate lovable spaces to bring
in extra revenue. KEEP IT CENTRAL (MULTI PURPOSE)
4. NO MORE MONEY ON ART INSTALLATIONS
5. TAKE OUT NEW LEASES A.S.A.P. for 'TAKAHAE'
(Revenue lost at present)
6. COMPLETE WOODEN SECTION OF PROVINCIAL COUNCIL BLD.
7. COUNCIL SHOULD BE INCHARGE OF ALL BUSES
AND TRANSPORT. GOVERNORS BAY EXTENSION OF
RAPAKI SERVICE ESSENTIAL DONT ALLOW RECAN
TO SCRAP AND BE SO CALLED INCHARGE OF SERVICE

We're making progress

HAVE ELECTRIC SHUTTLE BUS FOR CENTRE AREA
In 2018/19 ChristchurchNZ will receive \$10.2 million from the Council, to enable it to carry out a range of activities including attracting major events, economic development and promoting the city. To fulfil this role they are seeking additional funding of \$1.4 million. The rates impact of the additional seed fund activities would be 0.31 per cent in 2018/19 on top of the 5.5 per cent average rates increase.

What do you think of the Council providing additional funding to ChristchurchNZ so that it can bid for major events on behalf of the city, support new events through sponsorship and test the feasibility of new concepts?

1. ONLY JOINT PROJECTS SHOULD BE CONSIDERED
(PRIVATE ENTERPRISE ESPECIALLY SPORTS CLUBS
SHOULD BE THE NORM! SHARE RESPONSIBILITY
2. FUNDING FOR EVENTS IS NOT EASY
MORE COMMUNITY INVOLVEMENT AND MONEY
NEEDED.

1191

Draft Long Term Plan 2018–2028 submission form

Please be as specific as possible to help us understand your views. You may add more pages if you wish.

Our rates proposals

We propose an average rates increase of 5.5 per cent in 2018/19, with the increase tracking down over subsequent years of the LTP to settle at a level in line with local government inflation.

We propose continuing to prioritise our work on horizontal infrastructure (roads, pipes etc) so that the most urgent work is done first, based on the condition of the asset, its importance and weighing the benefits gained in doing the work against the consequences of not doing the work.

What do you think of this plan for an average rates increase of no more than 5.5 per cent, reducing over the next 10 years?

1. MAKE A DEFINATE CAP ON THESE.
2. ENCOURAGE GOVERNMENT TO GIVE THE G. S. T. FROM THESE SO THE MONEY CAN BE SPENT IN LOCAL AREA

Alternative sources of funding

An issue we think may be important to you is identifying alternative means of funding the Council's activities. At the moment we meet most of our costs from rates, borrowing, and dividends from our trading organisations.

Do you think we should investigate other ways to raise funding? **YES**

A local fuel tax could help us to reduce rates. Would you support us exploring this option to generate more money for transport-related projects?

A BET TAX (FOR TOURISTS) THIS COULD BE USED FOR MORE URGENTLY NEEDED TOILET FACILITIES WHERE REQUIRED OTHER IMPROVEMENTS

SPORTS GROUPS SHOULD NOT EXPECT THE COUNCIL TO PAY FOR EVERYTHING THEY NEED TO FUNDRAISE FOR NEW FACILITIES TOO.

1191

Draft Long Term Plan 2018–2028 submission form

Please be as specific as possible to help us understand your views. You may add more pages if you wish.

Flood protection

Since the earthquakes, houses along parts of the Heathcote/Ōpāwaho River have been more susceptible to flooding. We understand the effect of this on residents. To reduce the risk of homes flooding we propose speeding up our programme to dredge the river between the Woolston Cut and Radley Park and through to Hansen Park.

What do you think of us prioritising this project over other land drainage recovery work, so we can complete it within two rather than three years?

OPEN UP THE HEATCOTE AN DERPN
CHANNEL;

MAKE A CANAL ALONG LINWOOD
AVENUE.

THIS COULD SUPPORT NEW INTERESTS
IN TOURISM AND FLOOD RELIEF.

TOWPATH FROM CITY TO FERRYMEAD
WOULD BE GREAT LOOKING FORWARD

Drinking water, wastewater, stormwater and flood protection

We propose prioritising work to maintain our drinking water, stormwater and flood protection infrastructure over work to maintain our wastewater infrastructure.

What do you think of our approach to managing our drinking water, wastewater, stormwater and flood protection assets, and how we're prioritising the work?

NO FLOURIDE IN DRINKING WATER

CHARGE FOR ALL WATER AND
MONITOR OPERATIONS OF SUCH.

1191

Draft Long Term Plan 2018–2028 submission form

Please be as specific as possible to help us understand your views. You may add more pages if you wish.

Transport

Making our city safer for people to travel in, whether by car, bicycle or on foot, has been a priority for this Council. We are keen to press on with these initiatives, to complete the network of cycleways, improve safety at more intersections and make the central city more accessible for everyone. We also want to restore our road condition to a level that is similar to other New Zealand cities over the next 20 years.

What do you think of our approach to managing our transport projects, and how we're prioritising the work?

There has been a lot of feedback expressing community concerns about the dangers presented at a range of intersections (for example, Harewood, Breens and Gardiners Roads) and the state of many streets and footpaths. As a Council we wish to agree on a framework for prioritising intersection improvement and street and footpath renewals, to ensure we meet our residents' needs.

What do you think we should take into account when prioritising the work that needs to be done?

Do you think the priorities should be informed by the local Community Board?

THINK ELECTRIC BUS LYTTELTON — GOV. SAY !!
ECAN SHOULD BE NOT GIVEN
RESPONSIBILITY OF TRANSPORT.
THE PORT SHOULD HAVE A TRAIN
TO TAKE TOURISTS TO FERRYMEAD
THE 'TANNERY' AND TOWER JUNCTION
THESE ARE VITAL LINKS FOR TOURISM
ONCE SHIPS COME TO PORT (CRUISES)
RE INSTATE THE LYTTELTON RAILWAY
STATION (DID ONE SHOULD NOT HAVE BEEN
TAKEN AWAY)

Facilities

In this document we list our top priorities. The funding allocated will allow us to improve or complete a wide range of facilities that will benefit Christchurch now and in the future.

Do we have the priorities right? Are there other projects you would prioritise, and if so, what would you defer to free up funding?

In this document we discuss a new funding method for community assets that are not owned by the Council but which benefit the community.

What do you think of using a targeted rating system to help progress non-Council community projects?

Are there projects in your community that could benefit from such an approach?

NO MORE SWIMMING COMPLEXES
OR SPORTS. APART FROM
ONES SUGGESTED.

1191

Draft Long Term Plan 2018–2028 submission form

Please be as specific as possible to help us understand your views. You may add more pages if you wish.

Transport

Making our city safer for people to travel in, whether by car, bicycle or on foot, has been a priority for this Council. We are keen to press on with these initiatives, to complete the network of cycleways, improve safety at more intersections and make the central city more accessible for everyone. We also want to restore our road condition to a level that is similar to other New Zealand cities over the next 20 years.

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What do you think we should take into account when prioritising the work that needs to be done?

Do you think the priorities should be informed by the local Community Board?

WE NEED GOOD TRANSPORT
SYSTEM DO NOT SCAP BUS
ROUTES. RAPAHI BUS SITE
FOR 25 MINUTES AND COULD
HAVE TRAVELLED TO GOVERNORS BAY
AND BACK EVEN TO TAKAPU
FOR OTHER CONNECTIONS. ||
ECON PLANNING NOT WORKING.

Facilities

In this document we list our top priorities. The funding allocated will allow us to improve or complete a wide range of facilities that will benefit Christchurch now and in the future.

Do we have the priorities right? Are there other projects you would prioritise, and if so, what would you defer to free up funding?

In this document we discuss a new funding method for community assets that are not owned by the Council but which benefit the community.

What do you think of using a targeted rating system to help progress non-Council community projects?

Are there projects in your community that could benefit from such an approach?

Item 3

Attachment A

1191

Draft Long Term Plan 2018–2028 submission form

Please be as specific as possible to help us understand your views. You may add more pages if you wish.

Heritage

We are keen to know your views on the almost depleted Central City Landmark Grant Fund, through which we have helped fund work to restore heritage buildings that are in private ownership.

Do you think the Council should continue to contribute \$1.9 million per year to the Landmark Grant Fund for the next three years?

FERRYMEAD IS A VITAL
LINK IN OUR HISTORY.

TO KEEP IT ALIVE RESIDENTIAL
UNITS FOR ELDERLY WHO MAY
BE ABLE TO LIVE NEARBY SO THEY
COULD BE PART OF THE HERITAGE
PARK. (WORK IN WITH GOVERNMENT
HOUSING HERE)

Any other comments

MORE FORWARD THINKING NEEDED
RE OLD HERITAGE. CATHEDRAL
TOOK 35 YEARS TO BUILD. WE CAN
WAIT!

Thank you for your submission

1191

Draft Long Term Plan 2018-2028 submission form

Please be as specific as possible to help us understand your views. You may add more pages if you wish.

Heritage

We are keen to know your views on the almost depleted Central City Landmark Grant Fund, through which we have helped fund work to restore heritage buildings that are in private ownership.

Do you think the Council should continue to contribute \$1.9 million per year to the Landmark Grant Fund for the next three years?

1. OUR HISTORY IS ONE OF THE MOST IMPORTANT ASSETS.
2. IT IS GOOD TO SEE SOME PRIORITIES IN GETTING SOME BUILDINGS UP AND RUNNING.
3. PUT A FENCE AROUND OTHERS AS ALREADY SUGGESTED (CAN ALWAYS BE LONG TERM PROJECTS)
4. THE OLD STONE COURT BUILDING WOULD MAKE A WONDERFUL POLICE MUSEUM. (~~THE~~ TALK TO THE GOVERNMENT RE THIS) IT WOULD BE A GOOD USE FOR THIS RESTORIC BUILDING.
5. SCIENCE ALIVE DESERVES A HELPING HAND (OUR future is in young people coming on).

Any other comments

THE BOTANIC GARDENS ENTRANCE SHOULD BE MOVED TO REALINE IT WITH THE ARTS CENTRE ARCH GIVING IT A MORE WELCOMING ONE. (WOULD BE LESS PEOPLE CONGESTION! VISTAS ARE VERY IMPORTANT TO OUR CITY AND SHOULD BE ENLARGED ON.

SOME AREAS SUCH AS CARLTON CORNER OPPOSITE IN HAGLEY PARK THERE IS NO LONGER A VIEW LOOKING THROUGH AVON TO MILBROOK RESERVE MUSEUM TO CATHEDRAL (WORCESTER ST.) KEEP SIGHT LINES OPEN (GIVES 3D EFFECT)

Thank you for your submission DO NOT ALLOW BUILDINGS TO COME RIGHT UP TO CONCRETE FOOTPATHS ESPECIALLY WORCESTER STREET



Draft Long Term Plan 2018-2028 - Submission from Senanayake, Pubudu

857

Item 3

Attachment A

First Name: Pubudu Last Name: Senanayake

Organisation name (if representing):

Your role in the organisation:

Postal Address:

Suburb:

City:

Country: New Zealand

PostCode:

about: 1

Daytime Phone:

Age:

☐ Under 18 years ☐ 18-24 years ☒ 25-49 years ☐ 50-64 years ☐ 65 years and over

Gender:

☒ Male ☐ Female ☐ Other

Would you like to present your submission in person at a hearing?

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

The big question

Our overarching proposal is to prioritise some areas over others to enable us to keep our proposed average rates as low as possible, at 5.5 per cent. Have we got the balance right? Looking across all the services, projects and activities that Council delivers, have we prioritised the right things? Do you have a project or programme that you think should be reprioritised? (please provide details)

Council needs to fast-track its climate resilience approach.

- Protect infrastructure from the natural hazards arising from climate change needs to be a new prioritised work stream in Council's CURRENT work programme, not delayed until 2021.
- The Council needs to develop a strategy about which areas of our city to defend from the effects of climate change and where to retreat from. This will help inform decisions on future infrastructure investment and land use, including private property development, and sales.
- CCC's Infrastructure Strategy needs to include specific climate mitigation and adaptation projects, as it has identified climate change as one of the four most significant issues impacting on Council infrastructure.
- Keeping in line with the commendable decision by the Council on becoming carbon neutral by 2030, the carbon footprint of all new investments should be measured and reported on.
- Continue the Innovation and Sustainability fund to encourage new projects and activities that will reduce Christchurch's carbon footprint.

Our rates proposals

We propose an average rates increase of 5.5 per cent in 2018/19, with the increase tracking down over subsequent years of the LTP to settle at a level in line with local government inflation. We propose continuing to prioritise our work on horizontal infrastructure (roads, pipes and so on) that the most urgent work is done first, based on the condition of the asset, its importance and weighing the benefits gained in doing the work against the consequences of not doing the work. What do you think of this plan for an average rates increase of no more than 5.5 per cent, reducing over the next 10 years?

This work should also have assessment on the impacts on vulnerable communities, and the work enabling the most vulnerable communities should be prioritised (this is a major part of 'weighing the benefits gained in doing the work against the consequences of not doing the work').

Alternative sources of funding

An issue we think may be important to you is identifying alternative means of funding the Council's activities. At the moment we meet most of our costs from rates, borrowing, and dividends from our trading organisations. Do you think we should investigate other ways to raise funding? A local fuel tax could help us to reduce rates. Would you support us exploring this option to generate more money for transport-related projects?

A local fuel tax is not a fair nor equitable option for generating more money for transport-related projects in Christchurch.

- A local fuel tax will disproportionately affect those of low socio-economic status and is not in line with principles of equity, fairness, and climate justice
- Before a local fuel tax can be considered, Christchurch needs to significantly improve its public transport system to provide genuine and viable transport choices - if a fuel tax is imposed as things stand currently, it amounts to a punitive charge on people with no genuine alternative

Drinking water, wastewater, stormwater and flood protection

We propose prioritising work to maintain our drinking water, stormwater and flood protection infrastructure over work to maintain our wastewater infrastructure. What do you think of our approach to managing our drinking water, wastewater, stormwater and flood protection assets, and how we're prioritising the work?

Council needs to prioritise upgrades to our stormwater and flood protection infrastructure against the effects of climate change.

- Climate change will see rising sea levels and more frequent storm surges causing extensive flooding, compromises to our stormwater infrastructure, and wastewater overflows. Long-term mitigation measures need to be implemented, such as increasing network capacity, additional storage, stopbanks and pump stations. Support Council's proposed land drainage recovery programme to reduce flood risk.
- Support Council's commitment for stormwater and flood protection infrastructure over the next 10 years. Ensure the current investment in flood protection infrastructure is compatible with the longer term approaches developed.

Transport

Making our city safer for people to travel in, whether by car, bicycle or on foot, has been a priority for this Council. We are keen to press on with these initiatives, to complete the network of cycleways, improve safety at more intersections and make the central city more accessible for everyone. We also want to restore our road condition to a level that is similar to other New Zealand cities over the next 20 years. What do you think of our approach to managing our transport projects, and how we're prioritising the work? There has been a lot of feedback expressing community concerns about the dangers presented at a range of intersections (for example, Harewood, Breens and Gardiners Roads) and the state of many streets and footpaths. As a Council we wish to agree on a framework for prioritising intersection improvement and street and footpath renewals, to ensure we meet our residents' needs. What do you think we should take into account when prioritising the work that needs to be done? Do you think the priorities should be informed by the local Community Board?

Council **MUST NOT** delay the completion of our city's cycling network:

- The delay in completion of Christchurch's Major Cycle Routes and Local Cycleway Networks until 2028 is unacceptable. The Council need to commit to completing this network by 2022 as agreed to in the previous Long Term Plan
- Postponing the completion of this network does not align with our Council's leadership towards a carbon neutral city and will see our city fail to address current and future transport congestion issues
- Support the additional \$90 million required to complete Christchurch's network of cycleways, as 50-66% of the cost will be refunded by NZ Transport Agency (NZTA) and the Urban Cycleways Programme (UCP)
- Our Major Cycle Route network is proving incredibly popular with Christchurchians. A Council survey late last year showed 43% of cyclists had changed their route to travel on the cycleway and 15% would have travelled by car before the cycleways were built.
- Support Council's proposal to convert our street lighting to LED tubes. Changing to LED lights is expected to cut the Council's carbon emissions by 1,500 tonnes per year.

Attached Documents

File

No records to display.

From: Scott Babington
Sent: Friday, 13 April 2018 7:56 p.m.
To: CCC Plan
Cc: Scott Babington
Subject: Chch Coastal Pathway, Babington, Scott HEARD - Feedback on Our Long Term Plan / 125

1428

I trust that you had a good weekend?

Could I please still submit a submission?

I am chair of the Christchurch Coastal Pathway, and would like to submit on behalf of the committee for the LTP.

We are concerned that the LTP does not include the planning and building of the Christchurch Coastal Pathway section around Monck's Bay.

This is a significant project both in terms of its complexity and cost as well as its return on investment.

Because of the complexity, we need to start planning now. Money is available for this already.

However the build programme really needs to be started within the next two years due to the significant safety risk that exists on the eastern side of Monck's Bay.

This safety risk will be more apparent when the Peacock's Gallop section of the pathway is constructed (construction due to start Spring this year) as more people will be using this section, and therefore want to get to Redcliff's which will mean more users being at risk. This risky section has no barrier from a significant fall into the estuary (landing on rocks) and passing another user going the other way places you at risk as you have to go to the unstable edge of the estuary to allow them to pass (particularly if they have a bike/buggy etc). There is no safe access possible for mobility impaired currently, which isn't acceptable.

Regarding return on investment.

- This is a significant potential tourist attraction – particularly the Monck's Bay section. For example this links with the rapanui cycleway so tourists could bike (or walk) from the central city (along the fantastic Linwood Avenue line of trees) to Sumner stopping off along the way, have an evening in Sumner and return (or taxi back).
- It connects with other walking (Christchurch 360 and Port Hills walking tracks) and cycling infrastructure – Rapanui cycleway and Ferry Road on road cycle lanes
- Having a completed pathway will allow promotion of this significant CCC asset. This will bring more people from Christchurch, and visitors to the city thereby helping the struggling business community. New business opportunities will be created – for example accommodation, bike shops, cafes etc.
- This is a significant project offering significant health benefits – access for mobility impaired, cardiac and respiratory rehab potential, encouraging people to mobilise through events on the pathway (for example Summer Starter), and a safe area for teaching kids how to ride
- The swales are treating stormwater so will contribute toward improving the quality of the water of the estuary
- Restoration with native plantings will encourage bird and bee life to the area

I would be grateful if I could speak to this at a submission hearing if possible.

Many apologies and thanks
Scott Babington
Chair,
Christchurch Coastal Pathway

Draft Long Term Plan 2018-2028 - Submission from Hutchison, Alisdair

958

First Name:

Alisdair

Last Name: *

Hutchison

Organisation name (if representing):

Your role in the organisation:

Postal Address:

Suburb:

City:

Christchurch

Country:

New Zealand

PostCode:

eMail: *

Daytime Phone:

Age:

- ☐ Under 18 years ☐ 18-24 years ☐ 25-49 years ☐ 50-64 years ☒ 65 years and over

Gender:

- ☒ Male ☐ Female ☐ Other

Would you like to present your submission in person at a hearing?

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

Any other comments

The Coastal Pathway: Please provide sufficient funding in the 10 yr plan to complete the Coastal Pathway.

This financial year beginning on 1 July (the first in the new 10 Year Plan) the Council will build the Pathway between Rapanui Shag Rock and the Sumner Surf Club.

Created by Consult24 Page 1 of 2

Draft Long Term Plan 2018-2028 - Submission from Hutchison, Alisdair

958

It is understood that would require nesarly all of the remaining funds that Council allocated severa years ago for the Pathway.

The last remaining section of carriageway to be designed and constructed is in Monks Bay between Rapanui Shag Rock and Wakatu Avenue.

It is unclear to me whether sufficient existing funds will remain to pay for the design and resource consents for this Monks Bay section.

If not the 10 year Plan should provided funding for that in the two year period starting 1 July 2018.

The 10 year Plan should also provide funding to construct the Monks Bay section.

This funding should be spread over years 3, 4 and 5 of the 10 year Plan.

Ideally the Monks Bay section needs to be completed by the time the Cycleway/walkway around Humpreys Drive is completed.

The present temporary foreshore track along the Monks Bay between Rapanui Shag Rock and the Christchurch Yacht Club is extremely dangerous for all users because of numerous unfenced steep drops into the Estuary. It is the only pedestrian route available for pedestrians between Redcliffs and Sumner.

The Council as an urgent health and Safety action should install fencing along the waters edge. This needs to remain until the new Pathway is completed.

Thank you for the opportunity to make this submission.

Attached Documents

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

1268

From: John O'Dowd
Sent: Friday, 13 April 2018 4:14 p.m.
To:
Subject: My submission on housing

Please find below my submission about housing.

When I came to live and work in New Zealand, I foolishly believed that I was entering an egalitarian society.

However, the longer I live here, the more I see that ordinary Kiwis are being duped.

Exemplifying this matter, is the proposed spending of half a billion Kiwi dollars on a new home for rugby.

*The term **multi-purpose** arena is used by its defenders like smoke and mirrors, to conjure up a new stadium at the expense of our rate payers.*

It's socialism for our millionaire rugby elite and capitalism for the rest of us.

There's enough money in the professional game to pay for this extravagant carbuncle.

Conversely, not one dollar has yet been spent on repairing social housing across our city since, the big event.

We still have stoic homeless refugees living in cars or private rental accommodation and "sucking it up" to the determinant of our Christchurch community.

Whatever happened to the Kiwi "fair go" ideology, of "a quarter acre" to live on and "a weekly Sunday lamb roast" for everyone?

Slàinte mhath

John O'Dowd

Finally, I would like to speak during your submission hearings.

Sent from [Outlook](#)

Item 3

Attachment A

