



Christchurch City Council AGENDA

Notice of Meeting:

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

Date: Friday 3 May 2024
Time: 1.30pm
Venue: Council Chambers, Civic Offices,
53 Hereford Street, Christchurch

Membership

Chairperson	Mayor Phil Mauger
Deputy Chairperson	Councillor Pauline Cotter
Members	Councillor Kelly Barber
	Councillor Melanie Coker
	Councillor Celeste Donovan
	Councillor Tyrone Fields
	Councillor James Gough
	Councillor Tyla Harrison-Hunt
	Councillor Victoria Henstock
	Councillor Yani Johanson
	Councillor Aaron Keown
	Councillor Sam MacDonald
	Councillor Jake McLellan
	Councillor Andrei Moore
	Councillor Mark Peters
	Councillor Tim Scandrett
	Councillor Sara Templeton

26 April 2024

Principal Advisor

Mary Richardson
Interim Chief Executive
Tel: 941 8999

Cathy Harlow, Democratic Services Advisor
Samantha Kelly, Team Leader Hearings and Council Support
Tel: 027 225 5454

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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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2024 5

1. Apologies Ngā Whakapāha

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

2. Declarations of Interest Ngā Whakapuaki Aronga

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. Draft Long Term Plan 2024-2034 Hearing of Verbal Submissions - Friday 3 May 2024

Reference Te Tohutoro: 24/690126
Responsible Officer(s) Te Cathy Harlow, Democratic Services Advisor
Pou Matua: Samantha Kelly, Team Leader Hearings and Council Support
Accountable ELT Mary Richardson, Interim Chief Executive
Member Pouwhakarae:

1. Brief Summary

- 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 2024-34 hearing held on Friday 3 May 2024.
- 1.2 Attachment A contains the hearing schedule.
- 1.3 Attachment B contains a volume of submissions.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A 	Hearing Schedule - 3 May 2024	24/698612	6
B 	Volume of Submissions - 3 May 2024	24/697105	8

Time	Submitter	#	Agenda p
1:30 pm	Robert Zimmerman	1483	8
1:35 pm	Genevieve Robinson	751	10
1:40 pm	ICON - Inner City West Neighbourhood Association Kate Burt - Chair	4048	12
1:45 pm	Susan Thorpe	2809	13
1:50 pm	Peter Beck	605	22
1:55 pm	Ecobulb Limited Chris Mardon	707	24
2:00 pm	Orana Wildlife Trust Lynn Anderson	783	26
2:15 pm	Carolina Nery	1490	28
2:20 pm	Central Plains Water Limited Susan Goodfellow - Chief Executive Officer	2384	31
2:25 pm	Gap		
2:30 pm	Druscilla Kingi-Patterson	1434	36
2:35 pm	Halswell Residents Association (Inc.) David Hawke - Treasurer	3061	45
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3:20 pm	Youth Hub Trust Sue Bagshaw - Chair	2409	73
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3:40 pm	Spokes Canterbury Anne Scott Submissions Coordinator	3957	98
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3:50 pm	George Laxton	3012	121
3:55 pm	Gap		
4:00 pm	Kelvin Duncan	865	128
4:05 pm	Allan Taunt	3415	140
4:10 pm	Jennifer Dalziel	2829	144
4:15 pm	Margaret Stewart	2618	147
4:20 pm	Rebecca Finch	3846	149
4:25 pm	Gap		
4:30 pm	Warwick Schaffer	1500	152
4:35 pm	Akaroa District Promotions (ADP) Keith Harris - Hon Secretary	2610	155
4:40 pm	Marie Gray	2570	160
4:45pm	Meeting adjourned		

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Draft Long-Term Plan 2024-2034

Submitter Details

Submission Date: 13/04/2024

First name: Robert Last name: Zimmerman

What is your role in the organisation:

Do you want to speak to the Council about your submission at a hearing?

☒ Yes

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

Fri 3 May am

Please select the hearing date(s) above that suit you best. You can select more than one date.

Hearings will be held in the Council Chambers at 53 Hereford Street.

We'll be in touch to arrange a date and time and will try to accommodate your preferences.

Please make sure you've provided your telephone number in [Section 1](#) so we can contact you.

Feedback

Have we got the balance right - comments

Overall your got it right balance

Average rates - multiple-choice

Don't know

Average rates - comments

Need more information and be more informed on the matter

Operational spending priorities - multiple-choice

Don't know

Capital programme priorities - multiple-choice

Don't know

Capital: Libraries - comments

You should spend more on gaming in the library esports funding or something

Focus for 24-34 LTP - multiple-choice

Don't know.

Event bid funding - multiple-choice

Increase the bid funding. This means we will be able to continue to attract new major international sports, business and

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music events, but would also mean an additional rates increase of 0.42% in year one of the LTP, 0.04% in year two, and 0.14% in year 3.

Bring forward \$1.8m for CAPP - multiple-choice

No - don't bring \$1.8 million forward.

Create climate adaption fund - multiple-choice

No - don't create a climate adaption fund.

Agree to future contact for consultations - multiple-choice

Yes.

Attached Documents

File

No records to display.

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Attachment B

751

Draft Long-Term Plan 2024-2034

Submitter Details

Submission Date: 04/04/2024

First name: Genevieve Last name: Robinson

What is your role in the organisation:

Do you want to speak to the Council about your submission at a hearing?

☒ Yes

☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.
Fri 3 May am

Please select the hearing date(s) above that suit you best. You can select more than one date.
Hearings will be held in the Council Chambers at 53 Hereford Street.
We'll be in touch to arrange a date and time and will try to accommodate your preferences.
Please make sure you've provided your telephone number in [Section 1](#) so we can contact you.

Feedback

Have we got the balance right - comments

More money needs to be spent on resilience of our environment. This is not reflected in this plan

Average rates - multiple-choice

Yes

Average rates - comments

I don't support the eco events funding to be used for SailGP

Operational spending priorities - multiple-choice

No

Capital programme priorities - multiple-choice

Don't know

Capital programme - comments

Once again, not a huge amount of focus on green spaces, minimising thermal mass from concrete buildings, and ecological corridors

Capital: Parks, heritage or the coastal environment - comments

Bylaws - particularly in areas of ecological importance, bylaws on excluding dogs from beaches. Urban River work too

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Capital: Other - comments

eco events funding should not be used for sail gp

Focus for 24-34 LTP - multiple-choice

Deliver what we have proposed in the Draft Long Term Plan (e.g. maintain existing levels of service and invest in our core infrastructure and facilities that keep Christchurch and Banks Peninsula running).

Event bid funding - multiple-choice

Leave the bid funding for major and business events at current levels in the draft LTP, as proposed. This expenditure is included in the proposed rates increase. While it may not have an impact on rates, it could have implications for our ability to attract major and business events in the short term.

Event bid funding - comments

I don't support the eco events funding to be used for major events such as Sailgp -

Bring forward \$1.8m for CAPP - multiple-choice

Yes - bring \$1.8 million forward.

Create climate adaption fund - multiple-choice

Yes - create a climate adaption fund.

Disposal of Red Zone properties - comments

Create wetlands and other climate focused resilience projects in these areas

Gift of Yaldhurst Memorial Hall - comments

Great

Agree to future contact for consultations - multiple-choice

Yes.

Attached Documents

File

No records to display.

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Submission on behalf of ICON to CCC LTP supporting the CCC funding of The Arts Centre

ICON – Inner City West Neighbourhood Association supports the proposal that the CCC continues to support the Arts Centre of Christchurch financially.

- The Arts Centre is the current heart of Christchurch and also ICON.
- It is a vibrant stimulating environment for tourists, visitors and residents to visit and enjoy.
- The Arts Centre has been beautifully and painstakingly repaired to a magnificent standard attracting tenants and businesses who enjoy the atmosphere and surrounds. A model that the rest of the city could emulate.
- The Arts Centre is always busy but not crowded, it provides a peaceful and relaxing atmosphere to meet, hear concerts, see a movie, stay in the Observatory Hotel, have coffee or a glass of wine or a meal. Enjoy art, creativity, retail ,educational and historic experiences.
- The Arts Centre is a unique oasis in our city which adds immeasurably to lives of all who visit, work, perform or exhibit in it.
- Our city would be the poorer without the Arts Centre which is providing professional, quality venues, shopping, hospitality and educational occasions which reflects the twentyfirst century in a beautiful authentic nineteenth century setting.
- Where else can this be done- nowhere !

Kate Burt

Chair

ICON - Inner City West Neighbourhood Assn

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**‘CHRISTCHURCH CITY COUNCIL LONG TERM PLAN 2024 / 2034
SUBMISSION: SUSAN THORPE, ST ALBANS 21.4.24**

DISCREDITED ZOMBIE RCP 8.5 CLIMATE ‘SCIENCE’ VIZ CCC DEBT

- * Don’t destroy people’s ‘today’ for an imaginary ‘tomorrow.’
- * Axe all Council policy using discredited RCP 8.5 ‘Zombie Science’ with 1% probability.

‘LABOUR’S DELIBERATE DECEPTION’ : Dr Muriel Newman, NZCPR. 4.9.23.

“False modelling and alarmist narratives are now so deeply embedded in New Zealand’s legislative and regulatory framework, that nothing short of a major overhaul of climate policy will be able to fix it.” Dr Muriel Newman, Former Member of Parliament, former Chamber of Commerce President.

INTRODUCTION

- * RCP = ‘Representative Concentration Pathway’

I presented to CCC on the fake climate emergency on 6 September 2023, entitled ‘Climate Delusion to Climate Realism’, referring to some of the world’s most eminent scientists, who dissent from the multi trillion dollar ‘RCP 8.5 extremes with 1% probability’, viz Zombie Science. My purpose was to suggest some of those quoted be approached to present fact based evidence not ideology at a special session of CCC. Barry Brill, who is a former Minister of Energy, Science and Technology, has kindly agreed to be part of such a presentation, should Council request such. His understanding of the subject is formidable.

There is no subject of greater importance to the financial viability of the Council, by which an enormous amount of time, focus, money, staffing and effort has already been wasted. Once the climate scam is fully understood, significantly reduced costs and rates reductions will follow. Most of us have believed in the CO2/climate emergency at one time, if only for the reason we assumed such widely promulgated ‘science’ could not be fake. To some it became a cult-like belief, and no matter the evidence presented, indoctrinated climate zealots are unable to accept reality. They are however a tiny minority, and the majority fortunately possess a quality called common sense.

CO2 IS DANGEROUSLY LOW

The truth is **WE ARE AT CRISIS LEVELS OF LOW CO2 AT 410PPM**, which is exceedingly low in the history of the earth. **IF CO2 FALLS TO 150PPM, ALL LIFE ON EARTH DIES.** There is only one time in earth’s history when CO2 was lower than it is now, when it fell to 180ppm in the Glacial Maximum. The truth about CO2 is the exact opposite of the official narrative. **CO2 NEEDS TO INCREASE SUBSTANTIALLY**, and by pure luck the burning of fuels by mankind has caused a slight rise, which is edging us into safer territory. Therefore the more fuel we burn, the better the result for Mother Earth, and **coal is ideal both for this purpose and for bringing prosperity to the world’s poor.** The mayor is therefore ‘off the hook’ with his extended motor raceway plan! Australian Emeritus Professor Dr Ian Plimer makes mention of petrol head activities as being beneficial for this reason, thus silencing the moralistic finger wagging believers.

NASA satellite imagery shows that more CO2 has greened the planet by 25% in the last 35 years.

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GRANDIOSE ‘GOLD PLATED’ PLANNING

One only has to look at the **grandiose lighting** on the Northern Bypass cycleway to see **climate planning arrogance in full view**. Rarely is a cyclist seen on this track during the day, and almost never at night. The closely placed lights are wasteful, however long-suffering ratepayers pay for this costly nonsense, including the huge energy bill for keeping twelve kilometres of unnecessary lights blazing. Multiply this wasteful spending as it gathers momentum over the entire city, and it is clear that there will be huge savings potential once **zombie RCP 8.5 mythology is axed by this Council**.

The **CCC resident survey** was wrongly reported in local media, claiming Climate came high on the list of priorities of residents. After scrutiny of the results, it is clear that climate came seventh on the list, and the results were skewed to wrongly influence the public.

DEFINITIVE CLIMATE DOCUMENTARY

It is highly recommended that councillors and staff view ‘Climate – the Cold Truth’ movie, featuring eminent scientists who have dared to speak out against Zombie Climate Science. This documentary sets out the main scientific issues in impressive detail for the average person.

**I can do no better than to quote Barry Brill in his article:
‘RCP 8.5: A RECIPE FOR ENDLESS WASTE’:**

‘What we can do something about is the “safetyism” of our public servants, who tend to grossly over-state risks and persistently regulate for gold-plated specifications...

These systemic exaggerations translate into hundreds of millions of wasted spending of scarce ratepayer/taxpayer dollars in every region.

Over-wide stormwater pipes, over-high wharf piles, over-built sea walls, indestructible power pylons, re-routed highways, restrictive zonings, refused resource consents, unnecessary migration of coastal homes, etc.

The great majority of the Ministry’s false prophecies are based on a single imagined storyline – RCP8.5 – an obsolete 15-year-old scenario which is now almost-universally recognised as being highly unlikely, if not wholly impossible. Its probability distribution is about 1%.

RCP8.5 rests on assumptions that global emissions are sharply increasing, that no country anywhere has ever or will ever adopt a climate policy, that the world’s population will double and that coal-power will be dominant by 2100. All this is plainly nonsense.

Yet the NIWA’ website continues to [describe this](#) as its “business as usual case” – ie the most likely outcome, unless the world’s current trajectory is changed. And NIWA is the Government’s principal climate science adviser....

A US blog “[Wrong Again](#)” sets out actual newspaper clippings of outrageously misleading climate predictions over 50 years.’

I also refer to an economic review of the National Climate Change Risk Assessment (NCCRA) by Wellington’s ‘Tailrisk Economics’:

<http://www.tailrisk.co.nz/documents/NCCRAriskassessment.pdf>

A Tailrisk Economics review of the National Climate Change Risk Assessment (NCCRA), which found it to be ‘little more than a recitation of the “**five horsemen of the apocalypse**”’: **more**

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extreme weather events, more drought, more river flooding, higher sea levels, and more wildfires, followed by unsubstantiated claims that they will have either major or extreme consequences, with little regard to the underlying science.

LONG TERM PLAN TOPICS:

- 1) CCC DEBT / LGFA LOANS
- 2) CCC RESIGNATION FROM LGNZ
- 3) CULL UNPRODUCTIVE STAFF
- 4) MANAGED RETREAT
- 5) \$1.318 BILLION CLIMATE EMERGENCY SPEND / ELECTRIC BUSES
- 6) SNA's and PNA's
- 7) WATER
- 8) UNITED NATIONS SUSTAINABLE DEVELOPMENT GOALS (SDGs)

1) CCC DEBT / LGFA LOAN

CCC debt of \$2.6 BILLION owed to LGFA is reckless and unsustainable.
Gross debt is \$2.6 billion. Total net cost of debt servicing including repayments rated for is planned to be \$138 million in 2023/24, totalling 20.3% of the total planned rates to be levied.

The Financial Overview of the Council's Long Term Plan comes up with the **following worrying statement in 5.12**, which suggests that the Council has reached dangerous debt levels in borrowing from LGFA, by **not fulfilling the financial prudence benchmark**. **280%** is said to be the level which must not be breached without risk of default, however **5.9** expects to reach **186% in 2028**. Section 5.9 states CCC can borrow at least another \$1.2 billion by 2034.

5.12 The proposed LTP meets all financial prudence benchmarks across all years EXCEPT FOR THE DEBT SERVICING BENCHMARK but there are no concerns around the ability to service the debt. The balanced budget benchmark is met in each year of the LTP.

- 5.9 The Council's net debt to revenue ratio increases materially in the 2025 – 2028 period, due to increased term debt borrowings. **The ratio reaches a peak in 2028 of 186.7%** before starting to decline. After 2028, the net debt to revenue ratio is budgeted to gradually improve and **there will be ability to borrow at least \$1.2 billion without breaching debt covenants by 2034**. Staff believe current and forecast debt can be serviced comfortably.

Where is the intent expressed by financial managers to bring these outrageous debt levels down? 5.9 infers that the **financial managers are more than happy to escalate ratepayer debt by at least another BILLION!**

Reckless borrowing would not be tolerated in the private sector and it must be reined in by 'the adults in the room' on this council. Wasting citizens' rates on ever

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escalating interest payments shows contempt for the hard earned money of the citizens of Christchurch.

RCP 8.5 ALARMISM is also evident in the Financial Overview:

‘Our district faces diverse climate hazards, from rising sea levels to more frequent extreme weather events. We started our climate resilience journey with our 2021 Long Term Plan and this continues in the proposed plan. We have initiatives, projects and programmes that reflect our commitment to mitigating and adapting to climate hazards.

At a high level, we’re spending \$318 million over 10 years on projects that have a direct impact on climate change mitigation, and \$1 billion over 10 years on projects that directly help us adapt and build our resilience. You can read more about this on page 33

Coastal Adaptation Planning Programme will spend \$1.8 – 3.6m per year. ‘

***GREAT. THAT IS \$1.318 BILLION WHICH CAN BE AXED FROM THE BUDGET IMMEDIATELY.**

- * CCC to set out debt repayment schedule with no further borrowing whatsoever from LGFA.*
- * Axe \$1.318 billion climate spend immediately.*
- * Cancel all future discredited RCP 8.5 climate spending.*
- * Plan to reduce debt to no more than \$20 million to exit the LGFA contract, thus avoiding dangerous liability for other councils’ debt.*
- * Slash current unaffordable annual interest payments.*
- * Public accountability for CCC manager(s) who escalated debt to unaffordable levels.*
- * Spend only on CCC’s core business, not grandiose ‘gold plated vanity projects’.*

Climate Resilience Fund

How does the Council ‘set aside funds’ to ‘manage necessary changes to the capital programme in the future’ when YOU WOULD NEED TO BORROW THE MONEY AND THE FUTURE IS IMAGINARY? This proposed fund is a nonsense.

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2) RESIGNATION FROM LGNZ

After LGNZ acted undemocratically and dishonestly over Three Waters signing, follow Auckland's lead, as it is impossible to trust LGNZ again after such a breach of good faith process.

** CCC resign from LGNZ.*

3) CULL UNPRODUCTIVE STAFFING LEVELS

CCC staff are at unsustainably high numbers. Often twelve people are employed to do the job six people could manage. Ratepayers cannot afford too many highly paid people on the payroll, many of them unproductively employed on climate and managed retreat portfolios.

** Cull staff by 20%, in line with government budget restraint goals.*

** Cull staff from wasteful areas: climate change and managed retreat, based on discredited RCP 8.5 scenario, or redeploy to productive areas.*

4) MANAGED RETREAT

Managed Retreat is the latest example of a runaway RCP 8.5 worst case scenario, which is now employing a huge army of bureaucrats who support a false hypothesis put forward by ideology driven climate planners. Properties are at risk of becoming valueless due to discredited and exaggerated geo science data.

1.5mm annual sea level rise amounts to 15cm per century, which is easily manageable by CCC on behalf of citizens..

The above definitive annual sea level rise of 1.5mm arises from the meticulous 2020 New Zealand wide study by Dr Paul Denys and colleagues, **as in the following quote from their research article:** Sea Level Rise in New Zealand: The Effect of Vertical Land Motion on Century-Long Tide Gauge Records in a Tectonically Active Region. [Paul H. Denys](#), [R. John Beavan](#), [John Hannah](#), [Chris F. Pearson](#), [Neville Palmer](#), [Mike Denham](#), [Sigrun Hreinsdottir](#)

Key Points

- We use 15 years of continuous GPS data to estimate vertical land motion and use precise leveling data to determine the stability of benchmark networks
- The vertical land motion also includes an estimate of accumulated seismic events including postseismic deformation and slow slip events
- The vertical land motion corrected trend gives a sea level rate of $+1.45 \pm 0.36$ mm/year (1891–2013)

ANOMALY IN CCC SEA LEVEL RISE REPORT - CONCERNING DIVERGENCE OF SCIENTIFIC OPINION

As the above Sea Level Rise research study by Dr P Denys and colleagues was released in January 2020, which takes into account vertical land motion from seismic activity as well as historical tide records, I am struggling to comprehend how the 2021 Coastal Hazard Assessment for the

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Christchurch District, a summary report **commissioned by CCC**, took no account of these definitive findings, and instead confidently predicted in the CCC report videos:

CCC HAZARD REPORT: IN 100 YEARS SEA LEVEL WILL RISE BY UP TO 1.4 METRES

And yet the Denys and colleagues' report clearly shows:

DR P. DENYS RESEARCH: IN 100 YEARS SEA LEVEL WILL RISE 15 CENTIMETRES.

As a ratepayer with only basic science education, I have noted the above anomaly after only a few hours of research. It now seems that Managed Retreat policy, using **RCP 8.5 worst case scenario modelling, is being developed and imposed on District Councils and City Councils by Regional Councils, DoC, MfE and NIWA**. NIWA receives funding of \$160 million annually, as a climate research agency. If it has become a purveyor of discredited climate modelling, there needs to be an urgent inquiry into its role in providing the NZ public with accurate weather data.

It is thus of great concern that, as directed by government bodies, whole council departments with scientific advisers adopt **implausible data which lead to policy planning unfit for purpose**, with consequent wasteful expenditure. This is counterproductive for the long suffering ratepayers of regions drowning in debt. Councils are required to use reliable science and act in the best interests of ratepayers, not adopt **RCP 8.5 extremes with 1% probability**.

An independent science panel convened by Kapiti Coast District Council has already shown the council used '**science not fit for the purposes of planning**' in placing coastal hazard lines on **1500 LIMs**. Following a court ruling, the coastal hazard lines were required to be removed. Litigation may well follow this error, which unjustifiably caused 300 residents to sell their properties.

It would be unfortunate to see implausible **RCP 8.5 extreme sea level data** produce a similar outcome for a CCC policy decision, especially as CCC has stated that **3,000 properties worth \$14 billion are at risk**, in a 2023 climate adaptation study for the Environment Select Committee. CCC needs to proceed with extreme caution, as the Coastal Adaptation Plan, although not statutory, is leading planners inexorably towards 'managed retreat'.

- * *Reject 'managed retreat' policy, which uses fanciful and discredited geoscience data.*
- * *Prune out all RCP 8.5 extremes with 1% probability.*
- * *Request an urgent enquiry into NIWA's role as a purveyor of discredited RCP 8.5 models.*
- * *Withdraw from usage of the non-statutory Coastal Adaptation Plan (CAP).*
- * *Axe Coastal Adaptation Plan spend of \$1.8 – 3.6m per year.*
- * *Use the statutory Coastal Policy Statement / Coastal Hazard Risk Statement.*
- * *Revert to historically accurate tide gauge data in support of CPS / CHR.*
- * *Use reliable science in planning policy.*
- * *Cull staff from all phases of discredited 'managed retreat' RCP 8.5 policy planning.*

5) FAKE CLIMATE EMERGENCY SPEND / ELECTRIC BUSES

Electric Buses

Ref the transport plan, a recent NZ study has questioned the lack of any risk planning by authorities for electric buses which may catch fire on bridges or in tunnels, causing significant loss of life to those trapped in them and near them. CCC would be wise to withdraw all advocacy for electric vehicles and buses in particular, as they are **incredibly dangerous when batteries self combust in the chemical reaction called THERMAL RUNAWAY**. There may be only seconds' warning before the fire is out of control, with no time for passengers to vacate, and flames shooting out explosively up to eight metres. **They are particularly dangerous in tunnels or on bridges**. As an example, three electric bus fires in January 2024 in London caused 1800 electric buses to be withdrawn prior to investigation.

It is essential that the 'adults in the room' at CCC ignore the climate zealots in its midst, and firmly reject further electric vehicle advocacy, before a tragedy strikes vulnerable passengers in these explosive, unpredictable 'virtue signalling' vehicles. In addition it is essential that CCC urgently investigate risk planning for the potential of thermal runaway in Christchurch's existing electric bus fleet.

- * *Axe unnecessary \$1.318 billion Long Term Plan climate spend*
- * *Remove all policy based on discredited RCP 8.5 extremes with 1% probability.*
- * *Terminate all climate mitigation measures based on RCP 8.5.*
- * *Withdraw advocacy of electric vehicles / buses, to avoid future thermal runaway disaster.*
- * *Instigate risk planning for potential 'thermal runaway' electric bus accidents.*
- * *Reverse all 'traffic calming' speed restrictions which disadvantage people's efficient movement.*
- * *Withdraw funding of expensive 'speed bumps,' which 'virtue signal' fake environmental concern.*
- * *End unnecessary cycleway expenditure after multi million dollar blowout.*
- * *Remove unsightly and disruptive bollards from Park Terrace.*
- * *Place cycleway on Avon River bank.*
- * *Reinstate normal traffic flow to Park Terrace and affected environs.*
- * *Deactivate 2 in 3 lights on the Northern Bypass Motorway cycle track.*
- * *Retire CCC from Climate Emergency declaration as declared by former Mayor.*
- * *Phase out further references to climate 'emergency' from CCC documents and handouts.*
- * *Withdraw support from agricultural CO2 and methane alarmism.*
- * *Invite NZ climate sceptic scientists and engineers to address CCC.*
- * *Revisit CCC resident survey, which skewed results as prioritising climate policy.*
- * *Councillors and staff view 'Climate – The Cold Truth – The Movie', featuring eminent scientists.*
- * *Reject the Climate Resilience Policy, which would borrow \$127m for imaginary future problems.*

6) WITHDRAW SUPPORT FOR SNA'S AND PNA'S

SNA'S AND PNA'S under the camouflage of preserving biodiversity, introduce ever-increasing regulations, restrictions and vetoes on property owners, which can make farms unviable, and which Maori in particular have described as 'land grabs'.

- * *No buy in to further ECAN's Special Natural Areas (SNA's)*
- * *No buy in to further DoC's Protected Natural Areas (PNAs)*

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7) WATER

The majority of ratepayers say no to chlorination.

Chlorination is unnecessary for Canterbury water, and creates a health risk. We cannot afford it.

The majority of ratepayers say 'no' to fluoridation.

Fluoridation is proven to be a neuro-toxin with no safe levels by a major American study which has led to class litigation against authorities. It shows disastrous lowering of IQ points in children, and causal link with Alzheimers in adults.

** Stop chlorinating our world class artesian water. Paying govt fines cheaper than implementation.*

** Reject future fluoridation by government edict. Paying govt fines cheaper than implementation.*

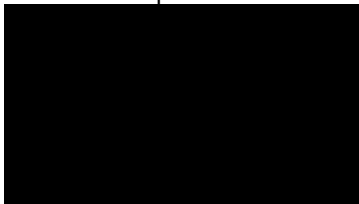
8) SUSTAINABLE DEVELOPMENT GOALS / SDGs

Worldwide there is growing pushback towards United Nations SNGs, as people translate the noble rhetoric into the reality of ever-expanding regulation, economic destabilisation and loss of sovereignty. CCC should not adopt the foreign policy of an unelected, unaccountable body like the United Nations, without the democratic process of fully informed local ratepayer assent.

** Delete all references to the 17 United Nations Sustainable Development Goals (SDGs) in LTP.*

Submission by:

Susan Thorpe



REFERENCES

4) <https://agupubs.onlinelibrary.wiley.com/doi/full/10.1029/2019JB018055> Sea Level Rise in New Zealand: The Effect of Vertical Land Motion on Century-Long Tide Gauge Records in a Tectonically Active Region 2.1.2020 : [Paul H. Denys](#), [R. John Beavan](#), [John Hannah](#), [Chris F. Pearson](#), [Neville Palmer](#), [Mike Denham](#), [Sigrun Hreinsdottir](#)

Professor Willem de Lange /, 'Earth Science, Waikato

University <https://www.kapiticoast.govt.nz/media/z5eghsa3/kapiti-coast-coastal-hazard-assessment.pdf>

<https://ccc.govt.nz/assets/Documents/Environment/Coast/CHA/Coastal-Hazards-Assessment-2021-Summary-Report.pdf>

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<https://businessdesk.co.nz/article/policy/14b-of-christchurch-properties-at-risk-from-sea-level-rise>

5) <https://youtu.be/s3Tfxiuo-oM?si=A6EIDjoSJOgnPCgA> 'Climate, the Cold Truth' film
<https://www.dailysignal.com/2024/03/27/new-documentarys-cold-truth-about-climate/>
<https://www.youtube.com/watch?v=s3Tfxiuo-oM&t=273s> Climate the Movie – The Cold Truth

<https://www.wsp.com/en-gl/insights/minimising-fire-risk-for-zero-emission-buses>
<https://www.youtube.com/watch?v=l1Ez54n27Gw> Electric Bus fires worldwide

<https://www.nzcp.com/rcp-8-5-a-recipe-for-endless-waste/#more-39185> Barry Brill

<http://www.tailrisk.co.nz/documents/NCCRAriskassessment.pdf>

<https://www.bassetbrashandhide.com/post/the-national-climate-change-risk-assessment-a-case-of-science-denial?postId=120793e5-ec2c-483a-a25b-368371e3fb76>

<https://cei.org/blog/wrong-again-50-years-of-failed-eco-pocalyptic-predictions/>

https://www.bassetbrashandhide.com/post/barry-brill-the-ministry-s-mammoth-greenwashing-scam?postId=451095d5-f375-4470-8983-534c119b8fbd&utm_campaign=0fe8c994-db68-4837-9300-edc960523533&utm_source=so&utm_medium=mail&utm_content=eecbf555-92cb-4d8d-888a-cbb50267d73c&cid=487bf08c-4471-43ba-aa75-d2e34bc3ef96

7) <https://fluoridefree.org.nz/damming-us-govt-report-released-on-fluoride-and-iq-loss-like-putting-lead-back-in-petrol/>

<https://www.brighteon.com/511fc212-7bf3-4df1-85c0-fb4eb4bffa87>

Fluoride In Water: The TRUTH From A PhD In Chemistry

Item 3

Attachment B

605

Draft Long-Term Plan 2024-2034

Submitter Details

Submission Date: 31/03/2024

First name: Peter Last name: Beck

What is your role in the organisation:

Do you want to speak to the Council about your submission at a hearing?

☐ Yes

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

Feedback

Focus for 24-34 LTP - multiple-choice

Explore other ways to bring down our proposed rates increases across the Draft LTP (e.g. reduce or change some of the services we provide, review our grants funding, increasing fees and charges for some services)

Event bid funding - multiple-choice

Increase the bid funding. This means we will be able to continue to attract new major international sports, business and music events, but would also mean an additional rates increase of 0.42% in year one of the LTP, 0.04% in year two, and 0.14% in year 3.

Anything else about the LTP24-34 - comments

I believe you should reinstate the annual grant to the Arts Centre. Omitting it altogether from the LTP has led to a furor in the media and online with some wild and inaccurate opinion from some who approve of this cut, rather than focusing on the essential purpose of the Arts Centre, and the responsibility of the City Council to maintain and develop it for the citizens of Christchurch. By Act of Parliament it's purpose is 'to foster and promote arts, culture and creativity'. It is a councillor's job to ensure for the citizens of Christchurch 'a healthy environment, thriving families and business, safe places for all and a culture that supports every individual's sense of belonging'. The Arts Centre is a jewel in the heart of our city and is an essential part of the cultural spine leading from the cathedral to the museum. There is a sense of being and presence in the Arts Centre, if you like - its spirit, which at its best defines the activity which goes on and is fostered there. Its purpose is to celebrate our 'humanness' – what it means to be human through the creative expression of the arts. So all that happens in and through the Arts Centre community of people who enable and offer the shops and stalls and cinema, food outlets and stalls, display and craft making, exhibitions, celebration of history and story, creative use of its spaces for celebration, study, debate, performance, events and much more – all of this is in order to express the Centre's very essence, its raison d'être, its spirit, its soul, to be for our city a beating heart of artistic celebration and challenge. I fully agree with the following quotation: 'A great mystic of the 14th century, Mother Julian of Norwich, encouraged us to 'put your mind into your heart and stand in the presence of God all day'. We would put it differently now. This not so much about religious belief [though it is!] but rather about what it means to be fully human. People of all faiths and none, which is all human beings, at their best and even at their worst hunger for meaning, value and purpose. That in its essence is what the Arts Centre is, not only in what it does but also its very sense of presence, where the heart and mind of our city and its people come together.' I could go on and talk about the significance of the Art Centre to the visitors to our city, and the economic benefits we reap as a region. But most of all this highly successful restoration of this unique gothic complex is a matter of pride for us all, a treasure to be savoured, sustained and to be nourished. You councillors have some tough decisions to make about our infrastructure, levels of service and much more. Please do not neglect your responsibility to care for what is an essential part of the heart and soul of our city. Please restore the grant for Arts Centre for the period of this LTP.

Agree to future contact for consultations - multiple-choice

Yes.

605

Attached Documents

File
No records to display.

Item 3

Attachment B

707

Draft Long-Term Plan 2024-2034

Submitter Details

Submission Date: 04/04/2024

First name: Chris Last name: Mardon

Please provide the name of the organisation
you represent:

Ecobulb Limited

What is your role in the organisation:

Managing Director

Do you want to speak to the Council about your submission at a hearing?

☐ Yes

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

Feedback

Have we got the balance right - comments

Yes you have got the balance right. The purpose of our submission is to recommend the continuation (and preferably increased funding) for the Christchurch City Council's Sustainability Fund. We believe the Sustainability Fund has delivered significant value for Christchurch residents. We at Ecobulb Limited have been the proud recipients of funding in the last three Sustainability Fund rounds. This funding also allowed us to unlock significantly greater funding from Central Government and Orion New Zealand to scale up the Sustainability Fund funding we received. As a result we engaged local energy assessors who undertook 978 home energy assessments in Christchurch homes who were predominantly in energy hardship. These home energy assessments helped make these homes more energy efficient, helped them find the lowest cost electricity retail plan and supplied them with 14,342 free Ecobulb LEDs and energy saving shower heads. As a result these 978 Christchurch homes are therefore saving an estimated \$782,000 per year on their power bills. We therefore re-iterate our recommendation for the continuation (and preferably increased funding) of the Council's Sustainability Fund. I would be delighted to meet with the Council to discuss this further.

Average rates - multiple-choice

No

Average rates - comments

The Council should consider an "evidence based approach" to establish whether the continuation of the largest projects being funded deliver a return commensurate with their level of investment - and if not, scale back or stop these projects.

Changes to how we rate - comments

No further comments

Fees & charges - comments

No

Operational spending priorities - multiple-choice

Yes

Capital programme priorities - multiple-choice

Yes

707

Focus for 24-34 LTP - multiple-choice

Accelerate work on some projects and programmes, with a focus on balancing the needs of today's residents with the needs of future generations (e.g. spending more on climate change adaptation, boost the funding for major events).

Event bid funding - multiple-choice

Leave the bid funding for major and business events at current levels in the draft LTP, as proposed. This expenditure is included in the proposed rates increase. While it may not have an impact on rates, it could have implications for our ability to attract major and business events in the short term.

Bring forward \$1.8m for CAPP - multiple-choice

Yes - bring \$1.8 million forward.

Create climate adaption fund - multiple-choice

Don't know - not sure if we should create a climate adaption fund.

Strategic Framework - comments

The purpose of our submission is to recommend the continuation (and preferably increased funding) for the Christchurch City Council's Sustainability Fund. We believe the Sustainability Fund has delivered significant value for Christchurch residents. We at Ecobulb Limited have been the proud recipients of funding in the last three Sustainability Fund rounds. This funding also allowed us to unlock significantly greater funding from Central Government and Orion New Zealand to scale up the Sustainability Fund funding we received. As a result we engaged local energy assessors who undertook 978 home energy assessments in Christchurch homes who were predominantly in energy hardship. These home energy assessments helped make these homes more energy efficient, helped them find the lowest cost electricity retail plan and supplied them with 14,342 free Ecobulb LEDs and energy saving shower heads. As a result these 978 Christchurch homes are therefore saving an estimated \$782,000 per year on their power bills. We therefore re-iterate our recommendation for the continuation (and preferably increased funding) of the Council's Sustainability Fund. I would be delighted to meet with the Council to discuss this further.

Disposal of 5 Council-owned properties - comments

This is worth progressing

Disposal of Red Zone properties - comments

This is worth progressing also

Gift of Yaldhurst Memorial Hall - comments

We have no opinion on this

Anything else about the LTP24-34 - comments

Nothing more to tell - apart from re-iterating our recommendation for the continuation (and preferably increased funding) of the Council's Sustainability Fund.

Agree to future contact for consultations - multiple-choice

Yes.

Attached Documents

File

No records to display.

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Attachment B



ORANA WILDILFE PARK SUBMISSION ON CCC DRAFT LTP 2024-34

- Orana contributes internationally, nationally and regionally to nature conservation.
- The Park delivers benefits socially, economically and environmentally for Canterbury and hosts up to 200,000 visitors each year.
- Council contributing long term funding of \$1.5M per annum will help secure all these benefits in an incredibly cost effective way.
- Please be part of the Park's positive future by including Orana in the LTP.

Orana Wildlife Park

For more than 48 years, Orana Wildlife Trust has operated Orana Wildlife Park, an internationally recognised zoo. We make significant contributions to six key DOC recovery programmes for NZ taonga species (e.g. kākāriki karaka) along with participating in 20 conservation breeding programmes for exotic endangered species. Orana educates and inspires people to care about environmental issues. We are here for the enjoyment and well-being of the community and visitors to Canterbury. Orana positively contributes to the Council's Community Outcomes in the Draft LTP, especially "A green, liveable city".

What we need

It costs over \$100,000 each week to care for Orana's precious animals. A minimum of **\$1.5M per annum** of operational funding support (i.e. \$8.11 each year or 68 cents each month per rate-payer) is crucial to ensure the on-going future financial sustainability of Orana Wildlife Park. We acknowledge the situation facing Council, so propose LTP funding of:

- \$500,000 for the 2024-25 year;
- \$1M in 2025-26;
- \$1.5M for the 2026-27 year;
- \$1.5M inflation adjusted from 2027-2034 onwards.

Why do we need these funds?

- Orana will be in severe financial difficulty in less than two years without increased local government operational funding support.
- COVID was a silver lining, as central government funding bought time, but we cannot prevent an inevitable financial demise without increased Council assistance.
- The Trust's budget is managed on a 'critical expenditure only' basis with an unsustainable projected loss of >\$1.5M for the 2023-24 year and beyond, without allowing for critical maintenance expenditure that we continue to fundraise for.
- Operating a world class zoological facility is expensive. The same high costs apply regardless of lack of income, given our responsibility to care for our animals 24/7.
- The Park operates in a commercially astute manner, pursuing all opportunities to generate additional revenue, but it is a reality that the high costs of operating a world-class animal welfare accredited zoo means that financial sustainability from trading activities alone is impossible, as evidenced by other major city zoos globally.
- Admission prices cannot keep pace with inflation and the continual rising costs of operation. It is not practical to dramatically increase admission prices as we need to remain affordable and competitive. Until 2018, visitor income covered 90% of annual operating costs; visitor income now covers only 65% of annual operating costs.



Orana Wildlife Trust is committed to the conservation of wildlife diversity on this planet. Our aim, along with being dedicated to the conservation of endangered species and the welfare of our animals, is to provide education, recreation and enjoyment to the public.

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Risks of not securing a minimum of \$1.5M in operational funding per annum

- **Financial sustainability** – The future viability of Orana Wildlife Park remains at risk.
- **Deferred maintenance** – Many of our old buildings and infrastructure require major maintenance to ensure the risks of visitor dissatisfaction and failures of infrastructure are mitigated. The current budget does not allow for this, so even with additional funding support, the Park will continue to separately fundraise to complete this crucial work. This impacts our ability to raise funds for new projects that in turn drive visitation.
- **Specialised staff** – Poaching of our technically skilled team remains a serious issue, as there is a limited pool of experienced staff within New Zealand. Having appropriately qualified and experienced staff is an absolute requirement to maintain our MPI zoo registration. Paying fair salaries is essential to retain our awesome people.

Orana is a lean, mean operation

- Orana operates in a commercially astute manner with a tightly controlled budget.
- We are grateful for Council's previous funding assistance, typically around \$250,000 per annum (i.e. 7% of OPEX) via the SCF, providing excellent value for the community.
- Other major New Zealand zoos enjoy significantly higher levels of local government support. For example, Wellington Zoo, a similar size to Orana, receives \$4.1M per annum (over 50% of OPEX); \$1.29M in renewals funding and CAPEX of up to \$2.5M per annum on a project by project basis from their local Council.
- Orana separately raises 100% of funds for capital projects to make Orana an even greater regional facility (e.g. \$6M for the Great Ape Centre, home to Aotearoa's only gorillas and \$700,000 from Jobs for Nature that will further enhance our 185 hectares of land as a critical habitat for some of Canterbury's threatened species).
- We do not seek Council support for capital projects. We have proven expertise at being able to raise funds for new developments (e.g. \$1M has been raised to construct a new NZ Conservation Centre later this year).

Importance of Orana Wildlife Park

- Orana is a crucial facility for the well-being of the community as a positive outdoor activity for individuals and whānau to enjoy on their doorstep. The Park provides fantastic volunteering and work experience opportunities.
- Increasing visitors to Canterbury is crucial for economic growth. Orana plays an important role as one of the region's key tourism attractions. For example, results of a 2023 Orana Visitor Survey demonstrate that Orana drives visitation to Canterbury. 20.1% of respondents said they visited Orana because they were visiting Christchurch and 4.7% of travelers said the reason they visited Christchurch was to visit Orana.
- Canterbury has an internationally recognised zoo achieved at little cost to the rate-payer (i.e. \$25M has been raised from outside sources to build Orana over 48 years).

Orana desperately needs increased funding support. We urge the Council to include the Park as a budget line item in the LTP, considering Orana is a strategically, socially and economically important and environmentally significant asset for Canterbury.

We thank the Council for their on-going support and the opportunity to submit on the LTP.

I would like to speak to this submission at a public hearing please.

Ngā mihi

Lynn Anderson MNZM

Chief Executive, Orana Wildlife Trust lynn@oranawildlifepark.co.nz

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Draft Long-Term Plan 2024-2034

Submitter Details

Submission Date: 16/04/2024

First name: Carolina Last name: Nery

What is your role in the organisation:

Do you want to speak to the Council about your submission at a hearing?

☒ Yes

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

Please select the hearing date(s) above that suit you best. You can select more than one date.

Hearings will be held in the Council Chambers at 53 Hereford Street.

We'll be in touch to arrange a date and time and will try to accommodate your preferences.

Please make sure you've provided your telephone number in **Section 1** so we can contact you.

Feedback

Have we got the balance right - comments

What you all have achieved for the city is truly remarkable. My family has been part of the community-building efforts, and we couldn't be prouder. Coming from São Paulo, a city enriched by its free arts and entertainment, I've seen how it connects people with their identity, fosters relationships, and encourages learning. It fills life with meaning and diminishes loneliness. Those who learn are empowered to grow in every aspect of life. When I hear someone undermine these opportunities, I see them infringing on people's rights, which is truly disheartening.

Average rates - multiple-choice

No

Average rates - comments

It's a sign of poor management when citizens are forced to choose between prioritizing physical or mental health. Common sense dictates that both are equally important, and such choices are unfair to individuals' overall well-being.

Changes to how we rate - comments

It's absurd, it doesn't make sense, don't put the population in that situation, it's a shame.

Fees & charges - comments

Yes, it is clear you want make segregation, first of all gentrification removing people from the city centre, from now you want to give no option to park in the city keeping people in their suburbs. Shame !!!!!

Operational spending priorities - multiple-choice

No

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Capital programme priorities - multiple-choice

No

Capital programme - comments

It's concerning that funds are being diverted from enhancing city life to build a large stadium. Shouldn't providing opportunities for people to learn and connect with their identity be a priority over transportation? Additionally, libraries need better activities, and investing in local artists could generate employment. Based on my research, assigning specialized individuals to manage specific areas ensures efficient resource utilization.

Capital: Transport - comments

The paper is beautiful but does not explain properly where the money goes.

Capital: Parks, heritage or the coastal environment - comments

While both parks and cultural investments are crucial, suggesting that funds should be shifted from one to the other is absurd. It's unfair to place the population in such a dilemma.

Capital: Libraries - comments

I really want to see the library investment in practicing.

Capital: Solid waste and resource recovery - comments

Another critical area that requires proper allocation of funds is waste management, which is currently inadequate. Asking people to support investments they can't visibly see in action is unreasonable. I have friends working in various sectors of this city, so I'm aware of the situation.

Capital: Other - comments

Better capital management, you should have organised better the investment in the arena.

Focus for 24-34 LTP - multiple-choice

Explore other ways to bring down our proposed rates increases across the Draft LTP (e.g. reduce or change some of the services we provide, review our grants funding, increasing fees and charges for some services)

Areas to reduce costs to provide savings - comments

All of it

Event bid funding - multiple-choice

Leave the bid funding for major and business events at current levels in the draft LTP, as proposed. This expenditure is included in the proposed rates increase. While it may not have an impact on rates, it could have implications for our ability to attract major and business events in the short term.

Event bid funding - comments

No

Bring forward \$1.8m for CAPP - multiple-choice

No - don't bring \$1.8 million forward.

Create climate adaption fund - multiple-choice

No - don't create a climate adaption fund.

Adapting to climate change - comments

It's commendable that you have initiatives addressing climate change. However, when the question arises about investing in climate change programs, it puts people in a difficult spot. Investing in climate action should prioritize cultural change and education, ideally integrated into arts and culture initiatives. This approach encourages daily lifestyle changes, environmental stewardship, and fosters a better world for all.

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Strategic Framework - comments

Prioritise people's life is the most important than anything else.

Disposal of 5 Council-owned properties - comments

N/A

Disposal of Red Zone properties - comments

N/A

Gift of Yaldhurst Memorial Hall - comments

N/A

Anything else about the LTP24-34 - comments

Anything more that what I have said.

Agree to future contact for consultations - multiple-choice

Yes.

Attached Documents

File

No records to display.

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Attachment B

2384

CENTRAL PLAINS WATER LIMITED'S
SUBMISSION ON CHRISTCHURCH CITY COUNCIL'S
DRAFT LONG TERM PLAN 2024-2034

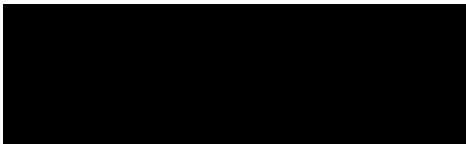
To: Christchurch City Council

From: Central Plains Water Limited
PO Box 9424
Tower Junction
Christchurch 8149

Susan Goodfellow (Chief Executive Officer)
03 928 2973
021 159 6514
sgoodfellow@cpwl.co.nz

Central Plains Water Limited's submission on the Christchurch City Council's Draft Long Term Plan 2024-2034 is set out in the attached document.

Central Plains Water Limited wishes to speak to their submission at the public hearings.



Susan Goodfellow
Chief Executive Officer
Central Plains Water Limited

On this 19th day of April 2024

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CENTRAL PLAINS WATER LIMITED'S
SUBMISSION ON CHRISTCHURCH CITY COUNCIL'S
DRAFT LONG TERM PLAN 2024-2034

CCC is a key partner in the Central Plains Water Enhancement Scheme

In May 2000, the Central Plains Water Enhancement Scheme Steering Committee, a joint committee of the Christchurch City Council (CCC) and Selwyn District Council (SDC), was established and funded to assess the feasibility of water enhancement schemes for the Central Plains area. This feasibility study confirmed the validity of an affordable scheme.

In April 2003 the Central Plains Water Trust (CPWT or **the Trust**) was established to replace the Steering Committee and progress the project. The Trust is a public venture, with Trustees appointed by the CCC, SDC and Ngāi Tahu. The first role of the Trust, following establishment, was to raise sufficient share capital to fund the process to obtain the resource consents necessary to proceed with the project. The consents were granted and are owned and administered by the CPWT which licences the use of these consents to Central Plains Water Limited (CPWL).

CPWL reports to the CPWT quarterly on compliance with resource consents, strategic initiatives and the status of projects receiving CPWL Environmental Management Funding each year (this Fund is discussed further later in this submission). CPWL also prepares an annual report to the Trust detailing the effects of the scheme on water quality and water levels in the Selwyn Waihora Catchment. This report is independently reviewed and forms the basis of the Trust's Annual Sustainability Report. Further, CPWL provides support to the Trust when the Trust is reporting to CCC.

About the Scheme

CPWL was established in September 2003 and is responsible for the implementation and operation of the Scheme.

The Scheme is a large-scale community irrigation scheme that provides reliable and cost-effective water to farmers in the Selwyn District, with the capacity to irrigate 63,000 hectares of farmland between the Rakaia and Waimakariri Rivers, from the Malvern foothills to State Highway 1.

The Scheme was constructed in three stages between 2014 and 2018, it is the largest irrigation scheme in the South Island, and its establishment cost was in the order of \$474M. It is currently owned by 397 farmer shareholders and operates on co-operative principles. Shareholders include dairy, cropping and beef and sheep farmers.

The Scheme has been designed to have an 80-year lifespan with an expectation that 100 years of service will be achieved. As such it is a multi-generational investment providing long term community benefits.

The Scheme's business activities, increased food production resulting from reliable water, and environmental gains benefit the Canterbury Region and beyond, including benefiting the businesses and communities within Christchurch City.

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Economic benefits

The Scheme contributes significantly to the Canterbury economy, and beyond. In a 2022 assessment undertaken by BERL the Scheme had a direct expenditure for the year of \$268 million, which generated direct gross domestic product of \$150 million, while contributing a total (direct, indirect, and induced) benefit of \$293 million to Canterbury's gross domestic product. In the same year, the Scheme generated direct employment of 893 full-time equivalents and 1,816 indirect full-time equivalents in the Canterbury region.

Environmental benefits

Key to establishment of the Scheme was CCC's and SDC's desire to protect the quality and quantity of water in the Canterbury Plains, including switching land users from groundwater abstraction to low nutrient alpine sourced water. With this, the Scheme's development was closely aligned with the vision of the Canterbury Water Management Strategy (CWMS) and the Scheme is a key contributor to achievement of the CWMS Outcomes.

CPWL's activities have a direct connection to improving and protecting the values associated with Te Waihora/Lake Ellesmere which lies partly within CCC's boundaries and is the most important wetland habitat of its type in New Zealand.

CPWL strives to be a world leader in environmental and sustainable practice by protecting and enhancing the surrounding waterways. This is principally achieved by:

- (a) Protecting the aquifers - By taking low nutrient alpine water from the Rakaia River in a controlled way, as provided for by the Rakaia River Water Conservation Order (RWCO), farmers no longer have to abstract water from groundwater wells and artesian supplies thereby leaving that water in the aquifers; and
- (b) Controlling and reducing loss of nutrients - Nutrient levels on farms in the Scheme are monitored and audited, and reductions in nutrients lost is one of the key environmental pillars on which the Scheme is built.

In 2014/2015 100 million cubic metres (m³) of the consented annual groundwater volume (the consented annual groundwater take is over 200 million m³) was used by CPWL shareholders. This decreased to 32 million m³ in the 2022/2023 irrigation season (i.e., approximately 16% of the consented annual groundwater volume used). Leaving the water in the aquifers improves the flow in streams that are linked to Te Waihora/Lake Ellesmere.

CPWL requires that all Shareholders have Farm Environment Plans (FEPs) to ensure that farmers are carrying out good management practices on their farm. The FEPs ensure that nitrogen and phosphorous losses resulting from farming activities are reduced to allow water quality to improve over time. CPWL's resource consents require reductions in nitrogen/nitrate losses. By 2022, dairy farms were required to reduce their losses by 30% (from their annual average loss between 2009-2013) and dairy support by 22%, irrigated sheep and beef farmers by 5% and arable farmers by 7%. Collectively, from 2022, CPWL farmers achieved a reduction of 936 tonnes and are now 29% under the pre-Scheme catchment load.

Directly benefiting Te Waihora/Lake Ellesmere, the Scheme has to date contributed \$350,000 to the Te Waihora Environmental Management Fund (TWEMF) that is managed by Te Rūnanga o Ngāi Tahu

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for the restoration of Te Waihora/Lake Ellesmere. CPWL also contributes 12.5% of the annual costs, approximately \$44,000 annually on average, to open the Lake to the sea.

Also benefiting Te Waihora/Lake Ellesmere is the CPWL Environmental Management Fund (EMF). This fund is administered by a Trust that includes representatives from the community, iwi, environmental and recreational interests, and Trustees that are appointed by SDC and CCC. The Trust makes the decisions on which projects to fund, with projects selected to date addressing wetland enhancement, minimising nutrient losses to lowland streams and riparian planting. To date the EMF has distributed over \$630,000 to environmental-related initiatives including the protection of wetlands and Significant Natural Areas, and planting over 70,000 native trees.

CPWL's pipe network, which includes a 2m diameter pipe under the Hororata River, also supports Canterbury Regional Council's three cumec Near River Recharge (NRR) project. This project enables the recharge of groundwater with surface water in an area of the south bank of the Hororata River. The recharged groundwater then supplies the Hororata River and other lowland streams downstream from the recharge point. This NRR project is world leading in terms of its scale and environmental focus. The project relies on CPWL's Rakaia River intake, Stage 1 headrace, and Stage 2 pipe network.

Adding to community resilience

At its very core, CPWL's provision of reliable irrigation and stock drinking water bolsters the farming community's resilience to the potential effects of climate change. At the same time, the Scheme's infrastructure has the potential to benefit communities in ways that go well beyond the 'on-farm' benefits. For example, the Scheme currently provides 20 connection points to supply water to Fire and Emergency New Zealand for firefighting purposes, and the pipeline has the potential to supply raw water to drinking water treatment plants should an event adversely impact council infrastructure.

CPWL has a particular interest in maximizing the value gained for communities from the Scheme's infrastructure (within the constraints of the resource consents held for the Scheme) and advancing community resilience to the effects of climate change and natural disasters such as earthquakes and extreme weather events.

CPWL welcomes the comments in CCC's Consultation Document¹ on the need to plan for resilience to climate change and for adapting to climate change. We also acknowledge the challenge of balancing the needs and perceptions of the residents of Christchurch City today while at the same time providing for the future needs of the city.

The Consultation Document (page 12) states that CCC is "*responding to climate change by working towards targets for reducing emissions and by helping our communities prepare for and adapt to our changing climate*". Areas of spend in this regard are identified and options for further investment are discussed.

Concerning planning for resilience to a changing climate, CCC states that its preferred option is to focus on adaptation to the effects of climate change (i.e. responding after the impacts of climate change have been felt) rather than funding projects to build resilience and thereby avoid (or minimise) the effects of climate change impacting Christchurch City (and its surrounds).

CPWL considers that deferring investment in resilience projects today places the burden on later communities, where escalated adaption (and associated budgets) may then be needed. In CPWL's

¹ Te Mahere Rautaki Kaurera, Our Draft Long Term Plan 2024-2034, Consultation Document

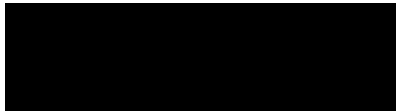
2384

opinion, such an approach is not sustainable or integrated, and it is inconsistent with the 'community outcomes' and 'strategic priorities' identified on page 15 of the Consultation Draft. The outcome "A green, liveable city" includes 'building climate resilience' and the strategic priority addressing climate change matters includes 'investing in resilience', yet the Consultation Document proposes that there be no budget to support this area of focus in the near term.

CPWL supports the alternative option being considered by CCC, that is to create a Climate Resilience Fund by July 2025 (as discussed on page 52 of the Consultation Draft) to accelerate work to ensure that key public infrastructure (such as roads, drinking water, stormwater and wastewater) is resilient to the changing climate and able to achieve the outcomes and priorities identified in the Draft Long Term Plan 2024-2034. CPWL considers that this area of work should include (amongst other matters) planning for unwanted events and working in an integrated manner with surrounding councils to consider how key infrastructure can be used to support communities across the region.

CPWL welcomes an opportunity to discuss CCC's priorities for building community resilience, and to consider how CPWL could assist in this regard.

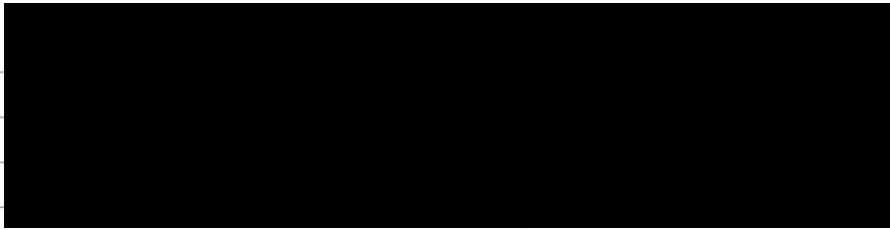
Central Plains Water Limited wishes to speak to their submission at the public hearings.



Susan Goodfellow
Chief Executive Officer
Central Plains Water Limited

On this 19th day of April 2024

1434



DSU
9 APR

Ke Ora

Christchurch City Draft Long term plan 2024 - 2034

Because the 2011 earthquake put film and major community events back twenty years I have spent the last 13 years collecting and donating historic stuff to community groups. Plus lobby for the restoration of other community facilities across five councils. Plus build up a Archive, Library, Wardrobe sound equipment, Furniture for Set.

The next ten years we are now

1. Planning a Childrens Book - nine years of planning
2. Painting and restoration of Set going into Christchurch Art Centre 2026 - Productions to be put on every 3 years by a chosen-school
3. Have already put together Archive for Christchurch Visitor Centre run by "The Grand" team
Cathedral Square - I am a small investor and supporter I am now collecting photos and prints plus key objects for this project. My role to promote Canterbury history and events. "Already donated to Rugby Union Museum"
4. Presently sorting wardrobe to donate Christchurch, Christmas, show, parade.
5. I'm now putting together a marketing plan to support a number of community groups
City Youth, New Brething Unit, Visitor Centre, Christmas show Parade, Christchurch Art Centre.
"The Grand", Lancaster Park Cricket Club
"Yaldhurst Memorial Hall"
"Ankian Church" with regnal doll historic collections

1434



Item 3

Attachment B

(Our Draft Long Term Plan 2024 - 2034
Christchurch City Council
4th April 2024

Ke Ora,

(1. Civil Defence should be at least 4% of the
total budget over a ten year period, You
can not rely on Government.

(2. Water will be a key element concerning job
security, well being and health of the
community

(3. Better one to one communication concerning
civil defence and water business model
needs to be had with the community
online does not work for everyone

(4a We have a ageing and dislexic population
Old Lancaster Park Cricket Club must be part of this Project

(4b Lancaster Park should have along side the
Park a 3m Liburary Community
Centre promoting emergency management
training. The library should be a
Trade & Architecture Archive. Part of Project.
It should be a emergency management centre,

(5 The Yaldhurst Memorial Hall should be
a 3m Community Emergency management
training centre. The Yaldhurst Rural Residents
Association must be part or full ownership

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Item 3

Attachment B

(The Hornby Community Trust must have ownership of the Old Hornby Library on condition it allows for training for Civil Defence, & emergency management.

The Old War Library Space must be developed into a memorial community garden now it has been demolished under community protest. (I was against demolition)

(More financial support is needed to support a Men Shed project for Hornby

(The Christchurch Art Centre must retain its regular grant from the City Council over the next ten years.

(I have decided Green Moon Studio will be based there and also work with the Ministry of kindness next door

(These are anchor organizations for youth and the arts. The Sky Dome & plus giving us the X Factor.

(I shall also be holding Auditions on [REDACTED] at Art Centre for a childrens song to a puppet planned to be recorded and put on Utube.

(The Anglican Christchurch Cathedral

(I went to church presentation about 2017 to build new church \$4million and still another ten years for art additions

(2017 the value of damage church spoken by a Mason at meeting \$100 million

(A core problem being the Cathedral is located in central of Cathedral Square. Plus community emotional attachment and history.

1434

52
Christchurch City Three Year Plan
2019-26

Christchurch City Council

Financial Strategy

Major Community Facilities Rebuild

As part of the 2012/13 Annual Plan, the Council resolved to rebuild or repair ten major community facilities, those being:

- Christchurch Convention Centre
 - Former AMI Stadium
 - Lichfield and Manchester St Carparks
 - Central City Multi-Sport Facility
 - Christchurch Town Hall for the Performing Arts
 - Central Library
 - Christchurch Art Gallery
 - South-West Library and Service Centre
 - Eastern Aquatic Facility
 - Athletic Track Replacement
- The Council also made a \$6.4 million commitment to the Avon River Park.

Prior to the release of the Christchurch Central Recovery Plan, Council agreed to increase its contributions to the anchor projects included in that Plan in the following areas:

- AMI Stadium Replacement. Council provides a further \$39.5 million to increase the capacity of the stadium from 30,000 to 35,000 seats. Other additional costs of the stadium including the new site and covering the playing surface are borne by the Crown.
- Central City Multi-Sport Facility. Council contributes a further \$30.9 million to reimburse the Crown's purchase of a new site for this facility. Council had previously budgeted for a new indoor sports stadium so these funds were already built into Council's future-year budgets.
- Central Library. Estimated sale proceeds of \$27.2 million from the existing library will be used to contribute to a new Central Library. The Crown will purchase the land for this facility and the Council

will contribute a further \$25.5 million for the construction cost. Council had previously budgeted for a new Central Library so these funds were already built into Council's future-year budgets.

- 163 Tuam Street (former Civic Building). Estimated sale proceeds of \$23.4 million will be contributed to the Transport Interchange project.
- Site bordering Lichfield and Tuam Streets previously intended for Transport Interchange. Council will contribute \$6.5 million, being its share of the estimated sale proceeds to the Transport Interchange project.

Note that these estimates were made following discussion with Crown officials during the development of the Central Christchurch Recovery Plan. If actual sales proceeds differ from those budgets, Council's contributions to anchor projects will change as a consequence.

The table below summarises this position:

	Council Funding Source:			
	Council Contribution	Insurance	Land	Borrowing
Convention Centre Replacement	151.2	30.6	10.8	109.8
Former AMI Stadium Replacement	255.5	0.0	0.0	0.0
Lichfield Street Carpark Repairs	8.9	0.0	0.0	0.0
Manchester Street Carpark Repairs	6.3	0.8	0.0	5.5
Central City Multi-Sport Facility	153.6	77.6	0.0	76.0
Town Hall Repairs	130.3	68.9	0.0	61.4
Central Library	61.9	8.2	27.2	26.5
Avon River Park	6.4	0.0	0.0	0.0
The Square	0.0	0.0	0.0	0.0
Transport Interchange (& 4 Suburban)	30.8	0.0	30.8	0.0
Art Gallery Repairs	36.7	24.0	0.0	12.7
Hornby Service Centre	13.0	0.0	0.0	11.7
Eastern Aquatic Facility	31.0	7.0	0.0	24.0
Athletic Track	6.7	4.4	0.0	2.3
Total	892.3	366.9	68.8	456.6
Funded by:				
Rates-funded borrowing (previous LTCCP projects)				174.9
Additional rates-funded borrowing (Stadium)				59.5
Infrastructure / Building Improvement Allowance				79.3
Major Community Facilities Rates Charge (2012/13)				162.9

Christchurch City Council
Financial Strategy

The total Council contribution to these projects is estimated to be \$892 million and is partly funded by insurance proceeds on damaged facilities of \$367 million. The strategy assumes that land sales of former sites will contribute \$69 million to the costs, leaving Council to borrow a total of \$457 million to fund its share.

This cost to Council results from recommendations to strengthen or significantly improve these assets. Some of the projects, such as the proposed Hornby Service Centre, Central City Multi-Sport Facility, Convention Centre or Stadium, represent substantial new facilities, while others, such as the Town Hall or Art Gallery projects represent a major improvements to the pre-earthquake facility.

The Council will fund the \$457 million net cost partly through the response and recovery infrastructure / buildings improvement allowance with the remainder funded through borrowings, to be repaid over 30 years in line with the Council's Revenue & Financing Policy. In the 2012/13 Annual Plan, Council resolved to commit \$79.3 million of its improvement allowance to these projects.

As well as the improvement allowance, Council had allowed for borrowing capacity in its 2019/19 LTCCP to fund growth and aspirational projects. These projects include a number which are replaced by the major community facilities in this TYP; the exception being the proposed increase in the Council contribution to the stadium, which the previous LTCCP did not contemplate. The cost of servicing this debt will be included in general rates increases in future plans.

This leaves a total of \$163 million, which is funded through the additional rates revenue raised by the Major Community Facilities Rebuild Rates Charge of 1.84% in 2012/13.

This Major Community Facilities Rebuild Rates Charge will raise sufficient additional rates to ensure the incremental \$163 million of debt required to rebuild these facilities is repaid over 30 years. For the average ratepayer, the cost of servicing this additional debt represents \$3 per month in rates. The following table shows how the new borrowing is calculated.

	(\$ million)	Total Cost
Major Community Projects (Council) Cost		892.3
Expected Insurance Proceeds		366.9
Land Sales		68.8
Net Cost To Council		456.6
Rates-funded borrowing		214.4
Funded from Infrastructure / Building		79.3
New Borrowing Required		162.9

The following graph shows that with the combination of insurance proceeds, building improvement allowance, ratepayer borrowing and the 1.84% Major Community Facilities Rebuild Rates Charge, the Council borrowing required is repaid within 30 years.

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Item 3

Attachment B

If you relook at the 2012-13 Annual Plan, the council resolved to repair ten major community facilities at \$92.3

And what had to be laid out the city then plus outside distances.

Where we are now we have come a long way. The down side the cost of living, the cost to rent, the cost to buy.

If you look at the Mason Work done at the Art Centre plus what has to be done.

Plus the money spent on the Anglican Cathedral Church and the work required plus Disjointed communication between councils and communities it should be no surprise 1. the cost 2. the time it will take.

I was so surprised at limited or no engagement with community to develop a marketing plan not only for this project but to promote Christchurch.

I must confess to being personally involved with the New Visitors Centre for Christchurch having put together their Archives and restoration of the Old Post Office Cathedral Square.

The Council needs to support this project more.

The council needs to have cups of tea at the library, meet the mayor, councillors not just election time. To talk about community & Art Projects

There needs to be more toilets at Bus Exchange
There needs to be more funding for youth events and engagement

There needs to be more funding working with homeless.

Drucilla Kingi Pullen

16th April 2024.

Note - "have the Stadium"

1434

Note

Because the loss of the founders wife and a number of key elements the Christchurch Toy Museum was sold to National Transport & Toy Museum in Wanaka.

For the Children & those young at heart in Canterbury I feel a deep sadness and anger over this loss. My self and others donated and supported the Museum.

I've now had to start Manuka Doll & Toy Museum. Manuka is a maori doll in my childrens play a bee keeper.

I also have a collection of royal dolls

Presently networking with doll / teddy bear collectors many are elderly

Have been going to Doll shows in Christchurch (Hagley cricket hall) since 1989 — 2022 cashmere

I am planning a doll display for the Art Centre presently in talks with Christchurch Cathedral.

I also have 30 hand of the Ring Dolls plus threadie set.

I feel will have to raise about 3m for a Manuka Doll & Toy Museum within or located near the Art Centre to bring families & tourists into our city regularly.

The Mangere Mahi park has been great.

the Lego is great we need to develop more

At present with Stadium and Housing development our city is beginning to look like a campers

It will be the Arts that will define from other cities and put us on the global stage.

I just take one great idea. But a team to implement it. You need better and more engagement with the wider community not just major stakeholders. Only one person invented the safety pin think of how many hospitals and babies a single safety pin has helped.

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Extra Note - Draft Long Term Plan - 2024 - 2034

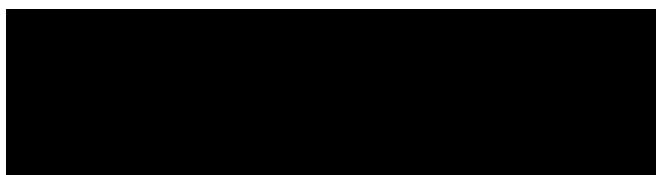
Christchurch Art Centre.

There is a percentage of people within
the Christchurch City Council proposing
the Christchurch Art Centre become sole tenant
property agents without a mandate
from the Board and community groups
plus supporters who support their kaupapa

In fact they want to change the
scope / mission statement of the Christchurch
Art Centre.

As a major stakeholder they do not have
that right without full agreement by all
parties plus public

And signed off by Commerce Commission
as the Trust Deed is a legal Document.



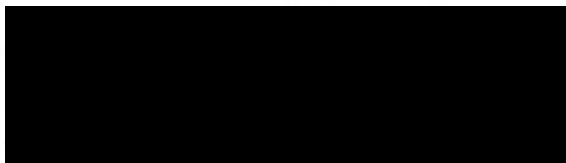
strategic planner

17th April 2024

Item 3

Attachment B

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I am already booked to speak

2.30pm

3rd May 2024

Item 3

Attachment B

3061

Draft Long-Term Plan 2024-2034

Submitter Details

Submission Date: 19/04/2024

First name: David **Last name:** Hawke

**Please provide the name of the organisation
you represent:**

Halswell Residents Association (Inc.)

What is your role in the organisation:

Treasurer

Do you want to speak to the Council about your submission at a hearing?

☒ Yes

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

Thu 2 May pm Fri 3 May pm Mon 6 May pm Mon 6 May am Fri 10 May pm

Please select the hearing date(s) above that suit you best. You can select more than one date.

Hearings will be held in the Council Chambers at 53 Hereford Street.

We'll be in touch to arrange a date and time and will try to accommodate your preferences.

Please make sure you've provided your telephone number in **Section 1** so we can contact you.

Feedback

Have we got the balance right - comments

See attached

Average rates - comments

See attached

Capital programme - comments

See attached

Areas to reduce costs to provide savings - comments

See attached

Strategic Framework - comments

See attached

Disposal of 5 Council-owned properties - comments

See attached

Anything else about the LTP24-34 - comments

See attached

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Agree to future contact for consultations - multiple-choice
Yes.

Attached Documents

File
HRA CCC Long term plan 2024 submission v4
HRA dog park survey Mar2023

Item 3

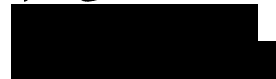
Attachment B

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Halswell
RESIDENTS ASSOCIATION (inc)

The Chairman:



Submission: Draft Long-Term Plan 2024-2034 (Christchurch City Council)

Date: 19 April 2024 (due 21 April)

Wish to be heard: YES

Standing: Halswell Residents Association (Inc.) advocates for the interests of people in Halswell. Activities are largely carried out by a Committee of 6-8 members, which holds monthly meetings open to the public. For submissions such as this, a draft is circulated to our Committee and consensus obtained before the final version is submitted and minuted at the next monthly meeting. The Association Chairperson is John Bennett; the Secretary is Adele Geradts and the Treasurer is David Hawke. The Association can be contacted [REDACTED]

In our Submission:

- We begin with some City Council spending that has worked well for our community.
- Our Submission requests numerous additional projects, so we then point to some simple ways for City Council to save money.
- We then describe requested changes to the LTP as a series of 19 numbered actions.
- We conclude with some observations on the LTP consultation process.
- We appreciate that there is a large cost involved in some of the requested changes, so we have proposed areas where the City Council could save money.

A theme we develop repeatedly in our Submission is that the cost of the extra projects we propose is a consequence of City Council's decision to embark on greenfield development in Halswell rather than use vacant land in and near the central city.

- A key consequence of this decision is that much infrastructure will be duplicated, while central city businesses lament the absence of customers.
 - In the hearings for District Plan Change 60 in 2011 that ultimately cleared the way for Longhurst and Knights Stream subdivisions, we argued that little-used city brownfields should be developed first.
 - In turning us down, the response of City Council was that this would be "too hard". Having chosen the easy option, City Council must now confront paying for their choice.

Most of our concerns in this Submission relate to *growth that has already occurred in Halswell*.

- A. Something that has worked well (and relates to the Draft LTP) is the way our Community Board has used its funding to back our community work.
- a. The importance of this community work is expressed well by the Community Outcomes listed on pp 4-5 of the Draft LTP: "A collaborative confident city" is one where "We have a sense of belonging and identity, [where City Council] "support[s] and help[s]"

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build connections between communities....to foster a sense of local identity, shared experience and stewardship.”

- b. We use Community Board funding to pay for our organising of the annual ANZAC commemoration in Halswell. This event attracts around 1500-2000 people.
 - i. If we did not get this funding then City Council staff would have to do it, and the cost would be much greater.
- c. We have also used Community Board funding to run surveys of Halswell residents, to inform our advocacy. These survey results inform our advocacy helping ensure that our views are reasonably in step with those of our community, thereby helping City Council to the best outcome.
 - i. Again, without Community Board funding we would be unable to do this work and the cost to City Council of having staff do it would be substantial.
- d. As well as support from Community Board elected members, we acknowledge the enthusiastic support of our endeavours from Community Board staff.

Action requested (1): approve the funding proposed in the Draft LTP for Strengthening Communities (p 172), so that community organisations such as ours can continue their work undiminished.



We worked with Community Board staff to bring to our community this rather timely FENZ & NZ Police workshop on wildfire safety in December 2023. Without funding of our work from Strengthening Communities funding and without committed community support staff from our Community Board, this workshop would not have happened.

- B. More on Rates-funded General Grants and in particular the funding of Heritage work.
 - a. Christchurch’s appreciation of Heritage continues to emphasise colonial times.
 - b. We have previously used Community Board funding (via its Discretionary Response Fund) for preliminary investigations of a 1000-year-old matai forest unearthed in Halswell, and without this funding we would not know anything about Halswell’s pre-colonial history.
 - i. We used expertise within our community to do this work for free. Had City Council had to pay, the cost would have been very large.
 - ii. We are using this forest to build our community’s understanding of their heritage, and to strengthen their sense of belonging. This sense of belonging is really important given that many of the new residents in Halswell are new to New Zealand and have little understanding of the place they have moved to.

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- iii. City Council also has obligations under its Multicultural Strategy; meeting these obligations will not happen for free. As a community group, we provide both effort and expertise but City Council must play its part.
- iv. Next step is an installation at Te Hāpua, for which we had hoped to access Heritage funding. However, Heritage funding has been zeroed in the Draft LTP (p 172).

Action requested (2): reinstate the funding for Heritage, to allow us (and other groups across the city) to continue building our community's sense of where it came from.

C. Where City Council might make savings

- a. Cancel Project 61789 Carrs Reserve Club Relocation, which has \$190k allocated for 2024/25 and \$3.97m for 2026/27.
 - i. The amount allocated for this project steadily creeps up, but nothing seems to happen. Originally the club was to move to Conservators Road in Macleans Island, but in the last Long-Term Plan we were told that the club's land use consent application for the move "remains on hold" while issues raised by Orana Park and Isaac Wildlife Conservation Trust "are worked through". Nothing seems to have happened.
 - ii. Immediately next door to the Kart track is a greyhound track. Relocation had \$302k allocated in the 2021-31 Long-Term Plan, but this has disappeared from the current Draft.
 - iii. The Club has a lease until 2054. We think City Council should walk away from this project for the purposes of this Long-Term Plan in the same way that it has walked away from relocating the adjacent greyhound track, and leave the club where it is.
- b. Remove all Vacant Land [Rates] Remissions for commercial land in the central city and nearby industrial areas.
 - i. Across the city, these amount to \$347k in 2024/25 with 2-3% annual increases proposed throughout the life of the Long-Term Plan.
 - ii. There is too much vacant land in the central city and along the rail corridor, much of which might be suitable for housing, employment etc.
 - iii. City Council has indicated an extension of the "City Vacant Differential" rate, but we don't think this goes far enough.
 - iv. We understand that land in the central city used for ground-level car parking (e.g. by Wilsons) is "consented" and therefore eligible for the Vacant Land Remission. This remission should be removed.
 - v. Furthermore, these remissions encourage "land banking" and provide a disincentive for productive development.
 - vi. City Council is currently pursuing Plan Change 14 to the District Plan. This provides for suburban residential intensification close to high frequency public transport and retail centres, with particular examples on our side of town being Riccarton and Hornby. These proposals have been fiercely contested by residents groups, especially in Riccarton. Our submission to the Hearings Panel on Plan Change 14 proposed that its provisions would not come into effect until residential density in the central city reached a trigger point, with vacant land converted to productive uses.
 - vii. The non-use of this land in the central city and nearby industrial areas has contributed to the need for green fields development such as in Halswell, and infrastructure cost from this development costs City Council substantially.

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- viii. Consequently, removing these remissions would save money in two ways; the cost of the remissions, and the savings from not having to do provide infrastructure relating to green fields developments.

Action requested (3): Remove funding for Carrs Reserve Club Relocation (saving \$4.2m);

Action requested (4): Remove Vacant Land Remissions for all property rates in the central city (including ground-level car parking sites) and along the rail corridor (saving up to \$347k per year).

D. Project 74029 New Dog Park – South West Christchurch has \$50k allocated for 2026/27.

- a. We strongly support this proposal, but it needs to happen sooner – the demand is there, right now, and has been for some time.
- b. We have received strong support in our own community consultation for such a facility. We ran a survey in February 2023, which drew nearly 600 responses.
 - i. For example: 87% of respondents either own a dog, are responsible for exercising a dog, or have someone in their family who does this.
 - ii. 72% of respondents see a need for a Halswell dog park (strongly agree, or agree).
 - iii. We have already done some “consultation” which you may find useful; see the attached PDF with our dog park survey results.
- c. We understand that the \$50k allocation is primarily for determining a suitable site, and other preliminary activities.
 - i. With this in mind, we think City Council should not proceed with the sale of 32 Sutherlands Road in case this may be a suitable site.
 - ii. Other potentially suitable site that we are aware of include the former greyhound track in Carrs Road, and 6.3 ha of unused land (6.3 ha) in SE Halswell. The latter is contaminated (former pig farm then car wreckers); the owners bought it under the Overseas Investment Act in 1996 under the pretext of turning it into a market garden, but this never happened (and conditions were never followed up).

Action requested (5): bring forward Project 74029 New Dog Park – South West Christchurch to 2024/25;

Action requested (6): do not sell 32 Sutherlands Road until a site for the New Dog Park – South West Christchurch has been determined.



This is the entrance to Fenwick Dog Park in Oamaru, a fenced dog park where dogs are allowed off-leash with no chance of wandering off. With a population of 14 000, Oamaru is not much more than half the size of Halswell yet their council has already provided this facility close to the centre of town.

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Item 3

Attachment B

E. Project 42027 Wigram & Hayton Intersection Improvements has \$2.57m budgeted, beginning next year and concluding 2026/27.

- a. We strongly support this project. Furthermore, we greatly appreciated the efforts made by City Council staff to engage with us, and talk through issues raised by Aidanfield residents.

Action requested (7): approve the funding proposed in the Draft LTP for Project 42027 Wigram & Hayton Intersection Improvements, including the proposed timeline.

F. Project 41845 Quarryman's Trail Cycle Connections is not scheduled to start until 2027, with completion in 2031/32.

- a. The proposed timing for this project is too late; the need is apparent right now.
 - i. Quarryman's Trail presently provides no access to Halswell School.
 - ii. People cannot easily access Quarryman's Trail across Halswell Road at morning and afternoon peak.
- b. The proposed project is too limited.
 - i. Guessing from the term "connection" that full separation is not envisaged, we highlight that many streets in Halswell have large and growing traffic volumes, often at the time that people wish to bike either to school or to work.
 - ii. The extent of vehicle traffic means that painted cycle lanes are not enough, and there are few "quiet streets" left.
 - iii. City Council needs to front up to the cost of suburban sprawl style of development it has allowed, and upgrade the level of protection to people walking, scootering or biking around our suburb.

Action requested (8): bring forward Project 41845 Quarryman's Trail Cycle Connections, and increase its scope to meet on-the-ground conditions in Halswell.

G. Project 917 Lincoln Road PT improvements (Curletts to Wrights) is scheduled for starting in 2024/25 and completion in 2027/28.

- a. Bus route Halswell #7 is a key route connecting Halswell to the central city and beyond, and is designated for "uplift" to a 10 minute frequency.
- b. Although we have repeatedly submitted that this work is being delivered too slowly, it appears planned to integrate with the section Dunbars-Curletts being delivered by Waka Kotahi.
- c. City Council must not allow any of this work to be delayed. We have repeatedly highlighted the problem of buses such as Halswell #7 and Wigram #60 running substantially behind schedule during peak travel periods, because single-occupancy vehicles are clogging the roads.
- d. Helping make the buses both faster and more predictable has three components. One of these is bus priority lanes, another is passengers knowing exactly when their bus will arrive, and the remaining component is speeding up the transit of buses by giving them priority at signalised intersections.
- e. The project also includes separated cycling infrastructure, and this is essential for providing a safe route to Hillmorton High School as our local high school.

Action requested (9): approve the funding proposed in the Draft LTP for Project 917 Lincoln Road PT improvements (Curletts to Wrights), including the proposed timeline and the separated cycling infrastructure.

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Without PT Priority lanes, high frequency bus services do not achieve their aims. One issue that would be minimised by bus lanes is the accumulation of buses into convoys. For example, on the left we have a #7 convoy to Halswell (buses 1 & 3 on the display board) at the central city bus interchange in mid-afternoon April 2024, and for the high frequency Orbiter service during the afternoon peak in early 2024.

H. Projects that are missing:

- a. A youth facility in the Sutherlands Road – Kennedys Bush Road – SH75 – Sabys Road – Quaifes Road area, to cater for growth *that has already occurred*.
 - i. There are already two skate parks in Halswell, both well used. However, they are (literally) miles away.
 - ii. We identified this issue in representations to our Community Board as part of their community plan process, and identified a potential site. They agreed with us, but nothing has happened.
 - iii. The reason this issue has popped up is that City Council consented comparatively low density urban sprawl across Halswell. We pointed out the issue over 10 years ago, in the planning process, but were ignored. Now is the time for City Council to pay up for its poor decision making.
 - iv. Developers pay for community facilities such as these, but they need to be in the Long-Term Plan. Here is your chance.

Action requested (10): add a youth facility (eg, BMX or skate park) to service growth that has already occurred in SE Halswell.

- b. The previous LTP included Project 44710 Local cycle network Halswell to Hornby, but this project has disappeared.
 - i. The project may have disappeared from the Draft LTP, but the need has not. Biking (or e-scootering) Halswell to Hornby is horrendous.
 - ii. Guessing from the wording in the previous LTP, full separation was not envisaged. As above, roads around both Halswell and Hornby are already extremely busy so that painted cycle lanes will not be enough.

Action requested (11): reinstate Project 44710 Local cycle network Halswell to Hornby, including provision for full separation.

- c. Because of the rapid growth in vehicle traffic (including trucks) accessing the motorway (SH 76), Halswell Junction Road is noisy and shaky for adjoining residents, hard for residents to cross, and intimidating for people cycling or walking to Halswell School.

Action requested (12): Include in the final LTP a separated cycleway along Halswell Junction Road from Wigram Road to Halswell Road;

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Action requested (13): Include in the final LTP signalised intersections along Halswell Junction Road with Nicholls Road and Sabys Road;

Action requested (14): Include in the final LTP pedestrian refuges along Halswell Junction Road from Wigram Road to Halswell Road.

- d. Because of the rapid growth in vehicle traffic originating from both within Halswell and from Selwyn District, several roads within Halswell have become very busy and unfriendly to people walking and cycling. This includes getting children safely to school, the bus, and community facilities.
 - i. These roads include Dunbars Road, Aidanfield Drive, Milns Road, Sutherlands Road, Sabys Road, Murphys Road, Nicholls Road.
 - ii. We have previously argued for low-cost interventions (a system of modal filters) to minimise traffic on these roads, but City Council did not understand that prevention is cheaper than cure. We now have the expensive option.

Action requested (15): Include in the final LTP pedestrian refuges along these five roads.

- e. Liveable and inclusive communities are important. Symptoms of alienation and individualisation include graffiti, intentional damage, anti-social behaviour and fly-tipping. All of these have both social and financial costs.
- f. There is no comprehensive plan for Halswell that might guide LTP reviews and ensure a sustainable and liveable community.
 - i. There was formerly a "Growing Halswell Together Plan", but this is totally outdated and is no longer on City Council's website.
 - ii. City Council's Urban Development Strategy, and ECAN's Our Space 2018-2048, and Greater Christchurch Partnership's Spatial Plan have all been unable to stop unsustainable, community-unfriendly urban sprawl.

Action requested (16): Construct a "Halswell Liveability" plan with measurable targets, linked to the LTP.

I. The LTP consultation process

- a. During the LTP discussion, we don't like the way City Council's narrative has consistently referred to "rates" and "ratepayers", apparently forgetting that our city is one of "residents", some of whom happen to be "ratepayers".
- b. Although we appreciate the on-line tool as a way of finding relevant projects in our ward, the detail needed to make a submission is often lacking and there is no information on projects that have "dropped off" since the previous Long-Term Plan. An example we have found is [Project 44710 Local cycle network Halswell to Hornby](#), but there could well be others.
- c. In many cases, the documentation lacks information on the allocation from the 2023/24 Annual Plan. Without this information, we cannot see whether allocations have gone up or down, or stayed the same.
- d. Furthermore, the background business cases for individual projects are not linked in the Draft LTP document. This makes it hard to see what benefit individual projects will bring to the city; or alternatively, where fallacious reasoning has been used to justify particular projects.

Action requested (17): Include information on projects removed from the previous LTP in documentation of future LTPs;

Action requested (18): Include links to business cases for individual projects in documentation of future LTPs and Draft Annual Plans.

3061

J. Community engagement

- a. The “front line” of consultation on draft LTPs should be community boards. However, community boards struggle to get into the community; in the case of “our” Waipuna Halswell-Hornby-Riccarton Community Board, meeting only in a difficult to access, impenetrable fortress. We have raised the issue repeatedly with both elected members and staff, and apparently the issue comes back to resourcing. In case this is a situation affecting only “our” community board, our Treasurer went to Public Forum at a meeting of Spreydon-Cashmere-Heathcote Community Board to urge them to get into their community, and he was told the same thing.

Action requested (19): Add a project designating funding for community boards to meet in community-friendly venues across their community at a specified frequency.



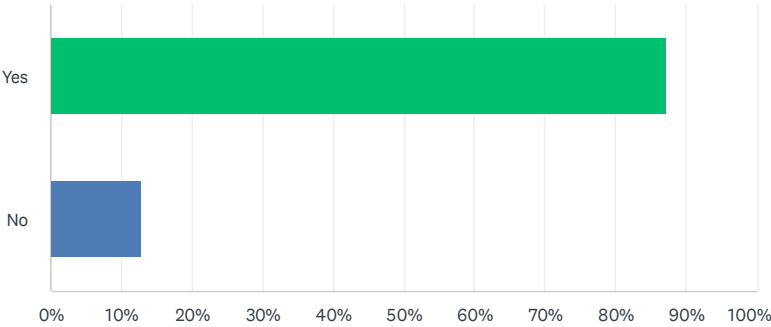
Here we have Waipuna Halswell-Hornby-Riccarton Community Board meeting in a community-friendly facility, in this case Knights Stream School on 30 March 2021. It was a oncer, and has never happened again. This needs to change.

Fenced dog park for Halswell

3061

Q1 I (or someone in my immediate family) owns a dog or is responsible for exercising a dog:

Answered: 576 Skipped: 1



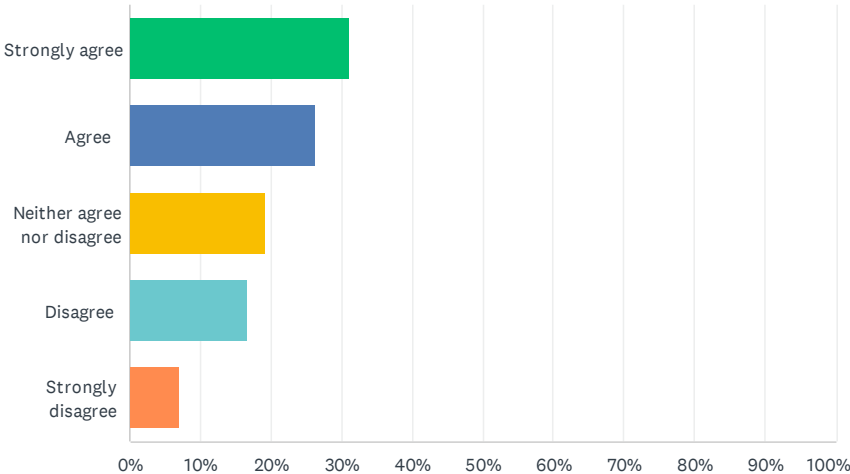
ANSWER CHOICES	RESPONSES
Yes	87.15% 502
No	12.85% 74
TOTAL	576

Fenced dog park for Halswell

3061

Q2 Uncontrolled dogs are a significant problem in parks and green space around Halswell:

Answered: 576 Skipped: 1



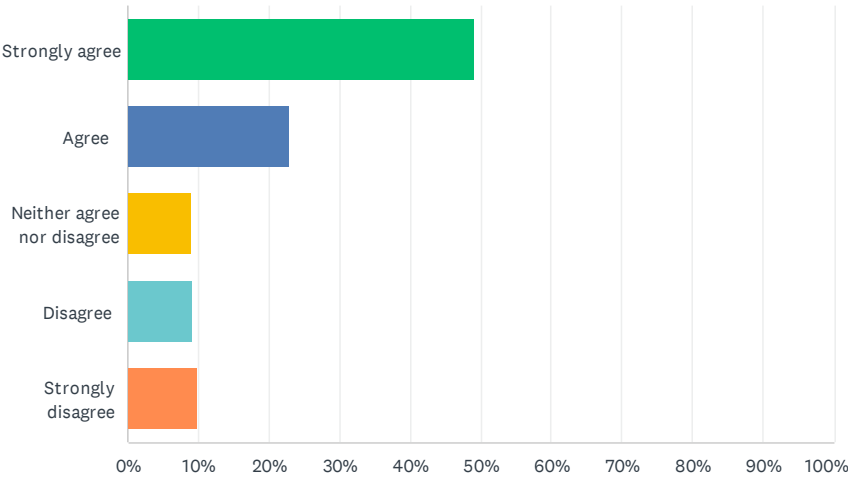
ANSWER CHOICES	RESPONSES	
Strongly agree	31.08%	179
Agree	26.22%	151
Neither agree nor disagree	19.10%	110
Disagree	16.67%	96
Strongly disagree	6.94%	40
TOTAL		576

Fenced dog park for Halswell

3061

Q3 Halswell has a significant need for a fenced dog park:

Answered: 576 Skipped: 1



ANSWER CHOICES	RESPONSES	
Strongly agree	48.96%	282
Agree	22.92%	132
Neither agree nor disagree	9.03%	52
Disagree	9.20%	53
Strongly disagree	9.90%	57
TOTAL		576

Item 3

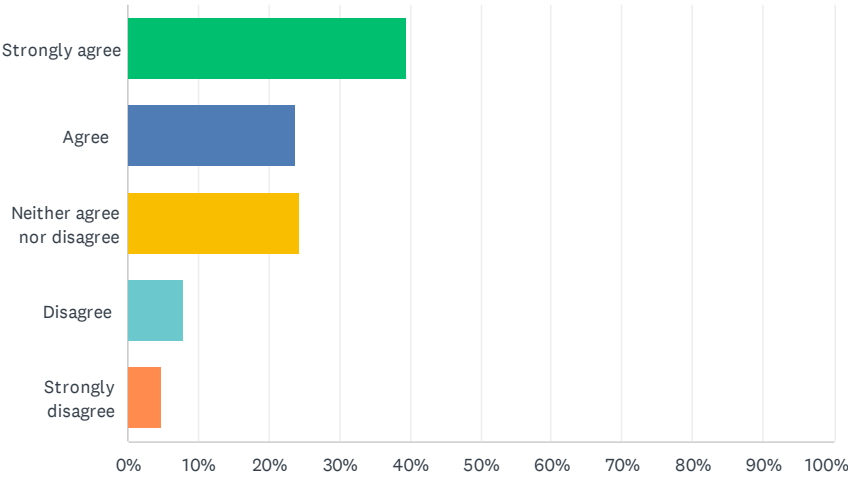
Attachment B

Fenced dog park for Halswell

3061

Q4 If a fenced dog park goes ahead in Halswell, there should be separate areas for large dogs and small dogs:

Answered: 576 Skipped: 1



ANSWER CHOICES	RESPONSES	
Strongly agree	39.41%	227
Agree	23.61%	136
Neither agree nor disagree	24.31%	140
Disagree	7.99%	46
Strongly disagree	4.69%	27
TOTAL		576

Item 3

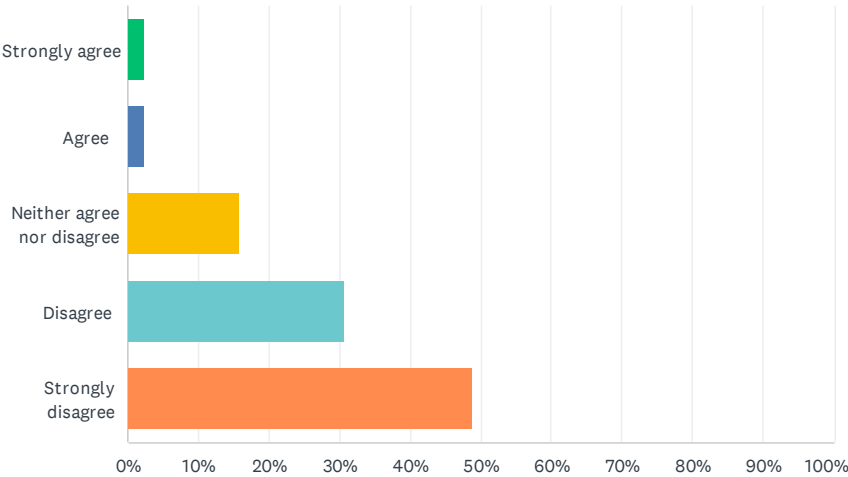
Attachment B

Fenced dog park for Halswell

3061

Q5 Access to a fenced dog park should be by prior booking only:

Answered: 577 Skipped: 0



ANSWER CHOICES	RESPONSES	
Strongly agree	2.25%	13
Agree	2.43%	14
Neither agree nor disagree	15.77%	91
Disagree	30.68%	177
Strongly disagree	48.87%	282
TOTAL		577

Item 3

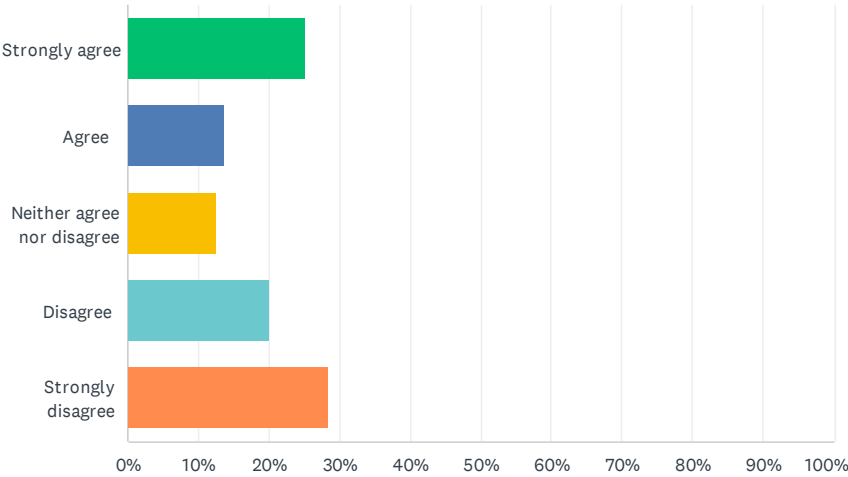
Attachment B

Fenced dog park for Halswell

3061

Q6 If a fenced dog park goes ahead in Halswell, the present unfenced dog area at Halswell Quarry should be made on-leash only:

Answered: 577 Skipped: 0



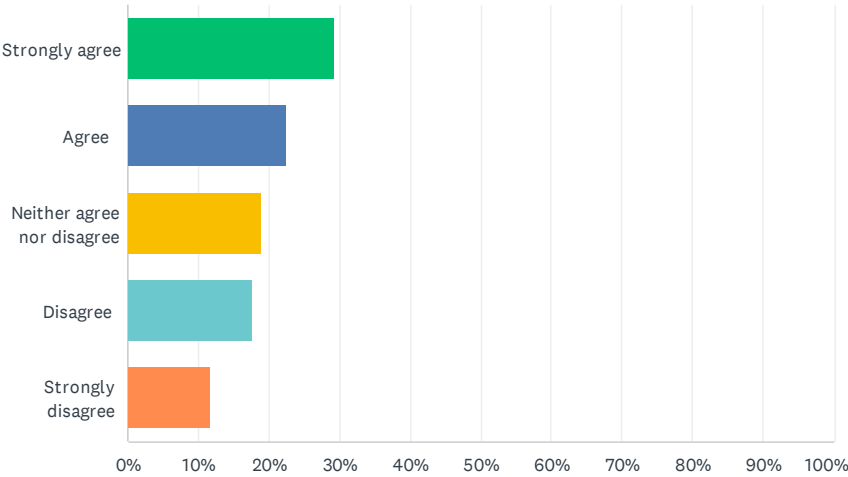
ANSWER CHOICES	RESPONSES	
Strongly agree	25.13%	145
Agree	13.69%	79
Neither agree nor disagree	12.65%	73
Disagree	20.10%	116
Strongly disagree	28.42%	164
TOTAL		577

Fenced dog park for Halswell

3061

Q7 Uncontrolled dogs are a significant problem in parks and green space
around Halswell:

Answered: 576 Skipped: 1



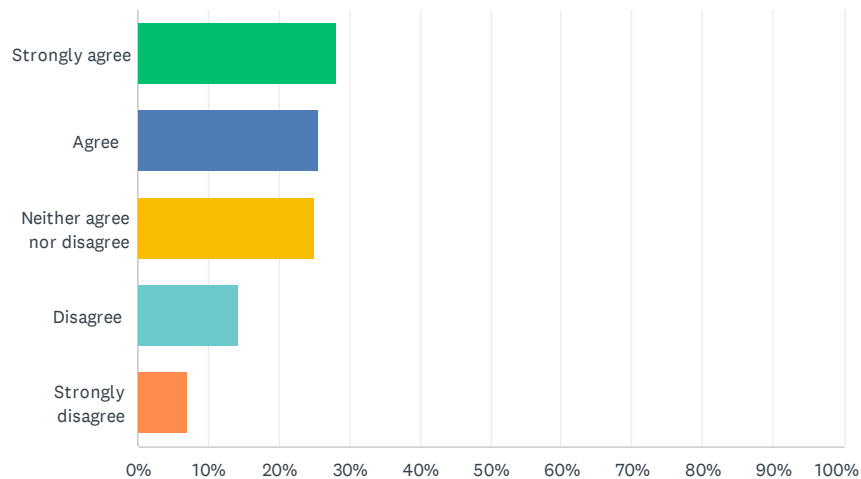
ANSWER CHOICES	RESPONSES	
Strongly agree	29.17%	168
Agree	22.40%	129
Neither agree nor disagree	18.92%	109
Disagree	17.71%	102
Strongly disagree	11.81%	68
TOTAL		576

Fenced dog park for Halswell

3061

Q8 There is not enough enforcement of dog control requirements in parks and green space round Halswell:

Answered: 577 Skipped: 0



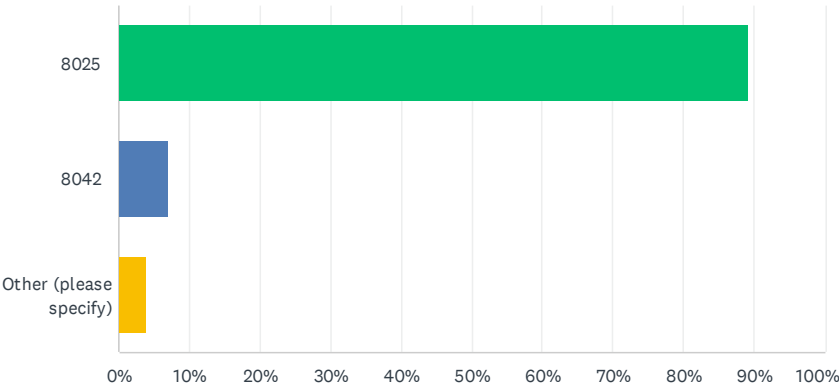
ANSWER CHOICES	RESPONSES	
Strongly agree	28.08%	162
Agree	25.65%	148
Neither agree nor disagree	24.96%	144
Disagree	14.21%	82
Strongly disagree	7.11%	41
TOTAL		577

Fenced dog park for Halswell

3061

Q9 My post code is:

Answered: 577 Skipped: 0



ANSWER CHOICES	RESPONSES	
8025	89.08%	514
8042	7.11%	41
Other (please specify)	3.81%	22
TOTAL		577

3885

Draft Long-Term Plan 2024-2034



Submitter Details

Submission Date: 21/04/2024

First name: Lesley Last name: Willoughby

What is your role in the organisation:

Do you want to speak to the Council about your submission at a hearing?

☒ Yes

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

Fri 3 May am Fri 3 May pm Fri 10 May am Fri 10 May pm

Please select the hearing date(s) above that suit you best. You can select more than one date.

Hearings will be held in the Council Chambers at 53 Hereford Street.

We'll be in touch to arrange a date and time and will try to accommodate your preferences.

Please make sure you've provided your telephone number in [Section 1](#) so we can contact you.

Feedback

Average rates - multiple-choice

Yes

Average rates - comments

I am not happy with the potential increase of rates but if there can be money spent on the infrastructure in the east of Christchurch where this is long overdue then I can accept this increase when it is spent in those areas.

Capital programme priorities - multiple-choice

Yes

Capital programme - comments

Capital Programme Spending The Wyon and Hulbert Streets (in Linwood North) renewals, formally under the CRAF project and recently removed by the Community Board should now be in the Long Term Plan.

Capital: Transport - comments

Wyon and Hulbert Streets formally under CRAF need to be in the Long Term Plan for funding

Focus for 24-34 LTP - multiple-choice

Deliver what we have proposed in the Draft Long Term Plan (e.g. maintain existing levels of service and invest in our core infrastructure and facilities that keep Christchurch and Banks Peninsula running).

Event bid funding - multiple-choice

Leave the bid funding for major and business events at current levels in the draft LTP, as proposed. This expenditure is included in the proposed rates increase. While it may not have an impact on rates, it could have implications for

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our ability to attract major and business events in the short term.

Bring forward \$1.8m for CAPP - multiple-choice

Don't know - not sure if we should bring \$1.8 million forward.

Anything else about the LTP24-34 - comments

Wyon Hulbert Streets removal from the CRAF projects list. The Community Board decision for the removal of Wyon and Hulbert Streets from the CRAF project was made at the 8th April meeting and we were only advised of this on Friday 19th April with the recommendation that the Long Term Plan submission process is a way for us to advocate for this project funding. Regretfully I have not had the time to consider all of the other items in this process to be able to comment fully on them. It has already been acknowledged by the council that speeding in this area is an issue and the speed restrictions within our streets have been amended to reflect the close connections that we have to the 2 schools within our area. Our street Wyon Street is a residential street but is the the only through road between Buckleys Road and Worchester Streets that is used by people accessing all the other roads between Linwood Ave and Woodham/Kerrs Roads. Regularly on a daily basis there are cars being driven down our street at excessive speeds. Our area is continually referred to by developers and realestate agents as 'city fringe' and we are seeing a major increase in developers building multi unit small apartments on very small sections. Over the years we have had patch up jobs to the road surface and many repairs to the pot holes that developed. The large old fashioned gutters are damaged and dangerous, the footpaths are damaged. The current road surface has not been finished and is according to various council reports in bad condition and on the list of the Top 20 roads needing major attention. The infrastructure of Christchurch east is deteriorating and these constant delays mean extra costs everytime the project is reconsidered. With the removal of this project from under the CRAF funding by the Community Boards recent decision we request that this project should now be in the Long Term Plan

Agree to future contact for consultations - multiple-choice

Yes.

Attached Documents

File

No records to display.

Item 3

Attachment B

3653

Draft Long-Term Plan 2024-2034

Submitter Details

Submission Date: 21/04/2024

First name: Andrew Last name: McDougall

What is your role in the organisation:

Do you want to speak to the Council about your submission at a hearing?

☐ Yes

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

Feedback

Have we got the balance right - comments

Have you taken into account the projects that were already in process, but have had the rug drawn from under them? I refer especially to the upgrading of Wyon Street and Hulbert Street which we thought were a "done deal" but were rejected at the The Wyon Street and Hulbert Street renewal projects from the Christchurch Regeneration Acceleration Facility (CRAF) programme in their 8 April meeting. We only found out on Friday the 19th April that this had happened and they suggested the project was referred to the Council's long term plan. The conditions of the pavements in Wyon Street must be considered urgently.

Average rates - multiple-choice

Yes

Average rates - comments

Being on a fixed income I would find the rates increase a challenge. It is also difficult when I don't see any of the infrastructure improvements in my own area. The pavement and lighting on my street (Wyon St.) are an utter disgrace. Being almost 92 and having limited mobility I am unable to use the rough pavements, and night time is impossible with the poor lighting. I wouldn't mind paying more rates if I saw these matters being addressed promptly.

Fees & charges - comments

I do not agree with parking charges in the Botanic Gardens. Already the city is operating an "economic exclusion zone" for the less well off. I can only travel by car due to mobility issue, and a trip to the Botanic Gardens in my wheelchair is an outing I really enjoy. It's important the gardens remain available to all rate payers regardless of wealth.

Operational spending priorities - multiple-choice

No

Operational spending - comments

I believe much more must be spent on infrastructure in the East of the city. I feel that we are treated with contempt. I have lived in Wyon St. for 57 years and am horrified at how the infrastructure has been so poorly maintained over that time. The community board recently rejecting improvements is a real "slap in the face" for residents of Wyon St.

Capital programme priorities - multiple-choice

No

Capital programme - comments

3653

I believe should be spent on infrastructure in the East of the city. We always feel like the "cinderellas" who are neglected by the council despite the best efforts of our local councillor.

Capital: Libraries - comments

The library services in the city are excellent. The current range of service should be maintained.

Focus for 24-34 LTP - multiple-choice

Accelerate work on some projects and programmes, with a focus on balancing the needs of today's residents with the needs of future generations (e.g. spending more on climate change adaptation, boost the funding for major events).

Areas to reduce costs to provide savings - comments

Certainly don't reduce the cost of infrastructure projects - especially on the east of the city which is long neglected.

Event bid funding - multiple-choice

Leave the bid funding for major and business events at current levels in the draft LTP, as proposed. This expenditure is included in the proposed rates increase. While it may not have an impact on rates, it could have implications for our ability to attract major and business events in the short term.

Bring forward \$1.8m for CAPP - multiple-choice

Yes - bring \$1.8 million forward.

Create climate adaption fund - multiple-choice

Yes - create a climate adaption fund.

Strategic Framework - comments

I see the proposals are for a "green, liveable city". How can this be achieved when the community board have just rejected a long thought out plan which would have achieved this on Wyon St? This included greenery, but it was rejected due to cost. It's never ever going to get any cheaper than it is now - so when will the "green, Liveable City" happen if these well progressed plans have been rejected?

Disposal of 5 Council-owned properties - comments

Agree

Disposal of Red Zone properties - comments

Agree

Gift of Yaldhurst Memorial Hall - comments

Agree

Anything else about the LTP24-34 - comments

Whilst I am highlighting the importance of the upgrades to Wyon St. and Hulbert St., I believe this is something that should be done as a matter of urgency. The streets were about to be improved just before the 2010 earthquake, and then the money was diverted into the infrastructure for the city. It is always put on the "backburner". Time to prioritise it.

Agree to future contact for consultations - multiple-choice

Yes.

Attached Documents

File

Wyon St:Hulbert Street.

T24Consult Page 2 of 2

2748

Draft Long-Term Plan 2024-2034

Submitter Details

Submission Date: 19/04/2024
First name: Kyla Last name: Jasperse

What is your role in the organisation:

Do you want to speak to the Council about your submission at a hearing?

☒ Yes

☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.
Fri 3 May am Fri 3 May pm

Please select the hearing date(s) above that suit you best. You can select more than one date.
Hearings will be held in the Council Chambers at 53 Hereford Street.
We'll be in touch to arrange a date and time and will try to accommodate your preferences.
Please make sure you've provided your telephone number in [Section 1](#) so we can contact you.

Feedback

Average rates - multiple-choice
No

Average rates - comments
We continue to pay rate for infrastructure that is used by other significant users such as roading, the impact of strong residential growth in the Lincon area has significant impact on cost of infrastructure but no contribution.

Operational spending priorities - multiple-choice
No

Operational spending - comments
Safety should be a primary concern. In the Halswell area Cashmere Road by the Haswell Quarry is a death trap waiting to happen. Noone does the posted speed limit, there are limited walking and cycling opportunities on Cashmere Road and no safe link between the quarry and the wet lands via Cashmere Road. It would be a good a cheep way to slow cars on this piece of Cashmere Road to install judder bars as no one does the speed limit and there is no enforcement either.

Capital programme priorities - multiple-choice
No

Capital programme - comments
Te kaha is a waste of money, should be totally user pay.

Capital: Transport - comments

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Improved walking and cycling access in the Haswell area is important otherwise deaths will occur, if we want to stop people driving we need to have safe alternatives

Areas to reduce costs to provide savings - comments

Make things like Te Kaha fully user pays

Event bid funding - multiple-choice

Leave the bid funding for major and business events at current levels in the draft LTP, as proposed. This expenditure is included in the proposed rates increase. While it may not have an impact on rates, it could have implications for our ability to attract major and business events in the short term.

Event bid funding - comments

Major event need to be able to pay for themselves as a rate payer why should I pay for private interests to make gains.

Bring forward \$1.8m for CAPP - multiple-choice

No - don't bring \$1.8 million forward.

Create climate adaption fund - multiple-choice

No - don't create a climate adaption fund.

Agree to future contact for consultations - multiple-choice

Yes.

Attached Documents

File

No records to display.

Item 3

Attachment B

2612

Submission by John Curry

20 April, 2024

2024 Christchurch City Council Long Term Plan (LTP) submission

596 WW Akaroa Reclaimed Water Treatment and Reuse Scheme

Introduction

Recent news about the proposed sewage treatment and disposal system for Akaroa should motivate the Christchurch City Council to re-evaluate the scheme and consider a more practical and cost-effective solution. I specifically refer to the following issues:

1. The blowout in the cost of the proposed scheme, currently over \$100 million.
2. The inability of the proposed scheme to cope with peak flows.
3. The lack of capacity in the proposed scheme to be expanded to cope with population increase.
4. The risk of serious erosion and slips in Robinsons Bay where the wastewater would be disposed, causing this key part of the disposal system to fail.

The most practical, cost-effective and long-term solution for the disposal of Akaroa's treated wastewater is via a harbour outfall. This option if properly designed and implemented overcomes the problems identified above.

The currently-proposed scheme was adopted because of the cultural objections of Ngai Tahu. According to Maori custom, human waste should be filtered through the land before entering water courses and the sea.

The purpose of my submission is to discuss the cultural objection of Ngai Tahu to the Harbour Outfall option. I do not have any Maori heritage, but I am a local resident and descendant of early Banks Peninsula settlers.

Scientific basis of Maori cultural practice

First of all, I am of the opinion that the Maori cultural custom of human waste being filtered through land before entering waterways has a sound scientific basis in minimising/eliminating the risk of polluting waterways, and food taken from them. The buried human waste that would decompose over time was an effective waste treatment system based on the technology available at the time, and the relatively small population sizes.

Following European settlement, human waste/sewage from the township of Akaroa has been disposed into Akaroa harbour, oftentimes with minimal treatment in the earlier years, and sub-optimal treatment up to the present. And it has negatively impacted the quality of seawater in the harbour. For example, at times it has not been safe to eat shellfish taken from the harbour due to pollution. Understandably this would concern local Maori because of their cultural belief about human waste disposal, and on observing the environmental and health impacts on their traditional food gathering practices.

It is also understandable that Ngai Tahu would also want to see the present sewage/wastewater treatment plant located at Takapuneke be relocated because of the site's cultural and historical significance to local Maori. The proposed wastewater scheme allows for this, regardless of how the wastewater is disposed of.

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The proposed replacement of the outdated wastewater treatment station at Takapuneke with a new wastewater treatment station located above Akaroa represents a major improvement. Solid waste materials from the town's sewage will be separated out before the remaining wastewater will be pumped up to the new treatment station. There it will be treated to a very high standard such that it will be suitable for non-potable reuse via a purple pipe system within Akaroa township. The wastewater would also be treated to a level of purity that would make it suitable for release into Akaroa Harbour via an outfall pipe. From a practical point of view, this is the most pragmatic option. Benefits include:

- It is the lowest cost option,
- The treated water released into the harbour is non-polluting so there will be no negative effects on the physical environment
- it allows for reusing the treated water within Akaroa township via a purple pipe system
- it ensures the recycled water is available for the township during the typically dry summer months
- it doesn't require large storage pond(s) – water can be released into the harbour or used for recycling as per the need.
- It helps future-proof the water supply of Akaroa township anticipating population growth and the potential effects of climate change.

However, there remains the cultural objection of Ngai Tahu to treated wastewater being discharged into the harbour, regardless of the level of water purification. As acknowledged above, there is a practical, public health basis to the traditional Maori practice of filtering human waste through the soil before it enters waterways. The proposed treatment of Akaroa's sewage incorporating human waste will fulfil the spirit and intent of the Maori cultural practice by ensuring that no polluted water enters the local waterways. Waste solids will be separated out and processed in Christchurch, the waste water will be filtered to a high level, and also subjected to UV light to kill pathogens, and the treated water will be non-polluting. The end result is the same although achieved by different means.

Adapting of cultural practices

Cultural practices adapt over time according to changing circumstances. Today we live in a bi-cultural society much changed from pre-European Aotearoa/New Zealand. It is not possible, or even desirable, for cultural practices in any society to remain unchanged and adhered to regardless of changing circumstances. An extreme example of this would be the practice of slavery which was acceptable in many cultures including both European and Maori up until the mid-nineteenth century. Changes in thinking about human rights over time led to slavery becoming culturally unacceptable in most societies that once practised it. I am not aware of anyone seriously advocating the reintroduction of slavery because it was the cultural practice of earlier generations.

We should not over-ride long-established cultural practices whenever convenient, but instead examine them in light of the intent and beliefs behind them. In some cases we can discard them out-of-hand when they are based on ignorance and superstition (e.g. the burning of 'witches' in pre-Enlightenment Christian Europe). In other cases we can see that there is logic and validity to a cultural practice, such as the burial of human waste as a public sanitation measure. The challenge is adhering to the cultural intent behind these practices in a way that reflects improvements in science and technology and societal thinking. In a bi-cultural society, this can

2612

be particularly challenging as evidenced by differing views about the disposal of treated wastewater from Akaroa township.

Another consideration is that in a bi-cultural or multi-cultural society, some level of pragmatic accommodation that takes into account competing beliefs and priorities is more likely to result in a successful and widely-accepted outcome. I am of the opinion that for Ngai Tahu the proposed harbour outfall represents a significant improvement on the current treatment of wastewater regardless of the other proposed options. The site of the treatment plant will be moved from Takapuneke, the spirit and intent of Maori cultural practice regarding human waste disposal will be met through modern sewage treatment technology, and there will be a vast improvement in the quality of the treated wastewater released into the harbour.

Human versus animal waste

From a scientific perspective, human waste is not particularly different from other forms of animal waste including cattle, sheep, dogs, cats, and also fish. Water pollution from any and all sources needs to be monitored, controlled and minimised so that waterways such as Akaroa Harbour are safe and relatively unpolluted.

One form of water pollution in Akaroa Harbour is salmon farming. In various places around the world, such as in Tasmania's Macquarie Harbour, intensive salmon farming has been found to be a major cause of environmental pollution. I am not suggesting that salmon should not be farmed in Akaroa Harbour, but the environmental impacts of salmon farming need to be monitored and controlled. It is likely that the current level of biological pollution from farmed salmon in Akaroa Harbour would far exceed the amount of pollution caused by a harbour outfall of highly treated wastewater.

Conclusion

The cultural concerns of Ngai Tahu need to be taken into account when developing a system for the disposal of human waste. The fundamental desire and intent to avoid polluting waterways is shared by all concerned. This can be achieved by building a sewage treatment plant that effectively treats human waste so that the resulting wastewater has a high level of purity and is non-polluting. That wastewater can then be disposed of through a harbour outfall. It thereby addresses environmental concerns. The intent of the Maori practice is fulfilled but not in the same way as in pre-European settlement.

The currently proposed scheme to dispose of the wastewater at Robinsons Bay may meet Ngai Tahu cultural concerns but it fails in all other respects. The scheme is proving to be prohibitively expensive, is limited in its capacity to cope with existing or future volumes, and may cause severe environmental impacts in Robinsons Bay leading to system failure. It is high risk and needs to be abandoned in favour of a harbour outfall alternative.

2409



PO Box 2986, Christchurch 8140

www.youthhubchch.org.nz

info@youthhubchch.org.nz

Charities Number CC54728

Submission on the Christchurch City Council Draft Long Term Plan 2024-2034

Thank you for the opportunity to submit on the Christchurch City Council Draft Long Term Plan 2024-2034.

As we outlined in our Annual Plan submission, the Youth Hub Trust is currently constructing New Zealand's first purpose-built Youth Hub with supported housing facilities at 109 Salisbury Street in central Christchurch. The Hub will deliver everything Christchurch's young people need to improve and maintain their mental health, from supported housing and health and support services to recreation and creativity.

We appreciate the tough economic environment the Council, like all of us, is facing and the need to keep rates as low as possible.

However, it is untenable that the Council does not make a capital contribution to this project. This project is not a 'nice-to-have', it is a 'must-have' if we are to turn around the deteriorating rates of youth mental health and wellbeing in our city.

We note that Youth Hub Christchurch directly aligns with your guiding vision where there are opportunities for everyone and where we do things in different ways.

It also aligns with your strategic priorities around being an inclusive and equitable city prioritising wellbeing, and actively balancing the needs of today's residents with the needs of future generations – with the aim of leaving no-one behind.

Likewise, it directly aligns with your community outcomes, including:

- *A collaborative confident city* – the Youth Hub will see more than a dozen youth service providers working together and sharing costs and will provide young people with a safe space and a sense of belonging.
- *A cultural powerhouse city* – the Youth Hub will be a place where young people can come and have fun, pursue arts, cultural and recreational interests – and while they're there get the help and support they need.
- *A thriving prosperous city* – the Youth Hub is a place where everyone, no matter their start in life, can grow their potential.

As part of the Long Term Plan, we would like the Council to make a capital contribution of \$2 million from the Capital Endowment Fund towards construction of the remaining stages of the Youth Hub.

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This contribution would go towards the design and construction of a second wing of youth housing, and communal spaces for education and training, creativity, music, performance and events.

These facilities are essential for completing the Trust's vision of a holistic, one-stop model for positive youth development and fill a much-needed gap in Christchurch around having youth focussed facilities available.

We commend the Council for some of the excellent facilities now available for families of young children such as the Margaret Mahy playground, but we ask what is there specifically for youth? We also note most of the Gap Filler activation spaces which catered to youth, are now being re-developed.

We also highlight the urgent need for safe, youth-only supported housing facilities in Christchurch as an alternative to young people, especially those with small children, languishing in motels.

By providing this funding in the 2024/25 financial year, the design of stage two can be commenced prior to stage one completion in July 2024, allowing construction to be continuous. Continuing the construction will allow the Trust to minimise costs relating to demobilising and then remobilising the construction site. It also provides continuity to the contractors working on the site and will provide a greater chance of the Youth Hub being completed within the timeframe of its current resource consent.

We believe Youth Hub Christchurch will be a much-valued facility for Christchurch's rangatahi. We would welcome the Council becoming a key project funder, alongside our other key funders: Crown Infrastructure Partners, Anglican Care, the Wayne Francis Charitable Trust, the Rātā Foundation and the NZ Lottery Grants Board.

We have a real opportunity with Youth Hub Christchurch to do things differently, create a caring community and invest in our city's future. We hope you agree.

Thank you again for the opportunity to submit on the Draft Long Term Plan. We request a verbal submission and offer an invitation to show staff and councillors around the site at their convenience.

I have included background information about the project in the appendix of our submission.

Yours sincerely,



Dame Sue Bagshaw

Chair, Youth Hub Trust

Ph:



Email: info@youthhubchch.org.nz

Appendix

Background about Youth Hub Christchurch

The problem and need for Youth Hub Christchurch

It's been a tough few years for Christchurch's young people with the earthquakes, mosque shootings and COVID-19 pandemic.

New Zealand's largest survey of young people, Youth-19, found that one in five high school students could not see a health professional when needed and that depression and suicide ideation had increased. The report recommended improvement priorities, including 'one-stop-shops' for rangatahi, where they can access healthcare and other services. It also found that services available are not currently fit for purpose for young people – particularly for rainbow, Māori, Pasifika, and male youth.

The most recent set of youth health statistics also show a deterioration in the mental health and wellbeing of our young people aged 15-24, including:

- 26% rated themselves as having poor overall mental wellbeing. *Stats NZ's 2021 Wellbeing Stats
- 11% were not employed or in some form of education or training. *Stats NZ Labour Market Stats for September 2022 quarter
- 40% of 18-34-year-olds say they have seriously considered suicide or self-harm in the past year. *Ipsos Global Advisor Study 2022
- 16% reported unmet need for professional mental health support. *Stats NZ Wellbeing Stats 2021
- 28% felt lonely at least some of the time. *Stats NZ Wellbeing Stats 2021
- 24% reported high or very high levels of psychological distress. *NZ Health Survey 2021/22.

About Youth Hub Christchurch

Youth Hub Christchurch aims to be a turning point in the lives of young people aged 10-25. It will act as a communal place of growth and wellbeing and will give opportunities to those who need a chance to prove themselves as contributing citizens of our city and country.

The Hub will connect socially supportive organisations under one roof to deliver a holistic one-stop model of wrap-around services including mental health, medical, education, employment and training, and facilities delivering transitional housing, recreation, creativity, and social entrepreneurship.

Importantly, it will do this in a youth-centric and accessible environment where young people feel accepted and supported as they develop into adults with respect to their ethnicity, culture, sexual orientation and gender.

Once Stage One opens from late 2024, we expect to be able to deliver up to 8,000 youth appointments a year.

Anchor tenants for Stage One of the Youth Hub are Te Tahi Youth (formerly 298 Youth Health), Youthline and VOYCE Whakarongo Mai.

2409

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A dozen other youth organisations and relevant government agencies will be able to make times to see young people using the seven rooms available for booking and the open plan office space.

About the Youth Hub's Supported Housing Facilities

A key feature of the Youth Hub is its supported housing facilities which will provide accommodation for up to 40 young people aged between 16 and 23-years-old provided they are actively looking for education, training or work.

Tenants will be assisted with their health and wellbeing, employment, catch-up education, and support needs, as well as being taught practical living skills like budgeting, shopping, cooking, and cleaning.

Two units are fully accessible for disabled people and several units will also be able to cater to young parents and children.

There will also be an on-site accommodation manager's unit for looking after the site and providing a constant point of contact for tenants and the wider community.

Once these young people have established regular income with the support of supervision and training available on site, they will be able to transition into rental housing of their own.

About the Youth Hub Trust

The Trust was formed in 2017 to design, build and run the Youth Hub. Trustees are:

- Dame Sue Bagshaw – (Chair) Youth Health Doctor who set up 198 then 298 Youth Health, and the Collaborative Trust
- Phil Bagshaw – General Surgeon who set up the Canterbury Charity Hospital
- Paul Blackler – NZ Construction Manager at Ryman Healthcare
- Phil Siataga – Community Health Promoter
- Judge Rob Murfitt – Retired Family Youth and District Court Judge
- Ingrid Taylor – Partner in the law firm Taylor Shaw
- Wiremu Gray – Cultural Supervisor, Consultant, Counsellor
- Olivia Hundleby – University student and youth representative
- Holly Washbourne – University student and youth representative.

Construction costs

The total project budget to build Youth Hub Christchurch is around \$40 million.

Construction of Stage One is expected to be completed in July 2024. We will then spend the rest of the year fitting out the facility before opening it progressively from late 2024.

Stage One includes the wrap-around services block for the youth organisations to work from, a supported housing wing with 23 bedrooms and an outdoor activities courtyard.

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Overview of Stage One

The total cost for building Stage One is around \$20 million. Key funding partners are Anglican Care who gifted use of the central city site and Crown Infrastructure Partners who manage the Government's Covid-19 'shovel-ready' contribution to the project. Other major funders are the Rātā Foundation, Wayne Francis Charitable Trust and the NZ Lottery Grants Board.

This funding does not cover the approximate \$750,000 needed to fitout of the facility (eg, furnishing the 23 bedrooms, shared spaces and the wrap-around services block) which we are continuing to fundraise for.

We expect Stage Two (apartment block with 5 apartments each with 2-4 bedrooms), public cafe which will be used for training purposes, creativity, music, performance and events spaces, an art gallery, education and training areas and planter boxes and greenhouses on the roof will make up the remaining \$20 million although costs will be refined once funding is secured and detailed design work is complete.



The Youth Hub once complete

2409

Operational budget and costs

Operationally, the wrap-around services block of the Youth Hub will be paid for by the youth service providers based onsite who will be paying rent as tenants. They will benefit from working in a new energy efficient building and will be able to share resources.

An approved transitional housing provider will act as landlord for the housing facilities and the young people's rent will primarily be paid for through the income-related rent system.

We are in discussions with government agencies to provide funding for youth workers for the supported housing facilities.

The Youth Hub does not currently have any permanent FTE staff. We currently contract a communications and fundraising contractor for 10 hours a week and a part time Fit-Out Manager.

We have secured funding to recruit a General Manager and Facilities Coordinator to come onboard in 2024.

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Draft Long-Term Plan 2024-2034 from Huy-Gebauer, Stefan and Bruni

Draft Long-Term Plan 2024-2034

Christchurch
City Council 

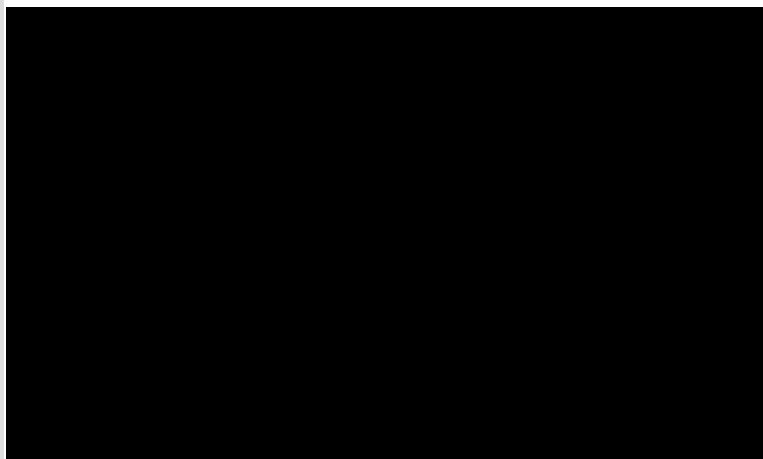
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Submitter Details

Submission Date: 20/04/2024

First name: Stefan and Bruni Last name: Huy-Gebauer



Do you want to speak to the Council about your submission at a hearing?

☒ Yes

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

Fri 3 May am Fri 3 May pm Tue 7 May pm Thu 9 May am Thu 9 May pm

Please select the hearing date(s) above that suit you best. You can select more than one date.

Hearings will be held in the Council Chambers at 53 Hereford Street.

We'll be in touch to arrange a date and time and will try to accommodate your preferences.

Please make sure you've provided your telephone number in [Section 1](#) so we can contact you.

Feedback

Potential disposal of Council-owned properties

For information about the potential disposal of Council-owned properties see [page 54-57 of the Consultation Document](#).

You can find more detail from [page 215 in Volume 1 of the Draft Long Term Plan](#).

1.5.1

What do you think of our proposal to start formal processes to dispose of five Council-owned properties?

The submitters have no view on this proposal.

1.5.3

What do you think of our proposal to dispose of other Council-owned properties which includes former Residential Red Zone Port Hills

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Draft Long-Term Plan 2024-2034 from Huy-Gebauer, Stefan and Bruni

properties?

The submitters are interested in, and directly affected by, the proposal to dispose of [REDACTED] listed in schedule D. The details are included in the attached document entitled: "Gebauer-Huy submission CCC LTP 20.4.2024"

1.5.2

What do you think of our proposal to gift Yaldhurst Memorial Hall to the Yaldhurst Rural Residents' Association?

The submitters have no view on this proposal.

Future feedback

1.6.2

For future feedback about our services and issues impacting Christchurch residents, do you consent to us holding your email address and the demographic information that you have provided?

We comply with the Privacy Act 2020. If you say yes, we will use the information for the sole purpose of contacting you about future feedback about our services and other issues impacting Christchurch residents.

Yes.

Name
Gebauer-Huy submission CCC LTP 20.4.2024.pdf

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Attachment B

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Submission: Stefan Huy and Bruni Gebauer-Huy

Introduction:

This submission raises concerns about this Section of the Long Term Plan: **Potential Disposal of Council Owned Properties** as the sale of some red-zoned properties may have unintended adverse effects on surrounding residents.

The submitters are residents whose future access to their property could be denied by the sale of one of the properties listed in Schedule D as [REDACTED]
[REDACTED]

Their long-standing attempt to secure access and the potential risks of allowing the sale of [REDACTED] to go ahead are outlined in the attached submission.

The submitters would like to be heard in support of their submission, but circumstances prevent their appearing in person. Someone will be there to represent their interests.

Disposal of council-owned properties without reference to existing and future access problems presents a real risk to already disadvantaged communities and individuals affected by the earthquakes.

Any potential disposal of a council-owned property should not proceed without first considering the impact on surrounding residents.

The risks include:

- geotechnical instability, making rebuilding on red-zoned land dangerous
- lack of access to other properties across damaged land
- properties left for over a decade un-renovated due to lack of access for building work and residential use, and
- inability of emergency services to reach affected homes cut off by red-zoned properties from first responders.

Background

The submitters (Stefan and Bruni Gebauer-Huy) have owned their property at [REDACTED]
[REDACTED]. The property, while having access to a garage on [REDACTED]
[REDACTED] is physically accessed by a stairway of about 100 steps, set into the hillside. In other words, the access to the house on the property was pedestrian access only. At that time (about [REDACTED] years ago) that configuration, while not ideal, was satisfactory and workable. However, the intervening years and the submitters' advancing ages made this more of an issue, while the Canterbury earthquakes rendered the situation untenable and a real risk.

As a result, and since 2012, the submitters have been attempting to see whether the impacts of the earthquakes, including the significant stability issues for at least half the

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property at [REDACTED] might enable them to secure a vehicular access and allow them to continue residing at [REDACTED].

An initial request was made (around 1993) to the owners of [REDACTED] to secure better access. The submitters' property was once the rear portion of [REDACTED], and they therefore asked about the possibility of sharing an existing drive along the boundary with [REDACTED]. The owners were not amenable to the idea and instead proceeded to construct a double garage between the driveway and the submitters' property. The garage was about 1 metre from the boundary. Subsequently, while the submitters were out of the country, a "granny flat" was constructed on top of the garage. The submitters were not notified or consulted, despite the structure impairing their view, and part of the view from [REDACTED], which was particularly disappointing.

Another option to secure better access was the potential purchase of another neighbouring site with its entrance from [REDACTED]. However, the placement of the house made it impossible to build a driveway of the required width (2.5m) down to the submitters' house. In that case, where an extra 50 cm extra width was required, over a length of 20 m, the submitters asked the owner of the – then undeveloped – neighbouring lot if they would agree to a slight boundary adjustment to enable the driveway. Again, the approach was rejected.

The same owner declined to cooperate when the submitters tried another approach a few years later. They had almost reached an agreement with another neighbour regarding the use of a different, shared, driveway, but a final agreement was not possible. Either of these options would have been costly but feasible. Unfortunately, as a result of intervening development, these options are no longer physically, or economically, possible.

A final alternative option that also included [REDACTED] was also frustrated by the inability to secure an additional 50cm of land, over a length of 15m, for the driveway. In that instance, it was the owners of [REDACTED] who rejected the submitters' approach to purchase the necessary land.

This meant that, by the time the Canterbury earthquakes occurred, all practicable options for more secure access which could alleviate the increasing difficulty the submitters knew they would be facing as they grew older, had been exhausted. This was accentuated for the submitters by the fact that their ability to remain at [REDACTED] was threatened by the increasing difficulty presented by having to navigate the 100 steps.

A further option to make life easier, even without vehicular access, was to build an elevator from [REDACTED] to the house. That option also proved impossible due to the unique layout of the property boundary with [REDACTED]. That boundary includes an indent of about 2m over a length of 20 metres, which was apparently created when [REDACTED] was subdivided from [REDACTED] (see Figure 1). A request to straighten the boundary to enable the installation of an elevator was also rejected by the then owners of [REDACTED].

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Figure 1: Aerial photo of [REDACTED]. The land to the north that includes the boundary indent is [REDACTED] while the steps to [REDACTED] are found in the 'panhandle' that runs to the east.

Meanwhile, the submitters' neighbour on [REDACTED] who owned the land adjacent to the stairs planted, but did not maintain, a number of non-native trees that have grown over the decades to a size that now deprives [REDACTED] of both sunlight and views that were previously enjoyed. While not directly relevant to the vehicular access issue, the difficulties in trying to negotiate with that owner have also made using the steps even more fraught.

The Earthquake

The submitters experienced the Canterbury earthquakes at [REDACTED] first hand. They suffered only minor injuries, but are still traumatised to this day by the experience. As for all of Christchurch, it was a huge shock. In addition, the earthquake made them realize how confined they were on the property. The footpath and stairs, the only access, suffered damage and required repairs. Without them, the submitters were effectively trapped in their house.

The earthquake caused damage to the submitters stairs, due to the displacement of the land. But it had a more significant effect [REDACTED], in particular the dwelling.

The Earthquake resulted in a large crack along the line of weakness (see figures 2 and 3) that split the old villa on [REDACTED] and branched out again all the way down to [REDACTED]. Another neighbouring property, at [REDACTED], remains red-zoned to this day and, the submitters understand, will never be built on again.

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Figure 2: View of driveway from [redacted] looking NW.



Figure 3: View towards villa on [redacted] (to the SE)

The line of weakness that the cracking revealed, was subsequently identified and shown on the District Planning Hazard Overlay Maps (see: figures 4 and 5). As far as the submitters are aware, that line of weakness/displacement is still there and must make future building on that site problematic, if it is even possible at all.

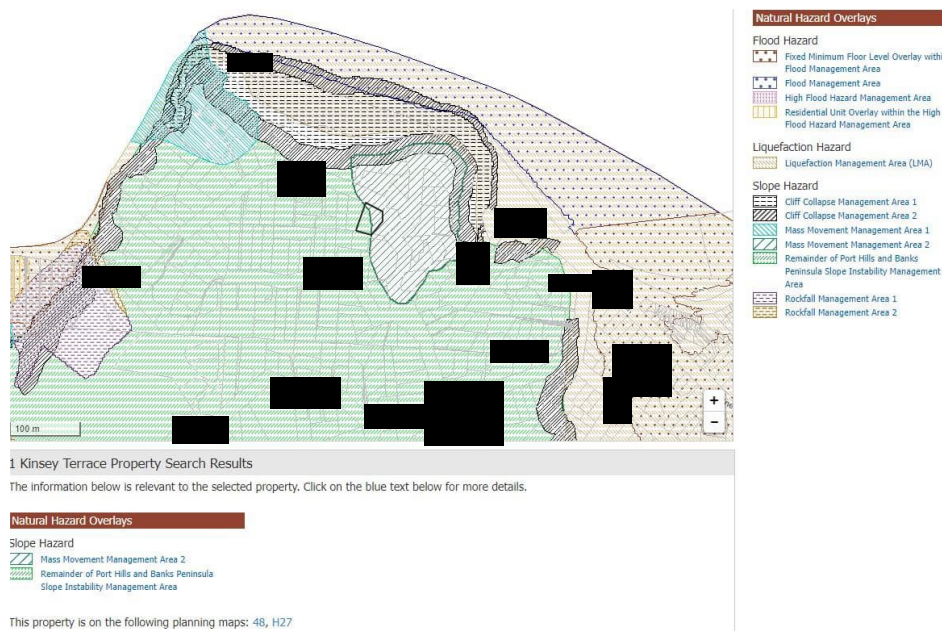


Figure 4: Plan (Natural Hazard Overlay) showing [redacted] on the boundary between the slope instability management area and mass movement management area.

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Figure 5: A zoomed view of the Natural Hazards Overlay, showing the boundary for the respective sites, noting that the cracking of the Villa on [REDACTED] followed the boundary between the two Areas.

As a result, it is surprising to the submitters that the option of redeveloping a dwelling on [REDACTED] is being seriously considered at all, given this geological weakness. It is also noted that the Council land (presumably part of the road reserve at [REDACTED]) was also affected by the cracking in the land from the earthquake and would also need to be remediated. The submitters note that they would accept that cost as part of being provided access.

To add to the access issues since the earthquake, the narrow staircase from [REDACTED], that also crossed over Council Land next to the submitters garage (see: figures 6, 7 and 8) which is only 50 cm wide in parts, has been repeatedly flooded by an under-runner; a slippery layer of clay pours onto the road [REDACTED] from time to time.



Figures 6, 7 and 8 show the start of the steps to [REDACTED], the mud that had flowed from the underrunner and the narrowness of the steps next to the garage.

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What should happen at [REDACTED]?

The submitters respectfully suggest that there appear to be three options for [REDACTED] to provide access to [REDACTED], which are:

- leave [REDACTED] undeveloped, which would allow either a right-of-way or access strip to be created to [REDACTED]
- let the submitters purchase the section [REDACTED] (which could then be re-amalgamated with [REDACTED] and could be subject to a hazard avoiding building line restriction for any future re-development), or
- offer the land, or perhaps only that part of it that is not subject to the line of geotechnical weakness, for purchase on the open market, but with a right-of-way or access strip identified in favour of [REDACTED].

The submitters note that, while the option of [REDACTED] being offered on the open market, without any acknowledgement of the access issue for [REDACTED], is also likely to be considered, it would mean that they would have to compete with developers with significantly deeper pockets.

So, while purchasing [REDACTED] (at auction) is a theoretic option for the submitters, it would only be viable (for them) if they can secure sufficient funds, especially as construction prices have risen sharply in the meantime. The submitters' position is that their funds are limited.

But, as the submitters are now in their [REDACTED] driveway access via [REDACTED] represents the last chance for a fresh start after [REDACTED] years of extensive endeavour. It would also be a huge relief, given their only access since the earthquake is through an area designated "Land Mass Movement Class II", which is not a particularly reassuring situation for them.

In the meantime, the information provided in the consultation document for the LTP, when discussing the possible disposal of properties that had been zoned red after the earthquakes, notes:

The properties... up for consideration make up less than 1% of the Council's overall property portfolio and won't affect current levels of service.

[The properties] includes all the former residential red zone land that the government handed over to the Council to own and manage.

[The Council will] continually review the portfolio...

[For] former residential red zone properties... [there's] and extra step to assess the hazards that led to the land being zoned red:

- If the hazard can be removed or reduced to an acceptable level, for example by land title reconfiguration or engineering works such as bunds or rock clearance, the property can be considered for disposal
- If not, the Council will retain ownership of the property

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The specific circumstances related to a property may also give rise to a departure e.g. where the adjoining owner is the only logical purchaser.

[underlining added]

These comments seem to confirm that:

- The outcomes regarding disposals (and certainly the outcomes for individual properties) are not critical to the overall service levels being discussed in the LTP
- The properties themselves were given to the Council, so any returns can be considered a windfall, albeit a minor one
- Not finally resolving to dispose of a property now will not be a 'final' decision and can be revisited in future reviews
- The option of disposal on the open market should not result in the risks exposed by the earthquakes being recreated, and
- Sale to an adjacent purchaser is an option to be considered.

Returning to the options identified above in turn, the submitters say:

Option A. Leaving [REDACTED] undeveloped

This option may present the opportunity for land formally part of [REDACTED] and of [REDACTED] to be set aside, possibly (in part at least) as a public reserve. The land would provide an opportunity for a public lookout over Sumner and Pegasus Bay. It is all within Mass Movement Management Area 2, so while it could potentially sell at auction (N.B. [REDACTED] is not listed as one of the properties being considered for disposal), the price that might be reached would likely be impacted by the need for significant work remediating the land (assuming remediation the sufficiently reduces the risk is possible) prior to any re-development.

The submitters would still be required to provide compensation for the right or way or access strip that could be created, established by way of independent valuations. But the outcome would also provide a community asset that residents and visitors could then utilise, and would not lead to re-creation of the risk that arose in the earthquakes, as a result of a residential redevelopment.

Option B. Allowing the submitters to purchase the developable part of [REDACTED]

This would mean that the return to Council would be greater (again established by independent valuation). But would also mean that less of [REDACTED] would need to be maintained by the Council (or through another arrangement) than under the first option above. It would mean that no redevelopment would occur on that land as the submitters have no intention of using the land in that way, thereby eliminating any potential residual risks.

In suggesting these first two options, the submitters concede that they are not geotechnical experts and that they find some of the geotechnical analysis of the property both confusing

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and contradictory. That is because, while not experts, they know the earthquake's impact, having lived through it and seen its results. Given what happened to the house on [REDACTED] they consider that redeveloping this property for a residence (or residences) would be very risky.

As a result, they ask:

- Can this responsibility really be taken on?

And:

- What happens if there is another quake?

Because, the submitters note, there was a conspicuous reason why the property was zoned red in the first place and has remained that way for more than ten years. Over that time, the large crack, or line of weakness, that runs right through the property has also remained.

Therefore, even if the submitters could buy [REDACTED] (as an adjacent owner), they would definitely not be building on the property for this very reason. However, a driveway could be realized without risk.

Option C. Offer [REDACTED] on the open market

The option identified by the submitters includes that a right-of-way or driveway for access also be identified under this option prior to the sale of the remainder of the site.

Without that, the submitters have little doubt that, unless they were successful in bidding for the property at an auction, their hopes of gaining essential access to [REDACTED] would be dashed. They realize that the auction would include property developers and others with deep pockets but no experience, or possibly any memory, of the impacts of the earthquake.

If that were to occur, the difficulties for the submitters would likely lead to the end of their dream of continuing to live in their home at [REDACTED]. Because buildings practically surround their property, such access is vital, including the fact that it would allow access by emergency vehicles and the fire brigade, who currently only have access over the vacant section at [REDACTED].

The development of [REDACTED] without providing driveway access to [REDACTED] could potentially prove to be the final blockade.

The submitters say “potentially” as arguably the access could still be achieved as part of an open market sale with a combined access way. But given their experiences with adjoining landowners, the submitters believe that such access would have to be provided prior to any auction of the remainder of [REDACTED] or would likely never be realized.

In addition, because of the relatively small building footprint potentially available to [REDACTED] (without significant geotechnical remediation), any dwelling would need to be very close to both the submitter's boundary and that of [REDACTED]. Consequently, the house position could be very detrimental to the other two properties, particularly in terms of privacy and/or shadowing. While the old single-storey character villa of the first house on

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caused no issues (apart from the addition of the new garage), the submitters fear that it would be different now, which is extremely concerning for them.

It is noted that even if was not sold, the Council would still receive the proceeds from the sale of the land for the access driveway.

In addition, the submitters' view is that what they are seeking in terms of access effectively replicates what existed on prior to the addition of the double garage on that site. The Driveway existed alongside the dwelling. So, if was, despite the submitters stated misgiving, to be sold for redevelopment, because that would inevitably involve significant remediation to make it worthwhile, there seems no reason why the previous layout could not be utilised again.

For that reason, the submitters question whether there would be any reduction in the value realised by the Council for the sale of if it was sold with an access solution for in place. That is their view, even if the submitters were unable to purchase the remainder of outright themselves. However, that is something the submitters feel they would still need to try and do, for the reasons already outlined, if a sale on the open market was opted for. As noted already, this option is not the submitters' preference, unless the access solution can also be provided.

Elephant in the room?

The submitters acknowledge that providing vehicular access over would mean that the value of their property would increase, which is why, under any of the options presented, the submitters are clear that they expect they will need to provide fair compensation for gaining such access. However, the increase in value has never been their primary objective. Instead, it has always been, as it is today, about the accessibility of their property, and their welfare and safety moving forward, which has become even more urgent for the submitters after the earthquakes.

Following the demolition of the old villa at more than ten years ago, the submitters have been unceasing in their attempts to try and achieve driveway access. One of the results has been that the repair of the submitters' house has been postponed. That is partly because the drive access would also mean that repairers and material can better access the property (especially for carrying out structural repairs) but also in the hope that enhancements they would likely pursue, such as an adjoining garage accessed via the driveway, will significantly impact the house's eventual design.

Given all the circumstances, the submitters believe that a fair solution can be found without disadvantaging the ratepayer. It should again not be forgotten that, while the Council benefits from selling the land as the result of limited contribution on its own part, it could save the submitters from what has at times seemed a hopeless situation, without any actual loss.

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Being heard in person

The submitters would, of course, like to personally represent their interests in this matter. But because of their profession, this can sometimes be difficult.

The submitters are travel writers and have specialised in New Zealand and the South Pacific region since [REDACTED]. During this time, they have become the leading travel journalists for this region (and New Zealand in particular) in the German-speaking markets, have written more than 20 successful travel guide books (12 on NZ) and have demonstrably helped shape tourism development in NZ up to 2010.

Times could be more favourable for them now, especially after Covid, but some assignments still take them to the South Pacific region and Europe.

If they are unable to attend the hearing, the submitters will nominate a representative, such as a friend or lawyer to speak to this submission and respond to any queries the Council might have.

Summary:

The submitters believe that any decision to sell [REDACTED] and build on it is risky, especially in the event of another earthquake.

The submitters feel doubly penalised because the available (small) building footprint on [REDACTED] would be very close to their boundary (and that of # [REDACTED]), and their privacy could be significantly compromised.

If the decision is made to put [REDACTED] up for auction, the submitters will have to endeavour to buy the section to avoid being at a substantial disadvantage. Whether they would have any chance in such an auction is debatable (and rather unlikely).

The submitters feel that, given the years of trying in vain to achieve a more secure access to their property, and given the situation, it would only be fair for the Council to approve a drive access across [REDACTED] to their property ([REDACTED]) prior to any sale (if an open market sale is to proceed). Then, if they were unsuccessful in the subsequent auction, they would still have access, which could then also be utilised as the driveway to [REDACTED] and could include a platform allowing vehicles to turn.

The property [REDACTED] will still retain its value. There is unlikely to be any financial loss for the CCC, especially given that any return can be seen as a windfall and would, in any event include the compensation for the driveway access (regardless of whether the access was secured by a purchase or an easement/right-of-way).

The submitters consider that better option would be not to release the section for development, or for only the limited development identified under options A and B above.

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Realising an access solution would mean they would no longer be reliant on their only access (walk-on), which runs through Land Mass Movement Class II. This also avoids the inherent risk of allowing residential re-development in [REDACTED], while enabling better access to [REDACTED] in the case of an emergency.

Relief sought:

Accordingly, the submitters seek:

1. That [REDACTED] is not offered for sale on the open market but either be:
 - a. Maintained as a public reserve, subject to an accessway to [REDACTED] [REDACTED], or
 - b. sold wholly or in part to the adjacent owner at [REDACTED] (at a fair market rate determined by independent valuations), who would then provide access to their section ([REDACTED]) over [REDACTED]
2. If the property at [REDACTED] is to be offered on the open market, then prior to any auction, an access strip to [REDACTED] is to be provided, (with any costs of the land for the strip and any subdivision being met by the owner of [REDACTED] [REDACTED]).
3. Any similar or consequential relief that achieves the outcome sought by this submission.

Thank you for the opportunity to make this submission.

Submission on CCC LTP



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Draft Long-Term Plan 2024-2034



Submitter Details

Submission Date: 20/04/2024
First name: Marc Last name: Duff

What is your role in the organisation:

Do you want to speak to the Council about your submission at a hearing?

☒ Yes

☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.
Mon 6 May am

Please select the hearing date(s) above that suit you best. You can select more than one date.
Hearings will be held in the Council Chambers at 53 Hereford Street.
We'll be in touch to arrange a date and time and will try to accommodate your preferences.
Please make sure you've provided your telephone number in **Section 1** so we can contact you.

Feedback

Have we got the balance right - comments
Fully support the expenditure on our current infrastructure, as truly believe the poor and difficult position finds itself in is due to under investment in our infrastructure by previous councils over a number of years. The fact that we are still trying to fix infrastructure especially roads post earthquake shows the settlment from the govt at the time was poor for our city and the results are showing. While climate change is important there is a need to fix our current infrastructure first and thats where our immediate focus should be. If you want better resident survey results then fix our current infrastructure.

Average rates - multiple-choice
Yes

Average rates - comments
This council sadly finds itself a victim of under investment by previous councils over a number of years, high inflation etc, Sadly you find yourselves in the perfect storm.

Changes to how we rate - comments
No issues

Fees & charges - comments
Would prefer 1st hour is free to keep encouraging residents to use our parks for whanau and tamariki but after the fist hour you get charged. Heath and Well being is crucial for the vibe of our city and physical excercise should be encouraged not road blocks put in place. Would like to see fly tipping fines greatly encouraged to allow the City Council to purchase more cameras for enforcement.

Operational spending priorities - multiple-choice

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No

Operational spending - comments

Would like to see less funding on cycleways until roading issues from the past are addressed and deep kerb channelling is addressed.

Capital programme priorities - multiple-choice

Yes

Focus for 24-34 LTP - multiple-choice

Deliver what we have proposed in the Draft Long Term Plan (e.g. maintain existing levels of service and invest in our core infrastructure and facilities that keep Christchurch and Banks Peninsula running).

Areas to reduce costs to provide savings - comments

Question why the City Council is involved in running gyms, when the gym market is highly competitive and most gyms not City Council run are open 24/7. I dont see running gyms as a core service for the City Council to be involved in running especially if they are costing us as residents to run.

Event bid funding - multiple-choice

Increase the bid funding. This means we will be able to continue to attract new major international sports, business and music events, but would also mean an additional rates increase of 0.42% in year one of the LTP, 0.04% in year two, and 0.14% in year 3.

Event bid funding - comments

Bringing events to the City is a vital clog in the well being of the City and events hosted in our city benefit everyone from taxi drivers, to those working in hospo to those that own hospo outlets. At a time when times are tough we should be encouraging extra events to protect jobs in our city and support business. If we dont increase our bid funding, we are only allow other councils a foot in the door and to be in a better place when we see economic recovery. It compliments the saying that in times of depression, companies that invest are the ones that will flourish when the economic tide turns.

Bring forward \$1.8m for CAPP - multiple-choice

No - don't bring \$1.8 million forward.

Create climate adaption fund - multiple-choice

No - don't create a climate adaption fund.

Adapting to climate change - comments

So frustrating to be addressing this issue in the future when we have so many infrastructure issues currently not being addressed from the past and a suburb like Hornby struggling to cope and under increasing fire from intensification.

Disposal of 5 Council-owned properties - comments

Fully support the sale of properties that have no use going forward but issue a word of caution, that if there is any properties that are in areas that are likely to come under attack from intensification. With increased intensification, there will be greater need for green space and community centres in these areas as residents cant stay cooped up all day and night with no ill effect on their social well being.

Disposal of Red Zone properties - comments

Fully support.

Gift of Yaldhurst Memorial Hall - comments

100% fully support, this area is seeing a lot of residential development and the need for a Hall like this in the community will only become more and more. Having leaved in a rural settlement, the drive of residents in these areas to make things happen is second to none and can only be the envy of those in urban areas. They will make it

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happen and do it well, I have no doubt, the passion of rural communities can never be underestimated.

Anything else about the LTP24-34 - comments

For many years have brought issues around Hornby Streets, Footpaths, Intersections etc before the next long term plan would like to see investment in a Hornby wide plan around our roading network done with consultation with the residents to really nut down, what are the issues and what is the priority list in terms of getting these done and then we can look at getting some of these into the next Long Term Plan. At the moment the approach on the Hornby Roding network is very adhoc and as a result we are getitng ad hoc results. Would like to see a joint working party between Waka Kotahi, City Council, KiwiRail, Schools, Business and Residents. Just ask that funding be confirmed for this and a written commitement to the working party. Taking everyone involved or impacted on the journey together will see greatly consencious amongst the community and trust.

Agree to future contact for consultations - multiple-choice

Yes.

Attached Documents

File

No records to display.

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Draft Long-Term Plan 2024-2034

Submitter Details

Submission Date: 21/04/2024

First name: Mark Last name: Webster

What is your role in the organisation:

Do you want to speak to the Council about your submission at a hearing?

☒ Yes

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

Thu 2 May eve Thu 2 May pm Sat 4 May pm Wed 8 May am Thu 9 May pm

Please select the hearing date(s) above that suit you best. You can select more than one date.

Hearings will be held in the Council Chambers at 53 Hereford Street.

We'll be in touch to arrange a date and time and will try to accommodate your preferences.

Please make sure you've provided your telephone number in [Section 1](#) so we can contact you.

Feedback

Have we got the balance right - comments

Your consultation document contains many terms that lack clarity. I have asked multiple times for these terms to be clarified, and these requests have been ignored. How can you expect anyone to answer your questions when you can't explain what you mean.

Average rates - multiple-choice

No

Average rates - comments

Find better ways. Find savings. These increases are unacceptable and affordable.

Changes to how we rate - comments

They lack clarity and transparency.

Fees & charges - comments

User pays is nothing new. The fee you suggest is certainly less than other private car parks around the city. However the parking areas you mention are not well maintained, and if fees are going to be charged, then improved drainage would need to be done (as they often flood with heavy rain)

Operational spending priorities - multiple-choice

Don't know

Operational spending - comments

Quoting big numbers is unhelpful. I have no understanding of how operational things are done. A review from an

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independent accountant would answer that question.

Capital programme priorities - multiple-choice

Don't know

Capital programme - comments

I'm not able to discern what each of those broad statements entail.

Capital: Transport - comments

The current cycle ways are already poorly used. Building more services in this area, without understanding WHY more people don't use them is a waste of our money.

Capital: Parks, heritage or the coastal environment - comments

This is important, but needed much greater clarity around exactly WHAT you are going to do

Capital: Libraries - comments

Libraries are important - the printed word can't get deleted or shadowbanned. But get the pornographic material off the shelves.

Capital: Solid waste and resource recovery - comments

Greater clarity on this, but also helping consumers make better decisions in this area is imperative

Capital: Other - comments

You mention Three waters - this is disturbing. You also mention Climate change - what do you mean by this

Focus for 24-34 LTP - multiple-choice

Explore other ways to bring down our proposed rates increases across the Draft LTP (e.g. reduce or change some of the services we provide, review our grants funding, increasing fees and charges for some services)

Event bid funding - comments

Why is there no option to REDUCE the funding ?

Bring forward \$1.8m for CAPP - multiple-choice

No - don't bring \$1.8 million forward.

Create climate adaption fund - multiple-choice

No - don't create a climate adaption fund.

Adapting to climate change - comments

Greater clarity needs to be made around what you mean by climate change. And it needs to be from a fact basis, not rhetoric

Strategic Framework - comments

Great clarity - your terms are far too broad, and no real substance. Impossible to comment without real substance to your statements

Disposal of 5 Council-owned properties - comments

More discussion needed - because whom do you determine it should go to?

Disposal of Red Zone properties - comments

More discussion needed - because whom do you determine it should go to?

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Gift of Yaldhurst Memorial Hall - comments

In principle I think that's a good idea - I'd like to know more

Anything else about the LTP24-34 - comments

As already stated - greater clarity. Too many wishy-washy terms Also, you made this feedback so long, I think many people would start and then decided this was all too hard And if most don't input, you would assume they agree with you, rather than you failed to engage them

Agree to future contact for consultations - multiple-choice

Yes.

Attached Documents

File

No records to display.

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Draft Long-Term Plan 2024-2034

Submitter Details

Submission Date: 21/04/2024

First name: Anne Last name: Scott

Please provide the name of the organisation you represent:

Spokes Canterbury

What is your role in the organisation:

Submissions Coordinator

Do you want to speak to the Council about your submission at a hearing?

☒ Yes

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

Fri 3 May pm

Please select the hearing date(s) above that suit you best. You can select more than one date.
Hearings will be held in the Council Chambers at 53 Hereford Street.
We'll be in touch to arrange a date and time and will try to accommodate your preferences.
Please make sure you've provided your telephone number in **Section 1** so we can contact you.

Feedback

Have we got the balance right - comments

No. See submission

Average rates - multiple-choice

Yes

Average rates - comments

see submission

Changes to how we rate - comments

see submission

Fees & charges - comments

see submission

Operational spending priorities - multiple-choice

Yes

Operational spending - comments

see submission

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Capital programme priorities - multiple-choice

No

Capital programme - comments

see submission

Capital: Transport - comments

see submission

Capital: Parks, heritage or the coastal environment - comments

see submission

Capital: Other - comments

see submission

Focus for 24-34 LTP - multiple-choice

Accelerate work on some projects and programmes, with a focus on balancing the needs of today's residents with the needs of future generations (e.g. spending more on climate change adaptation, boost the funding for major events).

Areas to reduce costs to provide savings - comments

see submission

Bring forward \$1.8m for CAPP - multiple-choice

Yes - bring \$1.8 million forward.

Create climate adaption fund - multiple-choice

Yes - create a climate adaption fund.

Adapting to climate change - comments

see submission

Strategic Framework - comments

see submission

Disposal of 5 Council-owned properties - comments

We oppose any potential sale of 26 Waipara St, as it is the only possible future link from Cracroft through to a future shared path along the Cashmere Stream.

Disposal of Red Zone properties - comments

see submission

Anything else about the LTP24-34 - comments

see submission

Agree to future contact for consultations - multiple-choice

Yes.

Attached Documents

File

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File
Spokes-Christchurch-City-Council-LTP-2024-04_v2

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Christchurch City Council
Long Term Plan 2024-2034

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Submission from Spokes Canterbury

Reference: <https://letstalk.ccc.govt.nz/draft-ltp-2024-2034>

Tēnā koutou katoa

Thank you for the opportunity to comment on the draft Christchurch City Council Long Term Plan 2024-34.

Introduction

Spokes Canterbury (<http://www.spokes.org.nz/>) is a local cycling advocacy group with approximately 1,200 followers. Spokes is affiliated with the national Cycling Action Network (CAN – <https://can.org.nz/>). Spokes is dedicated to including cycling as an everyday form of transport in the greater Christchurch and Canterbury areas. Spokes has a long history of advocacy in this space including writing submissions, presenting to councils, and working collaboratively with others in the active transport space. We focus on the need for safe cycling for those aged 8 to 80. Spokes also supports all forms of active transport and public transport, and has an interest in environmental matters.

CCC Long Term Plan

Q1 - Overall, have we got the balance right? No

- Not enough investment in cycle infrastructure, particularly in the next three years. Cycling has health, wellbeing and climate benefits. It also has the best return on investment.
- Not enough investment in transport safety. The central city 30km/h zone has been very successful in reducing deaths and serious injuries, and this should be expanded to more of the city.
- Too much capital allocated to road maintenance
 - Need to invest in cycle infrastructure which requires little maintenance and has numerous active health and environmental benefits
 - Increasing use of active transport and public transport reduces wear on our roads

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- Not enough investment in climate mitigation.
- Cycleway costs should not include underground infrastructure renewal or the cost of clean-up for past environmental damage. These should come out of the maintenance budgets.

Rates

Q2 - Given that both the Council and residents are facing significant financial challenges, should we be maintaining our existing levels of service and level of investment in our core infrastructure and facilities, which will mean a proposed average rates increase of 13.24% across all ratepayers and an average residential rate increase of 12.4%?: Yes

- We need continued and increased investment in active and public transport, investing in the future rather than the past.
- We should be investing in biodiversity; climate adaptation and mitigation.
- We should be bringing forward MRT for the city as this is a precursor to the confidence to build higher density in the city and therefore a greater rate base.
- The high rate increase is a reflection of the under-investment in the city over a long period of time and the challenges of the earthquakes. Failing to invest in the future will not attract new people and businesses to the city.
- We do need to support those who genuinely are unable to pay these increases in rates.

Q3 - We're proposing some changes to how we rate, including changes to the city vacant differential, rating visitor accommodation in a residential unit as a business, and changes to our rates postponement and remissions for charities policies. Do you have any comments on our proposed changes to how we rate?

- Agree with the changes proposed.
- The City Vacant Differential should be expanded further and applied to car parking.
- Agree with the proposed changes to the rating of visitor accommodation as it is limiting the housing available for home renters and buyers; and fails to create connected, vibrant communities due to the transient nature of short-term accommodation making the city feel less safe and less welcoming.
- CCC should work with the government to allocate a % of GST to local governments as a return on investment in businesses and tourism, and a way of providing a more equitable contribution to costs.

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- CCC should work with Auckland Council, Wellington City Council and the government on a differential petrol/diesel tax to invest in public and active transport. Even 1c a litre would make a big difference.

Fees and Charges

Q4 – Do you have any comments on our proposed changes to fees and charges (e.g. proposal to introduce parking charges at key parks)?

- Support proposed parking charges at the Botanic Gardens and Hagley Park, as these areas are well-connected by public transport, and active transport. The \$2m a year this would raise (based on Council's calculations) would be useful in offsetting other costs. This should include increased cycle parking in the same area to encourage mode shift.
- Parking charges should be increased around the city. This would incentivise public and active transport use. In disincentivizing increased car usage, we could also improve the safety, air quality and accessibility of our city
- Increase the fees for excess water usage. These fees are targeted towards ratepayers who consume a significantly above average amount of water, and any increases would not have an impact on the average ratepayer. This would save about \$19M in growth not required. Put additional funding into finding CCC leaks.

Operational Spending

Q5 - Operational Spending. Are we prioritising the right things? Yes

- Agree there is no mandate for Council to cut back on services people rely upon (libraries, swimming pools, etc).
- Places where people cycle also need maintenance. This includes removing glass and debris, fixing surface problems, and ensuring that the lights trigger properly (including adding a manual trigger).
- The cycleways are relatively new. Inevitably there are issues that were not considered in the initial design, or the popularity of the cycleway has already exceeded design expectations, particularly at intersections. There should be a minor works budget for cycleways to cover such contingencies.

Capital Programme

Q6 - Capital Spending. Are we prioritising the right things? No

- The Major Cycle Routes (MCRs) programme should be delivered faster. In the last five years cycling journeys have increased 35% according to the cycling counters. The actual uptake is even higher as the counters significantly undercount journeys in the suburbs on the MRCs, and

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do not count cyclists on the roads. This success shows that the investment is very good value for money. Every cycle journey reduces congestion and emissions.

- Extensions to cycleways that are currently not funded could be done by rolling out cheaper infrastructure by reallocating road space using bollards similar to the cycleway on Park Terrace and Rolleston Ave. We can learn from the experiences in Wellington and other international cities. The most important part is getting cyclists and pedestrians across busy intersections and roads, and ensure the road surface is of reasonable quality. For example, funding the pedestrian/cycle crossing on Milton Street to connect Simeon Street with the cycleway on Roker St would be a significant improvement in safety for all active transport users including cyclists and pedestrians. On other roads adding posts, smoothing over the chip seal and rotating drain covers would be a good start.

Q7. Is there anything that you would like to tell us about specific aspects of our proposed capital spend or capital programme? Yes

Q7.1 - Transport

Christchurch is already feeling the effects of climate change through sea level rise, increased flooding events and fires on the Port Hills. Although both adaptation and reduction will be needed, it is cheaper to reduce emissions than to adapt to climate change. Transport makes up 54% of Christchurch's gross emissions. The health effects and costs of fossil fuel vehicles should also be taken into account. It is not a coincidence that New Zealand has the highest car ownership and one of the highest asthma rates in the world. A recent study in [Neurology](#) has linked PM2.5 particulates from diesel exhausts and other traffic-related air pollutants to Alzheimer's disease. Anything we can do to reduce single occupancy vehicle use reduces the long term costs to all New Zealanders.

Spokes believes the Council should:

- Prioritise active transport including better cycling and walking infrastructure.
- Provide safe, frequent and reliable public transport (PT)
- Build a denser city and restrict urban sprawl. Disincentivize development in areas without services, including cycleways or PT; or on productive land.
- Create more bus lanes, and prioritise buses in intersections.
- Bring forward the Greater Christchurch Spatial Plan and MRT
- Create an express bus trial of the proposed MRT route using the proposed stops to see if this is the best solution and to gauge demand.
- Continue with the Safer Speeds program as it has been proven to reduce deaths and serious injuries and therefore helps to increase active transport use.
- Continue to work towards the aims of a 15-minute city as a key way to reducing emissions and create a liveable city
- Provide children with safer ways to get to school. One of the best ways is to remove parking within 50m of a school entrance and prioritise active ways of getting to school. Wellington is trialling closing a road at the entrance of a school and some countries close the road at school start/finish times. A [study in Warsaw](#) showed that closing the road at schools during the

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morning rush hour reduced NO₂ concentrations by more than 30%. We support the funding of programmes that lower speeds, create safe crossings, and priorities separated cycle facilities.

The removal of the majority of the Local Cycle Network (LCN) and Cycle Connections programmes from the Draft LTP Capital Programme presents an unacceptable delay and risk to our city. This programme is designed to aid in both feeding users onto the Major Cycle Routes (MCR), and as significant improvements to local cycle infrastructure. Some of these improvements would provide missing links from MCRs to popular destinations which are nearby but not served by the MCR itself, such as Westfield Riccarton from the South Express. Without these improvements, the usefulness of the cycleways is greatly reduced for some people who are not willing to bike unless they can get all the way to where they want to go safely on a cycleway. There is also a higher likelihood of serious injury or death to cyclists in our city than there should be.

The removal or deferral of these projects is not in line with Strategic View 3 “Ensuring Resilience to the Impacts of Climate Change and Natural Hazards”, or Strategic View 4 “Planning and Investing for Sustainable Growth” or their respective Strategic Responses and Action Areas given in the council’s Infrastructure Strategy (pp.14-16) document attached to this Long Term Plan.

We request that the following removed Local Cycle Network and Cycle Connections projects be reinstated to the LTP 2024/2034:

- Waitai Coastal-Burwood-Linwood Community Board:
 - Burwood Ward:
 - 41852 - Cycle Connections - Ōtākaro-Avon Route
- Waimāero Fendalton-Waimairi-Harewood Community Board:
 - Fendalton Ward:
 - 44709 – Local Cycle Network – Greers Rd
 - Harewood Ward:
 - 41853 – Cycle Connections – Wheels to Wings,
 - 12692 – Belfast Park Cycle & Pedestrian Rail Crossing
 - Waimairi Ward:
 - 44696 – Local Cycle Network – North West Outer Orbital,
 - 44707 – Local Cycle Network – Bishopdale & Casebrook
- Waipuna Halswell-Hornby-Riccarton Community Board
 - Halswell Ward:
 - 44710 – Local Cycle Network – Halswell to Hornby,
 - 17059 – Cycle Connections – Little River Link
 - Hornby Ward:
 - 41849 – Cycle Connections – South Express,
 - 44697 – Local Cycle Network – South West Outer Orbital,
 - 44712 – Local Cycle Network – Springs Road

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- Riccarton Ward:
 - 41847 – Cycle Connections – Nor’West Arc,
 - 44695 – Local Cycle Network – Inner Western Arc,
 - 44698 – Local Cycle Network – Burnside to Villa
- Waipapa Papanui-Innes-Central Community Board
 - Central Ward:
 - 44693 – Central City Projects – Cycle Connections,
 - 44699 – Local Cycle Network – The Palms to Heathcote Express,
 - 44706 – Local Cycle Network – Avonside & Wainoni,
 - 44713 – Local Cycle Network – Ōtākaro-Avon
 - Innes Ward:
 - 44701 – Local Cycle Network – Northern Mid Orbital,
 - 44702 – Local Cycle Network – Northern Outer Orbital,
 - 44703 – Local Cycle Network – Northwood
- Waihoru Spreydon-Cashmere-Heathcote Community Board
 - Cashmere Ward:
 - 41850 – Cycle Connections – Southern Lights,
 - 44711 – Local Cycle Network – Opawa, Waltham & Sydenham
 - Heathcote Ward:
 - 41844 – Cycle Connections – Heathcote Expressway,
 - 41851 – Cycle Connections – Ōpāwaho River Route
- Within the Draft LTP Capital Programme, we also recognise and call for the following separate projects to be reinstated:
 - 53733 – Heathcote Street Pocket Park & Pedestrian Development
 - 53734 – Ferrymead Towpath Connection (FM5)
 - 914 – Core Public Transport Corridor & Facilities – South (Colombo St)
 - 60276 – Public Transport Improvement Programme (Brougham & Moorhouse Area)
 - 60250 – Programme – Electric Vehicle Charging At City Council Off Street Parking Buildings & Facilities
 - 26623 – Edgeware Village Masterplan (A1)
 - 63365 – Central City Projects – Active Travel Area
 - 17862 – Clyde, Riccarton & Wharenui Intersection Safety Improvements
- Each of these programmes represents an investment either in transport mode diversification or an opportunity to improve safety in a highly trafficked area.

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- Within the Draft LTP Capital Programme, we ask that the funding models for the following programmes revert to the Current Amended LTP 2024-2034 funding allocations:
 - 26611 – Major Cycleway – Wheels to Wings Route (Section 1) Harewood to Greers
 - 23101 – Major Cycleway – Nor’West Arc Route (Section 3) University to Harewood
 - 26604 – Major Cycleway – Ōpāwaho River Route (Section 1) Princess Margaret Hospital to Corson Avenue
 - 26606 – Major Cycleway – Ōpāwaho River Route (Section 2) Corson to Waltham
 - 26605 – Major Cycleway – Ōpāwaho River Route (Section 3) Waltham to Ferrymead Bridge
 - 23100 – Major Cycleway – Heathcote Expressway Route (Section 2) Tannery to Martindales
 - 26607 – Major Cycleway – Southern Lights Route (Section 1) Strickland to Tennyson
 - 26601 – Major Cycleway – Ōtākaro Avon Route (Section 1) Fitzgerald to Swanns Road Bridge (OARC)
 - 26602 – Major Cycleway – Ōtākaro Avon Route (Section 2) Swanns Road Bridge to Anzac Drive Bridge (OARC)
 - 26603 – Major Cycleway – Ōtākaro Avon Route (Section 3) Anzac Drive Bridge to New Brighton (OARC)
 - 1986 – Programme – Major Cycleway – Northern Line Cycleway
 - 47031 – Major Cycleway – South Express Route (Section 2) Craven to Buchanans
 - 1341 – Major Cycleway – Nor’West Arc Route – Annex, Birmingham & Wrights Corridor Improvement
 - 1993 – Programme – Major Cycleway – Nor’West Arc
 - 17060 – Cycle Connections – Uni-Cycle o
 - 930 – Sockburn Roundabout Intersection Safety Improvement
- We ask that the funding models for the following programmes move to earlier years of the LTP as they are currently funding very late in the 10 year plan:
 - 75070 - Memorial Ave Cycle Lanes
- We note are strong support for keeping the following programmes as they are currently funded in the draft LTP: o
 - 73854 - Programme - PT Futures (Externally Funded)
 - 75363 - Programme - Mass Rapid Transit
 - 59181 – Central City Projects – Antigua Street Cycle Network (Tuam-Moorhouse)
 - 65923 - School Safety
 - 68430 – Ferry Road Active Transport Improvements

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- We request the council to work further with ECan to align investment in public transport services and infrastructure. The following public transport related investments should be prioritised:
 - Construction of more bus lanes to reduce delays caused by traffic jams.
 - More bus signal priority at intersections to reduce delays for buses.
 - Construction of many more new and better bus shelters.
 - Better technology for upcoming bus signs including installing LCD screens for upcoming buses at well used bus stops.
- We request further funding to be given to 75051 Programme - New Footpaths. There are many locations around the city where footpaths have never been built and there has been no investment in filling in the gaps for many years. This severely hinders accessibility for those outside of a car, including young children cycling on the footpath. We are very supportive of this new programme and would like funding for it to be increased much more to a level required to make a significant dent in the number of footpaths required.
- We request more funding to be made available for small pedestrian/cyclist safety and accessibility improvements such as pedestrian refuges and kerb build outs in underserved areas. We support existing projects which include these types of improvements
- We also request that in line with advice from He Pou a Rangī - Climate Change Commission given to the Government in April 2023 (2023 Draft advice to inform the strategic direction of the Government's second emissions reduction plan), and the 2024 [Draft advice on the fourth emissions budget period \(2036–2040\)](#) that none of the above projects related to aspects of the Major Cycle Routes, Local Cycle Network, or Cycle Connections programmes be scheduled for completion no later than 2030. This advice also recommends "the completion of Rapid Transit Networks any later than 2035", which we also advocate for.
- Provide a central city shuttle trial similar to the previous yellow buses to service key destinations around the city. This will reduce the number of vehicles in the city.
- Adding more bike parking around the city. There is a lack of bike parking in the south west and most other areas outside the central city. There are also areas within the central city which need more bike parking.
- Protect future MCR corridors. This will prevent parts of future MCRs from being constructed to poor quality. For example, the Northern Line at the north end of Saint James Park has recently become a dangerous blind corner because the corridor was not protected and a new housing development built a fence right up to the corner of the property adjacent to the cycleway which blocks visibility.

Q7.2 - Parks, heritage or the coastal environment?

There are significant physical and mental health benefits to cycling and walking in biodiverse areas. These benefits include:

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Spokes Canterbury

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- Creating a healthier environment through increased CO2 absorption from plantings, and increased filtering of stormwater from rain gardens and the like, keeping our rivers and oceans cleaner and safer for aquatic species.
- plantings creating shady areas that reduce surface heat and sunburn.
- reduced stress and increased well-being through greater connection to the natural world, including indigenous plantings and wildlife such as native birds

Spokes supports:

- facilitation of greater collaboration between the transport team and parks team when renewing or creating facilities. Pathways with the potential to connect areas through the use of shared pathways are being replaced with like-for-like rather than being widened to a useable width as the opportunity arises, and the entrance ways upgraded and signed. The current practice is leading to increased tension between groups of users as the number of cycling and active transport increases.
- More shared tracks that allow walking, cycling and other active transport methods including those that facilitate access to nature for those that choose to use cargo bikes, trikes and mobility devices
- Track entrances that allow access for mobility devices, cargo bikes and trikes that can be longer and wider than a typical bike, and can often be used by a person with less coordination making it difficult to fit through tight spaces. Barriers and bollards should also have reflective tape for low vision people or when there is low light.
- Better signage at entrances and along the route. The signage should indicate it is a nature route rather than a commuting route by slightly different design.
- Cycle parking particularly at toilets and key destinations. For example, Lyttelton needs more cycle parking, particularly near the new Museum.
- Addition of a park and cycle facility at the Gondola stop to reduce demand on cycle racks on the buses.
- Council allocating more funding to implement the biodiversity strategy (less than 50% of actions are currently being implemented), including the planting of natives and food species.
- Increasing appropriate tree cover in urban streets and creating green urban pathways. Lining our streets with trees and other plants and increasing the number of green corridors, as part of the Urban Forest plan will have the effect of reducing urban surface temperatures and increasing appearance and value. They are also an attractive asset to local communities and can provide significant social and visual benefits to the overall appearance of any given street.
- Increased work on Climate Mitigation and Adaptation.

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Q7.5 - Other aspects of our capital spend or capital programme?

The following Climate Emergency Response Fund (Way Safer Streets) projects have been cut, and these need to be added back in:

- The Cycle Link along Aldwins Road and Ensors Road, making it safer for students to bike to Te Aratai College, a move which will reduce congestion at peak times.
- The Cycle Connection on Cashmere Road, between Hoon Hay Road and past the Oderings Garden Centre to Hendersons Road (and extended to Ferniehurst St to join Nor'West Arc and Ōpāwaho River route, and through to the Sparks Road Wetlands)
- The Cycleway along Simeon Street, which will connect cyclists to the Little River Link, Quarryman's Trail, and Barrington Shopping Centre; and improve cycling connections for neighbourhoods such as Spreydon, Barrington, and Somerfields and the sports facilities at Ngā Puna Wai.
- The upgrades of the Aldwins/Ensors/Ferry and Aldwins/Buckleys/Linwood intersections. These safety improvements must include the installation of safe speed platforms to slow drivers down as they enter an intersection so they can stop in time if they need to.
- The scheduled pedestrian improvements in 10 locations in Linwood to help tamariki travel to Whitau School and other local schools.
- The upgrading of six Bromley intersections with reduced road widths in certain sections, raised zebra crossings, traffic islands, pedestrian refuge islands, safe speed platforms, speed cushions, transitional roundabouts, and refreshing painted markings.
- A cycle-friendly environment along Smith Street so people can cycle safely to Te Pou Toetoe: Linwood Pool and Te Waka Unua School on Ferry Road, including a crossing at the Linwood Canal.
- The new cycle route in Richmond that will connect cyclists from the north to the south of Richmond.
 - 71496 – Richmond CRAF – Neighbourhood Greenway Cycleway 12
 - 72758 – Transport Choices 2022 – Richmond Neighbourhood Greenway

In addition, Spokes would like to see:

- Extending the Uni-cycle MCR to Avonhead Park past Merrin School (where a major injury to a cyclist occurred recently outside the school)
- A separated cycleway down Northcote Road (700m) connecting the QEII Shared Path and the Northern Line (as requested recently by children attending St Bedes). There are five schools in this area and a high number of people cycling. The opening of Pak'nSave has increased the traffic in this already busy area.
- Te Kaha and surrounding street changes completed, including the crossing outside of Ara.

The Council should plan to fully fund these programmes as it is highly unlikely the current government will provide co-funding in the short term. The Council should also be proactive in designing and consulting on shovel-ready projects in anticipation of political change when the current government recognises the political and economic cost of not meeting our international obligations on emissions. It

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is much better to retain investment in New Zealand rather than buying billions of dollars of credits from other countries.

Q8 - Additional opportunity and options to our main proposal. Which of the following do you think should be our focus for the 2024 - 2034 Long Term Plan?

- Deliver what we have proposed in the Draft Long Term Plan (e.g. maintain existing levels of service and invest in our core infrastructure and facilities that keep Christchurch and Banks Peninsula running).
- Explore other ways to bring down our proposed rates increases across the Draft LTP (e.g. reduce or change some of the services we provide, review our grants funding, increasing fees and charges for some services)
- **Accelerate work on some projects and programmes, with a focus on balancing the needs of today's residents with the needs of future generations (e.g. spending more on climate change adaptation, boost the funding for major events).** - Yes

Q9 - Are there any areas where you feel we should be reviewing the services we provide to reduce our costs throughout the Draft LTP 2024-2034? Yes

- Cost reductions should not come from service cuts, or from sale of assets except those consulted on in this document.
- Climate Change or Biodiversity programmes should also be given protection as it is an essential investment in future generations.

There is room for further investigation of:

- Congestion charging during busy hours.
- Increases in car parking fees within the CBD.
- Monitoring of illegal parking, (particularly on Thu-Sat nights) with appropriate penalties.
- A climate levy for flights from airport, both domestic and international.
- Ability for bus drivers and citizens to report illegal parking with photo or video evidence, and it be acted on with penalties.

Q10 - Major event bid funding. Should we leave bid funding for major and business events at current levels in the draft LTP, as proposed? Or should we increase the bid funding?

- We believe there should be some increase in bid funding. Bidding on these events can provide a significant return on investment for businesses, help pay the cost of the infrastructure, and create an excellent environment for residents.

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Item 3

Attachment B

Q11 - More investment in adapting to climate change. Do you think we should bring forward to 2024/25 the additional \$1.8 million spend currently proposed to commence in 2027/28, to accelerate our grasp of the climate risks?

- Yes - bring \$1.8 million forward.
 - No - don't bring \$1.8 million forward.
 - Don't know - not sure if we should bring \$1.8 million forward.
- Early investment into adaptation has been shown to have significant return on investment and has wide co-benefits. It is critical that this work is a cornerstone of all infrastructure investment going forward.

Q12 - Should we create a climate resilience fund to set aside funds now to manage future necessary changes to Council assets, including roads, water systems, and buildings, in alignment with our resilience plans?

- Yes - create a climate resilience fund.
 - No - don't create a climate resilience fund.
 - Don't know - not sure if we should create a climate adaption fund.
- A climate resilience fund should be a high priority for the council. The cost of climate change is expected to be substantial and this cannot be allowed to fall entirely on future generations. Even with significant emissions cuts, we will continue to see major and worsening impacts from a range of natural hazards (coastal flooding, wildfires, river flooding, groundwater rise 15 and associated liquefaction, wind, and heat). Council must have plans and funding in place to both mitigate our emissions and work on adaptation. Additionally, communities must be empowered and supported to lead their own adaptation efforts.

Q13 - Our Community Outcomes and Priorities. Do you have any thoughts on our vision, community outcomes and strategic priorities? Yes

- Spokes supports investment in biodiversity.
- Biodiversity is only \$2M in the LTP. Sports fields have \$100 million over the LTP.

Q14 - What do you think of our proposal to start formal processes to dispose of five Council-owned properties?

- We oppose any potential sale of 26 Waipara St, as it is the only possible future link from Cracroft through to a future shared path along the Cashmere Stream.

Q15 - What do you think of our proposal to dispose of other Council-owned properties which includes former Residential Red Zone Port Hills properties?

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- We believe these properties should be retained and a proper Port Hills Red Zone plan developed for their future use - e.g., fire mitigation, native plantings, etc. However, if they are sold, they must first be offered back to the previous owners

Spokes Canterbury
21/4/24

Item 3

Attachment B

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Draft Long-Term Plan 2024-2034

Submitter Details

Submission Date: 22/04/2024

First name: Fiona Last name: Bennetts

What is your role in the organisation:

Do you want to speak to the Council about your submission at a hearing?

☒ Yes

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

Fri 3 May pm

Please select the hearing date(s) above that suit you best. You can select more than one date.

Hearings will be held in the Council Chambers at 53 Hereford Street.

We'll be in touch to arrange a date and time and will try to accommodate your preferences.

Please make sure you've provided your telephone number in **Section 1** so we can contact you.

Feedback

Have we got the balance right - comments

I believe too much priority has been allocated to capital expenditure on road maintenance (\$591 million on carriageway renewals). I understand that the road condition across the city is less than ideal, but continuing to prioritise roading for motor vehicles will only lead to an every expanding requirement to maintain more roads as more and more people become addicted to driving everywhere. CCC need to help people choose different ways to travel, such as cycling and public transport, by making cycling safer through separated cycling infrastructure and slower speed limits, and by making buses more frequent and reliable by creating more bus lanes all across the city in congested areas. We also need Mass Rapid Transit to unlock the potential of much denser housing along the MRT route and prevent urban sprawl. Due to changes made to the revised Long Term Plan (LTP), there is now a desperate need to invest in cycle infrastructure, which by comparison requires very little maintenance and has numerous active health and environmental benefits, rather than sinking more money into carriageway maintenance. Increasing the rate at which active transport and public transport is used within the city will have the knock-on effect of reducing wear on our roads, which will result in less repairs being needed and less capital being required long term. • I believe the LTP fails to meet the bare minimum levels of investment in climate mitigation. There is little to no scope for future requirements, and it has been consistently noted that the current investment will not even meet our existing goals. There must be a concerted effort to properly allocate capital to these ends. The GNSS report released to Council in December 2023, indicated that: "Christchurch could see 14 to 23 centimetres of sea-level rise over the next 30 years. However, in places where land is subsiding at about 8 millimetres per year, such as parts of Brighton Spit and parts of Lyttelton Harbour and Koukourarata Port Levy, sea levels could rise by 38 to 47 centimetres – twice as much over the same 30-year timeframe." (GNS Science Consultancy Report 2023/81) • Without adequate funding to mitigate or adapt (including investment in retreat), this leaves little room for the Council to appropriately respond to the estimated \$17.2B worth of property that Council estimated would be impacted by sea-level rises in their October 2023 Submission to the Environment Select Committee's Inquiry into Climate Adaptation. While we are not advocating for Council to foot the entire bill, it must be noted that at least \$3.2B of that \$17B in property is the Council's Infrastructure. This is an unacceptable risk for Council to shoulder without sufficient capital and is a burden that should be shouldered from now on rather than being deferred. • Cycleway costs should not include underground infrastructure renewal or the cost of clean-up for past environmental damage. These should come out of the maintenance budgets.

Average rates - multiple-choice

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Yes

Average rates - comments

• Local Governments across New Zealand have traditionally kept rates low through deliberate under-investment in or deferment of infrastructure, and commitments by Councillor and Mayoral candidates running on keeping rates low as a form of electoral promise. The proverbial chicken has now come home to roost. • If we lower rates, our city will lose the ability to provide its current levels of service, and those who use council services will be disproportionately worse off. There is an assumption that more affluent residents and neighbourhoods may think they are insulated from this trend as they are less likely to use these facilities, but they are still part of this city, and will feel the effects of austerity. • Any change in rates must account for continued investment in public and active transport, biodiversity enhancements, climate mitigation projects, and climate adaptation projects. These are simply non-negotiable for future generations. If projects are being deferred or discontinued to make these rate cuts occur, I strongly recommend that this practice be reversed. • We should be bringing forward MRT for the city as this is a precursor to the confidence to build higher density in the city and along the MRT corridor, and therefore a greater rate base. • The high rate increase is a reflection of the under-investment in the city over a long period of time and the challenges of the earthquakes. Failing to invest in the future will not attract new people and businesses to the city. • We need to support those who are genuinely unable to pay these increases in rates.

Changes to how we rate - comments

• I recommend that Council continues to investigate the implementation of Land Value Rating ready for a potential referendum alongside local body elections in 2025. This ensures that we get more productive use of our valuable city centre land, enabling a city for people, not car yards and car storage. • I recommend an expansion of the City Vacant Differential (CVD) programme to: ◦ Cover the entire city, as a disincentive to land banking, ◦ Ban car parks from being considered from remission, ◦ Increase the multiplier of the CVD from 4.523 to 6. • I agree with the proposed changes to the rating of visitor accommodation in a residential unit ◦ Too often, new housing is built in the centre of the city, only to be snapped up by investors and let out as short-stay accommodation, limiting the supply of housing for first-home buyers, renters, and homeowners looking to downsize. - CCC should work with the government to allocate a % of GST to local governments as a return on investment in businesses and tourism, and a way of providing a more equitable contribution to costs. - CCC should work with Auckland Council, Wellington City Council and the government on a differential petrol/diesel tax to invest in public and active transport. Even 1c a litre would make a big difference.

Fees & charges - comments

• I support the proposed parking charges at the Botanic Gardens and Hagley Park, as these areas are well-connected by public transport, and active transport. The \$2m a year this would raise (based on Council's calculations) would be useful in offsetting other costs. • I believe that parking charges should be increased around the city. This would incentivise public and active transport use. In disincentivizing increased car usage, we could also improve the air quality and accessibility of our city. • I recommend that Council increase the fees for excess water usage. These fees are targeted towards ratepayers who consume a significantly above average amount of water, and any increases would not have an impact on the average ratepayer. This would save about \$19M in growth not required. Put additional funding into finding CCC leaks.

Operational spending priorities - multiple-choice

Yes

Operational spending - comments

• There is no mandate for Council to cut back on services people rely upon (libraries, swimming pools, etc) to force a lower rates increase. Council's services exist for its constituents, and removing these services will disproportionately impact lower socioeconomic, disabled, and elderly residents, for whom there is no alternative. • I request the expansion and proper funding of the parking enforcement team. Currently it operates only short working hours, so enforcement of parking can not be carried out at times when it is really needed (e.g. Thu - Sat evenings, where people are instead required to call the police to report a parking offence but the Police are under enough pressure already at these times). The enforcement team should also allow the public to report using alternative methods such as sending time-stamped photos to a monitored email address or Snap Send Solve. The current system of needing to call a phone number is slow, inefficient and not cost effective. The rationale for this is equity and accessibility for all. For some people it is not easy to "just go around" a car parked on the footpath such as those using crutches/walking frame, a wheelchair, a mobility scooter, or pushing a pram. I also request a review of fines, as they have not been increased in years and may not be sufficiently high to act as a deterrent or to cover the cost of enforcement. • Places where people cycle also need maintenance. This includes removing glass and debris, fixing surface problems, and ensuring that the lights trigger properly (including adding a manual trigger). • The cycleways are relatively new. Inevitably there are issues that were not considered in the initial design, or the popularity of the cycleway has already exceeded design expectations, particularly at intersections. There should be a minor works budget for cycleways to cover such contingencies and make improvements.

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Capital programme priorities - multiple-choice

No

Capital programme - comments

• The delays to the Major Cycle Routes (MCRs) programme are unacceptable and irresponsible. Ōtautahi Christchurch is home to the two highest electorates where people cycle to work (Ilam and Christchurch Central). It is also home to the highest electorate for people who cycle to study (Ilam). The success of the existing network is proof that this investment is absolutely good value for money. This programme needs to be accelerated rather than defunded and delayed. • If Councillors see the cost of active transport infrastructure as prohibitive at this current moment, then it would be worth looking at the work done in Wellington (and other cities around the world, including Seville) around rolling out networks faster and cheaper. These are excellent examples, and the basic ideas can include rolling out cycleways fast by reallocating road space, putting up plastic hit sticks or bollards and barrier arms, and being flexible. This is a similar approach to the cycleway rolled out on Park Terrace and Rolleston Avenue and would have the benefit of allowing people to have access to more safe cycling infrastructure more quickly and for less initial capital spending. It would allow staff to trial longer-term plans before committing significant capital to any project. • The Major Cycle Routes (MCRs) programme should be delivered faster. In the last five years cycling journeys have increased 35% according to the cycling counters. The actual uptake is even higher as the counters significantly undercount journeys on the MCRs due to the network being incomplete and therefore need to pop on and off the MCRs rather than riding the full length of the route. The cycle counters do not count cyclists on the roads in suburbs where there are no cycleways. Please invest in cycle counters on planned routes to get a true measure of before and after, and in other places to get a more accurate picture of where people are cycling throughout the city. Every cycle journey reduces congestion, road wear and tear, and emissions. • Extensions to cycleways that are currently not funded could be done by rolling out cheaper infrastructure by reallocating road space using bollards similar to the cycleway on Park Terrace and Rolleston Ave. We can learn from the experiences in Wellington and other international cities. The most important part is getting cyclists and pedestrians across busy intersections and roads, and ensure the road surface is of reasonable quality. For example, funding the pedestrian/cycle crossing on Milton Street to connect Simeon Street with the cycleway on Roker St would be a significant improvement in safety for all active transport users including cyclists and pedestrians. On other roads adding posts, smoothing over the chip seal and rotating drain covers would be a good start.

Capital: Transport - comments

• Transport makes up 54% of Christchurch's gross emissions (cars constitute 22%, whilst utes and vans make up 10%). There is not enough of a focus on reducing these figures. I suggest that the Council consider: ○ The continuation, without additional delays, of the rollout of the Major Cycle Routes programmes, with a focus on completing the partially-complete projects of the Nor'West Arc, South Express, Northern Line, and Wheels to Wings cycleways. ○ Place a higher priority on progressing the Ōtakaro-Avon River commuter route to New Brighton and North-East Cycle Route to Bottle Lake, which would travel through areas currently underserved by existing infrastructure. ○ Place a higher priority on the Southern Lights cycleway, which will serve a community that has already shown high willingness to change mode from car to bike. ○ Ensuring that priority is given to planning and building a denser city (denser housing with lots of shared public spaces), and restricting urban sprawl across the remaining green spaces and productive land available in the city. ○ Provide better public transport options (which will encourage mode shift from private motor vehicles) including fully rolling out PT Futures programme and the construction and permanent enforcement of more bus lanes which have worked well on major thoroughfares such as Lincoln Road and Papanui Road. ○ Reduce funding for road renewals/resurfacing to more manageable levels and investigate ways to reduce their cost in the long term including roadway narrowing (footpath widening - which needs to happen anyway as footpaths are often overgrown (private property not trimming vegetation) and in general not being wide enough for mobility scooters and wheelie bins etc.) instead of just like-for-like renewals and use of new products to extend the life of existing surfacing such as the one shared by the Mayor recently that waterproofs the surface of old asphalt (provided this doesn't create issues in hot conditions - melting). • There were 462 premature deaths attributed to human-made air pollution in Christchurch in 2016. The majority of this air pollution is caused by exhaust fumes by fossil fuel vehicles. The aforementioned solutions could help in mitigating this issue. • I agree with the aim of increasing access by walking within 15 minutes to key destinations. This is key to livability and reducing emissions and will have a positive impact on local communities in terms of amenities and service availability. • I agree that the delivery of School Cycle Skills and Training is good, but without tangible changes to the roads around schools then it is wasted capital. Children need safe networks to get to school. We support the funding of programmes that lower speeds, create safe raised crossings, and priorities separated cycle facilities. • I support the goals within the level of service section "Our networks and services are environmentally sustainable and increasingly resilient" but want to see more ambitious targets and actions to achieve these goals. • The removal of the majority of the Local Cycle Network (LCN) and Cycle Connections programmes from the Draft LTP Capital Programme presents an unacceptable delay and risk to our city. This programme is designed to aid in both feeding users onto the Major Cycle Routes (MCR), and as significant improvements to local cycle infrastructure. Some of these improvements would provide missing links from MCRs to popular destinations which are nearby but not served by the MCR itself, such as Westfield Riccarton from the South Express. Without these improvements, the usefulness of the cycleways is greatly reduced for some people who are not willing to bike unless they can get all the

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way to their destination safely on a cycleway. There is also a higher likelihood of serious injury or death to cyclists in our city than there should be due to driver behaviour, so infrastructure is needed to protect vulnerable road users until there is a culture shift. The removal or deferral of these projects is not inline with Strategic View 3 "Ensuring Resilience to the Impacts of Climate Change and Natural Hazards", or Strategic View 4 "Planning and Investing for Sustainable Growth" or their respective Strategic Responses and Action Areas given in the council's Infrastructure Strategy (pp.14-16) document attached to this Long Term Plan. ● To this end, I request that the following removed Local Cycle Network and Cycle Connections projects be reinstated to the LTP 2024/2034:

- Waitai Coastal-Burwood-Linwood Community Board: ■ Burwood Ward: ● 41852 - Cycle Connections - Ōtākaro-Avon Route
- Waimāero Fendalton-Waimairi-Harewood Community Board: ■ Fendalton Ward: ● 44709 – Local Cycle Network – Greers Rd ■ Harewood Ward: ● 41853 – Cycle Connections – Wheels to Wings ● 12692 – Belfast Park Cycle & Pedestrian Rail Crossing ■ Waimairi Ward: ● 44696 – Local Cycle Network – North West Outer Orbital ● 44707 – Local Cycle Network – Bishopdale & Casebrook
- Waipuna Halswell-Hornby-Riccarton Community Board ■ Halswell Ward: ● 44710 – Local Cycle Network – Halswell to Hornby ● 17059 – Cycle Connections – Little River Link ■ Hornby Ward: ● 41849 – Cycle Connections – South Express ● 44697 – Local Cycle Network – South West Outer Orbital ● 44712 – Local Cycle Network – Springs Road ■ Riccarton Ward: ● 41847 – Cycle Connections – Nor'West Arc ● 44695 – Local Cycle Network – Inner Western Arc ● 44698 – Local Cycle Network – Burnside to Villa
- Waipapa Papanui-Innes-Central Community Board ■ Central Ward: ● 44693 – Central City Projects – Cycle Connections ● 44699 – Local Cycle Network – Palms to Heathcote Express ● 44706 – Local Cycle Network – Avonside & Wainoni ● 44713 – Local Cycle Network – Ōtākaro-Avon ■ Innes Ward: ● 44701 – Local Cycle Network – Northern Mid Orbital ● 44702 – Local Cycle Network – Northern Outer Orbital ● 44703 – Local Cycle Network – Northwood
- Waihoru Spreydon-Cashmere-Heathcote Community Board ■ Cashmere Ward: ● 41850 – Cycle Connections – Southern Lights ● 44711 – Local Cycle Network – Opawa, Waltham & Sydenham ■ Heathcote Ward: ● 41844 – Cycle Connections – Heathcote Expressway ● 41851 – Cycle Connections – Ōpāwaho River Route

● Within the Draft LTP Capital Programme, we also recognise and call for the following separate projects to be reinstated:

- 53733 – Heathcote Street Pocket Park & Pedestrian Development
- 53734 – Ferrymead Towpath Connection (FM5)
- 914 – Core Public Transport Corridor & Facilities – South (Colombo St)
- 60276 – Public Transport Improvement Programme (Brougham & Moorhouse Area)
- 60250 – Programme – Electric Vehicle Charging At City Council Off Street Parking Buildings & Facilities
- 26623 – Edgeware Village Masterplan (A1)
- 63365 – Central City Projects – Active Travel Area
- 17862 – Clyde, Riccarton & Wharenui Intersection Safety Improvements

● Each of the aforementioned programmes represents an investment either in transport mode diversification or an opportunity to improve safety in a highly trafficked area. ● Within the Draft LTP Capital Programme, I ask that the funding models for the following programmes revert to the Current Amended LTP 2024-2034 funding allocations:

- 26611 – Major Cycleway – Wheels to Wings Route (Section 1) Harewood to Greers
- 26612 – Major Cycleway – Wheels to Wings Route (Section 2) Greers to Wooldridge
- 26613 – Major Cycleway – Wheels to Wings Route (Section 3) Wooldridge to Johns Road Underpass
- 23101 – Major Cycleway – Nor'West Arc Route (Section 3) University to Harewood (Note: only move the funding back to earlier years 2024/25 and 2025/26 but keep the increase of total funding to \$21,704,400)
- 18396 – Te Kaha Surrounding Streets
- 26604 – Major Cycleway – Ōpāwaho River Route (Section 1) Princess Margaret Hospital to Corson Avenue
- 26606 – Major Cycleway – Ōpāwaho River Route (Section 2) Corson to Waltham
- 26605 – Major Cycleway – Ōpāwaho River Route (Section 3) Waltham to Ferrymead Bridge
- 23100 – Major Cycleway – Heathcote Expressway Route (Section 2) Tannery to Martindales
- 26607 – Major Cycleway – Southern Lights Route (Section 1) Strickland to Tennyson
- 26601 – Major Cycleway – Ōtākaro Avon Route (Section 1) Fitzgerald to Swanns Road Bridge (OARC)
- 26602 – Major Cycleway – Ōtākaro Avon Route (Section 2) Swanns Road Bridge to Anzac Drive Bridge (OARC)
- 26603 – Major Cycleway – Ōtākaro Avon Route (Section 3) Anzac Drive Bridge to New Brighton (OARC)
- 1986 – Programme – Major Cycleway – Northern Line Cycleway
- 47031 – Major Cycleway – South Express Route (Section 2) Craven to Buchanans
- 1341 – Major Cycleway – Nor'West Arc Route – Annex, Birmingham & Wrights Corridor Improvement
- 1993 – Programme – Major Cycleway – Nor'West Arc
- 17060 – Cycle Connections – Uni-Cycle
- 930 – Sockburn Roundabout Intersection Safety Improvement

● I ask that the funding models for the following programmes move to earlier years of the LTP as they are currently funding very late in the 10 year plan:

- 75070 - Memorial Ave Cycle Lanes

● I support keeping the following programmes as they are currently funded in the draft LTP:

- 73854 - Programme - PT Futures (Externally Funded)
- 75363 - Programme - Mass Rapid Transit
- 59181 – Central City Projects – Antigua Street Cycle Network (Tuam-Moorhouse)
- 65923 - School Safety
- 68430 – Ferry Road Active Transport Improvements

● I request the council to work further with ECan to align investment in public transport services and infrastructure. The following public transport related investments should be prioritised:

- Construction of more bus lanes to reduce delays caused by traffic jams
- More bus signal priority at intersections to reduce delays for buses and prevent red-light running
- Construction of many more new and better bus shelters
- Better technology for upcoming bus signs including installing LCD screens with real time information at well-used bus stops

● I request further funding to be given to 75051 Programme - New Footpaths. There are many locations around the city where footpaths have never been built (e.g. in Halswell and Casebrook/Harewood) and there has been no investment in filling in the gaps for many years. This severely hinders accessibility for those outside of a car. I am very supportive of this new programme and would like funding for it to be increased much more to a level required to make a significant dent in the number of footpaths required. ● I request more funding to be made available for small pedestrian safety and accessibility improvements such as pedestrian refuges and kerb build outs in under-served areas. I support existing projects which include these types of improvements. ● Wayfinding for cycleways should be improved. The current signs are lacking in detail and missing some important landmarks/destinations. For example, signs on the South Express do not include the street name and direction to Westfield Riccarton (down Division Street). ● I support the continuation of the Speed Management plan "Safer Speed Plan" as soon as possible to prevent unnecessary potential deaths or serious injuries. ● I also request that in

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line with advice from He Pou a Rangi - Climate Change Commission given to the Government in April 2023 (2023 Draft advice to inform the strategic direction of the Government's second emissions reduction plan) that none of the above projects related to aspects of the Major Cycle Routes, Local Cycle Network, or Cycle Connections programmes be scheduled for completion any later than 2030. This advice also recommends the completion of Rapid Transit Networks no later than 2035, which we also advocate for. • Continue the investigation of the central city shuttle trial. • Adding more bike parking around the city. There is a lack of bike parking in the south west and most other areas outside the central city. There are also areas within the central city which need more bike parking. Lyttelton needs more bicycle parking outside the library and new museum. Please consider adding bicycle parking and storage lockers near the gondola, as consulted on two years ago but removed from the final project, in case cyclists can't take their bikes on the bus through the tunnel due to the racks being full. • Protection of potential MRT corridors should be investigated. • Protection of future MCR corridors should be investigated. This will prevent parts of future MCRs from being constructed to poor quality. For example, the Northern Line at the north end of Saint James Park has recently become a dangerous blind corner because the corridor was not protected and a new housing development built a fence right up to the corner of the property adjacent to the cycleway which blocks visibility and narrows the path (making it difficult to navigate on a mobility scooter, trike or cargo bike). - Provide children with safer ways to get to school. One of the best ways is to remove parking within 50m of a school entrance and prioritise active ways of getting to school. Wellington is trialling closing a road at the entrance of a school and some countries close the road at school start/finish times. A study in Warsaw (<https://www.mdpi.com/2071-1050/16/8/3380>) showed that closing the road outside schools during the morning rush hour reduced NO2 concentrations by more than 30%.

Capital: Parks, heritage or the coastal environment - comments

• Council must allocate more funding to implement the biodiversity strategy (less than 50% of actions are currently being implemented). • Evidence shows there are tangible benefits to increasing tree cover in urban streets and creating green urban pathways. Lining our streets with trees and other plants and increasing the number of green corridors, as part of the Urban Forest plan will have the effect of reducing urban surface temperatures and increasing appearance and value. They are also an attractive asset to local communities and can provide significant social and visual benefits to the overall appearance of any given street. • This is all notwithstanding the environmental impact of increasing tree cover and green spaces. An investment in more trees and biodiversity should go hand in hand with an increased priority in the planting of native plant types in appropriate circumstances. • There must also be consideration given during this LTP period to the creation of a fund or allocation for preparation to undertake Climate Mitigation works or Managed Retreat in future. The current LTP Capital Programme falls significantly short in this area, and does not plan for future Capital Expenditure that will be required. This is essentially passing the burden of this expenditure onto future generations. There are significant physical and mental health benefits to cycling and walking in biodiverse areas. These benefits include: • Creating a healthier environment through increased CO2 absorption from plantings, and increased filtering of stormwater from rain gardens and the like, keeping our rivers and oceans cleaner and safer for aquatic species. • plantings creating shady areas that reduce surface heat and sunburn. • reduced stress and increased well-being through greater connection to the natural world, including indigenous plantings and wildlife such as native birds. Please provide cycle parking in parks, at the beach, and in heritage areas, particularly at toilets and key destinations. Biodiversity Sports fields have \$100 million over the LTP. Can we take some from this? Biodiversity is only \$2million in the LTP Gaps in biodiversity funding. Jobs for nature – who will pick up that work? Ends in 2025. This focuses on public land. We need funding to continue that work Community Partnership Fund – disappearing in July 2024. Currently 200k. Supports Styx Mill Trust and Summit Road Society. Need to reinstate Biodiversity Fund (used to support biodiversity work on private land) – ask to increase from what is supposed to be 400k. Need councillor support for this. Environmental/climate change partnership fund. Where is the integration with biodiversity? Sustainability fund – ends of FY 2025. Need to get this reinstated and funded in future years. Waterways restoration budget. Healthy Water Bodies Action plan. We need funding to reach those targets. Need to advocate for funding. Climate change levy – could we use some of that levy for biodiversity? How much are we paying consultants for ecological expertise? Please hire more staff to stop paying consultants' wages. CCC has a very small waterways restoration budget, which is shown to be cut going forward. The amount of money we are asking for over a 10 yr. period is the equivalent to 1 or 2 stormwater basins. We have developed a Healthy Water Bodies Action plan which details holistic goals and targeted for waterway health outside of stormwater quality. To implement that plan and reach those targets more funding is required. Considerable amount of \$\$ is being put towards the stormwater basins with the thought of improving water quality. Based on the current information those basins are not providing adequate treatment. Stormwater quality is only one part of improving waterbody health, if we put a small % of that funding towards other aspects of waterway health (i.e. planting, naturalising stream banks, instream habitat additions) we could see some changes in ecosystem health. Resources / staff biodiversity management currently sits under the 'parks team'. Which limits our ability to work across council and focus primarily on biodiversity outcomes. Instead there is a lack of strategic focus and expertise to deliver this work (as not all park rangers have same expertise in this area). We have also gone from a team of 2 waterways ecologists to 1 which means there is even less capacity to ensure council projects are resulting in good outcomes for waterway health. This also means there is lack of oversight on private projects around waterways which require resource consent. This is due to capacity internally. Need to reinstate the Natural Environment Team? This team was dis-established when the 'climate working group was set up' - so the focus shifted to 'climate change' but then limited the focus and resource on biodiversity - i.e. biodiversity now lacks an 'all of council' approach. Need to set up a well-resourced biodiversity team that operates across teams and is integrated within the climate strategy. Need an all of council approach. How do we set up an all-of-council ecology team? We also need better integration

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of the climate change strategy and biodiversity strategy. There are currently no ecologists on the climate change working group. So consider whether to add 'biodiversity' to the climate change working group/ and support for funding of biodiversity out of the climate change levy? (so not just focused on adaptation - which may just be infrastructure).

Capital: Libraries - comments

I love our libraries • The Rebuild of South Library must give priority to both sustainability and internal ventilation during planning, construction, and operation. The current facility does not meet best practice standards for air filtration, which has been shown by COVID to be essential for public health, reducing the transmission of respiratory illness and associated long-term disabilities. The provision of a temporary facility is essential for the community while the South Library is under reconstruction. It is a vital community space, and the volumes of displaced users are too high to assume they'll all be covered by Te Hapua and Spreydon Library. This should be considered regardless of the Operational Expenses required. South Library is a key functional space for the Council when it comes to services for constituents, and the impact their removal will have must be taken into account when deciding to temporarily relocate. • More support should be given to Community Libraries and Centres in suburbs, to help them meet the needs of their communities. There are several areas in the city that are not serviced by official Council Service Centres or Libraries. Community-led initiatives in this space deserve more support from Council. These are often constituent's primary spaces to meet and represent an opportunity for Council to do proactive consultation, however, are often ill-staffed or financially supported to take on a more intensive role.

Capital: Other - comments

The following Climate Emergency Response Fund (Way Safer Streets) projects were cut due to the change in government, but they are great projects which have already been designed and consulted on. These need to be inserted into the LTP: • The Cycle Link along Aldwins Road and Ensors Road, making it safer for students to bike to Te Aratai College, a move which will reduce congestion at peak times. • The Cycle Connection on Cashmere Road, between Hoon Hay Road and Westmorland (and extended to Ferniehurst St to join Nor'West Arc and Ōpāwaho River route, and through to the Sparks Road Wetlands) • The Cycleway along Simeon Street, which will connect cyclists to the Little River Link, Quarryman's Trail, and Barrington Shopping Centre; and improve cycling connections for neighbourhoods such as Spreydon, Barrington, and Somerfield, and the sports facilities at Ngā Puna Wai. • The upgrades of the Aldwins/Ensors/Ferry and Aldwins/Buckleys/Linwood intersections. These safety improvements must include the installation of safe speed platforms to slow drivers down as they enter an intersection so they can stop in time if they need to. • The scheduled pedestrian improvements in 10 locations in Linwood to help tamariki travel to Whitau School and other local schools. • The upgrading of six Bromley intersections with reduced road widths in certain sections, raised zebra crossings, traffic islands, pedestrian refuge islands, safe speed platforms, speed cushions, transitional roundabouts, and refreshing painted markings. • A cycle-friendly environment along Smith Street so people can cycle safely to Te Pou Toetoe: Linwood Pool and Te Waka Unua School on Ferry Road, including a crossing at the Linwood Canal. • The new cycle route in Richmond that will connect cyclists from the north to the south of Richmond. o 71496 – Richmond CRAF – Neighbourhood Greenway Cycleway o 72758 – Transport Choices 2022 – Richmond Neighbourhood Greenway In addition, I would like to see: • Extending the Uni-cycle MCR to Avonhead Park past Merrin School (where a major injury to a cyclist occurred recently outside the school) • A separated cycleway down Northcote Road (700m) connecting the QEII Shared Path and the Northern Line (as requested recently by children attending St Bedes). There are five schools in this area and a high number of people cycling. The opening of Pak'nSave has increased the traffic in this already busy area. • Te Kaha and surrounding street changes completed, including the crossing outside of Ara. - A shared path along Radcliffe Road (between Main North Road and the Christchurch Northern Corridor shared path. - Gardiners Road shared path - all sections completed in this LTP, but prioritise the section between Sawyers Arms and Claridges Roads where the most people will benefit. - Prioritise all deferred cycling and pedestrian improvement project, e.g. Glandovey Road West and Idris Road - Active Transport Improvements. Prioritise: - Project 65923 - School Safety - Project 68430 - Ferry Road Active Transport Improvements (does this include making the temporary cycleway permanent and re-sealing that part?) - Project 27273 - Pages Road Bridge renewal (OARC) (including cycling infrastructure) - Better cycling infrastructure along Marine Parade The Council should plan to fully fund these programmes as it is highly unlikely the current government will provide co-funding in the short term. The Council should also be proactive in designing and consulting on shovel-ready projects in anticipation of political change when the current government recognises the political and economic cost of not meeting our international obligations on emissions. It is much better to retain investment in New Zealand rather than buying billions of dollars of credits from other countries.

Focus for 24-34 LTP - multiple-choice

Accelerate work on some projects and programmes, with a focus on balancing the needs of today's residents with the needs of future generations (e.g. spending more on climate change adaptation, boost the funding for major events).

Areas to reduce costs to provide savings - comments

• Cost reductions should not come from service cuts, or from sale of assets except those consulted on in this document. • Climate Change or Biodiversity programmes should also be given protection as it is an essential investment in future generations. There is room for further investigation of: o Congestion charging during busy hours.

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o Increases in car parking fees within the CBD. o Monitoring of illegal parking, (particularly on Thu-Sat nights) with appropriate penalties. o A climate levy for flights from airport, both domestic and international. o Ability for bus drivers and citizens to report illegal parking with photo or video evidence, and it be acted on with penalties. I must stress that cost reductions can not come from service cuts; nor should it come from the outright sale of assets. Likewise there should not be room for cuts to Climate Change or Biodiversity programmes (including all cycleways) to meet these margins.

Event bid funding - multiple-choice

Increase the bid funding. This means we will be able to continue to attract new major international sports, business and music events, but would also mean an additional rates increase of 0.42% in year one of the LTP, 0.04% in year two, and 0.14% in year 3.

Event bid funding - comments

I believe there should be a moderate increase in bid funding. Bidding on these events can provide a significant return on investment for businesses and create an excellent environment for residents.

Bring forward \$1.8m for CAPP - multiple-choice

Yes - bring \$1.8 million forward.

Create climate adaption fund - multiple-choice

Yes - create a climate adaption fund.

Adapting to climate change - comments

Early investment into adaptation has been shown to have significant return on investment and has wide co-benefits. It is critical that this work is a cornerstone of all infrastructure investment going forward. • A climate resilience fund should be a high priority for the council. The cost of climate change is expected to be substantial and this cannot be allowed to fall entirely on future generations. Even with significant emissions cuts, we will continue to see major and worsening impacts from a range of natural hazards (coastal flooding, wildfires, river flooding, groundwater rise 15 and associated liquefaction, wind, and heat). Council must have plans and funding in place to both mitigate our emissions and work on adaptation. Additionally, communities must be empowered and supported to lead their own adaptation efforts.

Disposal of 5 Council-owned properties - comments

I oppose any potential sale of 26 Waipara St, as it is the only possible future link from Cracroft through to a future shared path along the Cashmere Stream.

Disposal of Red Zone properties - comments

I believe these properties should be retained and a proper Port Hills Red Zone plan developed for their future use - e.g., fire mitigation, native plantings, etc. However, if they are sold, they must first be offered back to the previous owners

Anything else about the LTP24-34 - comments

We are in climate and biodiversity crises. start acting on it.

Agree to future contact for consultations - multiple-choice

Yes.

Attached Documents

File

No records to display.

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3012

Draft Long-Term Plan 2024-2034



Submitter Details

Submission Date: 19/04/2024

First name: George Last name: Laxton

What is your role in the organisation:

Do you want to speak to the Council about your submission at a hearing?

☒ Yes

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

Fri 3 May pm Sat 4 May am Tue 7 May eve Fri 10 May pm

Please select the hearing date(s) above that suit you best. You can select more than one date.

Hearings will be held in the Council Chambers at 53 Hereford Street.

We'll be in touch to arrange a date and time and will try to accommodate your preferences.

Please make sure you've provided your telephone number in [Section 1](#) so we can contact you.

Feedback

Average rates - multiple-choice

Yes

Operational spending priorities - multiple-choice

Yes

Capital programme priorities - multiple-choice

No

Focus for 24-34 LTP - multiple-choice

Accelerate work on some projects and programmes, with a focus on balancing the needs of today's residents with the needs of future generations (e.g. spending more on climate change adaptation, boost the funding for major events).

Event bid funding - multiple-choice

Leave the bid funding for major and business events at current levels in the draft LTP, as proposed. This expenditure is included in the proposed rates increase. While it may not have an impact on rates, it could have implications for our ability to attract major and business events in the short term.

Bring forward \$1.8m for CAPP - multiple-choice

Yes - bring \$1.8 million forward.

Create climate adaption fund - multiple-choice

Yes - create a climate adaption fund.

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Agree to future contact for consultations - multiple-choice
Yes.

Attached Documents

File
George Laxton Submission to Christchurch Long Term Plan
George Laxton Submission to Christchurch Long Term Plan

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Friday, 19 April 2024

Title

- Q1 - Overall, have we got the balance right? No
 - We need to be investing more into cycleways as they will be a great investment for the future and help with the council's decarbonisation goal by enabling more active transport.
 - Increasing levels of bicycle use and active transport means less wear and tear on our roads which is good for everyone.
 - It also leads to connected communities, safer streets, quieter roads (less car traffic more bicycle traffic) and in less pollution.
- Q2 Rates Given that both the Council and residents are facing significant financial challenges, should we be maintaining our existing levels of service and level of investment in our core infrastructure and facilities, which will mean a proposed average rates increase of 13.24% across all ratepayers and an average residential rate increase of 12.4%?
 - Yes, increase rates.
 - I also don't like the focus on keeping rates down, we need to invest in our city and in my opinion rates are great value for money.
 - I would like to see an increase in rates to pay for all the projects that we want to do so we can improve our city.
 - Rates have been kept artificially low over the past couple of decades by stretching out investments that need continual upkeep in the effort of running on a platform of reducing or keeping rates down.
 - We need to take a long term outlook and realise that we need to catch up on the under investment of the past few decades and then continue to invest for future generations.
- Q3 - We're proposing some changes to how we rate, including changes to the city vacant differential, rating visitor accommodation in a residential unit as a business, and changes to our rates postponement and remissions for charities policies. Do you have any comments on our proposed changes to how we rate?

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- I want to see more rates charged off the value of the land basically those with vacant lots who are land banking should be charged for it. It should be for the entire city as well.
- Q4 - Fees & Charges (e.g. proposal to introduce parking charges at key parks)?
 - I support the increase charging of parking at the botanic gardens, for too long people use public space for free without getting charged for the true cost. If we are going to be renting out land for people to store their private property then they should be paying the appropriate amount.
 - I want to see parking prices increased in other parts of the city, then those who can pay can pay the cost, or they can decide to ride a bike or take public transport.
 - The money raised should go back into improving public transport in the area (ie bus lanes), active transport and improving the area. IE the money ring fenced to be reinvested back into the community (ie if carparks outside of a business are paid, then the money collected should be reinvested in cleaning programs, security, landscaping/beautifying etc.
- Q5 - Operational Spending. Are we prioritising the right things? Yes
 - Yes I think we are, we should not be cutting services and I am glad that the council chose not to do that, we all depend and use them and when you cut services it is those who are struggling the most who will feel it the worst. Please keep funding out public libraries, pools, community centres etc. I will be happy to have my rates raised to fund these for the benefit of the community.
- Q6 - Capital Spending. Are we prioritising the right things?
 - No we are not.
 - We should not be spending money on roading infrastructure, I would like to see the MCR routes (all of them) completed in the next 2-3 years. They are long overdue. I understand there are cost pressures, but I think that a rates rise to pay for them would be very small (a fraction of a percentage) according to our mayor approximately 70 million in CAP Ex is about 1% in rates. For a project that looks like to cost in the low millions getting the rest of the projects going is a much better use of money in my opinion.
 - I would support the use of temporary infrastructure so that we can accelerate the number of people with access to a safe cycleway, but only if the council commits to coming back later and doing it properly.
- Q7. Is there anything that you would like to tell us about specific aspects of our proposed capital spend or capital programme? Yes

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- Please fund and complete the following as soon as possible.
 - Wheels to Wings, planned for a long time and ready to go. Just fund it and build it! This will make it a nice place to visit by walking, cycling or scooter.
 - South Express (this will be amazing for Hornby and surrounding neighbourhoods where currently it sucks to get around in anything but a car)
 - Otakaro Avon River Route (commuter link through to New Brighton) (super important to fill the current gap in the Eastside of Christchurch.
 - Te Aratai College (Aldwins Road) where the govt funding was going to build a cycleway and funding was pulled.
 - Westmorland cycleway connection and connection to the rest of the cycleways by tackling the bridge so it can connect safely to the Nor West Arc.
 - Smaller connections such as
 - Connection of the Northern Line to the Northern Arterial cycleway along Northcote Road
 - Connecting the Nor West Arc and Little River link via Annex Road.
 - Using the \$20 million dollar fund to
 - Drastically improve cycle efficiency by adding in cycle sensors in more places and making them more cycle and pedestrian friendly instead of car priority lights. (Improving both cycle wait time and car driver wait times)
 - Using some of the money to connect cycle routes together using temporary like the Rolleston/Park Terrace cycleway.
 - Q8 Parks, heritage or the coastal environment?
 - I support getting money into these and getting places that people can escape into nature has many other benefits from stress relief to shading and a place to play and hang out (third place)
 - Libraries?
 - 100% support our libraries, when I was younger I was not the most confident kid, but I spent many afternoons after school at the local library browsing books to find and read (and using the free hold system for kids) to pick up books to read. Keep the investment up in the library system, it is so important.
 - Solid waste and resource recovery?
 - Important to invest here, love the green bin system.

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- Other aspects of our capital spend or capital programme? Drinking Water, Wastewater, Stormwater, Sport and Recreation and Climate Change
 - Investing in water infrastructure is very important unsexy job that does not inspire people to vote but is critically important and I hope that as a council you realise this. I am very happy to see there is lots of money been put towards this, but as a lay person I don't know if this is going to be enough to catch up/keep up with the water pipe renewals, I would like our city to be getting better and if this is a plan to get to a point where leaks are in the single digits or even below 5% then awesome, otherwise more is needed to be invested, this is critical infrastructure.
 - Investing in/encouraging rain gardens/rain barrels for residents would be a good investment.
 - Also need to continue to keep the excess water charge, we are on a shared property, but we still are conscious of our water usage and we have a rain barrel which we use on our garden to keep water usage down.
- Climate Change
 - "However, even with the level of direct and indirect investment indicated above, it will still be unlikely that we will reach our emissions reduction targets as a Council or as a city."
 - We need to be investing more, it is only going to get more expensive to make all these investments in our city to get us towards carbon zero (and hopefully a less polluted city as well)
- Do you have any comments on the additional event bid funding proposal?
 - People and events are going to come anyway, this is a waste of money.
- Do you have any comments on our additional proposals to invest more in adapting to climate change?
 - This is great, and we need to invest more than this, we know we are going to have to spend hundreds of millions if not billions on climate adaption and carbon emission reduction over the next few decades, we need to start saving now and preparing.
- Do you have any thoughts on our vision, community outcomes and strategic priorities?
 - I think these are great goals to be aiming for, whether or not we hit them depends on whether the council chooses to fund cycleways, improve public

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transport, create safer streets for our tamariki and invest in our future generations by adequately setting rates today for the future generations.

- What do you think of our proposal to start formal processes to dispose of five Council-owned properties?
 - No comment apart from interesting point about “potential sale of 26 Waipara St, as it is the only possible future link from Cracroft through to a future shared path along the Cashmere Stream” that I saw Greater Otautahi mention.
- What do you think of our proposal to dispose of other Council-owned properties which includes former Residential Red Zone Port Hills properties?
 - No Comment
- What do you think of our proposal to gift Yaldhurst Memorial Hall to the Yaldhurst Rural Residents' Association?
 - Don't see why not....
- Is there anything else that you would like to tell us about the Draft Long Term Plan 2024-2034?
 - I just want to straight up start this with I am more than happy for rates to rise, I think I may be in a minority, but I also realise that rates are great value for money, we get so much for our rates that we pay each year and I want the council to continue to provide the services that they do, and I want them to continue to provide more and the only way they can do that is by increasing rates so we can invest in our city for the long term (50 years), not just the 3 year political cycle.

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Draft Long-Term Plan 2024-2034

Submitter Details

Submission Date: 07/04/2024

First name: Kelvin Last name: Duncan

What is your role in the organisation:

Do you want to speak to the Council about your submission at a hearing?

☒ Yes

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

Thu 2 May eve Thu 2 May pm Fri 3 May pm Thu 9 May pm Fri 10 May pm

Please select the hearing date(s) above that suit you best. You can select more than one date.

Hearings will be held in the Council Chambers at 53 Hereford Street.

We'll be in touch to arrange a date and time and will try to accommodate your preferences.

Please make sure you've provided your telephone number in [Section 1](#) so we can contact you.

Feedback

Have we got the balance right - comments

Depends - if the economy is going to continue to deteriorate (due to China's economy declining, our current trade deficit continuing, or physical disasters etc) then no. There does not seem to be contingency plans in the event of natural or economic disasters. Nor do you prioritise expenditures. For instance, everything seems to be given equal weight, but in the event of financial strictures then this is a bad policy. Every expenditure should have a priority rating, so that if cuts become necessary, the public is aware of what has to be cut. You must do the essentials: roads, three waters, development approvals etc. But sports fields should expect to be reduced if things go really bad (the sporting organisations may have to contribute in extremis). Major development works may have to be deferred. Then the nice-to-have expenditures may have to be trimmed. E.g., closing 5 libraries in a fair and reasonable way. The trouble is that the general public have an inverse ranking to what I suggest, and this has been a millstone around your necks for decades. They care more about libraries than the do about sewage, which is just crazy. How you correct the public's rankings is up to you guys, but you aren't doing a good job of it at present. You MUST do better as disasters, economic, political and physical, will strike sooner or later. INCOME: you assume your income stream is going to stay the same into the future. I have always thought rating systems is unfair on many people, so I favour broadening your income base: 1. A share of GST based on the economic activity in the local body's economy. So, there would be a mix consisting of rating income, local tax income, fees, and dividends. The local tax would gain additional revenue from visitors and non-ratepayers. This is fair enough as they consume or use the goods and services the city provides. 2. Increasing income for assets. The dividends presently obtained are pathetic. To address this there are three things you could do: a. Do nothing. b, sell the assets. I do not favour this as it is a one off money grab and better solutions are available;. c. Change the management by offering "Rights to Manage". Have a good contract that enables some control over decisions, and the right to terminate. You could aim at 5% of earnings pa. FINALLY, plans should be indications and set goals. They should never be set in concrete. You should develop a management or strategic plan, not just a financial plan. Consider at least three case: best case, most likely case, and worst case. Then we can go ahead with confidence that all bases are covered.

Average rates - multiple-choice

Don't know

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Average rates - comments

There may be other solutions to your financial woes.

Changes to how we rate - comments

Government has been piling on extras to local bodies for ages. I don't think they will give up doing this. It explains why you have had such a hard time financially. I know you are doing your best*, but the people you must consult with are the government. *and I am very grateful for your efforts.

Fees & charges - comments

No. You have to get money from somewhere and a user pays policy is at least fair. People who don't like it can take a bus or bike.

Operational spending priorities - multiple-choice

No

Operational spending - comments

See earlier. The most important first, then the good to have, then the nice to have.

Capital programme priorities - multiple-choice

No

Capital programme - comments

The first two and the last are musts. No cut backs. No cut backs for coastal works. The rest can be cut back as economic conditions require. And no vanity projects please.

Capital: Transport - comments

Double-deckers. The electric buses have more limited seating arrangements, so double-deckers? I am using the service more and more and appreciate it. Especially your art in providing shelters. But, what if auto-drive Uber-type services come in providing cheap door-to-door services. Are you flexible enough to adopt this technology? It will be here soon.

Capital: Parks, heritage or the coastal environment - comments

Shore works are important. The rest less so.

Capital: Libraries - comments

I wish our librarians would adopt the US Library Associations ethics. There is too much woke censorship and their coverage of educational material is very patchy (not much philosophy, science, good history, but plenty of Mills and Boons etc. Readers can buy their own, but expensive educational books are too dear to expect people to buy them. And, book swap shelves and cupboards are doing a sterling service acting as a book exchange for the more popular books.

Capital: Solid waste and resource recovery - comments

Essential and should be expanded if at all possible. But next time listen to my advice regarding the placement of noxious composting plants and the like. You are going to have to spend millions to shift the existing plant.

Capital: Other - comments

Support your efforts on drinking water etc. Sports and recreation is good for people, but if push comes to shove they may have to be cut. I am dubious about climate change. Mitigation of proven threats is necessary, but otherwise

Focus for 24-34 LTP - multiple-choice

Explore other ways to bring down our proposed rates increases across the Draft LTP (e.g. reduce or change some of the services we provide, review our grants funding, increasing fees and charges for some services)

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Areas to reduce costs to provide savings - comments

See earlier

Event bid funding - multiple-choice

Leave the bid funding for major and business events at current levels in the draft LTP, as proposed. This expenditure is included in the proposed rates increase. While it may not have an impact on rates, it could have implications for our ability to attract major and business events in the short term.

Event bid funding - comments

Lower it?

Bring forward \$1.8m for CAPP - multiple-choice

No - don't bring \$1.8 million forward.

Create climate adaption fund - multiple-choice

No - don't create a climate adaption fund.

Adapting to climate change - comments

You have been deceived if you believe that natural hazards have been increasing. They haven't. Good evidence is on the web. The US natural hazards and fire incidence people are unbiased. NA's records do not show an increase.

Strategic Framework - comments

Be honest and research your facts before communicating. Priorities should be ranked as to importance. Be flexible as General Montgomery advocated and executed. I know that democracy works best when we are all equal and the people determine what our public servants should do, but the public is not being told the truth. Good decisions can only come if based on full information.

Disposal of 5 Council-owned properties - comments

OK, but what is to happen to the Upper Riccarton World War 1 Memorial building? I believe that the title search was not adequate as the Council believes it was purchased for Maori in 1919! There was a house on that site for many years before this, so where is the title? If I am right, why is Ngai Tahu going to have first offer rights? And shouldn't Council be morally bound to provide a memorial? What form it could take could be settled in consultation. I was a volunteer librarian in that library. It was greatly appreciated by readers because they could get older books to read - in most modern libraries books are disposed of after a few years on the shelf). I applaud the decision to give the Yaldhurst Hall to the community organisation.

Disposal of Red Zone properties - comments

Depends. Could be a case-by-case consultation?

Gift of Yaldhurst Memorial Hall - comments

Great idea and many thanks.

Anything else about the LTP24-34 - comments

No, I think I have given a brief overview of my thinking. I would like to suggest more contingency planning be done given the decline in our economy, the pending collapse of farming, the loss of highly skilled people and their partial replacement by less skilled migrants who bring families with them. The pollution of minds by wokeness is a worry. And China is in for a miserable time, and so will its dependants which, of course, includes us. And the re-emergence of autarchy in much of the world is of great concern to a trading nation. As a city we can't do much to stop this, but we should be prepared for all eventualities. I would like to thank your building inspectors who went out of their way to be helpful during our hose building. Many thanks. I have attached a couple of good analyses of past temperatures. I have many more and critiques of the "climate scientists" analyses. A plunge back into a new ice age is inevitable. But when it will happen we just don't know. Enjoy the warmth. The cold will be dreadful as it has been in the past. Why is it inevitable? Because we are living in a short interglacial in an overall time of prolonged and intense cold.

Agree to future contact for consultations - multiple-choice

Yes.

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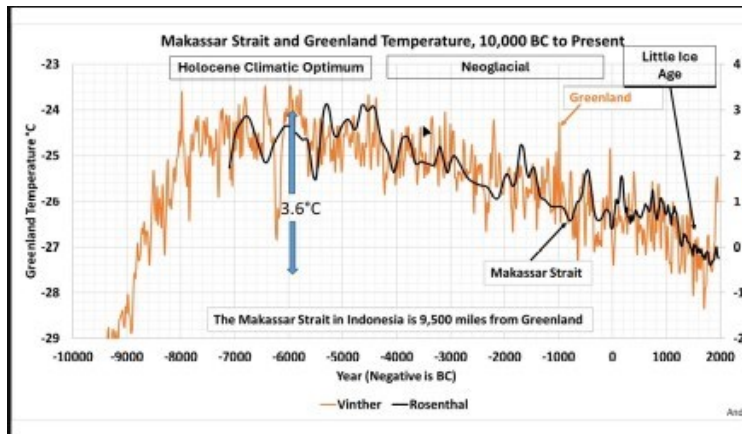
Attached Documents

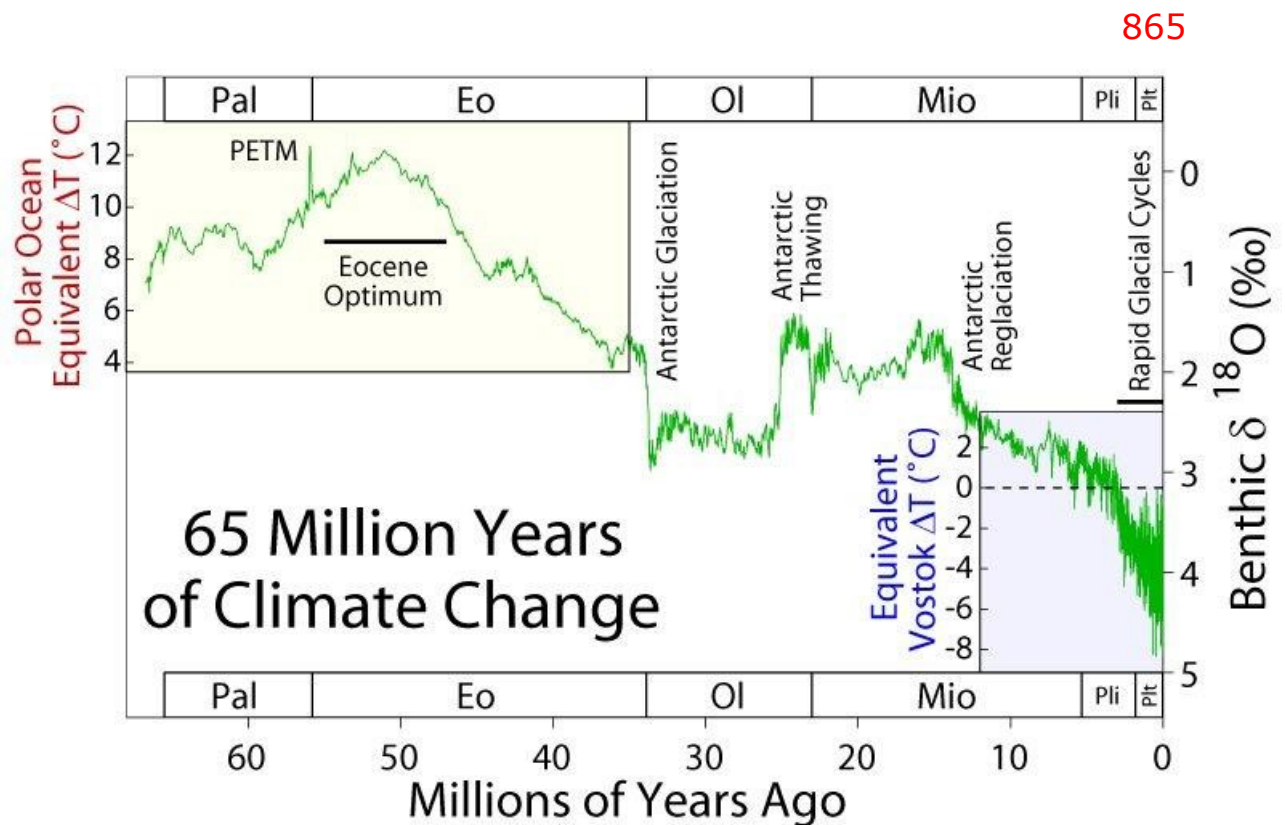
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History_of_Ts_over_human_period

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A Brief History of Climate, From Prehistory to The Imaginary Crisis of the 21st Century

Climate history clearly shows that we 're living in a blessed time, and that past civilizations generally prospered during warm periods and declined during cold ones.

By Robert Girouard

Since appearing in Africa a few hundred thousand years ago, Sapiens has had to contend with climatic changes of a magnitude and severity far beyond the benign warming we've experienced since the end of the Little Ice Age. These include at least two glacial-interglacial cycles, numerous major shifts in temperature and humidity, and cataclysmic eruptions such as that of the **Toba volcano around 73,000 BP (yr before present)**, whose ashes darkened the sky for years. Thanks to his intelligence, Sapiens not only overcame all these challenges posed by a turbulent and unpredictable nature, but also became increasingly resilient, less and less dependent on the climate.

A tumultuous prehistory

From 190,000 BP onwards, our distant African ancestors first faced the **Riss glaciation**, followed by the **Würm glaciation**. Default climate during these ice ages was cold, dry and dusty, and polar at higher latitudes.

The **mega-droughts that affected much of tropical Africa** between 135,000 BP and 75,000 BP made life very difficult, forcing Sapiens to take refuge in the caves along the South African coast (Blombos). The Great Lakes Tanganyika and Malawi, now several hundred meters deep, remained almost completely dry for several thousand years, on several occasions.

Sapiens experienced a brief interval of favorable climate during the **Eemian interglacial**, which began around 130,000 BP and lasted around 15,000 years. It was significantly warmer than today, as evidenced by the disappearance of the Arctic summer ice pack and Alpine glaciers, and the **greening of the Sahara**. During the heat peak, the oceans were on average 2°C warmer than at present, which implies much higher temperatures on land. Some archaic Sapiens took advantage of this exceptional climatic window to leave Africa.

Between 70,000 BP and 60,000 BP, thanks to improved and wetter conditions during the last ice age, populations migrated from the coasts of South Africa to East Africa, the starting point for new exits from Africa, this time by Sapiens sapiens.

The first European Sapiens arrived around 45,000 BP (long after their Neanderthal cousins), and over the course of almost 30 millennia, the climate shifted back and forth, creating a veritable chaos. Trapped on the European peninsula, they survived some of the most brutal climatic changes of the last two million years, including a dozen sudden and pronounced warming events (**Dansgaard-Oeschger events**), with rises of 8°C to 10°C in just a few decades. In winter and during cold periods, the Cro-Magnon bands living in Western Europe took refuge in the valleys and caves of southern France and northern Spain. Even in these valleys, the average winter temperature was around 10°C lower than today.

During the **Glacial Maximum**, around 20,000 years ago, extreme cold and drought created horrific conditions almost everywhere. African lakes dried up again, deserts spread and human and animal populations collapsed. Vegetation, deprived of an adequate supply of CO₂, were crying for food. Dust levels in the atmosphere were 20 to 25 times higher than today. The temperature gradient between the poles and the tropics reached 60°C, 20°C higher than today, generating monster wind and dust storms.

A salutary global warming occurred 14,700 years ago. This was the **Bölling-Allerød**, which lasted 2,000 years and was particularly beneficial for humans living in the Near East. In this warmer, wetter environment, where the Sahara was once again covered in vegetation, small villages sprang up and **Natufian culture** flourished.

This boom was suddenly interrupted by a terrible and sudden cooling, the **Younger Dryas**. For more than a millennium, the nascent civilization regressed. The Natufians once again became nomads, and Sapiens was forced to leave several regions that had become uninhabitable, including England, Belgium, the Netherlands and northern France.

The Holocene and relative climate stabilization

Around 11,700 years ago, our **Holocene** interglacial began. Temperatures warmed within a generation, vegetation greened up, lakes and rivers swelled, animals flourished... and mankind began to prosper again. And, as with the Bölling, it's in the Near East, and more specifically in the Fertile Crescent, that civilization first bounced back. Agriculture took root, livestock farming developed in parallel, the first cities (Jericho, Çatal Höyük, etc.) came into being, while cultural innovations such as the wheel, the plough and metallurgy multiplied.

To this day, the Holocene climate has proved to be "relatively" stable, although it has oscillated between warm periods called "climatic optima", generally favorable for humans, and cold or dark periods, generally unfavorable; these fluctuations of a few degrees in the Earth's average temperature have been highlighted by the advance and retreat of Alpine glaciers, and other proxies.

The **Thermal Optimum of the Holocene** (i.e. the warmest period) stretched from 9,500 BP to 5,500 BP. However, it was not to be a long, tranquil period; among other things, the **emptying of glacial Lake Agassiz caused a violent global cooling** that lasted for several centuries, and its repercussions were felt as far away as the Near East, which then experienced a Little Ice Age. In the face of cold and drought, the survivors were forced into exile, notably in Mesopotamia.

When the Sumerian civilization of Ur reached its splendor, a new climatic crisis hit Mesopotamia, with **drought reaching catastrophic proportions around 4,200 BP**. Pastoral tribes from the surrounding mountains came down into the valleys of the Tigris and Euphrates, contributing to the **decline of the Akkadian empire**.

Analyses of proxies and archaeological excavations have shown that this climatic crisis was resolutely global. It was at this time that many other civilizations and empires collapsed, such as the ancient kingdom of Egypt and the Indus Valley civilization (Mohenjo-Daro, Harappa, etc.). In China, the Liangzhu culture in the Yangtze delta, among others, was destroyed by concomitant climatic changes.

Around a millennium later, other civilizations that had flourished thanks to a renewed climatic optimum were hit hard by a new episode of mega-drought, accompanied by famine and migration. We're talking here about the new empire of Egypt, the Cretan and Minoan civilizations, the Hittite empire, the kingdoms of Mycenae and Ugarit, to name but a few. Within fifty years, they all collapsed, along with the trade networks they had established. The causes of this civilizational debacle known as the **Late Bronze Age Collapse** are undoubtedly manifold – think of the invasions of the Sea Peoples – but climate change was certainly a factor. The dark ages that followed, which forced Sapiens to adapt once again, marked the transition from the Bronze Age to the Iron Age, demonstrating that adverse climatic change need not be a brake on progress.

From 250 BCE (before common era) onwards, a new **optimum, known as “Roman” or “Classical”**, created conditions conducive to the rise of the great Greco-Roman and Carthaginian civilizations (later absorbed by Rome), on whose ashes Western civilization was later built. The Mediterranean basin is described as an Eden where life is good, and high agricultural yields supply Rome, whose idle population exceeded one million. **According to a recent study, this was the hottest period in the last two millennia**, and a well-watered one at that. In the absence of sufficient data, it is uncertain whether this optimum extended beyond the Roman world.

From the fall of Rome to the Little Ice Age

Various factors contributed to the fall of Rome. **But historian Kyle Harper claims that the collapse was mainly due to successive epidemics and a deteriorating climate**. Temperatures began to cool around 250 CE or even earlier. A dozen proxies such as ice cores, glacier advances, pollens and marine and lake sediments attest to the reality of this cooling, to which we must add the writings of the time and other basic data such as solar variations. The granaries of Africa and Sicily dried up, causing famines. The steppes of Central Asia suffered severe drought, leading to migrations by the Huns, who in turn led the Goths to invade Rome.

Conditions seem to have worsened during the **Little Ice Age of Late Antiquity**, from 536 to 660, which may have contributed to the establishment of the Justinian plague, transformation of the eastern Roman Empire and collapse of the Sasanian Empire, movements out of the Asian steppe and Arabian Peninsula, spread of Slavic-speaking peoples and political upheavals in China.

America was not spared by climate change, though it manifested itself in different ways. The fall of Teotihuacan, the largest pre-Columbian city, around 550 coincided with a change in the monsoon regime in the Mexico basin. In the Yucatan, several **Mayan cities also succumbed to the onslaught of drought**, despite all the human sacrifices and other barbaric rites devised by the elites to appease the rain god Chaac.

After six centuries of hard times, the gentle way of life returned from 900 onwards. During this **Medieval Optimum**, which lasted around four centuries punctuated by ups and downs, Europe experienced unprecedented demographic, economic and cultural growth. Countless written sources studied by talented historians such as **Emmanuel Le Roy Ladurie** confirm the reality of this warm period. At times, the weather was warm enough for Northern England to produce excellent, exportable wine, and vines were grown as far away as East Prussia and southern Norway. Agricultural surpluses helped finance the Crusades, cathedral construction and the arts in general. Morals also softened, with the advent of courtesy and the spirit of chivalry.

At the same time in China, the **Song civilization** was flourishing, by far the most sophisticated and advanced of its time. It was responsible for the construction of extensive canal systems, large bridges and trading ports, as well as the invention of gunpowder, the compass and printing. The art of living reached an unprecedented level of refinement. The Songs were also the first to develop a metallurgical industry using blast furnaces. Their giant warships, powered by paddlewheels and able to accommodate a thousand soldiers, were unrivalled. However, they were defeated in 1279 by the Mongols, who also benefited greatly from the good weather in Central Asia, marked by high rainfall.

In South America, the expansion of the **Inca Empire** coincided with a significant rise in temperatures in the central Andes between the 12th and 16th centuries. Thanks to this warming and the irrigation made possible by melting glaciers, the Incas were able to substantially increase their agricultural land by terracing the mountain slopes. The resulting surpluses enabled them to build their impressive communication networks and feed their huge armies to carry out their military campaigns.

Medieval warming spread to such northern lands as Iceland, Greenland and Newfoundland, where the bold Vikings succeeded in establishing more or less durable colonies. The two communities established on the coast of Greenland held out for several centuries, until the cold returned. **Being breeders and beer-drinkers, the Vikings would not have stayed so long if they hadn't been able to grow grains and barley.** Today, however, Greenlanders are still struggling to grow potatoes. Similarly, **the discovery under an Alaskan glacier of the remains of a 1,000-year-old forest** suggests that temperatures there were also higher than today.

Then came the **Little Ice Age**, which began in Europe in 1300 and brought its share of misery, famine, epidemics, migrations, revolts and more. The population was halved by the plague and the deleterious effects of climate change, and took a century to recover. Between 1560 and 1630, Alpine glaciers began to advance rapidly during the **Grindelwald Fluctuation**. The middle of the 17th century was one of the coldest periods of the Holocene. People skated on the canals of Holland and Belgium depicted by Brueghel father and son, while fairs were held on the frozen surface of the Thames until 1814. The most famous of these frost fairs took place during the **Great Freeze of 1683-84**, when the Thames remained completely frozen for two months.

Numerous historical testimonies from this period attest to the severity of the Little Ice Age, which was not limited to Europe but probably global. Among others, including the Khmer kingdom of Angkor, **Ming China** was hit even harder, the worst occurring in the 1640s when a powerful volcanic eruption exacerbated climate change.

One of the most sordid and striking cultural manifestations of this troubled period was undoubtedly the **witch-hunt in Europe**. This movement of "extraordinary popular delusion", which consisted in accusing perfectly innocent people – poor old women in particular, but also Jews, homosexuals and the mentally ill – of witchcraft, and holding them responsible for all the evils that plagued society, was mainly observed in Germany, Switzerland and northern France, and reached its climax in the years 1560 to 1650. According to various estimates, between 50,000 and 100,000 witches and sorcerers were tortured, hanged or burned to protect society from their supposed misdeeds. All with the blessing of the civil and religious elites, both Catholic and Protestant.

That said, this period of history wasn't all doom and gloom; it also saw many dazzling innovations, notably in agriculture, architecture and medicine, and even spectacular advances in civilization such as the Renaissance, the Great Discoveries, the Enlightenment and the Industrial Revolution. It was also during this cold period that the Dutch Golden Age flourished: thanks to their resilience, adaptability and creative opportunism, the 17th-century Netherlands was able to turn climate change to its advantage and rise to become the world's leading trading power.

The modern optimum and the imaginary climate crisis

For obvious reasons, and whatever the causes, the global warming that followed the Little Ice Age (officially ended in 1850) came as a relief, since it eased the suffering of the cold and ushered in a new Eden similar to the Roman or medieval optimum. We must also never forget that we are living in the **neoglacial phase of an interglacial** ...

Although some believe that warming began after the trough of the Little Ice Age, around 1750, **as suggested by the early retreat of Glacier Bay glaciers**, it wasn't until 1910 that we saw the first sustained surge, lasting 30 years, followed by a slight cooling until the early 1970s, and then a second warming surge quite similar to the first, ending in 2000. A heat peak was reached in 1998-1999 and another, one iota higher, in 2015-2016, both corresponding to powerful El Nino events. A new record will undoubtedly be broken during the current El Nino.

In all, the global average temperature has risen by around 1.15°C over some 170 years, which, as we have seen, is by no means exceptional given the climatic upheavals of the past. In addition to its margin of error, this "global average temperature" makes little sense, since there is no single Earth climate, but rather a panoply of regional and local climates with a wide variety of characteristics. How can we average the climate of Antarctica with that of Amazonia? We also know that land warms up more than oceans, the northern hemisphere more than the southern, mid and high latitudes more than the tropics, and cities more than their countryside (i.e. the urban heat island phenomenon). Some climates are benefiting from the warming, while others remain inhospitable.

Like all the others that preceded it, this new optimum has been generally beneficial for mankind. Today in fact, humanity finds itself in a situation incomparable to that of 1850. The world's population has now reached 8 billion, compared with 1.2 billion at the start of the industrial era. Food production has more than kept pace, as famine has been virtually eliminated, a feat in itself; in fact, thanks to the Green Revolution, agricultural yields are exceeding all expectations. Average life expectancy has almost doubled, and infant mortality has been divided by 10. Wealth has increased exponentially, while extreme poverty has declined dramatically throughout the world. Added to this are all the marvels of science, technology, medicine, transport, communications, architecture, the arts and entertainment, to name but a few, that make life so enjoyable for a growing number of human beings.

That said, climate being what it is, there have been painful episodes in certain regions of the world. In the 1930s, for example, the northern hemisphere was plagued by extreme heat waves and drought. **The year 1936** still ranks as one of the hottest on record in the USA. During the **Dust Bowl**, the Western Great Plains were also devastated by appalling sandstorms, with dramatic consequences for the people who lived there. Such droughts, often interspersed with periods of heavy rainfall, have been recurrent over the last millennia, and there will certainly be more to come.

Likewise, the slight global cooling of the 1950s and 1960s, particularly present in the Arctic and sub-Arctic regions and extending from Europe to China, raised fears of the **advent of a new Ice Age**. Population Bomb author Paul Ehrlich and future Obama science advisor John Holdren wrote in a book about “the risk of a sudden shift in the Antarctic ice cap induced by an overload of ice”. With the return of warmer temperatures, these exaggerated fears faded, but only to be replaced, a few decades later, by even more alarmist predictions, this time linked to “Catastrophic Anthropogenic Global Warming”.

At a time when life on Earth has never been so easy, part of the human race, concentrated in wealthy Western countries with a Judeo-Christian tradition, has got it into its head that current global warming is different in that it’s bad, and must be stopped before it drags the planet into irreversible climatic hell. As in the days of the witches, a scapegoat has been designated: fossil fuels. **In the words of UN Director-General Antonio Guterres, “fossil fuels are incompatible with human survival”**. This is because they are responsible for everything that supposedly goes wrong on the planet: heat waves, torrential rains, cold snaps, hurricanes, tornadoes, floods, droughts, forest fires, loss of biodiversity, declining polar bears, disappearing coral reefs, epidemics, and so on.

This irrational fear, fueled by pseudo-scientists and idiotic or unscrupulous elites, is all the more incomprehensible given that Sapiens has never been so well-equipped to cope with climate change and the vagaries of the weather – two very different things, by the way, and which are in no way abnormal. In fact, the drastic fall in weather-related deaths has continued unabated since 1900.

However, the real danger facing humanity lies in the drastic solutions proposed by the proponents of **climate catastrophism**. These involve the forced elimination of fossil fuels by 2050 and their replacement by so-called renewable energies, mainly wind and solar power, which presupposes a radical transformation of the material economy. Not only would humanity be depriving itself of the undeniable advantages of fossil energies – abundant, inexpensive, versatile, easy to transport and store and, above all, available at all times – but it would also be jeopardizing its future, given the well-known shortcomings of wind and solar power – low density, intermittence, randomness due ironically to the vagaries of the weather, impact on the stability of electricity grids, need for back-up systems, etc. In fact, because of its staggering costs and risks to the continuity of energy supply and the functioning of the economy, this hasty transition, imposed by restrictive policies, could mean the weakening or even collapse of modern post-industrial civilization as we know it.

So, for the first time in history since the advent of Sapiens, a highly advanced civilization is in danger of disappearing during a perfectly acceptable climatic optimum, due to a totally fictitious and imaginary “climate crisis”! Our descendants won’t believe it! Fortunately, this won’t happen, because “extraordinary popular delusions” are always unmasked in the end. **There are signs that this could happen soon**. Let’s hope so.

Acknowledgement: This article is based on well-established geological and historical facts, but it owes much to the excellent synthesis by Olivier Postel-Vinay, in his book **Sapiens et le climat – Une histoire bien chahutée**, Les Presses de la Cité, 2022

3415

Draft Long-Term Plan 2024-2034

Submitter Details

Submission Date: 21/04/2024
First name: Allan Last name: Taunt

What is your role in the organisation:

Do you want to speak to the Council about your submission at a hearing?

- ☒ Yes
- ☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.
- | | | | | | | |
|---------------|---------------|---------------|---------------|--------------|--------------|--------------|
| Thu 2 May eve | Thu 2 May pm | Fri 3 May am | Fri 3 May pm | Sat 4 May am | Sat 4 May pm | Mon 6 May |
| pm | Mon 6 May am | Tue 7 May pm | Tue 7 May eve | Wed 8 May am | Wed 8 May pm | Thu 9 May am |
| Thu 9 May pm | Fri 10 May am | Fri 10 May pm | | | | |

Please select the hearing date(s) above that suit you best. You can select more than one date.
Hearings will be held in the Council Chambers at 53 Hereford Street.
We'll be in touch to arrange a date and time and will try to accommodate your preferences.
Please make sure you've provided your telephone number in [Section 1](#) so we can contact you.

Feedback

Have we got the balance right - comments

No. There needs to be more investment in the following areas: • Protecting and repairing the environment. • Reducing greenhouse gas emissions. • Preparing for and mitigating the effects of climate change. • Increasing safety for active transport users (cycling, walking, travelling by e-scooter, wheelchair, mobility scooter, and similar). • Improving the physical and mental health and wellbeing of people in the community. • Reducing urban sprawl. • Enabling access to services and resources within people's local communities (thereby reducing unnecessary travel). It is a challenge to improve the direction of a population, while there has been some progress being made, we still have not broken away from the traditional thinking of urban sprawl and private motor vehicle dependency. As an example, induced demand on roads is not understood by everyone. We know this is unsustainable both for people's quality of life and the for the health of the environment. Strong support for active and public transport is the heart of a modern Ōtautahi where people can enjoy their everyday lives.

Average rates - multiple-choice

Yes

Average rates - comments

Any reduction in levels of service or level of investment in core infrastructure and facilities will result in people in our community being disadvantaged. This will affect people disproportionately. People depend on services like active and public transport, libraries, recreation facilities, parks and reserves, and the arts. For many, finding money for alternatives (which would be at a greater cost) is not an option. While any cost increase is undesirable, in the case of rates it is clear how that money is being used to fund services, infrastructure and facilities for the public. Money paid in rates delivers good to the community.

Changes to how we rate - comments

Agree with commercially zoned vacant land being rated at an increased level to encourage development of visually

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unappealing and unproductive sites. Support this rating category being expanded to the following areas: • Commercial Core in Linwood Village, New Brighton and Sydenham, and • Commercial Banks Peninsula in Lyttelton. For commercial sites that are consented for temporary car parking, if it is not already in place, there should be a maximum timeframe for which these sites can operate as such. After the maximum timeframe has been reached, these sites should be rated at the commercially zoned vacant land rate. Agree with all other proposed changes in the "Proposed changes to how we rate" section of the consultation document.

Fees & charges - comments

Agree with proposed changes in the "Proposed changes to fees and charges" section of the consultation document. The Botanic Gardens and Hagley Park facilities are easily accessible via public and active transport, so there is transport choice. It should also be noted (and I'm sure staff are aware), users of these car parks are not always visiting Botanic Gardens or using Hagley Park facilities. With a fee for parking in the Botanic Gardens and Hagley Park car parks, this will help reduce the unnecessary load on the driveway and carpark surface, this in turn reduces the damage and maintenance costs. As a suggestion, I would encourage cycle parking near the Visitor Centre and the Playground. While bikes cannot be ridden within the Botanical Gardens area, for security, many people prefer their bikes to be locked close to where they are spending time.

Operational spending priorities - multiple-choice

Yes

Operational spending - comments

Agree with the operational spending allocation and certainly do not support a reduction. Staff are expected deliver a lot with minimal resources and remuneration. They are under pressure. Further to that, social media often treats staff harshly by members of the public that are unaware of what it takes to run a city. There are examples where staff have been mentioned by name, or unreasonable words have been used to describe the organisation. When staff have no right of reply, this is unfair and disrespectful. I ask that staff are appropriately remunerated, are provided with the necessary resources and support for what can be a thankless role at times. To provide an inclusive community, everyone needs to be well supported. For this we must continue to provide the variety of services people use every day. This includes libraries, art displays, sports grounds, walkways, parks and recreation facilities, and much more. In addition to operating these facilities, maintenance tasks must continue for people's safety as well keeping the environment clean.

Capital programme priorities - multiple-choice

No

Capital programme - comments

The Major Cycle Routes (MCR) programme needs to be prioritised for completion. As it currently stands there are disconnections in the active transport network, and in places there is a complete absence of any cycleway infrastructure. People have been patient while multiple rounds of consultation have been undertaken, now is the time to deliver these projects without further delay. Secondary connections and extensions to the Major Cycle Routes (MCR) network are also important and need to be completed. We know from the success of the Rolleston Avenue and Park Terrace cycleway, cost effective solutions can be quickly delivered using temporary materials (e.g., plastic bollards and road markings). This can work where road layouts are simpler, speeds are low and traffic load is light.

Capital: Transport - comments

Deliver the following cycleways as early as possible within the 10-year plan. Agree with the scheduling in the Proposed Capital Programme. There must be no delay to these: • Nor'West Arc • Northern Line • Wheels to Wings • South Express Support the progression on the following cycleways, however rather than "start working on" as per the consultation document there needs to be a commitment to delivering these within the 10-year plan. Maybe this is just wording, as the scheduling in the Proposed Capital Programme indicates these will be completed. In any case, there must be no delay to these: • Ōtākaro Avon River Route • Ōpāwaho Heathcote River Route • Southern Lights • Little River Link • A new north-east cycle route It is very concerning to see the many other Local Cycle Network (LCN) connections, extensions to the Major Cycle Routes (MCR) network and similar projects have been removed from the Proposed Capital Programme. We know when it comes to cycling, the "interested, but concerned" people need to feel safe riding a bike. For this there needs to be a compete route for them, this is why these other connections are so important. Recommend the reinstatement where possible the cycle connection projects that have been removed for the Proposed Capital Programme. One such project is: • A new cycle link to make it safer for students to bike to Te Aratai College along Aldwins Road and Ensors Road. Several of these were well supported through the following consultation: <https://newsline.ccc.govt.nz/news/story/making-it-safer-to-get-around-christchurch-streets> Fully support an increase in funding for public transport infrastructure. Users of these services need covered bus stops to protect them from the weather and there needs to be dedicated bus lanes to bypass traffic congestion.

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Capital: Parks, heritage or the coastal environment - comments

The natural environment is important for the wellbeing of people in our city. Ōtautahi is "The Garden City", if we are to be honest, we have much mahi to do to live up to this title. We must make a far stronger commitment to preserving and re-establishing the natural environment. This challenge has been made even more difficult due to the effects of climate change (the port hills fires are testament to that). I am not knowledgeable in the funding required, but I strongly recommend you understand the requests from environmental groups that present submissions.

Capital: Libraries - comments

Libraries are critical to well-functioning communities. This is a service that cannot be reduced. Agree with the funding for the rebuild of the South Library and Service Centre, Ōmōkihi.

Capital: Solid waste and resource recovery - comments

There needs to be more pressure manufacturers and consumers to reduce waste. Recommend more education campaigns with incentives for the public and dialogue with central government to encourage implementation of a nationwide strategy to reduce waste.

Capital: Other - comments

Climate change is an impending and very serious challenge facing us all. This will have an even more detrimental effect on future generations. This has been made even more difficult with climate change deniers using techniques to delay action. If we want to make any progress as a society, we must ignore those individuals. Even though average global temperatures have increased, we still need to commit to reducing greenhouse gas emissions. With a major source of emissions from transport, this area needs urgent focus – we must continue to grow active and public transport. The delays of the past are no longer acceptable, we must deliver projects like cycleways, walkways, public transport facilities and safer speeds to encourage an increase in sustainable transport.

Focus for 24-34 LTP - multiple-choice

Accelerate work on some projects and programmes, with a focus on balancing the needs of today's residents with the needs of future generations (e.g. spending more on climate change adaptation, boost the funding for major events).

Areas to reduce costs to provide savings - comments

If possible, consider delaying road resurfacing where a road is already in an acceptable condition.

Event bid funding - multiple-choice

Increase the bid funding. This means we will be able to continue to attract new major international sports, business and music events, but would also mean an additional rates increase of 0.42% in year one of the LTP, 0.04% in year two, and 0.14% in year 3.

Bring forward \$1.8m for CAPP - multiple-choice

Yes - bring \$1.8 million forward.

Create climate adaption fund - multiple-choice

Yes - create a climate adaption fund.

Adapting to climate change - comments

Climate change is inevitable. It is sound financial sense to put aside money to address the effects from this. We know the effects from climate change will be serious, we must be prepared. We must consider the effects of climate change in every decision we make.

Strategic Framework - comments

Fully agree with the vision, community outcomes and strategic priorities. There has been a trend of late, where people have become disconnected from society. If this continues, it will lead to a dysfunctional society and many social problems (crime, addiction, loneliness, poverty, homelessness, etc.) The vision, community outcomes and strategic priorities help build stronger more connected communities, this in turn leads to a reduction in social problems. Support and understand all the people in our communities.

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Gift of Yaldhurst Memorial Hall - comments

Agree with this.

Anything else about the LTP24-34 - comments

On the topic of road safety, we know everybody makes mistakes. No one intends to deliberately endanger anybody, however there can poor judgement, a failure to have another look, a mechanical or environmental condition, etc. For this reason, the international established approach of Vision Zero is the best approach to reducing death and serious injuries on the roads. This means designing all aspects of a transport system to be safe (rather than just depending on a driver to be perfect). This includes the key areas of safe design and safe speeds. Even though central government has backed off Vision Zero, I strongly recommend the Council follow as much of this as possible. Some of you may have seen some of these videos showing what happens on the roads. I ask that you please view these as it gives good insight as to why we need safe road design and safe speeds. Videos are about 40 seconds in length, with 20 seconds before and after the incident to give full context. There are still images at the end of the video. They are grouped by playlist to provide location. <https://www.youtube.com/@supportvisionzero>

Agree to future contact for consultations - multiple-choice

Yes.

Attached Documents

File

No records to display.

Item 3
Attachment B

2829

Draft Long-Term Plan 2024-2034

Submitter Details

Submission Date: 21/04/2024

First name: Jennifer Last name: Dalziel

What is your role in the organisation:

Do you want to speak to the Council about your submission at a hearing?

☒ Yes

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

Thu 2 May pm

Please select the hearing date(s) above that suit you best. You can select more than one date.

Hearings will be held in the Council Chambers at 53 Hereford Street.

We'll be in touch to arrange a date and time and will try to accommodate your preferences.

Please make sure you've provided your telephone number in [Section 1](#) so we can contact you.

Feedback

Have we got the balance right - comments

more money needs to spent on infrastructure in the eastern suburbs . roads especially.

Average rates - multiple-choice

Yes

Changes to how we rate - comments

Air BNBs need to be rated the same as hotels and motels

Fees & charges - comments

People should pay to park at the Botanic gardens and Hagley Park at present some people park there all day for free

Operational spending priorities - multiple-choice

Don't know

Operational spending - comments

dont touch the libraries. Shirley Library is one of the busiest libraries in Christchurch It should be upgraded there needs to be more computer terminals and learning spaces in this library. to free up te space to do this put the Service center and Post office/ Kiwibank back into the Palms building

Capital programme priorities - multiple-choice

No

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Capital programme - comments

More should be spent on the Arts. The Dux de Luxe at the Arts centre needs to be repaired and reopened This very popular restaurant drew many people to the Arts centre. Its a terrible tragedy that it is still in Ruins. Good to see money beinf spent on the Robert McDougall Gallery THis gallery needs to be reopened It was gifted to the city for this purpose and it is another tragedy that it sits there used as a store room

Capital: Transport - comments

public Transport should be free. putting the price up discourages people from using it

Capital: Parks, heritage or the coastal environment - comments

\$185 million for Otakaro River corridor seems huge can you halve that

Capital: Libraries - comments

Shirley Library is one of the busiest libraries in Christchurch It should be upgraded there needs to be more computer terminals and learning spaces in this library. to free up the space to do this put the Service center and Post office/ Kiwibank back into the Palms building

Focus for 24-34 LTP - multiple-choice

Don't know.

Areas to reduce costs to provide savings - comments

havent given this enough thought

Event bid funding - multiple-choice

Leave the bid funding for major and business events at current levels in the draft LTP, as proposed. This expenditure is included in the proposed rates increase. While it may not have an impact on rates, it could have implications for our ability to attract major and business events in the short term.

Event bid funding - comments

how does funding this earn revenue for the Council? It earns revenue for hospitality and associated businesses Let these businesses provide their own bid funding

Bring forward \$1.8m for CAPP - multiple-choice

Yes - bring \$1.8 million forward.

Create climate adaption fund - multiple-choice

Yes - create a climate adaption fund.

Adapting to climate change - comments

Stop cutting down trees and stop allowing concrete covered housing developments that will absorb heat and reflect it back making cities hotter in the future . Tokyo is encouraging tree planting in all vacant spaces to help mitigate the effect of concretification

Strategic Framework - comments

A new community centre for 10 Shirley Road to replace the one lost in the Earthquakes is planned for 2031. Could the council please release some of the money budgetted for it in 2025 so that interested parties can begin planning and designing this community facility.. that way when the bulk of the funding is available the groundwork will be completed

Disposal of 5 Council-owned properties - comments

as these havent been identified I cant comment

Disposal of Red Zone properties - comments

2829

as these havent been identified I cant comment.. why would anyone want to buy red zone land??

Gift of Yaldhurst Memorial Hall - comments

Good idea Give it to the community

Anything else about the LTP24-34 - comments

Encourage more cycling and walking. The number of people cycling has increased exponentially in the last few years . this is because of the increase in cycleways. Take climate change seriously .

Agree to future contact for consultations - multiple-choice

Yes.

Attached Documents

File

No records to display.

Item 3

Attachment B

2618

[REDACTED]

From: Margaret Stewart [REDACTED]
Sent: Sunday, 21 April 2024 10:41 am
To: CCC Plan
Subject: Long Term Plan

Once again your submission form is over complicated and rather leading so I am sending an email instead.

I would like to contribute towards the Orana Park, Art Centre, Anglican Cathedral requests for money. Since I am not going to be using the stadium you can divert that percentage of my rates from the stadium to Orana Park, Art Centre and Cathedral. I am sure there are a lot of other people who would be keen to do this as well.

Why is the Council spending so much money on Te Kaha and the Metro Sports Centre? This money could have been spread out and spent elsewhere sharing the money goodies. Is there going to be a consequence for those involved in the Metro Sports Centre blowout?

Why is CCC intending to spend so much money on the Christchurch South Library rebuild? Find a less expensive builder, less expensive design and divert the no longer needed money to other areas of the city. This amount of money spend is totally inequitable.

Local residents are still waiting for the Shirley community Centre rebuild. It has been 13 long years and the projected date for the rebuild is still 2031. Please bring the money forward to 2025 so the rebuild can start. It is what the local community want.

How can the Council guarantee that 2026 and 2027 rate increases won't be higher than projected?

If Council can't afford to build Te Kaha with existing money and is reliant on putting rates up why did it agree to the current costings?

Bid funding for major and business events leave at current levels.

Leave funding for adaption planning as it is. Already huge rate increases.

Consider creation of a Climate Resilience Fund at a later date with its own submission process. Perhaps climate resilience could feature in the project plan of every future project and be budgeted as part of that project, this could feed into a fund.

Continue to maintain existing services.

I am concerned about the disposal of Council owned properties. Sell the family silver and you lose the long term benefits of the asset. More information would be helpful.

Gifting of the Yaldhurst Memorial Hall appears to be the best result for this heritage building provided they perform the repair and strengthening.

No introducing parking charges at key parks. We already pay for parks via our rates so no double dipping please.

I would like to make an oral submission.

Many thanks

Margaret Stewart
[REDACTED]

3846

Draft Long-Term Plan 2024-2034

Submitter Details

Submission Date: 21/04/2024

First name: Rebecca Last name: Finch

What is your role in the organisation:

Do you want to speak to the Council about your submission at a hearing?

☒ Yes

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

Thu 9 May pm

Please select the hearing date(s) above that suit you best. You can select more than one date.

Hearings will be held in the Council Chambers at 53 Hereford Street.

We'll be in touch to arrange a date and time and will try to accommodate your preferences.

Please make sure you've provided your telephone number in [Section 1](#) so we can contact you.

Feedback

Have we got the balance right - comments

I dont think a focus on roading and transport is a good focus in a cliamte emergency, unless this focus is on bicycleways and increasing trees in streets. It is not CCC responsibility to provide roads for industry to tavel faster. The climate emergency is escalating at break neck speed and I think this LTP is in a kind of denial about the challenges an unstable climate is going to bring to us. We should be solely focused on the climate and ecological emergency and all thinking should have this as the priority lens, ie: quickly reducing emissions and quickly helping our tangata prepare for an uncertain future. This plan does not do that, instead it pretends we can continue with a growth economy, which is simply not viable if we are going to care for our future people in a way which respects nature. We can't eat money.

Average rates - multiple-choice

No

Average rates - comments

Rates should take into account the wealth of a person, if you are owning a property of which is of high value then you should pay more rates. The CCC could instill a type of wealth tax on wealthy property owners, but only the house they live in. Additionally, tourists into our area could pay a levy to visit us, say \$100 flat fee or similar. CCC need to immediatly halt all vanity projects, the stadium should never have been built, and it's contribution to rates is unfaior as many citizens will never be able to affrod a ticket to a big concert or game.

Changes to how we rate - comments

Yes, I think a way to charge bushiness rates should be devised so rates on property which house business seeking to make a profit should pay more. Rates could reflect the wealth of an area so people with homes in Fendalton for eg: pay a higher percentage of rates than people in Addington ;

Fees & charges - comments

3846

I think that's an OK idea, I mean it discourages car use which is a good thing, but I do think some way needs to be found to make parking for older people/pensioners/those with disabilities free or very cheap as it's unfair to burden people on fixed incomes or lower incomes. People with higher incomes or flashier cars should pay more.

Operational spending priorities - multiple-choice

Don't know

Operational spending - comments

I guess I would like CCC to ensure that whatever they do for citizens is targeted to keep the climate emergency at the forefront of the decisions, so how do we reduce emissions? How will this decision (whatever it is) reduce emissions?

Capital programme priorities - multiple-choice

No

Capital programme - comments

Te Kaha is a waste of CCC and rate payers' money. We need to retain funding for the arts centre. We need to keep the sustainability fund. We need to lobby government to fund the three waters upgrades, or at least share in that cost. Transport funding must prioritize the biking, busing and walking culture we want to be promoting in a climate emergency. Not roads for cars or trucks. What about rail to Rolleston and Rangiora?

Capital: Transport - comments

Specifically I would like to see the Simeon St cycleway funding included in the CCC budget, as this group has pulled funding for this project. I do think some of the cycleways are and suggest something like what has been done outside the museum and along Rolleston Avenue, that is a really cool way to do a cycle way. Additionally I would like to see funding for trees in streets included in 'transport' or somewhere in capital expenditure. We have to get more shade into the city, especially urban areas and in lower decile areas where there are wide streets. Trees in streets will naturally slow traffic and make it safer for cyclists and walkers as shade keeps us cooler on hot summer days. Keep reducing speeds in urban areas too, this is a mechanism to keep cyclists safer. A focus on creating a culture of respect between road users, with an emphasis on cars giving way to cyclists, as is the way in some European countries. More signage encouraging drivers to give way to cyclists to shift our culture of entitled car drivers.

Capital: Parks, heritage or the coastal environment - comments

Fund the Art centre!!!!!! Fund trees in streets, we need more trees in streets, fund trees in Howard St, narrow the big wide street making it safer for bikers, and children walking to school. There are many streets like Howard St which could do so much with trees being planted and some paint in the roads. Perhaps you could even paint the roads with signs which encourage safety, slower speeds etc.

Capital: Libraries - comments

Don't close any!

Capital: Solid waste and resource recovery - comments

Dumps are huge methane emitters so we need to devise a way to reduce and stop this form of greenhouse emissions. I think a campaign to help people to stop buying plastic's and to home compost or reduce rubbish. I think we could reduce the size of the red bins to small for all households.

Capital: Other - comments

I think you need to ensure you are applying the lens of the reducing emissions to all your decisions, although you talk about climate change/reducing emissions some of the actions you suggest do not follow through. Plant more trees in streets for example could be part of the transport/roading budget. It's very important to get more trees, not just in parks, but in our streets. Everyone is happier and cooler with tree-lined streets!

Areas to reduce costs to provide savings - comments

Community-based local activities funding should be increased. Bids for big international events should be reduced markedly or stopped as they are not sustainable. This is where your talk on reducing emissions and your actions do not align, you are being logical. Local is good and sustainable is what is local, local business are sustainable when they rely on local money/people. Big events promote a boom/bust economy and that's not good for anyone. Sail Gp

3846

is a good example where yor talk on reducing emissions does not align with what you do, Sail Gp only increased emissions and promotes a boom/bust cycle - thats not sustainable and not good for business.

Event bid funding - comments

There is no option to stop or reduce big event funding so I see this as a very sneaky thing to do, a kind of propaganda by omission, and very uncool. How much will you save if you dont do big event bids? How many emissions will you save by not promoting international travel? How could that money then be used to promote sustainable/local business and events for local people? How much could we then put into planting trees in streets!

Bring forward \$1.8m for CAPP - multiple-choice

Yes - bring \$1.8 million forward.

Create climate adaption fund - multiple-choice

Yes - create a climate adaption fund.

Adapting to climate change - comments

1.8 million on the biggest existential risk humans have ever faced? pathetic! Hurry up, get with the program and get cracking on facing the real challenges, climte change is the biggest risk to economy there could possibly be so this amount of funding demonstrably under-estimates the challenges we face.

Strategic Framework - comments

Yes, but your vision is not congruent. You simply cannot have a green and liveable city until we have a majr shift in ind set. What we need our low-key local business and communities working together to face the massive challenge that is reducing emissions. How will we work together to stop ghg emissions? How will we adapt? How will we do this and maintain social cohesion? I think we really need a vision which is created by each local community in 'citizen assembly" type democracies. Locally lead solutions for locals. So, more investment in getting local communities working together to come up with solutions for their areas, witha focus on de-growth.

Disposal of 5 Council-owned properties - comments

Selling them seems too easy, couldnt you make them into something cool? Plant more trees on them?

Disposal of Red Zone properties - comments

Um, didn't you promise not toe sell land that was red-zoned? What about some council owned co-housing projects, with solar panels, home composting, gardens to grow kai, shared laundries, you know cool new ways of living like the peterborough st co-housing development.

Gift of Yaldhurst Memorial Hall - comments

Yes!

Anything else about the LTP24-34 - comments

I dont think you are taking the climate crisis/emissions crisis seriously. More funding for trees in streets to happen as quickly as possible (in the next couple of years), forget about bids for big international events and put that money into trees in streets, cycleways and climate adaptation and mitigation projects. You are doing some of this work and its fabulous, now it would be such a hopeful thing to see that work ramped up and pumping.

Agree to future contact for consultations - multiple-choice

Yes.

Attached Documents

File

No records to display.

1500

Draft Long-Term Plan 2024-2034

Submitter Details

Submission Date: 14/04/2024

First name: Warwick Last name: Schaffer

What is your role in the organisation:

Do you want to speak to the Council about your submission at a hearing?

☒ Yes

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

Please select the hearing date(s) above that suit you best. You can select more than one date.

Hearings will be held in the Council Chambers at 53 Hereford Street.

We'll be in touch to arrange a date and time and will try to accommodate your preferences.

Please make sure you've provided your telephone number in [Section 1](#) so we can contact you.

Feedback

Have we got the balance right - comments

Proposed rates rises are well ahead of inflation and in fact contributing to it. This show the balance is not right, council need to downsize.

Average rates - multiple-choice

No

Average rates - comments

No nice to have and non performing services and people need to be axed.

Changes to how we rate - comments

I disagree with extra taxes as a way to balance the budget, council itself needs to down size. In particular visitor accommodation in residential units should not be rated as a business just like long term residential rentals should not be rated as businesses. Doing this would be inconsistent, opportunistic and bowing to the large hotel lobby. The scale is not the same treating a large hotel like a residential unit would be like applying supermarket rules to a farmers market stand. Doing this would put small scale accommodation providers out of business, leaving CHCH with fewer visitor accommodation options and so a more expensive less attractive place to visit.

Fees & charges - comments

no

Operational spending priorities - multiple-choice

No

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Operational spending - comments

Busses need to be looked at to see if there are more cost effective alternatives, for example would be be more economic and a better service to axe busses all together and put the savings into subsidising Uber rides. Dedicated cycleways need to be abandoned, they are not better for cyclists (I am one), they create confusion and danger at complex lights and exits where cars now have to cross two lines of traffic plus they are expensive. Clear wide painted lanes on the right of parked cars are better and will be much cheaper. The climate adaption work also need to be reassessed. This team is causing more damage than good and spending large sums doing it.

Capital programme priorities - multiple-choice

No

Capital programme - comments

- Will all of this spending get did of the chlorine? - Busses and cycleways need to be looked at.

Capital: Solid waste and resource recovery - comments

- Trucking solid waste miles and then dumping it into landfill seems costly, wasteful and environmentally damaging. Even the 'recycling' seems to be patchy. Can an incineration plant be build to burn it and generate power at the same tiem?

Focus for 24-34 LTP - multiple-choice

Explore other ways to bring down our proposed rates increases across the Draft LTP (e.g. reduce or change some of the services we provide, review our grants funding, increasing fees and charges for some services)

Areas to reduce costs to provide savings - comments

- Transport busses and cycleways - The climate adaption team and the consultants. The use of unlikely scenarios are putting more areas into high risk zones than need to be. The process is being made more costly than it needs to be and doing more damage than good both new and for future generations.

Event bid funding - comments

Why is council even involved in events promotion, this is either corporate welfare (big facility owners can do their own promotion) and or killing private enterprise that could and should be doing this.

Bring forward \$1.8m for CAPP - multiple-choice

No - don't bring \$1.8 million forward.

Create climate adaption fund - multiple-choice

No - don't create a climate adaption fund.

Adapting to climate change - comments

We should wait to there is more certainty before spending a lot of money on this. We have time and the IPCC have a wide range of scenarios with the extreme end being in their own words unlikely.

Strategic Framework - comments

no

Disposal of 5 Council-owned properties - comments

I think this is good, it enables something that is currently unproductive to be invested in and become productive.

Disposal of Red Zone properties - comments

Agree as long as long as former owners that were forced out have first right of refusal at the prices they were paid at the time.

Gift of Yaldhurst Memorial Hall - comments

If it is worth nothing then why not, they are likely to take good care of it.

T24Consult Page 2 of 3

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Agree to future contact for consultations - multiple-choice
Yes.

Attached Documents

File

No records to display.

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Attachment B

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**Submission to the Christchurch City Council (CCC) Long Term Plan
(LTP) from Akaroa District Promotions (ADP) 2024.**

Are you submitting as an individual or as an organisation?

Organisation

Please provide the name of the organisation you represent: *

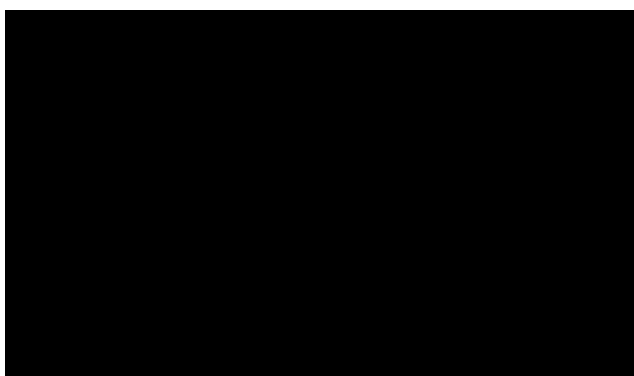
Akaroa District Promotions (ADP)

What is your role in the organisation:

Hon Secretary

First name: **Keith**

Last name: **Harris**



Overall have we got the balance right

Not on everything.

We ask that more recognition is given in the Long Term Plan to the two Destination Management Plans developed for both Christchurch and its surrounds and the separate Te Pātaka o Rākaihautū Banks Peninsula Destination Management Plan. These are forward looking documents which have incorporated community input and recognise the importance of the different localities within the wider Council territory.

To this end we ask that recognition of at least some of the recommendations of the Destination Management Plans be incorporated in the LTP. For example, the enhancement of the character and development of the “special neighbourhoods” of Banks Peninsula, incentives for regenerative practices and greater recognition of the uniqueness of its inherent cultural, arts, and heritage ethos.

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Rates

Special rating areas could be used to achieve specific outcomes

Capital Programme

We are highly supportive of the allocation shown in the LTP for renovating **Akaroa's dilapidated tennis courts** which have been in this state for an embarrassment of years!

We are hopeful that this facility can be completed for the forthcoming season for the enjoyment of Akaroa's day-trippers, tourists and locals alike.

Takapuneke Reserve is a site of immense cultural and historical significance and is rightly supported in the LTP. **Heritage** components of the Plan are also supported..

Libraries and Museums are critical to the social fibre of all communities In Akaroa, their role is critical in protecting the heritage and taonga of the Peninsula for the nation.

Additional opportunity and options to our main proposal

This section covers our main submission

Purpose This submission is from Akaroa District Promotions (ADP), which has been active in marketing and developing tourism in Akaroa and the Bays for over 30 years. This ADP submission seeks funding from Council's Long Term Plan for a three year commitment to funding. During that time, we believe the Council should seek to implement a targeted rate to facilitate regenerative tourism in Akaroa and the Bays (including Little River). Funding mechanisms such as this have been shown to work well in places such as Arrowtown https://s3-ap-southeast-2.amazonaws.com/ehq-production-australia/ebfad83d77cc409f2d2f7ddd85e0490191602e41/original/1650577192/334007a46b66e710fc2f194797771601_APBA_Annual_Plan_22-23_FA_Lowres_spreads.pdf?1650577192 and [Fielding District Promotions](#)

Background. In terms of tourism, ChristchurchNZ has taken the City and region to make Canterbury a strong magnet for tourists This emphasis has largely been on the Central City. Now though, with the inception of the recently developed Destination Management Plans, the climate has changed from post-quake recovery to needing a wider

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strategy for tourism development and to ensure that specific tourism areas within the widespread territory of Christchurch City Council are bolstered appropriately. Areas such as Brighton, Sumner, Lyttleton and Akaroa will benefit from strong local input. This need is most strongly recognised with the development of a separate Destination Management Plan for Banks Peninsula.

What are we requesting? We call on funding within the Long-Term Plan to support the aspirational vision of Banks Peninsula as a Regenerative Destination. This will not succeed without direct local input. Akaroa is the Jewel in that Crown, therefore in our case we seek \$100,000 a year for Akaroa District Promotions to employ staff to propel the concepts of the DMP forward. We see considerable synergies with the DMP. Staff would develop destination product offerings, experiences, itineraries, narratives, particularly Māori and early colonial, and events for the family oriented and academic traveller to Peninsula communities.

History Akaroa and the Bays have previously been so funded through Christchurch City or its sub agencies allowing the employment of a marketing manager.

Why separate treatment Akaroa itself is identified in the Destination Management Plan (DMP) as a community of special character. Akaroa and the Bays is a unique location offering a distinct destination experience. With its rugged landscape, unique communities, rich bi-cultural history of national significance, as well as diverse wildlife, Akaroa and the Bays sets itself apart from experiences available within built up Christchurch.

Akaroa and the Peninsula. Akaroa District Promotions sees close synergies with Little River and the many Bays and settlements of the Peninsula. Akaroa is the Jewel in the Crown and as a natural magnet for visitors generates income to the Peninsula and to wider Christchurch. ADP is a modern online entity with Board members from diverse backgrounds some with considerable experience in tourism development and operation. ADP is thus poised to capture and nourish the experiences the Peninsula has to offer.

Alignment with the Destination Management Plan and Community Board ADP aims are also aligned with the Long-Term Plan of Te Pātaka o Rākaihautū Banks Peninsula Community Board which addresses regenerative tourism opportunities balanced with social, cultural,

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economic, and environmental values, and good social and physical connections for our communities.

Major event bid funding

No. With the new stadium in place we believe it will attract events without additional funding. It is strange how Council can spend over a million dollars to attract a large-scale event to Christchurch city and not provide support for organisations within its boundaries who try to promote their areas to visitors.

More investment in adapting to climate change

We support submissions and philosophies forwarded by the Banks Peninsula Community Board on climate change and regenerative practices.

Our Community Outcomes and Priorities

We support these in principle but would add that the Community funding seems to have become an industry in itself.

Anything else?

We are surprised that the LTP seems to contain little financial support for ChristchurchNZ and would ask that more be allowed given its vital role. Greater funding of our economic development agency (Christchurch NZ) to support economic development seems imperative.

This is a Council body after all charged not only with stimulating economic activity but with attracting events and visitors to the City and beyond. No one will deny its success in regenerating the post-quake Central City.

With the upsurge again in foreign tourism the role of ChristchurchNZ becomes even more pivotal to our future success. Support for them will ensure that the progressive Destination Management Plans do not remain just dust ridden documents but do become true blueprints for a wider Christchurch and its playground of Banks Peninsula.

Support is needed for Christchurch's vast acreage and countless Bays of Banks Peninsula. An investment in Destination Banks Peninsula will drive economic benefit for the city. The whole area can truly become the city's and visitor's playground - a food and wine paradise with cultural experiences, art and adventure on the side! We see Akaroa long touted

2610

the Riveria of the South, becoming a year round destination. This is something we are working towards. Such an achievement would be a game changer.

Any investment in off season activities or entities in Akaroa will assist this aim.

We can not do it alone and therefore we seek increased budgeting for ChristchurchNZ so it can bring to the wider Council's territory the promise of the Destination Management Plans. Haere whakamua

We welcome the opportunity to be heard in support of this submission.

2570

Kia ora koutou, thank you for the opportunity to comment on this draft long term plan.

Rates rises

I appreciate that councillors need to weigh up different priorities, the urgency and importance of action and issues of affordability. I am an ordinary person who is struggling just like everyone else. The cost of food and insurance in particular is biting and we've had to make significant cuts. Of course, it would be nice to have more money in the pocket but then I look at the world that we are leaving for our kids and I think how can we afford not to take action. There has been a long history of successive governments, local and central who have been prepared to kick the can down the road, who have thought we can't afford that now, we will leave it for the future. Look at us now, we are facing multiple crises – biodiversity loss, freshwater quality, climate change, deficits in infrastructure. What a mess.

Despite the financial pressures, I am more than prepared to pay the projected rate rise. In fact, I am prepared to pay a lot more in rates – if I know that it will go towards addressing these challenges and improving the future for my kids. I know there are many people who genuinely can't afford any more and no amount of household cuts can make it work. But there are also many people who can pay more. I genuinely think that if people understand the challenges ahead and they know the money will go directly to the programmes that make a difference, they will understand the need to increase rates. People love their kids and they want the best for them. They want kids to grow up in a world with clean rivers and lakes, flourishing nature and a stable climate. They want their kids to have a sense of belonging, to participate actively and to experience the many benefits of living in a city like Christchurch. When we delay action because of affordability we also need to consider the costs of inaction.

We know with the increase in the severity and frequency of extreme weather events, ratepayers of the future (which are ourselves and our children) will have more costs not less. Things are never going to be cheaper than they are now.

To this end, I do not agree with putting off increasing the rating for renewals for a couple of years. It's another example of kicking the can down the road. We just need to bite the bullet and increase the rating for renewals now. When we delay, it costs more. Our kids are going to have enough problems to deal with

The challenge is how to communicate these nuances to the general population, how to engage them in decision making and how to give them trust and confidence the money will be spent on the issues important to them. I would also encourage CCC to think about other innovative decision-making models such as citizen assemblies. I am a big supporter of initiatives which help engage the wider community in the decision-making process. I really worry about some of the reporting in the media. Often it focuses on headline figures and doesn't engage people in the nuances. These are big and difficult issues and there are costs of action but the costs of inaction are even higher.

Climate

- I am incredibly worried about climate change and more widely ecological overshoot. Anyone who follows the science is worried. It is scary. It is happening now and it will get a lot worse.

2570

We need to urgently lower our emissions and to invest in resilience. Transport is the main lever CCC can pull to reduce emissions.

- I support speeding up adaptation planning through investing the extra \$1.8m to boost community planning, preparedness and resilience to these impacts. I also support the proposed Adaptation Fund to build up funds over time so that we are not putting all the costs of adaptation onto our children.

Cycleways

I have been increasingly using my bike to get around the city and leaving the car at home, my children have also been biking. And I see first-hand the huge benefits of separated cycleways, I also see the challenges when cycleways end and there is no choice but to go on the road to connect up with the next cycleway.

We need to provide safe, connected cycleways for multiple reasons: 1) it provides commuters with choices, 2) it reduces emissions, 3) it reduces wear and tear on roads (by reducing cars) which ultimately saves maintenance costs and 4) it reduces congestion for those who still need to travel by car and 5) it supports health and wellbeing and 6) it saves commuters and the council money.

The following projects should be immediate priorities.

1. Major Cycleway - Southern Lights - all sections completed in this LTP
2. Gardiners Road shared path - all sections completed in this LTP
3. Ōpāwaho River Route (PMH to Ferrymead Bridge)
4. Glandovey Road West and Idris Road - Active Transport Improvements
5. Simeon Street Cycleway (from the de-funded Way Safer Streets package)
6. Westmorland Cycle Connection - from PMH to Westmorland (from the de-funded Way Safer Streets package but extended to connect to the Nor'West Arc)
7. Project 75070 - Memorial Avenue Cycle Lanes
8. Richmond Neighbourhood Greenway (from the de-funded Way Safer Streets package)
9. Project 41845 - Cycle Connections - Quarryman's Trail
10. Project 44700 - Local Cycle Network - Eastern Outer Orbital.

Three Waters

I am concerned that the Council is proposing to spend less on drinking water supply than for the next three years, compared to the previous LTP despite the fact that construction costs have increased significantly. We are spending that money in later years – another case of pushing the can down the road. We need to increase the investment to:

- Reduce leakage from drinking water pipes to under 15%
- Support natural-based solutions for storm water such as wetlands, planting the rivers of the city and large-scale planting of the gullies of the Port Hills.

Community Funding

I support the retention of the Strengthening Communities and the Biodiversity Fund

2570

I strongly oppose the abolition of the Sustainability Fund and the Environmental/Climate Partnerships Fund. It is short sighted to reduce funding to community groups taking action on climate change and working to restore our degraded environment.

Biodiversity

I value our natural spaces and in particular the Port Hills, Banks Peninsula, our beaches, rivers and wetlands. Despite the good efforts of many individuals and community groups, we are sadly losing our indigenous biodiversity in Canterbury. I strongly support investment in our parks and reserves and funding for community environmental organisations who are working to restore our natural spaces and to tackle pests, weeds and predators. We need a holistic approach ki uta ki tai – the quality of the water is dependent on what's happening on the land.

Other Services

I support the Council maintaining its current levels of service and also increasing them in some cases. This includes:

- Increase investment in safety audits of CCC buildings
- Significantly increase the number of community housing units it provides. Safe and secure housing is a right for all people of Ōtautahi and it is shameful the number of people living in cars, garages and precarious living situations. Please make investment in community housing a priority.

In general, I am a strong supporter of public libraries, sports and recreation centres and pools. These are low-cost or free community spaces that enhance physical and mental health and wellbeing. I also support community events that are free and open to all, such as Sparks in the Park. These events help make Ōtautahi a vibrant city and a fun place to live.

I wish to speak to my submission.