

Christchurch City Council
Long Term Plan 2021-2031
AGENDA

Notice of Meeting:

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

Date: **Friday 7 May 2021**
Time: **1pm**
Venue: **Council Chambers, Civic Offices, 53 Hereford Street, Christchurch**

Membership

Chairperson	Mayor Lianne Dalziel
Members	Deputy Mayor Andrew Turner
	Councillor Jimmy Chen
	Councillor Catherine Chu
	Councillor Melanie Coker
	Councillor Pauline Cotter
	Councillor James Daniels
	Councillor Mike Davidson
	Councillor Anne Galloway
	Councillor James Gough
	Councillor Yani Johanson
	Councillor Aaron Keown
	Councillor Sam MacDonald
	Councillor Phil Mauger
	Councillor Jake McLellan
	Councillor Tim Scandrett
	Councillor Sara Templeton

4 May 2021

Principal Advisor

Dawn Baxendale
Chief Executive
Tel: 941 6996

Samantha Kelly
Team Leader Hearings and Committee Support
941 6227
samantha.kelly@ccc.govt.nz
www.ccc.govt.nz

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

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

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May 2021 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. Hearing of Verbal Submissions for the Draft Long Term Plan 2021-2031 - Friday 7 May 2021

Reference / Te Tohutoro: 21/533169

Report of / Te Pou Matua: Samantha Kelly, Team Leader Hearings and Committee Support,
Samantha.kelly@ccc.govt.nz

General Manager / Pouwhakarae: Mary Richardson, General Manager Citizens and Community,
mary.richardson@ccc.govt.nz

- 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 (LTP) 2021-2031 hearing held on Friday 7 May 2021.
- 1.2 **Attachment A** contains the hearings schedule and **Attachment B** contains a volume of submissions.
- 1.3 The Council will also hear verbal submissions from those who provided a submission on the draft LTP and on the Draft Ōtautahi Christchurch Climate Change Strategy and/or Development Contributions Policy. These submissions can be found in **Attachment C** (Under Separate Cover).

Attachments / Ngā Tāpirihanga

No.	Title	Page
A ↓	Friday 7 May 2021 Schedule of Submitters	6
B ↓	Friday 7 May 2021 Volume of LTP Submissions	7
C	Friday 7 May 2021 Volume of Draft Climate Change Strategy Submissions (<i>Under Separate Cover</i>)	

Time	Time Allocation	Submitter	Submission No
1pm to 1.15pm	5 minutes	Hamish Crow / Federated Farmers	1413
	3 minutes	Annabel Crow	1306
	3 minutes	Hamish Crow	1227
	3 minutes	Pam Richardson -By Zoom	1786
1.15pm to 1.30pm	3 minutes	Anouk Minnaar	2075
	3 minutes	Barbara Stewart	1092
	3 minutes	Brian Lodge	318
	3 minutes	Chris Doudney - LTP Submission	1797
	3 minutes	Chris Doudney - Climate Change Submission	CC
1.30pm to 1.45pm	3 minutes	Christina Stachurski	1771
	3 minutes	Zach Hitchcock	519
	3 minutes	Craig Hastie	952
	3 minutes	Dorothy Lovell-Smith	1948
2pm to 2.15pm	3 minutes	Timothy Seay	1705
	3 minutes	Joanne Byrne	2095
	3 minutes	Brian Hutchinson	1762
2.15pm to 2.30pm	5 minutes	Brent Thomas on behalf of Willesden Farms	1649
	3 minutes	Mark Alexander	1986
	3 minutes	Ryan Tesar	1924
	3 minutes	Fiona Bennett - LTP Submission	1683
	3 minutes	Fiona Bennett - Climate Change Submission	CC
2.30pm to 2.50pm	3 minutes	Sarah Anderson	532
	3 minutes	Diana Shand - LTP Submission	1848
	3 minutes	Diana Shand - Climate Change Submission	CC
	3 minutes	Leon Witte	1603
	3 minutes	Irene Leung-Astwood	330
2.50pm to 3.10pm	20 Minutes	Break	
3.10pm to 3.30pm	3 minutes	Murray Smith	540
	3 minutes	Rosie Belton	1156
	3 minutes	Phil Forman	431
	5 minutes	Ōtautahi Creative Spaces - Kim Morton	1912
	5 minutes	Canterbury Youth Workers Collective - Hamish Keown	1642
3.30pm to 3.45pm	5 minutes	Lyttelton Historical Museum Society Inc - Peter Rough	1468
	5 minutes	Peter Tuffley - Vice Chair - Beckenham Neighbourhood Association	1926
	3 minutes	Neil Roberts	577
	3 minutes	Pubudu Senanayake	2096
4pm to 4.15pm	3 minutes	Ester Vallero	1816
	3 minutes	Anna and Neil Youngman	2337
	3 minutes	Philippa Watson	1703
	5 minutes	Sarah Anderson - President of Executive Committee - Friends of Christchurch Art Gallery	1090
4.15pm to 4.30pm	3 minutes	Sarah Kerr	392
	5 minutes	Hayley Guglietta - Avon-Otakaro LTP Submission	1861
	5 minutes	Hayley Guglietta - Avon-Otakaro Climate Change Submission	CC
4.30pm to 5pm	3 minutes	Kathryn Bates	1765
	5 minutes	Hamish Fairbairn - Regional Manager - Conservation Volunteers NZ	1427
	3 minutes	Eric Janssen	1546
	5 minutes	Hugo Kristinsson - Empowered Christchurch Inc	1694
	5 minutes	Hugo Kristinsson - South Brighton Residents' Association -	2146

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SUBMISSION

TELEPHONE

| WEBSITE WWW.FEDFARM.ORG.NZ



To: Long Term Plan Submissions
Christchurch City Council

CHRISTCHURCH 8154
By email:

Submission on: Our Draft Long Term Plan Consultation Document 2021-2031

Date: 18 April 2020

Contact: **NICK CLARK**
MANAGER GENERAL POLICY
Federated Farmers of New Zealand

Item 3
Attachment B

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SUBMISSION TO CHRISTCHURCH CITY COUNCIL
OUR DRAFT LONG TERM PLAN CONSULTATION DOCUMENT 2021-2031

1. INTRODUCTION

- 1.1 North Canterbury Federated Farmers (NCFF) welcomes the opportunity to submit to Christchurch City Council on its *Our Draft Long Term Plan Consultation Document 2021-2031*.
- 1.2 NCFF has been a long-standing submitter to Council annual plans and long-term plans (LTPs). Our position over the years has been for the Council to:
 - Keep its spending and rates increases in check; and
 - Maintain a rating system that results in a rates allocation that reflects the use of and benefit derived from council activities.
- 1.3 NCFF appreciates the maintenance of the 0.75 remote rural differential on the general rates, which is important for a fair rates system that better reflects the use of and benefit derived from council activities.
- 1.4 However, we are **strongly opposed** to the proposed change to the land drainage targeted rate. We consider the proposal to be grossly unfair for remote rural ratepayers and will add substantially to the rates increases faced by them – in some cases by thousands of dollars. This is particularly concerning at this time given the worries for farmers dealing with very dry conditions, especially on Banks Peninsula. With no significant rain in the forecast (at least at the time of writing this submission), the opportunity for farmers to build pasture covers before winter is becoming limited.
- 1.5 We are very disappointed about the lack of prior engagement with affected property owners and representatives (like Federated Farmers) on such a significant change. It was also poor that neither the draft LTP's Funding Impact Statement nor the consultation document's table of rates impacts for remote rural ratepayers picked up the impact of the change for these ratepayers, making both very misleading for readers and potential submitters.
- 1.6 NCFF requests the opportunity to discuss this submission with the Council.

2. RATES INCREASE

- 2.1 NCFF notes that the Council is proposing an overall average rates increase of 5.56%. We understand the need for the Council to continue increasing its capital and operating spending to improve levels of service, and we support efforts to find more efficient ways of doing things. However, NCFF remains concerned about ongoing rates increases well in excess of either consumer price inflation (currently 1.5%) or inflation for the local government sector as expressed through BERL's Local Government Cost Index (around 2% per annum over recent years), especially in a challenging economic environment.
- 2.2 New Zealand's GDP was negative in the December 2020 quarter and odds are that it was also negative in the March 2021 quarter. If this comes to pass, it will put New Zealand back into recession. Some economic indicators show Canterbury's economy performing relatively poorly. For example, ASB's Regional Economic Scoreboard for December 2020 quarter ranked Southland at 13th out of 16 regions. ASB made the following comments about Canterbury:

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"It's been a relatively soft performance for the region over recent quarters, and that remained the case this time around, with only house sales towards the top end of the rankings. Other metrics were generally in line with the national average, or a bit weaker. Retail sales, house prices, consents, and consumer confidence all broadly tracked the national trend. Notably, the region experienced the country's biggest year-on-year fall in new car sales.

- 2.3 NCFF is also concerned that the rates increase will be higher at 5.83% for an 'average' remote rural property currently paying the land drainage targeted rate. It is important to recognise that '5.83%' will significantly understate the rates increase for most remote rural properties. This is because 78% of these properties do not currently pay the land drainage targeted rate (because they are not in the historically serviced areas)¹.
- 2.4 If the change to this targeted rate proceeds it will result in a much larger rates increase for most remote rural properties than suggested in the consultation document. According to information provided to us by the Council an average value remote rural property not currently subject to the land drainage rate will have a rates increase of 11.52%² in 2021/22. For higher valued properties (which would include almost all commercially viable farms) the overall rates increase would be even bigger (12.68% for a property with a capital value of \$5.0 million). We therefore consider the '5.83%' increase in the consultation paper to be misleading.
- 2.5 We will discuss the land drainage targeted rate (and other rating proposals) in section 3 of this submission.

3. RATES PROPOSALS

Land Drainage Targeted Rate

- 3.1 NCFF is strongly opposed to the proposed change to the land drainage targeted rate, which we do not consider to be justified or at all equitable.
- 3.2 The proposal is to extend the targeted rate, set on capital value, across all ratepayers, regardless of whether they are serviced by the Council's land drainage infrastructure. There will be a three year transition period where those in the historically unserved areas will have to pay 33% of the full rate in 2021/22, 67% in 2022/23, and 100% in 2023/24.
- 3.3 It is a long-established principle that local government funding should be based on the benefit received by ratepayers, most recently reinforced by the 2019 Productivity Commission's Inquiry into Local Government Funding and Financing. This principle has long been acknowledged by the Council with its 0.75 remote rural differential on the general rate, which recognises that qualifying ratepayers do not benefit from many activities funded by the general rate to the same extent as other ratepayers.
- 3.4 NCFF strongly supports the use of targeted rates both as a transparency measure (as these appear as separate line items on a ratepayer's rates invoice) and to ensure that activities that benefit specific subsets of ratepayers are funded by those ratepayers and not by those who do not benefit from them.

¹ Of the 2,365 remote rural properties, 517 currently pay the land drainage rate (21.9%) and 1,848 do not (78.1%).

² Letter from Christchurch City Council's Bruce Moher to Federated Farmers' Nick Clark, 12 April 2021.

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- 3.5 The land drainage targeted rate has to date been confined to those properties serviced by the Council's land drainage infrastructure, including storm water and flood protection works. This is totally appropriate and is consistent with the benefit principle.
- 3.6 In its proposal the Council is moving away from this approach by making the land drainage targeted rate apply across the entire city, including areas historically unserved by land drainage infrastructure. It says this is a 'fairer approach' as it thinks all ratepayers benefit to a greater or lesser extent to this activity. NCFF **strongly disagrees**.
- 3.7 It is unfair to make remote rural ratepayers, such as farmers, pay twice for land drainage. Excess water on farms mostly drains directly to wetlands, streams, rivers, and the sea, rather than to any Council land drainage infrastructure. Farmers do a lot of work managing waterways on their properties and this is being reinforced by policy and regulation for freshwater management and will be further reinforced by policy and regulation on its way for indigenous biodiversity. Farmers are and will be responsible for managing their waterways, drains, and wetlands to standards in line with these policies and regulations. Farmers are and will be required to ensure this drained water meets a certain standard through fencing, riparian planting, sediment management, etc. This cost is and will be fully met by farmers.
- 3.8 NCFF is also strongly opposed to the way the extension of the land drainage rate is proposed to be implemented. Because of its capital value base, the targeted rate will result in remote rural properties paying a magnitude more than residential ratepayers, all of whom will receive a much higher level of service. Even if we were to accept for a moment the Council's premise that all properties which have not been in the historic area of service should contribute something to the cost of this activity, to rate these properties for the full rate is highly inappropriate and inequitable.
- 3.9 The table below (provided to us by the Council after we requested it) illustrates how this proposal will impact on affected remote rural properties. Note this is only for Year 1 of the transition when the rate will be set at 33% of the total, so the amounts in the fourth column will be triple in 2023/24 and beyond. After three years of 12% annual rates increases the compounded overall rates increase would come to around 40%.

Remote Rural not currently paying land drainage rate:

Capital value	2020/21 rates	2021/22 rates	2021/22 Land Drainage Transitional Rate (@33%)	Annual Increase in rates (\$)	Change (%)
\$200,000	\$759.43	\$818.59	\$27.20	\$59.17	7.79%
\$400,000	\$1,207.44	\$1,324.95	\$54.41	\$117.51	9.73%
\$600,000	\$1,655.46	\$1,831.30	\$81.61	\$175.84	10.62%
\$800,000	\$2,103.47	\$2,337.66	\$108.82	\$234.18	11.13%
\$1,000,000	\$2,551.49	\$2,844.01	\$136.02	\$292.52	11.46%
\$1,500,000	\$3,671.53	\$4,109.90	\$204.03	\$438.37	11.94%
\$2,000,000	\$4,791.57	\$5,375.78	\$272.04	\$584.21	12.19%
\$3,000,000	\$7,031.65	\$7,907.55	\$408.06	\$875.90	12.46%
\$5,000,000	\$11,581.81	\$12,071.09	\$680.10	\$1,459.28	12.68%

- 3.10 Farm capital values may appear high but farms have to use a lot of land to be economically viable and their values can also be influenced by amenity values (e.g., views) and subdivision potential neither of which relate to the business of the farm.

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- 3.11 By contrast a typical urban residence (average capital value of \$508,000) will pay around \$210 each year for land drainage and will have a much higher level of service and benefit from land drainage (both stormwater and flood protection).
- 3.12 NCFF is concerned with a number of shortcomings with the process for this proposal.
- 3.13 Firstly, the consultation document did not discuss any alternative approaches making the proposal appear a foregone conclusion. However, we understand the Council actually considered three alternatives in addition to the proposal. The first was to set the land drainage rate on properties receiving a land drainage service (those within a specified distance of certain land drainage assets), the second was the status quo, and the third would remove the targeted rate and fund land drainage through the general rate. Any of these options would be fairer than the LTP's proposal. They should all have been included in the consultation document.
- 3.14 Secondly, a map showing historically serviced and historically unserved properties was not included in the consultation paper, the draft LTP's Funding Impact Statement, or in a letter to affected property owners. We acknowledge a GIS map was able to be viewed on the Council's website and we were advised it would have been difficult to reproduce it in these documents. However, many remote rural ratepayers do not have good internet connectivity so this was not a good option for them.
- 3.15 Thirdly, the 30 March 2021 letter to property owners (in many cases not received until after Easter) came very late in the piece and we are concerned that many farmers only very recently become aware of the proposal and were unable to make submissions in the limited time available. The letter did not include key information that would have focused the minds of property owners, including the rates impact.
- 3.16 Fourthly, there was no attempt that we are aware of to engage with interested parties (including Federated Farmers and community groups) prior to the LTP consultation commencing. Most councils do not make these sorts of proposals without first undertaking funding and rating reviews, providing opportunities for formal and informal engagement with stakeholders and their communities. These can help shape and refine proposals at an earlier stage, making for better and more enduring changes.
- 3.17 Overall, we are very disappointed with the process and we expected better.
- 3.18 In terms of solutions, NCFF's strong preference is for the status quo, followed by the alternative of an extension of the land drainage rate to properties receiving a service. Given the gross unfairness of a rate applying across the whole area of the city, we also ask the Council to review whether undifferentiated capital value is an at all fair and equitable way to apply the rate. We strongly submit that it is not. A uniform annual charge would be fairest if all ratepayers are deemed to benefit or at the very least a differentiated capital value rate which would substantially reduce the grossly unfair amounts remote rural ratepayers will have to bear.
- 3.19 **Recommendation: North Canterbury Federated Farmers recommends the Council not apply the land drainage targeted rate across the whole City and either retain the status quo or extend it only to those properties receiving a land drainage service.**
- 3.20 **Recommendation: North Canterbury Federated Farmers recommends the Council reject undifferentiated capital value and consider alternative rating bases for the land drainage targeted rate (e.g., a uniform annual charge or a significantly differentiated capital value rate).**

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Remote Rural Properties

- 3.21 NCFF supports the proposed change in definition of remote rural property to address a problem where the Council's wastewater network passes close to a corner of a large rural property and so excludes a small number of properties that would otherwise qualify for the remote rural differential.

Heritage and Arts Centre Targeted Rates

- 3.22 Although NCFF supports the transparency of proposed targeted rates for heritage and for the Arts Centre Te Matatiki Toi Ora, and although the amounts involved are small (collecting \$86,000 and \$230,000 respectively), we do not think it fair for either of these to be calculated on the basis of capital value, especially if it is undifferentiated.
- 3.23 These targeted rates should be uniform annual charges, just as is the case for the Cathedral targeted rate. While acknowledging concerns about equity, we strongly believe that undifferentiated capital value rates for these two targeted rates will not be at all equitable for remote rural properties. At the very least the rates should have the existing 0.75 remote rural differential applied.
- 3.24 **Recommendation: North Canterbury Federated Farmers recommends the Council uses a uniform annual charge for the heritage targeted rate, or at the very least apply a remote rural differential to any capital value rate.**
- 3.25 **Recommendation: North Canterbury Federated Farmers recommends the Council uses a uniform annual charge for the Arts Centre Te Matatiki Toi Ora targeted rate, or at the very least apply the remote rural differential to any capital value rate.**

Other Rating Policy Changes

- 3.26 As stated in our submission to last year's draft annual plan, NCFF supports the proposal to apply an excess water targeted rate for households which use significantly more water than the average household. We have no opinion on the proposed Central City Business Association targeted rate, the potential future rate for vacant sites in the central city, or the minor changes proposed to the Revenue and Financing Policy and Rates Remission Policy.

4. OPERATIONAL COSTS

- 4.1 NCFF supports the Council's focus on doing the basics better, including on the day-to-day services provided by the Council. With operational spending forecast to be \$6.4 billion over the coming decade it is crucial that all areas of operational spending are continually reviewed to ensure it delivers strong value for money and is appropriately phased, controlled, and directed to maximise its benefits. Fiscal discipline is also important for reducing the need for large rates increases.

5. CAPITAL PROGRAMME

- 5.1 Similarly, NCFF supports the Council's high priority for capital investment in roads and the three waters. As with operational spending, it is important that the \$5.7 billion forecast to be invested over the coming decade is prioritised and planned so that it

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delivers strong value for money. We agree with the Council's endeavours to maximise external funding.

6. CLIMATE CHANGE

- 6.1 NCFF agrees with the need for action on climate change and we support the approach of the Council in its climate change response set out on pages 14-15 of the consultation document. Mostly they are actions we consider appropriate for local government, such as addressing the Council's own greenhouse emissions and working on adaptation planning and initiatives.

7. ABOUT NORTH CANTERBURY FEDERATED FARMERS

- 7.1 North Canterbury Federated Farmers is a voluntary, member-based organisation that represents farming and other rural businesses. It is one of 24 provinces that comprise Federated Farmers of New Zealand, which has a long and proud history of representing the needs and interests of New Zealand farmers.
- 7.2 The Federation aims to add value to its members' farming businesses. Our key strategic outcomes include the need for New Zealand to provide an economic and social environment within which:
- Our members may operate their business in a fair and flexible commercial environment;
 - Our members' families and their staff have access to services essential to the needs of the rural community; and
 - Our members adopt responsible management and environmental practices.

ENDS

From: Hamish & Annabel Craw [REDACTED]
Sent: Friday, 16 April 2021 12:47 PM
To: CCC Plan
Subject: CHRISTCHURCH CITY COUNCIL - Submission

1306

SUBMISSION TO CHRISTCHURCH CITY COUNCIL
2021-31 LONG-TERM PLAN CONSULTATION
18 April 2021

Name: Annabel Craw
[REDACTED]
[REDACTED]
[REDACTED]

This is my submission on Christchurch City Council's Long Term Plan consultation.

I farm at [REDACTED] We farm 3500 stock units of sheep and beef cattle and carry out significant biodiversity restoration through fencing, native planting and regenerative farming methods to ensure we are improving our land and water resources.

Our farming business currently pays \$10840.17 to Christchurch City Council as well as \$2771.05 to Environment Canterbury per annum in rates.

My submission will focus on the proposed extension of the land drainage targeted rate to all properties, including those that are historically unserved by the Council's land drainage infrastructure.

I am shocked at this proposal which has come out of the blue with no prior consultation or engagement and only belated notice through a letter of 30 March 2021 which was misleading in the extend of the rates increase. We have worked out that we will pay \$612.136 in 2021/22 and this will increase to \$1,836.41 in 2023/24. This alone contributes a rate increase of 16.94% and does not take into consideration the additional rates increases which the council is proposing. How anyone could describe this as a 'fairer' approach is beyond my comprehension.

This rate is for a service we do not receive or benefit from. The cost is oppressive for my farm and fails to recognise the work that we do as a landowner on my property to manage excess water. Mostly water from farms drains into wetlands, streams, rivers, and the sea rather than to any council land drainage infrastructure. I am responsible for managing my waterways, drains, and wetlands to standards set out by rules for freshwater management and rules that will be coming on indigenous biodiversity. This includes considerable spending on fencing, riparian planting, sediment management, and stock exclusion all of which I am expected to meet at my own cost.

This proposal should not proceed. Please think again before approving this recommendation.

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

Yours sincerely

Annabel Craw
[REDACTED]

Item 3

Attachment B

From: Hamish & Annabel Craw [REDACTED]
Sent: Friday, 16 April 2021 12:43 PM
To: CCC Plan
Subject: SUBMISSION TO CHRISTCHURCH CITY COUNCIL

1227

Categories: Submission

SUBMISSION TO CHRISTCHURCH CITY COUNCIL
2021-31 LONG-TERM PLAN CONSULTATION
18 April 2021

Name: Hamish Craw
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

This is my submission on Christchurch City Council's Long Term Plan consultation.

I farm at [REDACTED] and my family has farmed here for six generations. I farm 3500 stock units of sheep and beef cattle and carry out significant biodiversity restoration through fencing, native planting and regenerative farming methods.

Currently I pay \$10840.17 to Christchurch City Council as well as \$2771.05 to Environment Canterbury.

My submission will focus on the proposed extension of the land drainage targeted rate to all properties, including those that are historically unserved by the Council's land drainage infrastructure.

I am shocked at this proposal which has come out of the blue with no prior consultation or engagement and only belated notice through a letter of 30 March 2021. I have worked out that I will pay \$612.136 in 2021/22 and this will increase to \$1,836.41 in 2023/24. This alone **contributes a rate increase of 16.94%** and does not take into consideration the additional rates increases which the council is proposing. How anyone could describe this as a 'fairer' approach is beyond my comprehension.

This rate is for a service I do not receive or benefit from. The cost is oppressive for my farm and fails to recognise the work that I do as a landowner on my property to manage excess water. Mostly water from farms drains into wetlands, streams, rivers, and the sea rather than to any council land drainage infrastructure. I am responsible for managing my waterways, drains, and wetlands to standards set out by rules for freshwater management and rules that will be coming on indigenous biodiversity. This includes considerable spending on fencing, riparian planting, sediment management, and stock exclusion all of which I am expected to meet at my own cost.

This proposal should not proceed. Please think again before approving this recommendation.

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

Yours sincerely

Hamish Craw
[REDACTED]

Item 3

Attachment B

From: Pam [REDACTED]
Sent: Sunday, 18 April 2021 9:03 AM
To: CCC Plan; Richardson, Pam (Private)
Subject: Emailing: CCC submission 2021
Attachments: CCC submission 2021.docx

1786

Good morning . Please find attached submission to the Draft Long-term Plan 2021/31. Could I please be considered along with [REDACTED] who is also submitting on Pigeon Bay Erosion.

Kind regards Pam Richardson [REDACTED]

Your message is ready to be sent with the following file or link attachments:

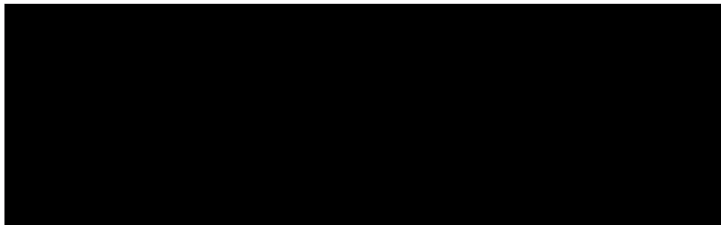
CCC submission 2021

Note: To protect against computer viruses, email programs may prevent you from sending or receiving certain types of file attachments. Check your email security settings to determine how attachments are handled.

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Submission to the Draft CCC Long term Plan 2021/31

Pam Richardson



I wish to be heard.

Thank you for the opportunity to make a submission to the Draft Long Term Plan 2021-2031

I acknowledge the challenges of developing a Long-term Plan for the next ten years following several major disasters and with the loss of significant funding from the Council owned Companies and businesses continuing to deal with the disruptions including financial issues.

I own along with



is a small steep catchment draining from the crater rim - Mt Sinclair to the Pigeon Bay Harbour. A shingle road provides access to our property and we are 82kms from the city, a 90-minute drive.

I want to submit on

1. The Targeted Land Drainage rate.

We were made aware that there was a new rate being proposed in the consultation document released for submission 12th March. There was little more than a couple of paragraphs outlining the changes. **This was followed by a letter to landowners dated 30th March, but we did not receive until after Easter 5th April.**

This proposed rate is unfair - you cannot compare our rural environment with the city environment regarding collection and disposal of stormwater and flood protection. It is explained that the rate is being 'smoothed' across the whole Christchurch City and Banks Peninsula and that we all benefit from a well-drained district.

This is of no benefit to us when we have heavy rainfall events and floods. It appears that one of the reasons is to provide better access around the city - in fact, we stay home and do not travel. We protect our own property and, in some cases, assist during storm events to protect some of the

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council infrastructure remove blockages in culverts remove fallen trees etc. to keep our roading networks open. Our property is also a natural swale.

We disagree with the Land Drainage proposal to charge the full 0.0001 cents on CV and implement this rate over 3 years - 33% yr 1, 67% yr 2 and full proposed rate 100% at yr 3.

We need to see other types of rating being considered e.g. Value Based rating. I have seen Value Based rating describing the types of rates and the General Rate Rural Differential is a good example. As remote rural property owners we do not have the same access to or services as is provided in the city that are funded through the general rate e.g., swimming pools, walkways, sealed roads, and footpaths etc.

There are other examples of rates where we receive a lesser service at a reduced rate e.g., the Waste Disposal Rate - skips at a central location in Pigeon Bay. We have no bins and there is no roadside collection.

We also have fixed targeted rates - the cycle way rate, the Anglican Cathedral and the rate collected on behalf of the Akaroa Health Hub.

The process – the engagement process on this proposed change has not been thought through and should have been done a lot better.

It is unclear if the Banks Peninsula Community Board was aware of the implications of the proposed change. I would have thought that there should have been a special briefing seeing the rating impacts are considerable and covers a wide area - maybe 90,000 ha.

I would have also expected North Canterbury Federated Farmers – of which I am a member, to have been approached - our policy team have been involved for many years with making submissions to the Annul Plan and Long-term Plan and have constantly offered assistance. The Council in some areas is very transparent and prepared to accept feedback for consideration – recently North Canterbury Federated Farmers and affected property owners were involved in pre -consultation with the CCC District plan matters.

The City Council belatedly written letter to affected property owners informing us of the proposal and two alternative options did not provide any information on the rates impact of the change - targeted rate of 0.00013602 cents per dollar of capital value.

The consultation document and letter to landowners did not include a map showing the affected properties. It relied on a GIS map available through the Council's website – this is not useful for many remote rural people who do not have great internet connectivity.

The consultation document only included the City Council's preferred option and did not raise alternative options. The letter provided two options.

2. The Closure of the Akaroa Service Centre

This is another poorly thought through process and I am incredibly surprised at the lack of consultation with the Banks Peninsula Community Board.

Having a Christchurch City Council presence in Akaroa is important and is more than a place for council transactions.

The community needs to be given the opportunity of working together to find an appropriate outcome with the Council a part of a Community Hub concept.

3. Akaroa Wastewater disposal to land

I note that there is proposed programmes to address infiltration and the renewal of old pipework pipe work.

It is vital that this work programme is a total fix to ensure that the treatment plant and land disposal can be designed and reduced to an acceptable level to ensure that there are lesser impacts on the properties associated with this project. The final design of the scheme needs to be based on accurate figures.

The Christchurch City Council has a responsibility to ensure that the receiving community issues are reduced, and that this community is respected with understanding and respect throughout the process.

4. Reclaimed Water and water reuse

This proposal has become even more important following the experience and climatic conditions this summer. **It is urgent that Council and the community work together.** Maybe as result of the severe water restrictions this summer the community will understand that there is no more water available and that other options need to be considered.

This will assist in making reuse more acceptable. Everyone needs to look at how they are using the water and the option to use water in different ways will be become more mainstream.

5. The Akaroa Drinking Water Supply

It is of real concern at what has happened this summer season with the drinking water supply in Akaroa and Takamatua. Urgent planning is required to reduce the use of water and increase storage facilities including on individual properties.

I would suggest that a full review of the district planning rules be undertaken. That there is considerably more education re reducing the use of treated water. The issue is serious, and the community must be part of the solution.

6. Repairs to our Pigeon Bay Bridge and seawalls.

The tidal impacts along the Pigeon Bay foreshore are considerable and we can see the changes year on year. Over 10 years ago the community planted an area along the foreshore to slow down the process. Yes, we knew that it 'was useless' but it has shown the community the rapid rate at which it is eroding away.

There are also some incredibly old, constructed seawalls in Pigeon Bay and in fact a wall is being repaired right at this time – concrete is being poured into holes along the front of the seawall.

There needs to be work, to slow down / prevent the current erosion year on year along this foreshore. It is creeping towards the roadway. We hear the reply to requests to do something about it that 'we have to wait until we have a major issue'.

The coastal edge both to the left and the right at the bridge intersection in Pigeon Bay is eroding away year on year.

The Holmes Bay Port Levy road provides access to the CCC skips - for waste collection and recycling and is the collection point used by the Pigeon Bay community.

It is the only access road from Pigeon Bay to Holmes Bay providing access in and out for 22 residences.

The road continues on over a narrow single lane shingle road to Port Levy. This road following blockages - serious motor vehicle accidents, flooding in the Little River area, slips, fallen trees, vegetation fires etc. on SH 75 provides an alternative route through to the Lyttleton Harbour roading network and into Christchurch.

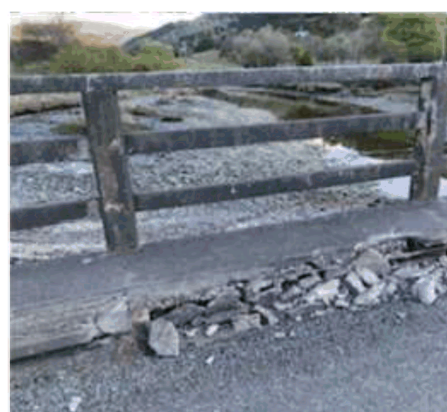


Figure 1/ 2The Pigeon Bay Bridge - damaged by vehicles

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Figure 2/3 Along the foreshore the bank eroding adjacent to the road



Figure 3 Pigeon Bay War Memorial adjacent to the coast

Inundation and erosion are clearly identified issues in the photographs.

It is not acceptable to wait until we have no road access.

I request that our community be given the opportunity to discuss the matter with the Christchurch City Council - to explore options and opportunities to resolve the situation.

An accolade.

I just want to close with our communities' thanks for the support Council staff including the Parks team, Community Board Staff, Facilities team provide to the Reserve Management Committee and the Pigeon Bay Hall Committee. Using our local community skills and along with council support we have achieved so much.

2075

Te Mahere Rautaki Kaurera - Our Draft Long Term Plan 2021-31

Attachment B Item 3

Submitter Details

Submission Date: 18/04/2021

First name: Anouk Last name: Minnaar

Your role in the organisation:

Would you like to present your submission in person at a hearing? (if yes, you must provide a contact phone number)

☒ Yes

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

Additional requirements for hearing:

Feedback

1.1 Have we got the game plan right?

Yes, overall it's good.

1.2 Rates

It's a realistic increase.

1.3 Proposed changes to existing rates, and new targeted rates

Yes, I like the changes overall. Although I would like to see a more user pays model for water use. This is a lot easier to enforce and monitor. I feel this is also less likely to invite fraudulent activities to avoid charges.

1.4 Investing in upgrading and protecting our city's water networks

Yes, I think this is totally necessary. I would like to see more integration/cooperation with eCan to get to a more sustainable solution for the future. This entails the wider Christchurch area and more communities need to be involved and take responsibility.

1.5 Investing in our transport infrastructure

I totally support any changes in the transport network that encourage users to use alternative transport options that lead to less carbon emissions and healthier lifestyles.

The Council should continue expanding the Mayor Cycle Routes with the financial help of Waka Kotahi. Please don't go down the path of Wellington with requesting another report on Copenhagen. Just do it! We have a better landscape even as we have less waterways than Copenhagen. It has been proven in many European and North American cities that the Council needs to lead the way in this process. There will always be opposition to change but we have to look outside the framework of how to get faster from A to B by car. We need to look at the environmental and health impact too. Health impact includes physical and mental health.

2075

It is also great to look at multimodal solutions as fast and convenient trips don't always consist of 1 type of transport solution.

1.7 Our facilities

I agree with closing the Riccarton Road Bus Lounge but I hope it will be replaced with weatherproof and vandalism proof shelters.

1.9 Funding for the Arts Centre Te Matatiki Toi Ora

Yes

Comments

1.10 Funding for base isolation of the Robert McDougall Art Gallery

No

Comments

I'd rather see a new building to showcase the collection for that amount of money.

Attached Documents

File

No records to display.

1092

Te Mahere Rautaki Kaurera - Our Draft Long Term Plan 2021-31

Attachment B Item 3

Submitter Details

Submission Date: 15/04/2021

First name: Barbara Last name: Stewart

Your role in the organisation:

Would you like to present your submission in person at a hearing? (if yes, you must provide a contact phone number)

☒ Yes

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

Additional requirements for hearing:

Feedback

1.1 Have we got the game plan right?

Overall, I believe the balance of the plan to be reasonable.

1.2 Rates

I believe the rate increase to be reasonable. The challenge will be in forward years to keep the proposed rates increase as noted.

1.4 Investing in upgrading and protecting our city's water networks

I totally support the Council in its challenge to continue to supply safe drinking water without residual chlorine.

Styx River - Lower Styx River. The maintenance of this area is disgraceful. I am not asking for development, but rather frequent maintenance of fallen trees and the overall upkeep of the channel of the water.

1.5 Investing in our transport infrastructure

Cars and the City. One size of ruling does not fit everyone. Many drive their cars to work where it can be parked most of the day, however a women's life holds many different responsibilities and to deliver and pick up children, elderly parents, to fulfil family appointments, go to school family events and much more, requires a car to get to all these multiple needs. We should consider making all of this easy, not more difficult as the debate on car use frequently fails to consider.

1.7 Our facilities

In the Council Long Term Plan, the words "Council policy and demonstrated need" is often not the same in many cases. The attitude of Council would have to be seen as openly fair and reasonable given the individual plan.

Taking the Wharenui pool as an example and in consideration that this will be closed in the future because of the City building a major central swimming pool, lies a problem where the local, as in local schools, swimming

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clubs, residents, have long used this pool. Many of them will greatly resent having to be forced now to go a distance and cope with all the riggers of a larger pool area. So where the Council sees its policy and finances as lessening the costs, the demonstrated need and enjoyment of this pool says exactly the opposite. There in lies a problem, not just for local swimming pools, but for other services, such as service centres and libraries. These can be the core of need in the local area, but in trying to save funds, both in operational and capital expenditure an important part of the heart of the local area is cast away. I believe more than ever that we have to do all the City can to preserve local facilities.

1.8 Our heritage, foreshore and parks

I believe heritage, foreshore and parks to be critical to the quality of life of the City and would support an increase of expenditure in the future.

1.9 Funding for the Arts Centre Te Matatiki Toi Ora

Yes

Comments

If ever there was a 'shovel ready' project for the Government to support as well as the Council, the Arts Centre Te Matatiki Toi Ora is a treasure, not just for our City, but for all of New Zealand. The City has lost several major architectural jewels for lack of support and financial help. The work already done on the Arts Centre has been of a very high quality and the sooner it is completed the better.

1.10 Funding for base isolation of the Robert McDougall Art Gallery

Yes

Comments

Once the base isolation is completed, the Robert McDougall Art Gallery will finally be able to be restored again and take its place in the overall arts precinct of inner Christchurch. It may be its purpose will no longer be solely for art, I hope that it will be a purpose which will constantly bring it into the heart of the exciting overall arts precinct area beside the newly restored Museum.

1.11 Potential disposal of surplus Council-owned properties

I support the potential rates for vacant sites in the City. Just consider how many years a vacant site alongside South Hagley Park, Deans Avenue, has stood still and in an appalling state of neglect.

1.12 Any other comments:

Trees - Over all the City. I support the planting of trees for the future beauty of the City, both native trees and introduced species trees, not just concentrating on the Otakaro Avon River project. In our largely flat city, it is the trees alone which give to streets and parks a sense of an umbrella of beauty. They will need forward thinking placement in order to survive criticism as they grow taller and face neighbours complaints.

As a citizen of Christchurch interested in every aspect of Council work, I have noted over the last few years how newspaper news has almost disappeared. Some of us still read the newspaper as our main source of information. Can we please be better informed.

Attached Documents

File

No records to display.

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Te Mahere Rautaki Kaurera - Our Draft Long Term Plan 2021-31

Submitter Details

Submission Date: 01/04/2021

First name: Brian Last name: Lodge

Your role in the organisation:

Would you like to present your submission in person at a hearing? (if yes, you must provide a contact phone number)

☒ Yes

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

Additional requirements for hearing:

Feedback

1.1 Have we got the game plan right?

Re Port Hills Reserve: Future Management Requirements Policy.

In the above policy document you mention (5) fire prevention and control,....

(10) That management plans for Port Hills reserves take full account of adjoining properties and their possible impact on the reserve..... fire hazards....

As I live on our eastern boundary is against the Urumau Reserve. There is already a CCC reserve plan that shows a clearly delineated fire buffer that runs along the boundary line of properties from by the Timeball station along the back of residences in Gilmore Tce, Foster Tce through to Reserve Tce. Despite numerous conversations with the Urumau Reserves committee about the creating / maintaining of a fire buffer little has been done to remove the large amount of combustible gorse and long grass that is not many metres from the rear property boundary lines. Most of the residents who back onto the Reserve are very concerned about the fire risk and would like to see a clearly defined fire buffer created and maintained.

In view of the recent court decision re The 2017 Port Hills Fire I would suggest that a similar situation would arise if a fire on the reserve was to cause damage to properties and a clearly defined fire buffer was not created and maintained. At the present time the management of the Reserve are more concerned with planting and maintaining Native plants and allowing gorse and grass to stay so they can plant natives amongst them.

Attached Documents

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File
No records to display.

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Te Mahere Rautaki Kaurera - Our Draft Long Term Plan 2021-31

Attachment B Item 3

Submitter Details

Submission Date: 18/04/2021

First name: Chris Last name: Doudney

Your role in the organisation:

Would you like to present your submission in person at a hearing? (if yes, you must provide a contact phone number)

☒ Yes

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

Additional requirements for hearing:

Feedback

1.1 Have we got the game plan right?

1. The Climate Emergency requires a much more forceful response by the City to the cessation of fossil fuel use.

2. Phase out gas appliances, by substituting electric.

3. Subsidise via loans the installation of solar panels on residential and industrial roofs, and provide the impetus for improved network infrastructure to maximise the benefit of power generated to property owners and tenants.

1.2 Rates

Rate increase OK

1.3 Proposed changes to existing rates, and new targeted rates

proposed rates changes OK

1.4 Investing in upgrading and protecting our city's water networks

Water spend OK.

1.5 Investing in our transport infrastructure

1. Invest urgently in public EV charging facilities

2. Prioritise adoption of EVs; eg free parking for EVs, buy EV buses.

3. Reduce spend on roads

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1.6 Rubbish, recycling and organics
Waste management plan OK

1.7 Our facilities

1. Retain existing levels of service.
2. Retain all public transport services, eg bus lounges (or provide alternatives)

1.8 Our heritage, foreshore and parks

1. Provide a route for the 360pathway that does not pass through the Estuary bird sanctuary
2. The current long term plan provides for implementation of the Redcliffs Village Centre plan in 2021 - 2023. The project is not mentioned in the proposed Long Term Plan - What has happened to it?
3. The current work on the Coastal Pathway includes a 40kph speed limit in Moncks Bay. The Redcliffs Residents Association has requested that this be extended to include Main Road between the Causeway and the Village Centre, as is in force in Woolston and Sumner. The RRA was told it would be part of the Village Centre project, but as noted in item 2 above, this seems to have disappeared. The RRA therefore requests that the 40kph limit in the Village be implemented as part of the current Coastal Pathway project.

1.9 Funding for the Arts Centre Te Matatiki Toi Ora
Yes
Comments
The Council must support the Arts Centre.

1.10 Funding for base isolation of the Robert McDougall Art Gallery
No
Comments

1. Repair the Robert McDougall Art Gallery to enable it to safely re-open as an adjunct Christchurch City Art Gallery in the Park. (NOT part of the Canterbury Museum).
2. Rescind, (if signed by the museum), the agreement to give our gallery to the Museum.
3. No need for base isolation for suitable exhibitions of art works.

1.11 Potential disposal of surplus Council-owned properties

1. Keep heritage buildings and re-purpose them.
2. Do NOT dispose of Church Bay vacant land zoned residential prior to full consultation with Christchurch residents and full development scenarios of potential options and effects, including school expansion and enhanced public transportation to the City centre. This needs to be considered as a District Plan Change in view of the major transformation of Church Bay.

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1.12 Any other comments:

1. The City must work toward its sustainability goals. Much less outward expansion, much more medium rise density within the 4 Avenues and within existing urban hubs, driven by planning constraints as carrot and stick strategies.

2. The free central city electric shuttle bus service should be re-instated immediately.

3. Passenger rail services between Rolleston, Rangiora, Lyttelton and the City Centre should be implemented urgently.

4. The City should abandon new airport proposals (such as Tarras).

The City should encourage reinstatement of the Lyttelton/Wellington overnight passenger ferry service.

Attached Documents

File
No records to display.

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Te Mahere Rautaki Kaurera - Our Draft Long Term Plan 2021-31

Attachment B Item 3

Submitter Details

Submission Date: 18/04/2021

First name: Christina Last name: Stachurski

Your role in the organisation:

Would you like to present your submission in person at a hearing? (if yes, you must provide a contact phone number)

☒ Yes

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

Additional requirements for hearing:

Feedback

1.7 Our facilities

Please keep the libraries and the Art Gallery funded and open as they are at present.

Many people need to engage with the arts for their mental health, so cutting services in this area will have a negative effect.

For the same reason, please fund the Arts Centre to the level it needs to open all the building to artists and visitors.

The funding required to achieve the above is a small amount in the context of the total budget, but would have massive benefits.

1.9 Funding for the Arts Centre Te Matatiki Toi Ora

Yes

Comments

1.10 Funding for base isolation of the Robert McDougall Art Gallery

No

Comments

The Robert McDougall Art Gallery was gifted to the city for the purpose of housing and showing art.

Legally, it cannot be annexed by the Museum.

I would support the use of Council funds to bring the Robert McDougall Art Gallery up to code if the Gallery was an annex

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of the City Art Gallery.

1.11 Potential disposal of surplus Council-owned properties

If the Council must sell Coronation Hall, please let it be with a caveat that it must be purchased by a community group and NOT by a developer. Thanks.

Attached Documents

File
No records to display.

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Te Mahere Rautaki Kaurera - Our Draft Long Term Plan 2021-31

Attachment B Item 3

Submitter Details

Submission Date: 08/04/2021

First name: Zach Last name: Hitchcock

Your role in the organisation:

Would you like to present your submission in person at a hearing? (if yes, you must provide a contact phone number)

☒ Yes

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

Additional requirements for hearing:

Feedback

1.8 Our heritage, foreshore and parks

From reading the long term plan, unfortunately there does not appear to be money allocated for improvements to the Pigeon Bay sea wall and surrounding waterfront area to prevent coastal erosion.

I have included a photo showing coastal erosion at the intersection of Pigeon Bay Rd and Holmes Bay Rd at Pigeon Bay. As can be seen from the photo, the erosion is getting very close to impacting Holmes Bay Rd. While the resident population in Pigeon Bay is low, this road is an important access road, providing an alternative road to Port Levy, and servicing a number of properties and farms. This road and wider Pigeon Bay in general is a popular destination for cyclists, walkers, runners, motor cyclists. With a camp ground, yacht club, community hall and a number of other historic buildings, there is a surprising amount of traffic and activity in the area, particularly in weekends.

By allocating a relatively small amount of money targeted to fix the worst aspects of coastal erosion in Pigeon Bay, the coastal erosion can be halted before it causes much larger and expensive issues - for example washing out the start of Holmes Bay Road.

This submission requests that money is allocated to place boulders or a similar coastal erosion prevention option within the Marine Seawall Planned Renewals project. If money is not allocated in this long term plan, then as can be seen in the photo, within 10 years time, the erosion at Pigeon Bay will be much worse and will cost significantly more to repair.

Also, it is worth noting that \$693,439 has been allocated for the Head to Head Governors Bay to Allandale Seawall Renewals. This seems to be a particularly high cost to protect a walking track. As outlined above, the coastal erosion at Pigeon Bay threatens to impact an alternative route to Port Levy and a service road to a number of houses and farms. Surely this is a higher priority than protecting a walking track.

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Attached Documents

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Attachment B Item 3

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Te Mahere Rautaki Kaurera - Our Draft Long Term Plan 2021-31

Attachment B Item 3

Submitter Details

Submission Date: 14/04/2021

First name: Craig Last name: Hastie

Your role in the organisation:

Would you like to present your submission in person at a hearing? (if yes, you must provide a contact phone number)

☒ Yes

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

Additional requirements for hearing:

Feedback

1.1 Have we got the game plan right?

No rates are too high and the proposed increases are ridiculous in view of the current and likely future economic climate.

1.2 Rates

Far, far too high.

Savings can easily be made but the decisions might be unpopular with some. However, Councillors need to put aside their personal feelings and act in the best interest of all ratepayers. In my opinion, Councillors all too often simply side with the Council staff as an easy option.

Areas that can easily be considered for short and long term cost savings are -

- Councillors salaries.
- Staff salaries.
- Arts.
- Public displays, e.g. fireworks, Buskers festival etc.
- Large scale public works - e.g. Akaroa wastewater scheme.
- New mixed use stadium.

In support of salary reductions I submit that you need to consider that neither Councillors nor Council staff have

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any practical responsibility for any matter under the control of the Council. This should be compared with, say self-employed/small business where the owners personally carry the cost of any and all expenditure. For example, consider a personal grievance claim - in the case of the self-employed the cost directly reduces the owners income but, in the case of the Council, would the CEO's salary be immediately reduced? What about a health and safety claim or any cost overrun? So where is the personal responsibility? So how can such high salaries be justified? I say that they cannot. A long term plan to reduce salaries would have a very significant effect on rates.

The new stadium is, it has been stated publicly, forecast to run at an annual loss of \$6m to \$14m and this does not even allow for any capital works/replacement. Why should ratepayers be expected to incur this ongoing loss? Clearly events are to be undercharged for hire of the stadium. This is an example of a project that should only be allowed to proceed if it can at least cover its running costs.

1.3 Proposed changes to existing rates, and new targeted rates
No - see above.

1.4 Investing in upgrading and protecting our city's water networks
So what has happened to all the money raised in the past by rates for these purposes? Why do you have no reserves and why has the infrastructure been allowed to deteriorate to this extent? What guarantees can you give that any money raised in the future will not be equally squandered?

1.7 Our facilities

See above re new stadium.

What is the loss that the conference centre is proposed to run at? Doubtless a substantial loss and, hence, further drain on rates.

Other facilities should generally be shown to be at least breakeven on operating costs.

1.9 Funding for the Arts Centre Te Matatiki Toi Ora

No

Comments

Far too expensive - ratepayers cannot afford this type of extravagant expenditure. It should not be considered until such time as the basic infrastructure is up to standard.

1.12 Any other comments:

Recently a Councillor was quoted in the local paper as saying that Councillors generally ignore submissions made and so there is little point in making them. It is my experience that, sadly, this is very true. My experience is that Councillors generally lack the courage to stand up to staff and simply "rubber stamp" staff proposals. So I ask that, for once, you say no to the staff recommendations and reduce the budgets to what is absolutely necessary expenditure only and give ratepayers a break from ever increasing rates.

Attached Documents

File

No records to display.

1948

Christchurch City Council Long Term Plan

Submission

Dot (Dorothy) Lovell Smith

I am submitting as an individual

I would like to present my submission in person

Action on Climate Change

I fully support all measures to combat climate change, but the changes need to happen faster to bring about a carbon neutral Christchurch more quickly.

Rates

I support the rates rise of 5% for 2021-2022

I support a higher targeted rate on unoccupied land in the city. A lot of this vacant land is being land banked by speculators, who are waiting for the value of residential sections to rise further. I do not support the owners of vacant lots being given support by the council, ie public money, to help them develop their private land. They should be asked to make the land available for affordable housing right now.

There have been various community initiated schemes for building housing communities that meet the highest standards of attractive green design and sustainability, would support families that include both the elderly and the young, would provide safe and healthy living conditions with a balance of high density living and green recreational space in the inner city. These schemes have not been offered support by the council, but you are now proposing to support developers who would no doubt continue to build

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boxes, crammed together and then charge exorbitant prices for them, like the housing on the corners of Colombo, Gasson and Brougham Sts.

In the near future people living in the communities close to the sea will be forced to retreat from rising sea levels. The council should think ahead and purchase vacant land within the city area, and make it available to community housing schemes. A council with vision would help them plan for a future where the sense of community that residents of Brighton, value so much, can be rebuilt in a safer environment.

I do not support the introduction of a specific targeted excess water rate. Many people support such a rate saying it will teach people the real value of water and stop them wasting it by watering their lawns and driveways.

I am a person whose water use could come into the excess water category, and I understand exactly the value of the water I use.

I am lucky enough to own . Hei Hei is built on the old Waimakariri river bed and the soil is patchy, with banks of river boulders shingle and sand, interspersed with patches of a deep loam. Being very concerned about climate change, I have, since I brought the property in 1990, planted many native trees, shrubs and tussock grasses as well as fruit trees and an extensive vegetable garden. This garden supported me and my son when I lived on the DPP and continues to support me as a pensioner. I give surplus food to friends, relatives, the local Salvation army Food Bank and the Community Pantry.

It supports my physical and my mental health. Last year I won an award in the *Edible and sustainable garden* competition.

Despite years of building up the soil with manure and mulch my gardens free draining soil still needs a lot of water to keep plants healthy and growing. Only the worst weeds like convolvulus and the prickliest rose thorns go into my green bin, everything else is used as mulch under my shrubs and in the garden.

My lawn is left to dry out and when I can I extend the tussock areas as their longer roots capture more carbon and survive the hot dry periods better than lawn grasses.

Over the last 3 years I have realised that areas of my garden are becoming excessively dry and dusty. Insect life and the soils bio-organisms are dying out. I provide water daily for birds, bees and other insects. I have used water captured in my kitchen sink, my bathroom shower and washbasin to supplement water from my hose. I am already worried that my little healthy,

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biodiverse, ecosystem is not getting enough water and I hate to think that water charges could force me to cut back on the essential watering I do.

There are 100's of gardeners like me through out the city. We provide carbon sinks of trees and and biodiversity that should be valued. Some gardeners focus on beautiful colourful flower beds and flowering shrubs providing enjoyment for viewers, while others pride themselves on their veges. We all know the value of water.

Christchurch is built on a wide range of soil types. Those gardening in ancient swamp or on deep loam do not need as much added hose water as do those of us who garden in lighter sandy soils. Rain fall across the city is also variable. I often stare across at a rain cloud mistily watering parts of the Port Hills knowing that no rain will fall on my wee section. At present there is no discussion as to whether those of us who live in the dry areas, which seem to coincide with low income areas, will be able to apply for some sort of water rates concession.

The proposed excess water charges do not take into account the value that gardeners add to the city environment. They will penalise those of us who work hard to combat climate change and preserve biodiversity through supporting green growth.

There are other things the city council could do to limit water use and encourage people to value water with out introducing excess water charges.

Eg.

- Fix leaking pipes on Council land more quickly.
- Support land owners to find and fix leaking water pipes on private land. (eg Using springer spaniels to find leaks quickly)
- Encourage householders to stop mowing and watering lawns and berms. Wild long grasses hold more water in the soil and are great insect sanctuaries
- Encourage and support the planting of many more tussocks and native shrubs.
- Talk personally to those whose water use is really excessive. (I have heard that the council is aware of some very very high water users.) Give supportive guidance to help them reduce water use through mulching or judicious planting.
- Support water education in schools and preschools, garden clubs, U3A, the WEA, night classes etc
- Start talking more about climate change and future droughts and acting immediately to encourage tree planting throughout the city. Everywhere there is space for a tree put one in!

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Flat rates across the whole city to support damage work that helps a few ratepayers.

Investing in upgrading and protecting our city's water networks

This is a great idea, especially the regeneration of the Otakaro Avon River Corridor. However do not forget the Heathcote and the other small streams and waterways through out the city. Parts of the Heathcote are really badly polluted. Perhaps a friends of the Heathcote group could be supported to provide the creative initiative to restore the Heathcote similar to the one which has been successful in the Styx river.

There could be a lot more education provided about the waterways in Christchurch. Eg A map with all the old streams, their original Maori names, original flora and fauna, historic use of the waterways. problems and solutions would be great. It could be on sale at all libraries.

I support the idea that Water service delivery entities aare publicly owned with protection against privatisation.

Investing in transport infrastructure

I support your aim to improve the public transport system in the city

Road travel is the biggest contributor to Christchurch's carbon footprint so building an attractive public transport system that attracts people away from using their car is a top priority.

The split responsibility between Ecan which plans routes, manages the tenders and administration and the Christchurch city council which provides bus stop signs and seats, the central bus depot and the Riccarton waiting lounge and regulates parking at bus stops, does not allow flexibility and good management. The competitive profit driven model works against increasing bus patronage. I would like to see a regional public transport system, owned, managed and operated by one greater Canterbury Transport Board, managed by and answerable to the people of Canterbury.

Eg. Drivers have told me that company bosses do not prioritise maintenance and routine servicing of buses. I am a frequent bus user and when I have to

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ride in a bus that rattles and shakes on the rough roads and has faulty, jerky transmission and brakes, it is really uncomfortable. I have often finished a journey vowing never to travel by bus again. Other problems are air conditioning and heating systems not working, and the *stop* button being faulty so the *next stop* message doesn't reach the driver. On the older buses, eg frequently used on the 130 route, the seats are thinly padded and uncomfortable and sometimes broken so the seat slides off. There are often problems with the folding seats which is really embarrassing for people with pushchairs, wheelchairs and walking frames as they try to fit themselves in. The competitive business model keeps drivers' wages down and many complain about the split shifts and long hours they work. On the whole the drivers are good natured and do their best to give great service, but the overall impression is of a second class system of transport fit only for losers. Publicity and a fantastic advertising campaign is needed to sell bus use to the wider public.

I travel for free on my Gold Card concession between the hours of 9 and 3.00pm, (Auckland's Metro service allows free travel all day after 9am) but the commercial fare discourages many users. Public service not for profit should be the aim of a service. Buses should be free for all in the Christchurch City Council area, with flat rate affordable fares for rural services. The council should lobby Govt for an increased subsidy. The true cost of private cars use and the subsequent need for building more and bigger motorways should be made public, especially the real cost of continuing carbon use.

John Minto has pointed out in his call for free buses that many cities including Melbourne, Chengdu, Kansas City and Tallinn (Estonia) already enjoy free public transport.

Benefits include -less congested roads. leading to improved productivity
-faster bus travel as no time is wasted collecting fares
-a cleaner greener city
-savings for bus users and improved equity as it is low income families who tend to use public transport
-a revitalisation of the inner city

The timetabling and routes: We need more buses running more frequently with routes organised so they fit the public's needs. Having to wait up to 30 minutes for a bus connection puts many people off using a bus. Some routes seem illogical and many suburbs are poorly served by buses. Older people, women alone and those with mobility issues are forced to travel by car especially at night when waiting on a dark street may not seem safe.

We need very good bus access to all education providers, sports grounds,

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medical and hospital services, retail and leisure hubs. Both during the day time and at night.

There needs to be more seating and good lighting at all bus stops. More shelters would be great too.

Bus use needs to be accessible for all who want it. I have been on a bus when the space available for pushchairs and wheelchairs filled up quickly, and another wheelchair user was unable to board the bus. With increased patronage and an aging population we will need increased space to cater for those with special needs. Experts in disability and mobility need input in designing new buses and services.

We need infrastructure, like park and ride car parks and lock up bike sheds, (eg at the Hornby Hub) that allow easy integration of bus, bike and car travel. We need more innovative and flexible rules eg allow dogs and other small pets to travel on buses to beaches, parks and the vet. Muzzled dogs and cats in cages are often seen on public transport in Europe. The ban on dogs in public places is a hangover from the old health problem with hydatids: no longer relevant.

I do not support the proposed closure of the Riccarton Rd bus lounges. These lounges provide us with a safe comfortable place to wait for buses. Until bus services on all routes are 10 minutes apart we need these places to wait for our connections. Many passengers on buses are elderly or exhausted or both. Being forced to wait up to 30 minutes standing on a footpath makes a bus trip a bad bad experience and does not encourage people to use buses instead of cars. Crowds waiting for buses also impede foot traffic and can force people into bike lanes and roads.

Getting public transport into new housing and industrial centres as soon as they are finished needs to happen more efficiently. Some new housing developments eg the Buchanans Rd, Yaldhurst Rd area are not well served by public transport.

I would like the CCC to push the Central Govt to help fund the introduction of rail services, using the present rail corridor to run trains to Darfield, Rolleston, Ashburton, Rangiora, Kaiapoi, Amberly and Lyttelton. Planning for building the infrastructure and bus routes linking train routes should begin now.

Thank you for your commitment to improving public transport. I am enjoying riding on the new low emission buses in the city.

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Safer Cycleways and Footpaths

I approve of money spent making cycleways through out the city. This will help cut carbon emissions and also make our roads safer.

I would really like priority given to making cycling safer in the Hornby area. Since the earthquakes the main roads around Hornby have become extremely busy especially Waterloo Rd, Buchanans Rd, Shands Rd and the Main South Rd. There are no safe bike routes through and around the Hornby shopping area and the footpaths tend to be narrow or non existent.

There needs to be more work done on encouraging cars and trucks to slow down when driving through areas where families live.

The footpath along Chalmers Rd past McDonalds around the corner between the Hornby Hub and the warehouse shopping centre is a bad joke. It's so narrow that 3 people can not walk safely together, and has lumpy, crumbling tarmac and holes in it. People pushing a pushchair often take to the road to avoid the obstacles. and if a mobility scooter comes along everyone else is forced into the road. It needs a totally new design and rebuild so that it is safe for everybody.

There is no footpath by Countdown along the corner of Carmen and the Main South Rd so we locals have to push through rubbish and mud. If one is biking around that corner on to the the Main South Rd the bike lane suddenly disappears, but there is no ramp up onto the footpath by Countdown carpark so one can escape the turning traffic safely.

The *cross now* signals on the roads insecting with the Main South Rd do not give pedestrians of my age enough time to cross the 4 lanes and turning cars frequently whizz in front of or behind pedestrians.

Rubbish, recycling and organics

I support your commitment to reduce waste. I think the Council has made a good start and has a good idea of what needs doing. I'm wondering whether more pressure can be placed on shops like Supermarkets and Hardware stores where plastic packaging seems to be on the increase rather than the decline. Perhaps a higher charge for waste disposal.

Our facilities

Thank you for at last starting work on the new Hornby Service Centre Library and swimming pool. Maybe I'll live long enough to have a swim there!

I do not approve of cutting the evening hours of Turanga to 7pm. Apart from

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being a great place to borrow books, Turanga is the only safe, happy, non commercial meeting place in the centre city in the early evening. If I plan to go to an evening event I often use the library as a place to hangout and meet up with friends. At present most city cafes shut at 4pm and wine bars are expensive places to meet people.

I oppose cuts to library services and to the number of programmes at the Art Gallery..

I think the Convention centre will probably be a big money loser (But it could be a great place to have the Citizen Assemblies.) It needs to become a people's centre, available for hire to not for profit community groups and not just big businesses.

I do not approve of any Council money being used to build the planned multi purpose stadium. The population of Christchurch does not justify the cost of such a building and I suspect it would turn out to be a great drain on the city's finances as is the Dunedin stadium on the Dunedin City Council. Instead the money earmarked for such a white elephant should be put into the upgrade and electrification of the southern rail corridor. We could then financially support the Dunedin stadium and travel by fast train to big rugby games and shows. Better for intercity relationships and the climate.

Our heritage, parks, and foreshore.

I approve of funding for the Arts Centre Te Matatiki Toi Ora. I would like facilities there to be more available for community based not for profit groups, not just corporate events.

I approve of CCC Funding for base isolation of the Robert McDougall Art Gallery.

I do not support the proposed 5% cuts to community funding, including strengthening communities, the biodiversity fund, the sustainability fund and heritage incentive grants, especially if the cuts continue for 10 years. I would like the CCC to reinstate granting some funds to Pest Free Banks Peninsula as other local council do.

I support fully the development of the Otakaro Avon River corridor especially as it will provide an environment of native trees and wetland species. This will improve the city's biodiversity and be a great asset to the whole city. I support funds going for park upkeep and maintenance. Green spaces in a city are vital for the mental health of the residents. I would also like more

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care and attention paid to local suburban parks like the Hornby parks. eg In Kyle Park over the past year a strip of contaminated land on both sides of the walk way was planted in shrubs and trees including lancewood. Little or no attention was paid to the saplings after planting. No mulch was placed around them and during the dry summer a large number of them died. Weeds have been sprayed infrequently but there has been no effort made to plant replacement grasses and shrubs. The general effect in this area of the park is one of bare dusty environment, neglected and suffering from a lack of care. This does not encourage locals to keep fast food rubbish and broken bottles off the lawns and paths.

I would like more money being put into hiring some more urban park rangers to care for our parks and reserves.

I oppose the sale of council owned properties. Suitable properties could be used to build state or council housing, leased for community housing projects or given reserve status, and planted with native trees. The city needs to plant thousands of trees to meet its carbon zero target. Some of these properties could be developed into managed forestry of a variety of trees. A future money earner. Land that passes into private hands is a loss to the city.

Final comments;

I think the Council does a pretty good job of managing and governing the city, but I do think that low income suburbs like Hornby/Hei Hei tend to suffer from bad planning decisions and continued neglect.

Responsible Outdoor Lighting

Proposed City Council actions:

1. Set up a new category of Dark Sky Zone where lighting does not hinder enjoyment of the night sky.
2. Classify significant areas of the Red Zone and other suitable reserve land as Dark Sky Zones.
3. Implement over the next 3 years, policies that control both city and private lighting, to eliminate light trespass and limit upward light spill to extremely low levels. Include especially strict controls in areas bordering Dark Sky Zones.
4. Ensure any replacement outdoor lights, including streetlights, are longer wavelength (correlated colour temperature of lighting not to exceed 3000K using new technology LEDs).
5. Choose only lights that do not emit any significant light above an angle 20 degrees below horizontal for all new or replacement lighting.
6. Implement city-wide reduction of streetlight brightness and duration over the next three years. (Note: a control system is available for most areas for both brightness and duration but implementation needs to be accelerated.)
7. Include and publicise the option to retrofit existing streetlights with shields to avoid light trespass and glare without charge at ratepayer or occupier request.

Five Principles for Responsible Outdoor Lighting

Follow these guidelines to prevent, or when that is not possible, minimize light pollution:

USEFUL – All light should have a clear purpose.

Before installing or replacing a light, determine if light is needed. Consider how the use of light will impact the area, including wildlife and the environment. Consider using reflective paints or self-luminous markers for signs, curbs, and steps to reduce the need for permanently installed outdoor lighting.

TARGETED – Light should be directed only to where needed.

Use shielding and careful aiming to target the direction of the light beam so that it points downward and does not spill beyond where it is needed.

LOW LIGHT LEVELS – Light should be no brighter than necessary.

Use the lowest light level required. Be mindful of surface conditions as some surfaces may reflect more light into the night sky than intended.

CONTROLLED – Light should be used only when it is useful.

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Use controls such as timers or motion detectors to ensure that light is available when it is needed, dimmed when possible, and turned off when not needed.

COLOR – Use warmer colour lights where possible.

Limit the amount of shorter wavelength (blue-violet) light to the least amount needed in order to reduce the disturbance to human, animal and plant diurnal rhythms.

Other factors to consider:

Crime and Safety

There is no clear scientific evidence showing that increased outdoor lighting deters crime. While brighter lighting may make us feel safer, poor outdoor lighting can actually reduce our personal safety by creating areas of deep shadow near bright lights. Some crimes like vandalism and graffiti thrive on lighting.

Glare can also be dangerous to pedestrians and drivers. It shines into our eyes, constricting our pupils, which diminishes our ability to see in low-light conditions. When lighting is properly shielded, it's directed down on the ground where it's needed, which minimizes glare and light pollution and saves money.

Why Outdoor Lighting Codes Matter

Outdoor lighting codes are a great tool for ensuring safe outdoor lighting. A well-written code, with proper lighting installed, will save public money and increase safety. The International Dark-Sky Association (IDA), in collaboration with the Illuminating Engineering Society (IES), has created a Model Lighting Ordinance to make it easier for towns and cities to adopt good lighting plans.

Too often, outdoor electric lighting installations at night are over lit, left on when not needed, and are harmful to the environment. As a result, light pollution is a growing global issue that can negatively affect our environment and impact our quality of life.

The IDA maintains a searchable database of lighting products certified to minimize glare, reduce light trespass and help protect urban dweller's view of the night sky. Note that the NZTA M30 lighting code contains requirements that are outmoded and need revision, eg the requirement for 4000K light and a prohibition on bollard lighting for cycle paths. Council should consider challenging such requirements.

Prepared by John Dunlop March 2021

Acknowledgement: IDA website: www.darksky.org

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Te Mahere Rautaki Kaurera - Our Draft Long Term Plan 2021-31

Attachment B Item 3

Submitter Details

Submission Date: 16/04/2021

First name: John Last name: Dunlop

Your role in the organisation:

Would you like to present your submission in person at a hearing? (if yes, you must provide a contact phone number)

☒ Yes

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

Additional requirements for hearing:

Feedback

1.1 Have we got the game plan right?
generally OK

1.2 Rates
5% OK

1.4 Investing in upgrading and protecting our city's water networks
Meter water use and charge for excess use

1.5 Investing in our transport infrastructure
Consider free or lower cost public transport paid for by charges on some roads.

1.6 Rubbish, recycling and organics
Better recycling eg free disposal and recycling of electronic waste, separation and reuse of used gib, timber etc

1.7 Our facilities
OK

1.8 Our heritage, foreshore and parks
Integrate park and redzone mgmt where contiguous

Attached Documents

File

Darksky submission

T24Consult Page 1 of 2

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File

Attachment B Item 3

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Te Mahere Rautaki Kaurera - Our Draft Long Term Plan 2021-31

Submitter Details

Submission Date: 16/04/2021

First name: Ekant **Last name:** Veer

Your role in the organisation: Professor of
Marketing

Would you like to present your submission in person at a hearing? (if yes, you must provide a contact phone number)

☒ Yes

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

Additional requirements for hearing:

Ability to show slides/powerpoints would be appreciated, but not essential

Attached Documents

File

UC submission to CCC April 2021 EV

CCC Draft Long Term Plan 2021-2031

Te Mahere Rautaki Kaurere

April 2021

1 Introduction

As part of the University of Canterbury Te Whare Wānanga o Waitaha response to the Christchurch City Council's Te Mahere Rautaki Kaurere | Long-term Plan 2021-2031, this submission focuses on **Public Information and Participation**.

2 External Communications Marketing and Design (4.1.10.1)

The desire to provide effective and relevant communications to residents is a crucial part of socialising any operations the City Council is involved in. The City Council should be lauded for its new level of service in this area to track this efficacy. However, satisfaction with communications is not an appropriate proxy for communication effectiveness or relevance. Measures of reach (what percentage of the citizenship receive communications); relevance (how important is the information to me, as a citizen); persuasiveness (how much did I change my behaviour/attitudes as a result of the information I received) and satisfaction (I enjoy receiving information from my local government) should all be considered as part of the measurement plan and all should be reported on. The rationale for this is a better level of monitoring associated with whether we are reaching enough people in a manner that they appreciate and understand. What is possible is that many people, when surveyed, may not remember any communications from their local government and thus invalidating any further analysis. Not including these responses in the measurement also raises concerns regarding the efficacy of communications put in place. Measurement regarding HOW citizens like to receive communications (print/web/social media etc) should be also considered as part of any metric reviews. Digital analysis of the people visiting the CCC website and social media platforms will give an insight into who is already being reached and who may be missed through these digital platforms.

The University of Canterbury also supports the increased collaboration between ChristchurchNZ and the tertiaries to create a more holistic approach to supporting the branding, marketing and promotion of the city to a wider audience. Alignments, such as this, with formal agreements to collaborate between key stakeholders will improve our reach and, hopefully, efficacy. We encourage greater alignment in marketing sentiment, design and external communications in the city.

3 News, Media Liaison & Information (4.1.12.2 & 4.1.12.5)

The current CCC targets for responding to media calls is extremely good and will continue to help build the relationship between the CCC and public media. The focus on public engagement via social media alone is somewhat concerning giving that the Council's current social media presence is relatively limited. To reach the increasingly diverse community having a presence on a range of social media platforms would be necessary (WeChat, WhatsApp, etc) but this also increases the burden placed on the CCC's existing infrastructure. A stocktake of how council communications offline, as well as online, should be considered with targets set for reach and knowledge, not just responding to social media enquiries. For example, 75% of people surveyed feel well-informed of Council services, events, activities, decisions and opportunities to participate. This will then directly feed into 4.1.9 to determine if citizens feel they *can* participate in and contribute to Council decision-making. As it stands, a heavy reliance on response to social media queries

alone and not a measurement of reach (both on- and offline) limits the engagement to those who have access to technology; those who have social media accounts currently used by the CCC; those who follow the CCC on those platforms, and those who receive the CCC announcements based on how social media algorithms work. As one of the approximately 60k followers on the CCC's Facebook page I can say I have never received an update through Facebook, as my engagement patterns do not make me a high priority for the announcements, according to Facebook's algorithm, which means that I will potentially miss important information. Measures of *Reach* and *Engagement* should be incorporated into this kaupapa followed by wider city surveys to ensure non-users of social media also feel they are informed of CCC events and opportunities to engage.

4 Consultation & Engagement (4.1.9)

Again, a great new level of service to support the desire to see greater levels of engagement and participation in CCC operations. A bolder target, should be considered. Feeling an ability to participate and contribute to Council decision-making should be considered alongside citizens' feelings of their voice being heard and valued. Many may feel that they can participate and contribute but may equally not feel their engagement is valued or incorporated into decision-making. Recent research from Research First describes the direct association between residents who feel their voice is heard and valued and those who would recommend the city as a place to live and work to others (an increase in feeling valued in city decision-making is associated with a higher net promoter score). I would strongly encourage this performance target to not just consider feelings to participate and contribute but also that residents' voices are heard and valued.

5 Conclusion

Overall, I feel the CCC is on the right path to building engagement and communications. I would encourage some nuanced approaches to measuring this engagement to ensure that the Council does not assume that by achieving some measures of success they are effectively reaching all who wish to or need to engage with them.

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Te Mahere Rautaki Kaurera - Our Draft Long Term Plan 2021-31

Attachment B Item 3

Submitter Details

Submission Date: 18/04/2021

First name: Malcolm Last name: Frost

Your role in the organisation:

Would you like to present your submission in person at a hearing? (if yes, you must provide a contact phone number)

☒ Yes

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

Additional requirements for hearing:

Feedback

1.1 Have we got the game plan right?

What consideration has been given to a global rise in interest rates, since such a situation would presumably have a material impact on the council's financial position.

1.2 Rates

The rates proposal is unacceptable. It will have serious implications for Christchurch & Banks Peninsula residents of modest and average means. Effectively increasing rates by almost half over the next decade risks making ongoing residence in the city and environs untenable for some (especially those on fixed incomes). While doing many things well the council needs much greater discipline in its attitude to ratepayers money.

1.3 Proposed changes to existing rates, and new targeted rates

Proposed rates change implications for Banks Peninsula are disturbing. When the 'narrative' for amalgamation was being advanced Banks Peninsula residents and holiday home owners were informed that the greater aggregate rating-base associated with amalgamation would be beneficial in terms of constraining rates. This has not been the case and now new additional charges are proposed. One also notes the same nonsense - that more ratepayers will mean a reduced burden - continues to be promulgated. Were this the case we would not be facing manifest concerns about the 'rates trend' going forward. Even the casual observer will note the marked ratepayer increase (that has occurred throughout NZ in recent years) has not delivered greater rates affordability. On the contrary, in concert with this phenomenon the astute observer will note that rates have been rising inexorably.

'Our total rates income includes rates from new developments around the city. More developments means more ratepayers, and that means the rates burden becomes shared amongst a bigger group – so as long as

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the number of rateable properties keeps growing, the rates increase for existing ratepayers will be lower than the total increase'. (Ōtautahi Christchurch Draft Long Term Plan 2021–2031 | Mayor's Proposal 11).

Concern must exist that the water proposal is 'the thin end of the wedge' in an ultimate trend towards much more aggressive 'water-pricing'.

1.4 Investing in upgrading and protecting our city's water networks

The council needs to deliver on its commitment to remove Chlorine from the water (if this can be negotiated with central government).

1.5 Investing in our transport infrastructure

The amount of emphasis on cycle lanes seems a bit excessive.

1.6 Rubbish, recycling and organics

General policy seems good but there are dangers in transfer station costs rising too much (fly-tipping of rubbish etc).

1.7 Our facilities

Generally satisfactory.

1.8 Our heritage, foreshore and parks

Very acceptable.

1.9 Funding for the Arts Centre Te Matatiki Toi Ora

Yes

Comments

Whilst I am very agreeable to public support for the arts it is important to be aware that each dollar removed from ratepayers pockets is one that cannot then be spent on the private creative sector.

1.10 Funding for base isolation of the Robert McDougall Art Gallery

Yes

Comments

1.11 Potential disposal of surplus Council-owned properties

Without knowing which properties it is difficult to offer an opinion.

1.12 Any other comments:

The long-term progression of local authority rates portends an affordability crisis for many residents in due course. Even at the 4% compounding rate of increase proposed by Christchurch City Council rates will more than double over the next two decades. Will Christchurch ratepayer incomes double over the same period to compensate? Over time the burgeoning cost structure of Christchurch City Council (and others) will almost certainly become untenable. This suggests a coming political crisis over the costs imposed on ratepayers by local authorities is inevitable in due course.

Attached Documents

File

No records to display.

From: [REDACTED]
Sent: Sunday, 18 April 2021 6:37 PM
To: CCC Plan
Subject: Submission To Christchurch City Council 2021-31 Long-Term plan Consultation

2019

Expires: Friday, 15 October 2021 12:00 AM

18 April 2021

Mark Hutchinson
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Introduction- Submission on Christchurch City Council's (CCC) Long Term Plan Consultation.

I farm at [REDACTED] located in the Southern Bays of Banks Peninsula. I have farmed the property for the last 22 years, and our family have owned it since 1932.

The farm carries 2600 sheep & 400 cattle. Currently we pay \$13 437.72 in rates to CCC & Environment Canterbury.

My submission will focus on the proposed extension of the land drainage targeted rate to all properties, including those that are historically unserved by the councils land drainage infrastructure.

The proposal has come out of the blue with no prior consultation or engagement and only belated notice through a letter dated 30th March 2021. I have calculated that I will pay \$468.79 In 2021/22 and this will increase to \$ 1406.37 in 2023/24. How anyone could describe this as a "fairer" approach is ludicrous.

As you may or may not be aware, if we use businesses in these areas already targeted in the land drainage areas of Christchurch & Banks Peninsula, the rates will be included in the price we pay for the good & services purchased from these areas, therefore, we will pay twice.

I believe it is very poor management on the CCC's behalf that it can spend so much money on repairs and maintenance to storm water and flood protection without any idea of how to finance it, other than to put ridiculous costs upon people who have not & likely will not benefit from the restoration.

The cost is oppressive for my farm and fails to recognise the work I do as a land owner on my property to manage excess water, historically, at my cost. The water from our farm drains into rivers and then the sea, rather than any council land drainage infrastructure. I am responsible for managing our waterways to standards set out by rules for fresh water management and rules that will be coming on indigenous biodiversity. This includes considerable spending on fencing/riparian planting, sediment management etc.

This is a ridiculous proposal and should not proceed for the sake of rural land owners.

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

Yours sincerely

Mark Hutchinson.

Item 3

Attachment B

1705

Te Mahere Rautaki Kaurera - Our Draft Long Term Plan 2021-31

Attachment B Item 3

Submitter Details

Submission Date: 18/04/2021

First name: Timothy Last name: Seay

Your role in the organisation:

Would you like to present your submission in person at a hearing? (if yes, you must provide a contact phone number)

☒ Yes

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

Additional requirements for hearing:

Feedback

1.10 Funding for base isolation of the Robert McDougall Art Gallery

No

Comments

Submission to Long Term Plan on Base Isolation of Robert McDougall Art Gallery

Present situation

It is my understanding that the strengthening of the McDougall Art Gallery would bring it up to 67% of the new building code and that base isolating it would enable it to be brought up to 100% of code and the Council may wish to do this.

The Long Term Plan states that Canterbury Museum considers base isolation of the gallery to be a key part of the Museum's redevelopment. The reason for this is because they wish to create a single level basement under the gallery and its entire land area in order to store their own collections! But the problem is that under the gallery the structure would be at least 5.5 metres deep with the bottom two metres probably under the water table!

This is because the gallery is built on a sandy silt ridge which is one metre higher than the Museum land. It already has basements which are 3 metres deep which cover the entire footprint of the gallery except for the centre court. These basements proved over their life to be a very dry and safe environment for the storage of the city's art collection and there was never any problem in maintaining the correct level of humidity. For this reason there should be no problem in using them again for the city's historical art collection.

These basements are strengthened with reinforced concrete pillars which were probably the reason the gallery did not suffer any damage in the earthquakes.

My submission

I oppose the whole concept of the Museum creating a single level basement over the entire footprint of both the Museum land and the gallery land to store their collections when the bottom two metres of the structure would be below the water table which on the Museum land is 2.5 metres below ground level.

Therefore, if the Council wish to base isolate the gallery in order to bring it up to 100% of code it should only excavate the gallery land to the depth of the present basements which is 3 metres in order to ensure they are safe to use for storage purposes. I do not support the gallery being base isolated for the purposes of Museum storage and being joined to a single level basement under the Museum buildings. As you know my family wish the Council to retain it for the purposes of storing and displaying the city's historical art collection in accordance with the terms of Robert McDougall's 1928 gift of the gallery to the citizens of Christchurch.

T P Seay

18 April 2021

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1.12 Any other comments:

Submission to LTP on the future use of the Robert McDougall Art Gallery

Present situation

The 2021/2031 LTP shows provision in the Capital Programme for the following capital expenditures on the gallery:

2022/23 1469 Weather tightness \$ 1.053 M

2023/24 45164 Strengthening \$ 6.878 M

2024/25 45164 Strengthening \$ 5.305 M

In the previous 2020/21 Draft Annual Plan this work was originally scheduled to be carried out in 2020/21 and 2021/22 financial years but was then delayed when the Capital Programme was reduced due to the pandemic.

I can only presume that it has now been re-scheduled to be completed in 2025 on the basis that this is an estimated time for when Canterbury Museum could be carrying out their proposed re-development plan should they ever be successful in being able to proceed.

My submission

My submission is that the above two projects are carried out in 2021/ 22 and 2022/23 so that the gallery can be re-opened to the public as soon as possible for the purposes of storing and displaying the city's historical art collection which is no longer displayed in the Christchurch Art Gallery.

The gallery should be retained by Council and run as an adjunct gallery to the Christchurch Art Gallery and not leased to Canterbury Museum for 50 years.

Facts supporting submission

1. If the Council decides in this LTP to continue to keep the gallery for the future use of Canterbury Museum to be incorporated into their latest proposed development plan, then the Council will have to dishonour the terms of Robert McDougall's 1928 gift of the gallery to the citizens of Christchurch for the purposes of storing and displaying the city's art collection. It was the largest gift ever given to the city and as far as I am aware nothing like that has ever been done before in the city's history. Furthermore, Robert McDougall is on public record (Press 12 March 1928) saying specifically that he did not want it to have anything to do with the Museum – instead he wanted it to be a gallery for the city's art collection.
2. If the Council retains the McDougall Art Gallery (RMAG) for the use of Canterbury Museum to be incorporated into their latest development plan (for which they are applying for a resource consent) and, should the Museum obtain the necessary consents and raise the necessary funds in order to be able to proceed , it would not be re-opened before 2029 having been virtually unused since 2002. By then it would have been unused for almost 27 years despite being undamaged in the earthquakes. This is a completely untenable situation. As it remains unused the building is deteriorating and no proper maintenance schedule is in place. Council should decide to re-open it to the public as soon as possible.
3. Since last year's Plan the Christchurch Art Gallery (CAG) has now become a gallery virtually solely displaying modern art with only one gallery devoted to the city's historical collection. This means that only around 20 to 30 paintings are now displayed out of a historical collection (as defined as works acquired prior to 1970) of 690 oil paintings, 380 watercolours, 230 drawings and 30 sculptural works. This has meant that the historical collection no longer has a home for its display. But there is a home as this entire collection of works could be stored and displayed in the RMAG.
4. Furthermore the Christchurch Art Gallery (CAG) has advised the Council in its own LTP Activity Plan that it is now running out of storage space for the collection as well as space for its educational services:

(From Section 1 of the Draft Long Term Plan 2021-31 – Activity Plan for the Christchurch Art Gallery)

b) **Online growth will delay/remove Education area changes** – the education resource is now effectively at capacity. A visit to the Gallery is seen as a 'rite of passage' for Christchurch children but 1000's of school students are not able to access it due to the constraint on the number of school students who can be hosted. It is proposed to carry-out a space planning investigation around the education resource area. It may be possible to expand the education area if nearby offices are relocated (possibly to Level 1). This would have a consequential impact on fitout – both in expanding/remodelling the education area and creating additional offices elsewhere. It would also have a potential impact on resources through necessitating an extra educator and a potential of increased Capex spend through fitout and other relevant costs - but it is considered to be worthy of further investigation and potential inclusion in the LTP process with costs;

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c) **Meeting storage needs** – the Gallery's current collection storage capacity is under increasing pressure therefore we need to seek to move towards further future-proofing of storage capability. In this AMP, we are flagging that the Gallery intends to scope and plan a study to investigate options for remodelling the office space on Level 1 of the Gallery to create additional storage space, whilst seeking to minimise the capital cost of any additional environment, fire protection measures that such alteration work might prompt. A project which is included in the Corporate Accommodation AMP to identify additional storage capacity at Council-owned sites, may provide some off-site space for storage/shipping crates which do not require the same provision of environmental protection as collection items

I have been advising the Council for the last four years that the CAG is running out of storage space and the capacity of the RMAG is already needed for the city's art collection. As I have explained before the CAG was only built to half the size required for the 50 year life of the building – approx. 6,000 sq metres instead of 12,000 sq metres. As a result it is already too small to store and display both the historical collection and the temporary exhibitions of modern art which it wishes to do. The result is that the RMAG as a gallery is not surplus to requirements but instead is now required urgently by the city's collection and should not be made available for 50 years to Canterbury Museum for their purposes.

Therefore the RMAG should be strengthened as soon as possible and re-opened so that at least 75% of the historical collection can be returned to it for its storage and display.

5. The whole idea of the RMAG being used by the Museum as an art gallery has never been realistic. This is because it is a true picture gallery – an art gallery not a museum and as you would expect the Museum does not have an art collection which is either of a public art gallery standard or in a condition which is ready to be exhibited. Being a museum you wouldn't expect it to. Museum's do not normally collect works of art based on their artistic merit – rather they tend to accumulate works of archival interest that are left to them for safe keeping.

Likewise Canterbury Museum's art collection has been formed over 130 years by gift and bequest and is a collection primarily of pictorial reference works for the purpose of providing images in the form of photographs, watercolours, drawings and other media as illustrations of New Zealand history and international culture. Also the pictorial collections are largely subordinate to other more major specialist collections in Canterbury Museum.

This is in line with pictorial collections in Museums such as Auckland and Otago whose pictorial holdings could be considered more superior to those of Canterbury. It is unusual for museums of history and science to also promote themselves as art galleries.

The Christchurch Art Gallery collection on the other hand was formed over 120 years by bequest, gift and acquisition by purchase and is a collection primarily to be exhibited in spaces dedicated for two and three dimensional display. The Christchurch Art Gallery collection has no other role other than to be seen by the public.

Attempts to convert the Canterbury Museum collection from a collection of reference to one dominantly for public display would prove costly and ineffective. While a number of works in their collection could be considered to be of a public exhibitible art gallery standard the majority are works on paper which would require conservation work in the form of matting and framing in order to be periodically displayed. It would take a long period of time to do this and would require the additional services of specialist picture conservators and framing technicians none of which Canterbury Museum currently employ.

The Council heritage obligations require the gallery walls and spaces to be restored to their original heritage form and this will impose considerable constraints on what the Museum will be able to effectively display and as a result would give the public a poor visitor experience of art as works will appear to be inappropriate for the space.

In contrast the historical collection of works from the city's collection will not only fit harmoniously on the RMAG walls but would also give the visitor a unique experience of art anywhere in New Zealand by being able to see contemporary art in the CAG and the city's historical art works in the RMAG.

The measure of success of any art gallery is visitor experience of the art on display. If the RMAG, a category 1 listed standalone purpose built heritage picture gallery is reduced in status to an annex of Canterbury Museum it would end up displaying works not suitable to its heritage surroundings and which would not attract the visiting public.

6. I have been advised that Council has not budgeted since 2003 for running two city art galleries.

It seems to me there has been a general assumption since then that leasing the RMAG to the Museum would somehow prevent the Council from having to meet its operating costs. I believe this is a complete misconception. The direct operating costs of running the RMAG as an adjunct gallery to the CAG would be modest. The staff required would be 3 to 4 additional security / visitor staff that would be rostered from the CAG. A curator could be assigned for a given period from the existing CAG staff as could installation staff from their exhibition technicians. The other direct costs would be the electricity for running the air conditioning and lighting and a contract for cleaning.

If Canterbury Museum were to lease the RMAG from Council they would have to meet exactly the same costs and these would be passed onto the three councils concerned by levying them and the Christchurch City Council would have to meet around 87% of these costs.

But the Museum's costs of running the RMAG would be considerably higher because as mentioned above they would have to employ additional specialist staff to bring their collections up to an exhibitible standard and also to enable them to be able to display all their works on paper. The Museum has never had the money to do this so they would have additional costs to employ picture conservators to bring their works up to an

1705

exhibitable standard and framing technicians to carry out the necessary matting and framing of the works on paper. These costs would have to be met by the three councils by way of increased levy payments to the Museum. There is no doubt leasing the RMAG to Canterbury Museum would cost the Council more in direct operating costs than running it as an adjunct gallery to the CAG.

7. I have been advised by your staff that they intend to investigate the possibility of the RMAG, while being leased to Canterbury Museum for 50 years, to display paintings from the city's historical collection alongside whatever the Museum would display. I do not believe the arts collections policy of the CAG would allow the historical collection to be permanently lent to Canterbury Museum so they could then be stored as well as displayed in the RMAG. No art gallery or museum anywhere in the world lends their collections on a permanent basis to another institution.

A temporary arrangement could be entered into for say up to a year for a number of works to be transferred from the CAG to be displayed in the RMAG just as Canterbury Museum is presently lending works for display in the CAG. But the Museum as the recipient and guardian of the works would be expected to meet the insurance costs which could well increase and would have to be borne by the Museum.

But such an arrangement would only work in future if the directors of the Museum and the CAG wanted it to work. If the CAG didn't want to lend the works and the Museum wanted to use the RMAG only for their own purposes then it would not happen. The reality is that regardless of what might be put in a final lease, once a 50 year lease was signed future Councils would wash their hands of the RMAG and the Museum would be able to virtually display anything they like in it.

The right decision for the future

To my knowledge every other city in the world that has built a new art gallery, with the exception of Wellington, has retained it for their own art collection. All the Australian cities have built new galleries and retained them. They have done this because they have needed the capacity of their old galleries to expand opportunities for the public to see more of their collections in the future. As mentioned above Christchurch is no different in this respect. The Government's experience of merging their old National Gallery with Te Papa has been a disaster for the country's National Collection as it now has inadequate space to display it despite their recent additions. Many paintings in the National Collection have not been displayed for decades. Christchurch should not repeat this mistake by giving away their old gallery for the uncertain use of its museum.

Instead it should follow what most cities in the world have done with their new galleries. They have dedicated them to displaying their contemporary art works and have retained their old galleries for their historical collections. This is what the Council should be doing – the CAG should become a gallery for modern art and the RMAG becomes the home for the historical collection of traditional art.

This is what has happened in Australia. In Melbourne, the old National Gallery of Victoria on St Kilda Rd, had a large historical and contemporary art collection. In 2003 a new National Gallery of Victoria, called The Ian Potter Centre, was opened in Federation Square 450 metres away - about the same distance the CAG is from the RMAG. The Ian Potter Centre now displays their contemporary art collection while the historical collection is retained in the old gallery on St Kilda Road.

The Queensland Art Gallery in Brisbane was established in 1895. In 2006 the New Gallery of Modern Art was built to display the city's contemporary collections. The historical collections remain with the old gallery. And in Perth the Art Gallery of Western Australia had a new gallery built in 1977 but still retains the nearby Jubilee Art Gallery founded in 1887 for its historical collection.

All three have recognised the need to retain their former facilities to enable more of their collections to be seen and stored.

The McDougall Art Gallery has a special identity as a New Zealand heritage gallery. In fact, it is the only purpose built municipal gallery to remain largely unaltered in its design since it was built. Christchurch has an opportunity to present visitors, both local and overseas, with a special experience that enables them to see a heritage gallery installed with a heritage art collection. The experience of a gallery installed with works from its original collection would provide a truly unique art heritage visitor experience found nowhere else in New Zealand. A comparable example overseas is the Dulwich Picture Gallery near London, dedicated to its historical collection.

This role as a museum of art is the most appropriate future for this beautiful neo classical heritage building and it is the only use that would comply with all of the Council's obligations as well as to its donor, Robert McDougall. I believe the majority of the people of Christchurch wish it to be used for this purpose which will in turn, in the future, ideally compliment a redeveloped Canterbury Museum.

T P Seay

18 April 2021

1705

Attached Documents

File
No records to display.

2095

Joanne Byrne



Dear Christchurch City Council

re: Long Term Plan Submission

I live in the community of Mairehau in Christchurch. Our community was very hard hit in the earthquakes. We lost an amazing well used and valued community facility at 10 Shirley Rd. This community centre was extremely popular and used by a variety of groups from across our city. The central location was easily accessible by public and private transport. This community centre location is only one kilometre from my home. No one from our community has been included in future planning.

Community facilities serve different needs. Some areas where there is social deprivation have very specific needs and it is important to serve those communities. However, 10 Shirley Rd served the wider population who were prepared to pay for the amazing variety of spaces available. This centre was self sufficient. This part of our community also requires ongoing support.

We note that there has been limited research, and reports into replacing the facility and that currently staff are recommending that this area remains a green space. We now have a temporary pump track and a multi use table. (This is a good use while we await a replacement centre). As we understand it some prior user groups e.g. the local Probus group, the genealogy society and Women's Probus continue to meet outside of their community due to a lack of local provision since the earthquakes. The new St Albans community centre in Edgeware is already very busy with bookings. There is clearly a need for local meeting spaces.

Research and recommendations regarding 10 Shirley Rd are very disappointing. The main focus of research was on areas and services external to Mairehau, and was not helpful. An extremely small sample fed their opinions into this report. No one sought input from the Mairehau community, nor wider area regarding this. Existing information and data from community conversations appear to have been ignored. I do not support the findings and recommendations regarding 10 Shirley Rd. Any decisions about this space and its future use should be driven by the wider community.

The Council needs to start making ethical and equitable decisions that do not disadvantage particular community groups, nor geographical areas.

Our community has sat patiently waiting and watching while millions of dollars are being spent and amazing facilities opening across our city e.g Sumner now has a combined community centre, library and museum. Te Hapua at Halswell is an

2095

incredible community asset. The list of rebuilds is long. We were so grateful that our vulnerable community in Shirley, received a new centre when the Lions donated a used prefab for our community around McFarlane Park. Yet Shirley residents have commented to the writer that this does not adequately meet their needs.

Other communities in Christchurch are getting \$30 million plus aquatic facilities and what does our community get? We've got a motor way that creates a geographical barrier across the heart of our community. This motorway is causing community severance, division and competition amongst residents and has created a barrier to easily access the future community centre in St Albans.

Other communities have meeting spaces e.g. at libraries where things like Minecraft Club are run. We don't have these opportunities for our local children without travelling across the city.

Mairehau and the surround communities are not receiving a \$30+ million aquatic centre. We have a community group in St Albans desperately fundraising so our community children will have a small seasonal community pool and we are meant to be grateful that the land cost them so little and that some seem to begrudge them further support, despite decades of volunteers working for their community.

Our community suffered huge earthquake damage but has so often been overlooked. Our community has lost five primary and two secondary schools. We have few council owned facilities and staff recommendations are that the community uses existing facilities at schools or churches. (Even K-mart has been taken from us!).

Church and school facilities can be a barrier for some of our secular community members. Community groups run by church facilities can School facilities are limited in the times they are available. The cost of hiring private facilities is often more expensive than similar council facilities. The permanent home and storage that a facility like 10 Shirley Rd offered, allowed a variety of community groups to prosper and thrive.

I am firm in the belief that we need a new community centre to serve our wider community. However, councillors hold the purse strings and make the final decisions about finances. And I worry that at council level decisions are not being made equitably across the city.

In summary,

There is a glaring lack of council owned facilities across our ward particularly in Mairehau, North Richmond, Shirley. There is a shameful lack of equity with other communities across the city.

I understand that due to finances, that planning and work on 10 Shirley Rd may not be able to start for some time. I believe that rates need to be managed carefully, and that the city is continuing to recover. I support careful management of resources. What I do not support is the current inequity in distribution of resources across the city. We ask that Council moves forward and involves the community in planning for

2095

a new community centre as soon as possible.

Development Fees

It is great to see new housing in our community including social housing and higher density homes. These residents will need community facilities too. The infrastructure in our community needs investment for repairs and for future capacity of a higher density of residents. Council cannot afford to refund development fees. They need to keep these sources of revenue and reinvest for the residents.

Infrastructure

Patrick Street and Ferguson Street still have deep dish gutters. Aylesford St has gutters like stepping stones where the road has sunk. Our community roads and footpaths have been patched and repatched. These streets need renewal and traffic calming.

CNC Traffic Mitigation

I ask that council ceases individual projects (e.g. Thames St and Francis Avenue) and addresses issues regarding the volume and density of traffic in our community in a holistic manner. These traffic issues cannot be addressed in a silo where only the squeaky wheel is heard. I suggest a community meeting and that mitigation is managed carefully and that local community traffic (pedestrians, cyclists and drivers) is prioritised over commuters that don't even contribute to Christchurch rates. I would like to see a toll on the bridge at peak times, congestion charges for those driving into the inner city, all day parking prices to reflect the cost and negative impact of traffic on our communities. We need free public transport. I want the HOV and or bus lane to remain.

Please invest in my community

Yours sincerely

Joanne Byrne (Ms)
Community Advocate for Mairehau
Speech Language Therapist
Mother

2095

Te Mahere Rautaki Kaurera - Our Draft Long Term Plan 2021-31

Attachment B Item 3

Submitter Details

Submission Date: 18/04/2021

First name: Joanne Last name: Byrne

Your role in the organisation:

Would you like to present your submission in person at a hearing? (if yes, you must provide a contact phone number)

☒ Yes

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

Additional requirements for hearing:

Feedback

1.1 Have we got the game plan right?

Mairehau has a number of streets in very poor condition - Patrick and Fergusson St have old deep dish gutters in poor condition. Our footpaths have been patched and repatched. The roads in the area are bumpy and uneven.

Aylesford St has dropped resulting in unsafe stepping stone gutters that cannot remove rainwater.

We need to invest more money in streets that sustained earthquake damage - we need our infrastructure fixed too.

We cannot refund development fees to developers who are making a profit anyway - its not council's job to give them a bigger profit. The development fees need to be reinvested in our communities, particularly in funding infrastructure and community facilities.

1.2 Rates

I want amenities and am happy to contribute to rates to get them. However it would be good to see amenities distributed equitably across the city.

1.3 Proposed changes to existing rates, and new targeted rates

Happy to contribute to the beautiful Arts Centre and other precious historical buildings that are in Civic ownership. I do not want to see Council sell any historical property. Historic buildings are so scarce and need to be treasured.

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1.4 Investing in upgrading and protecting our city's water networks
The three waters are a huge necessity and we shouldn't be cutting costs on these.

1.5 Investing in our transport infrastructure

I support investment in public transport. I do not expect public transport to make a profit. It is a public good. I would like to see rail and see real progress on this urgently.

Council needs to mitigate the effects of the CNC on St Albans and Mairehau urgently. Local pedestrians, cyclists and drivers and residents need to be prioritised above people coming from out of the city who do not even contribute to rates. The CNC runs through a suburban residential area, and the needs of the community need to be supported. Traffic management needs to be holistic.

1.6 Rubbish, recycling and organics

Recycling needs to be a priority. Businesses should be required to plan for recycling the packaging that they use and if they can't recycle their packaging locally (at least Nationally) it should not be used. We need to minimise waste and reduce our impact on the environment.

Single use plastic bottles should be banned.

1.7 Our facilities

We need a new community centre at 10 Shirley Rd - I would like to see a civic run community library with meeting rooms on site. The current library at Shirley is too small. We can't have things like Minecraft Club for our children in our community. We want equitable facilities like other areas of Chch. See attached.

1.8 Our heritage, foreshore and parks

Not another bloody penny into the Cathedral!!!!!! It is privately owned. Council should not contribute to religious buildings owned by religious organisations.

happy to continue to invest in parks and foreshores - however again we need to make sure facilities (eg playgrounds) are of an equitable standard across the city. we need to make sure all our playgrounds have accessible equipment.

1.9 Funding for the Arts Centre Te Matatiki Toi Ora

Yes

Comments

Give them what ever they need. Love that gorgeous place.

1.10 Funding for base isolation of the Robert McDougall Art Gallery

Yes

Comments

I support the stabilisation and restoration of this building but remain concerned at the prospect of it being used as part of the museum rather than the gallery which was the original purpose.

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1.11 Potential disposal of surplus Council-owned properties

Do not sell heritage buildings. Once they are sold they can easily be demolished and gone for ever. If they are less than 1 percent just hold on to them. They are treasures.

Restore them, repair them and lease them out Be creative in their use.

1.12 Any other comments:

I am sick of the inequity across our city. we have developed systems that make it hard for the public to have their voices heard. We need safe secular facilities that all residents feel comfortable accessing.

My priority is a facility for 10 shirley Rd.

Attached Documents

File
LTP Jo Byrne April 2021

From: Brian Hutchinson
Sent: Sunday, 18 April 2021 12:05 pm
To: CCC Plan
Subject: Fwd: Chch 2021-31 longterm plan consultation

Follow Up Flag: Follow up
Flag Status: Flagged

1762

----- Original Message -----

From:
To:
Date: 17 April 2021 at 18:26
Subject: Chch 2021-31 longterm plan consultation

B B and HL Hutchinson

This is my submission on chch city councils long term plan

We farm on Banks Peninsula in the and surrounding hill, our family is four generations of farming on peninsula. We are sheep and beef farming over an area of 2000he tairs with 4000 sheep and 300 cattle.

Currently we pay over 20,000 dollars of rates to the chch city council and enviroment council ,roughly half to each.

My submission will focuson the proposed extension of the land drainage targeted rate to all propertied including those that are historiclly unserviced by the councils land drainage infnistructure.

I am shocked by this proposal which has come out of the blue with no prior consultation or engagement and only one letter received 30 march 2021.

This is going to costs us thousands of dollars and more each year under this tottaly unfair proposal, what has happened to the catch phrase these days of user pays, or does the council only app,y this when it suits them.

This rate is for a service i do not receive any benefit from, the cost is oppressive for my farm and fails to reconise the work i do as a land owner on my property to manage excess water. We farm near lake ellesmere where we have targeted rates on our areas, we also have hill blocks that drain directly into the sea or lake forsyth whi h once again we are rated on by the council, even thou the lake level dosent effect our farm at all more the urban area or little river and the main hiway.

Im responsible for managing my waterways, drains, and wetlands to a standard set out by rules for freshwater management and rules that will becomi g on indigenous biodeversity. This includes considerable spending on fencing riparian planting sediment management ect, all of which im expectedto meet at my own cost.

These costs will be on top of the considerable costs and time we have already spent doing farm enviroment plan and getting resource concents to farm and udertake our fami g obligations, as it stands we have already spent about 3 thousand dollars this year triing toi improve our stock water in this very dry period, so under your proposal are we able to put a bill in to the council for the rate payers of christchur h to reimburse us, so we can keep our stock alive. So we can run our bussiness, I doubt it yet we are being expected to pay for the people af christchurch so they can get to there offices and houses for work and enjoyment,

We have to front all our costs with no help from the council, plus we pay a considerable amount of rates on land locked land which we get absolutly no benefit from our rates and no infnistructure provided.

We have the birdlings flat water supply running thru our land we see chch city care staff servicing this somtimes three times a day let a lone the cost of the initial infnistructure which we must be covering in our general rates, yet again we get no usage or benifit from it.

So once again it seems to be user pays when it suits by the council, than we are now being expected to cover the costs of old and run down infnistructure, which does not effect us, If we have a break down on our farm we have to sort it out any time day night weekend, we cam just call the council and expect them to fix it.

This proposal should not proceed. Its not our responsibility to bail out the citys problems which dont effect us, just because the council thinks we have a high capital value of land, there might be some highly capital valued land but as with inter generational farming this can only be released when the land is sold which is very seldom in the farming community of banks peninsula.

I would appreciate the oppertunity to discuss my concernswith the council at the herring, which if thete is any logic we shoulnt have to proceed that far.

Yours sincerely

Brian Hutchinson

1649



Willesden Farms Ltd

CHRISTCHURCH CITY COUNCIL

By email:

18th April 2021

***SUBMISSION TO CHRISTCHURCH CITY COUNCIL
2021-31 LONG-TERM PLAN CONSULTATION***

I along with my wife trading under Willesden Farms Ltd and Wongans Hills Ltd farm a large-scale Sheep, Beef, Dairy Support and Mixed Cropping enterprise covering 5,404 hectares covering Kaituna, Prices & Waikoko Valleys and on the Kaitorete Spit. Our family have been on Banks Peninsula since 1974 and have also had several other commercial businesses based in Christchurch.

We employ 10 permanent staff who all live on the property along with their families in houses owned by the farm and 2-3 casual workers for seasonal demand. Our property would be one of the largest private farm enterprises on Banks Peninsula and currently pay annual rates of \$128,639.00 of which \$96,952.31 is paid to Christchurch City Council and \$31,686.69 to Environment Canterbury.

It has long been a frustration of mine that Banks Peninsula District Council was merged into CCC whereas in my opinion should have gone to the rural based Selwyn District Council. This frustration is regularly reinforced when I deal with CCC in particular with Resource Consent issues as its my firm belief that Council staff do not understand the inner workings of a rural community. This proposal is further example of a lack of understanding of the rural community.

I was surprised to receive a letter from Council dated 30 March 2021 outlining the proposed extension of the land drainage targeted rate to all properties, including those that are historically unserved by the Council's land drainage infrastructure, furthermore I was disappointed that this letter only gave 10 working days to make submissions – this was further worsened as I only received this letter in the post on the 8th April 2021. It's disappointing that council appears not to respect ratepayer's rights to fair and reasonable consultation.

On reading the proposal it seems grossly unjust and completely unreasonable to be reallocating this drainage rate to the entire rating base. I completely reject the council's argument to apply this rate to all rate payers in particular that the drainage facilities in Christchurch CBD are for the wider good. Should you apply this argument to parts of our property – then we should be charging local residents for us to maintain our drains on our property that protect local roading assets. I have invested hundreds of thousands of dollars in riparian fencing and planting, sediment management and drainage and there is no recognition for this nor am I asking but it's a real kick to be asked to pay for infrastructure I don't benefit from.

More specifically – should the proposal go ahead this would mean an increase in our rates in the first year of \$5,643.32 being 5.82% increase and \$17,104.90 by year 3 being a 17.64% increase on today's rates. This does not take into account the annual general rates rise this coming year and also the proposed rates rise by Environment Canterbury by 24.5% which equates to \$7,108.00.

1649

Should the CCC and ECAN proposed rates increase go ahead our rates next year would go up a whopping \$12,751.21 or \$24,212.90 by year 3.

These proposed cost increases are quite unbelievable and too much to bear on the rural ratepayers who are already grappling with high compliance costs and currently severe drought, in fact the timing of this proposal is terrible and shows a real lack of compassion.

The fact that the councils describe this proposal as a "fair" approach further illustrates to me how out of touch the council staff are with their rural rate payers.

It further aggravates me that the comment from the council that this proposal is a simpler approach and that will mean that "serviced areas" will no longer be needed to be identified. This is simply lazy at the expense of the rural rate payers and so unpalatable to me as a reason to increase our rates by \$17,104.90.

My submission is that this proposal should **not** proceed, and the status quo should remain - this is the fair thing to do – to proceed with the recommendation the council in my view would risk coming across as giving no consideration for the hard-working rural Banks Peninsula farmers.

I wish to speak at any hearings on this matter.

Kind regards,



Brent Thomas
Director

1986

Te Mahere Rautaki Kaurera - Our Draft Long Term Plan 2021-31

Submitter Details

Submission Date: 18/04/2021
First name: Mark Last name: Alexander

Your role in the organisation:

Would you like to present your submission in person at a hearing? (if yes, you must provide a contact phone number)

☒ Yes

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

Additional requirements for hearing:

Any day but Wednesda

Feedback

1.1 Have we got the game plan right?

Thank for an opportunity to comment on your Long Term Plan.

I acknowledge the fiscal constraints that the Christchurch City Council is faced with.

I acknowledge that councils must provide and pay public transport infrastructure that is used by their own residents and residents from neighbouring areas.

As a Selwyn District resident and ratepayer I wish to request that you do not close the Riccarton Bus Lounge.

Your council has complained about the amount of traffic coming from the Selwyn District into your city, especially single occupancy vehicles.

We, your council, your community, my council, my community and myself, share the goal of increasing public transport patronage which will reduce personal transport use and help achieve our climate change goals.

To that end the Riccarton Bus Lounge is an attractive part of the public transport system.

Many users of the '5' service (formerly the Yellow Line) use the Riccarton Bus Lounge while they wait for their next bus.

The '5' service to Selwyn has a 30 minute schedule which means patrons have up to a 30 minute wait for the next bus, this makes the Bus Lounge an attractive place to wait for the next bus especially in inclement weather and during the winter.

Closure of the Riccarton Bus Lounge will not encourage a greater uptake for the '5' service from the Selwyn District.

The proposed closure will be a disincentive to use of the '5' service.

I have discussed your proposed closure of the Riccarton Bus Lounge with other bus users in my area - older people and younger people - and all agree that the Lounge encourages their use of the '5' service.

My fear is that the closure of the Lounge will lead to more people to choose to drive to Riccarton than catch a bus. This is not the best outcome and that fewer people using the bus is not what we seek.

Respectfully yours,
Mark A Alexander

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1986

1.5 Investing in our transport infrastructure

Your proposed investment in transport infrastructure appears to be great - except the proposed closure of the Riccarton Bus Lounges.

Attached Documents

File
No records to display.

Attachment B
Item 3

Te Mahere Rautaki Kaurera - Our Draft Long Term Plan 2021-31 from Tesar, Ryan

1924

Te Mahere Rautaki Kaurera - Our Draft Long Term Plan 2021-31

Submitter Details

First name: Ryan Last name: Tesar

Your role in the organisation:

Would you like to present your submission in person at a hearing? (if yes, you must provide a contact phone number)

☒ Yes

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

Additional requirements for hearing:

Feedback

1.5 Investing in our transport infrastructure

Airport noise contours. These need to be reviewed immediately! We under went a diasterous land use consent process with CIAL and CCC and a ccc/cial appointed "independent" commissioner. At this hearing circa 2017 CIAL advised that the operational landing noise contours were being reviewed and were nearing completion. No revision as yet. Existing contours are based on incorrect data and modelling. That is before taking in to account detrimental covid affects on future flight traffic and the new Taras airport land purchase.

The 50 dba noise contour is also totally unecessary and needs to be removed. We recently had a resource consent application that required CIAL sign off due to our plans being 2% over site coverage in the Residential Suburban zone in the 50 dba contour. It took over 2 weeks for CIAL to review our application. After over 2 weeks CiAL finally advised that their position was "nuetral" and that no noise mitigating factors were required to our proposed dwelling as the minimum standard in the building code was more than sufficient given the low level of

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Te Mahere Rautaki Kaurera - Our Draft Long Term Plan 2021-31 from Tesar, Ryan

1924

noise exposure any dwelling in the zone was exposed to. What a waste of time this contour is!

I am unsure why ECAN support a private business that has a goal of increasing noise and carbon emission pollution on residents of Christchurch.

My submission is that ECAN demand the review of the existing operational noise contours and the removal of the 50 dba noise contour.

Thanks

Ryan Teear

1.12 Any other comments:

Please see comments in Transport section

Attached Documents

File
No records to display.

1683

Te Mahere Rautaki Kaurera - Our Draft Long Term Plan 2021-31

Attachment B Item 3

Submitter Details

Submission Date: 18/04/2021

First name: Fiona Last name: Bennetts

Your role in the organisation:

Would you like to present your submission in person at a hearing? (if yes, you must provide a contact phone number)

☒ Yes

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

Additional requirements for hearing:

Feedback

1.1 Have we got the game plan right?

I support not reducing the proposed level of road/footpath resurfacing and three waters maintenance.

I support not reducing the community and other grants funding by more than 5%.

I do not support the additional \$3m funding of ChristchurchNZ, as I believe the economic stimulus could be garnered in other ways.

I support the main priorities for the future of our infrastructure.

1.2 Rates

The rates increases are acceptable

1.3 Proposed changes to existing rates, and new targeted rates

I support the targeted rate for water usage, but think the price per 1000 litres is too low (or is that a typo?).

I support an incentive to develop vacant sites.

I want to continue see Gap Filler etc. using vacant sites

1.4 Investing in upgrading and protecting our city's water networks

I fully support investing in upgrading and protecting the city's water networks. These services need to be resilient to natural hazards and sea level rise. Perhaps the system should be re-thought, though, so that new builds capture rain water and reuse grey water, especially larger buildings (both residential and commercial). Storm

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1683

water basins provide green space and short cuts for people on bicycles, scooters, or walking.

1.5 Investing in our transport infrastructure

I fully support the proposed spending on cycleways, cycle connections, and public transport. Yes, the state of our road network is still poor post-earthquake and people are getting impatient. Please coordinate roading projects and three waters projects to save on costs.

Connecting to existing networks – Prestons Road old cycle lane (south side between Marshland Rd and Hills Rd) should be upgraded and extended all the way to the CNC SUP.

Radcliffe Road west of the CNC should become an urban road rather than semi-rural, with proper shoulders to allow safe cycling and walking, or cycle lanes and footpath/shared path to allow Northwood/Belfast residents safe access to the CNC SUP. Increased commercial and residential development along Blakes Road has not been well-connected to the existing residential developed areas west of the railway line.

More local alleyways/stormwater basins to encourage active transport.

We need to be more ambitious with regards to the reduction in harm (fatal and serious injuries from crashes). How does this goal align with Vision Zero from NZTA/MoT?

I want to see more suburban streets with a 40 km/h speed limit (ideally all non-arterial roads). Suburban hubs, like Papanui Road through central Merivale, should be reduced to 30 km/h.

We need many more safe crossing points/islands for pedestrians and those on bikes/scooters/etc.

After a year or two to allow for the COVID-19 crisis and economic impact, we need to ramp up the renewal of roads to catch up to other cities. People are fed up with how slow the road repairs are taking. We need to create more jobs and do more in the post-covid era.

More roads and footpaths should be sealed with smooth and quiet asphalt, rather than the bumpy and noisy chip seal. I hate cycling on chip seal and it wear our tyres much faster.

The remaining three Major Cycle Routes – Avon-Ōtākaro Route, Ōpāwaho River Route and Southern Lights – need to be constructed earlier to encourage modal shift away from internal combustion engines, thus assisting the greenhouse gas emissions target, increasing public health, and reducing wear and tear on road surfaces at the same time. Please try to have these completed by the end of 2026.

Please stop replacing broken glass panels at bus shelters with more glass. Please use a material that doesn't break and need replacing due to vandalism all the time. Perhaps some street art would help? I support bus priority lanes to make the buses more reliable and faster, and therefore a realist alternative to private motor vehicle.

1.6 Rubbish, recycling and organics

Please look at having a collection facility/machines that pay people for returning/recycling glass, metal, and plastics. These have been successful in Germany and Australia. We need to have recycling plants in NZ, rather than shipping waste overseas. We also need to change our habits away from convenience packaging towards recyclable packaging or no packaging.

Please ensure all opportunities to harvest gases released from waste are taken advantage of, with waste gases then fuelling the operation of these facilities if not on-sold.

1683

1.7 Our facilities

I fully support the continuation of the detailed design and build of the Hornby Library, Customer Services, and Leisure Centre.

I do not support the mobile library closure. Please look at continuing this service with a new electric bus.

I do not support the closure of the Riccarton Road metro lounges, unless the frequency of all buses on this route are increased to negate the need to seek shelter in the middle of winter.

1.8 Our heritage, foreshore and parks

I support funding the maintenance of heritage structures in consultation with Iwi.

1.9 Funding for the Arts Centre Te Matatiki Toi Ora

Yes

Comments

1.10 Funding for base isolation of the Robert McDougall Art Gallery

Yes

Comments

1.11 Potential disposal of surplus Council-owned properties

I support the disposal of surplus Council-owned properties

1.12 Any other comments:

If other countries can make use of their wastewater products, why can't we? Let's not flush water out to the ocean, let's reuse the water and use the waste as a fuel.

Are we doing enough in the energy sector? Do we have solar panels on council facility rooftops? Are all council facilities lit with LED lamps?

Are all roads lit with LED lamps at a frequency that doesn't disturb the other creatures we share this space with?

Attached Documents

File

No records to display.

532

Te Mahere Rautaki Kaurera - Our Draft Long Term Plan 2021-31

Attachment B Item 3

Submitter Details

Submission Date: 08/04/2021

First name: Sarah Last name: Anderson

Your role in the organisation:

Would you like to present your submission in person at a hearing? (if yes, you must provide a contact phone number)

☒ Yes

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

Additional requirements for hearing:

Feedback

1.7 Our facilities

Although I do not live in the city I do work in it and I frequent its fabulous cultural facilities. I am a frequent visitor to the Art Gallery, the Arts Centre and to Turanga.

In my job as the Arts Coordinator at High School I have first hand knowledge of the valuable role the Art Gallery has in providing high value Art experiences to our youth. They operate a vibrant and action packed programme that is fully subscribed. I would hate to see this diminished in any ways due to cuts in services.

Equally the gallery's public programmes offer a dense and varied raft of experiences that enhance visitor engagement. These events, talks, nighttime happenings all draw in people who may never otherwise think to enter a Gallery. I have witnessed a massively diverse range of people engaging with art works and clearly loving the opportunity. I would hate to see the late night Wednesday's scaled back as they allow for families and working people to do something largely free on a mid week night. Something that broadens their horizons and engages their critical senses.

Please do not cut these vital programmes.

1.9 Funding for the Arts Centre Te Matatiki Toi Ora

Yes

Comments

However I am aware that I am not a ratepayer in Ch.Ch.

1.10 Funding for base isolation of the Robert McDougall Art Gallery

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532

Yes
Comments
However I am aware that I am not a ratepayer in Ch.Ch.

Attached Documents

File
No records to display.

Attachment B
Item 3

1848

Te Mahere Rautaki Kaurera - Our Draft Long Term Plan 2021-31

Attachment B Item 3

Submitter Details

Submission Date: 18/04/2021

First name: Diana Last name: SHAND

Your role in the organisation:

Would you like to present your submission in person at a hearing? (if yes, you must provide a contact phone number)

☒ Yes

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

Additional requirements for hearing:

Feedback

1.1 Have we got the game plan right?

This is third attempt to rewrite the entire submission so I cannot put in all the fuller arguments I have spent time presenting earlier. This is a summary as midnight approaches.

Approve of capital expenditure as delay of such expenditure ends up being much costlier in the future. However I do not agree with choices of expenditure. Would prefer much greater investment in rapid transport especially rail using existing rail in community services to Rolleston and beyond and Rangiora and beyond, on grounds this would serve a much greater number of people and have far greater beneficial effect than investing the money on longer especially out of city cycleways. I support cycleways but believe development of better rapid public transport would benefit cyclists and cycleways success as well, so much come first.

1.2 Rates

Yes, as unpleasant and difficult as it could be, this is necessary.

However I do believe we must be careful to restrain the escalation in public sector salaries as well, this has got well out of hand. Must be addressed alongside.

1.3 Proposed changes to existing rates, and new targeted rates

Yes, Arts Centre important to life in inner city, needs to be supported by the city. However, I am not sure why this needs a specifically targeted rate, as all expenditures need to be clear as well.

Excess water rates fair, although needs to be serious curbing of any leakage from main water pipelines.

T24Consult Page 1 of 3

1848

1.4 Investing in upgrading and protecting our city's water networks

Yes, good investment but we don't need chlorination and this should be resisted.

Water should not be allowed for plastic water bottle industry....Consenting water to be used in this is an anathema.

1.5 Investing in our transport infrastructure

YES, PUBLIC TRANSPORT Infrastructure IS A TOP PRIORITY and I request this is the priority over new roading and would prefer many long distance gold-plated cycleways are delayed or even rethought in order to invest in rapid transport particularly commuter rail outside Christchurch (Rolleston, Ashburton, Rangiora and beyond) and other rapid transport options.

Inner City Bike lanes are to be proud of, but the major expansion does not provide the greater benefits in reducing emissions and providing for a greater number of people than rapid transport especially rail options.

1.6 Rubbish, recycling and organics
Balance right, yes,,,

1.7 Our facilities

Do not close service centres and reduce libraries..these serve the very segments of the population that need to greater support...youth, lower income or unemployed etc etc..

Art Gallery will also be increasingly important with trans- tasman and other bubbles coming on-stream.

1.8 Our heritage, foreshore and parks

Yes

Heritage and heritage very important in many aspects and there should not be the proposed reductionist heritage incentive grants, WE have lost so much heritage the should be increased heritage funding.

WE also lose housing stock and demolition increases our carbon footprint..

It is also very important to recognise the role older larger housing plays in social housing and the need to support owners in retaining and improving these....many buildings which should be listed should be recognised serving social purposes or having the potential to do so. Character of our city is often in older buildings which serve as community hubs.

1.9 Funding for the Arts Centre Te Matatiki Toi Ora
Yes
Comments

1848

1.10 Funding for base isolation of the Robert McDougall Art Gallery
Yes
Comments

1.11 Potential disposal of surplus Council-owned properties

Very concerned you are getting rid of Rolleston Ave - Worcester Blvd building. This heritage must be protected.
Cover 19 has skewed the picture Low budget travellers will return and we need a city facility like this.

Do not know the other building.

Attached Documents

File

No records to display.

1603

Te Mahere Rautaki Kaurera - Our Draft Long Term Plan 2021-31

Attachment B Item 3

Submitter Details

Submission Date: 18/04/2021
First name: Leon Last name: Witte

Your role in the organisation:

Would you like to present your submission in person at a hearing? (if yes, you must provide a contact phone number)

☒ Yes

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

Additional requirements for hearing:

Feedback

1.1 Have we got the game plan right?
No as per my further submission

1.2 Rates
I agree that rates have to increase yearly but the increase should be fair to the rural sector which I feel won't be the case with the new proposed targeted rates

1.3 Proposed changes to existing rates, and new targeted rates

I think the new targeted rates are out of order because they are based on capital value and not a productive value of the performance of farming land. The system weakens the capability of the rural sector to pay their rates as Govt is intruding on how the country is farmed and this is contributing to the high cost and I can't see how council can forecast the charge of rates in the LTP. I don't think they have the balance right.

I have lived on my farm in Teddington for 90 years and CCC does not supply this property with sewage collection and disposal or catchment drainage. There is mainly roadside drainage. My farm is affected by non-maintenance which allows salt water to enter paddocks next to the road at very high tides.

1.4 Investing in upgrading and protecting our city's water networks

No the balance is not right because the council does not provide these services to us. Are we paying for them but not getting them? There is no forecast that council will supply these in the future to our area. The Govt is trying to enforce water supply and quality when we don't have these services which are supplied by ourselves without any cost to the council.

Does the excess water targeted rate for households include a) farmhouse, b) farm employees housing, c) watering farm animals, d) pastoral and horticultural farming?

1603

1.5 Investing in our transport infrastructure

The balance is definitely not right. I would like the council to discontinue the excessive amount poured into cycleways which seem to be very under used when observed during our frequent driving around the city and suburbs.

Not everyone can use public transport e.e country people, as there is no bus route.

The encouragement by the Govt to ride cycles may lead to more fuel use by motor vehicles - for instance - our shortest route to town is over Dyers Pass road, we seldom use this route now because the number of cyclists on the road is making it more dangerous which leads us to having to crawl in a low gear for long distances as we cannot pass on the narrow road. This leads to us using more fuel than necessary. Our alternative route over Gebbies Pass where we have to contend with heavy transport and overwidth vehicles travelling to the city and down South. These vehicles have to use this road but don't hold us up as much as cyclists on Dyers Pass.

Roading on Banks Peninsula is appalling and in our area they are only partly poorly patched so much more maintenance is required.

As we pay Road User Charges and fuel taxes to the Govt is the CCC getting its fair contribution from these Govt charges?

Attached Documents

File
No records to display.

330

Te Mahere Rautaki Kaurera - Our Draft Long Term Plan 2021-31

Attachment B Item 3

Submitter Details

Submission Date: 05/04/2021

First name: Irene Last name: Leung-Astwood

Your role in the organisation:

Would you like to present your submission in person at a hearing? (if yes, you must provide a contact phone number)

☒ Yes

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

Additional requirements for hearing:

Feedback

1.1 Have we got the game plan right?

I am a disable individual who suffered a stroke at 59 years of ages. In view of more and more younger stroke patients this day, we do need a gym for them to get better. Look around there is no gym for disability people in Christchurch except for hospital which not open for public. Stroke is not consider ACC, therefore any rehab is not funded. My trainer is , he is doing out of his heart. He only charges \$10 a session which I could afford as a Physio. He was being push out from a normal gym because we disability people occupy so much space, wheel chairs etc. Because of this, I dare to ask Council to considfer this to build a disability gym not only for the people who has stroke, as well as others suffers different causes, as well as young children too. They don't have a gym. I wait to hear hopefully good news in my favorite.

1.4 Investing in upgrading and protecting our city's water networks

I don't think we should pay for water when the government not charging companies selling water.

1.6 Rubbish, recycling and organics

I think the council require all residents to rise all kinds of containers to recycle.

Attached Documents

File

No records to display.

540

Te Mahere Rautaki Kaurera - Our Draft Long Term Plan 2021-31

Submitter Details

Submission Date: 09/04/2021

First name: Murray Last name: Smith

Your role in the organisation:

Would you like to present your submission in person at a hearing? (if yes, you must provide a contact phone number)

☒ Yes

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

Additional requirements for hearing:

Feedback

1.1 Have we got the game plan right?

I'm looking forward to getting the chemicals out of our drinking supply. This would be a top priority for me.

I hope the Council is making full use of debt funding for infrastructure projects. With interest rates at an all time low and looking like this low-interest environment will be here for many, many years. The Council should be using this period to repair / replace / improvement all those infrastructure projects that have been over looked.

You mention debt repayments are spread over the next generation of rate payers, I hope this is a long period (75 years) not say 25 years. As this base assumption will lead to a different appetite to debt.

1.2 Rates

I don't understand how these numbers above work with the recent sudden and large increases in the property values. It sounds like it will be a push for many. I personally favor larger debt loading.

1.3 Proposed changes to existing rates, and new targeted rates

I am strongly against the water usage levy.

It makes no logical sense to me, that residents in the garden city (a CCC tagline) will be levy for using low levels of water, while 1 farmer only 10 minutes out of town probably goes through my years water allocation in a few hours!

I feel this is a very emotive issue for a large number of the Christchurch population and I wonder why the council

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Item 3
Attachment B

540

would want to pick this battle?

I'm in favor of targeted levies for special projects (Not for core council services).

The logic to me is those who use that service should pay. It also keeps the eye of everyone on costs around those projects and makes sure it's logical.

It doesn't make sense why you would argue to get rid of drainage levy with all your discussion points around fairness etc. then at the very same time you are suggesting new specific levies? Your logic seems to contradict itself.

1.4 Investing in upgrading and protecting our city's water networks

Very good idea and a core function of the Council. Let's borrow money and get it done right and get the Chorine out of the water supply quick smart.

Again this debt loading should be based over a 75 year time horizon.

1.5 Investing in our transport infrastructure

I think the Carbon target will be solved by carbon-less vehicles becoming far more available and mandated by Governments around the world, so I wonder if we are spending too much on other forms of transport? As the future could be wee battery smart cars.

1.6 Rubbish, recycling and organics

No comment

1.7 Our facilities

No comment

1.8 Our heritage, foreshore and parks

No Comment

1.9 Funding for the Arts Centre Te Matatiki Toi Ora

Yes

Comments

1.10 Funding for base isolation of the Robert McDougall Art Gallery

Yes

Comments

1.11 Potential disposal of surplus Council-owned properties

I hate selling properties, but if they are unused and costing money to maintain and no longer have any possible use in the future then sell them.

But the railways of England thought that with the introduction of the motorways in the 1960's and sold off a lot of

T24Consult Page 2 of 3

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the branch rail routes. They would give their eye teeth to have those old routes back now.

Attached Documents

File

No records to display.

Attachment B Item 3

1156

Te Mahere Rautaki Kaurera - Our Draft Long Term Plan 2021-31

Attachment B Item 3

Submitter Details

Submission Date: 15/04/2021

First name: Rosie Last name: Belton

Your role in the organisation: Actnow Enterprises

Would you like to present your submission in person at a hearing? (if yes, you must provide a contact phone number)

☒ Yes

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

Additional requirements for hearing:

Feedback

1.2 Rates

I think this is necessary.

1.3 Proposed changes to existing rates, and new targeted rates

I think this is the right thing to do and the targeted recipients are worthy.

1.4 Investing in upgrading and protecting our city's water networks

Yes these services and infrastructure need support.

1.5 Investing in our transport infrastructure

I think we have problems here with making more investment in solutions currently proposed. Public transport is a good option in our cities like Wellington and Auckland where there is a great intensity of traffic in a small area of the city. Christchurch because of its very spread out geography poses big problems. I do not know what the answer is but I think there should be a pause in money being poured into cycle ways and public transport routes. We need smarter thinking and solutions.

1.6 Rubbish, recycling and organics

I am happy about this.

1.7 Our facilities

I just hope the proposed changes do not remove front line service from humans. We need personal contact and assistance to continue.

1156

1.8 Our heritage, foreshore and parks

I am happy about a budget for repairs and restoration and protection of heritage buildings and areas.

What I am intensely not happy about is the move towards native plantings almost exclusively in some areas of the city. We must protect and promote diversity of plantings. Christchurch has a joint heritage with its flora and fauna with the world and with New Zealand Aotearoa. Both must be cherished and continued for future generations.

1.9 Funding for the Arts Centre Te Matatiki Toi Ora

Yes

Comments

The Arts Centre buildings and precinct are a treasure for Christchurch and Canterbury residents and for visitors from all over New Zealand and beyond.

This magnificent group of Victorian Gothic Buildings survived the Earthquakes of 2010 and 2011 and re emerged over the past 10 years due to the dedicated restoration to a majority of the buildings on site, much of it funded by Arts Centre Insurance funding. We the people of Christchurch are the fortunate recipients of these beautiful buildings for our use through cultural and commercial tenancies and the Great Hall in particular a magnificent space for so many and varied public uses.

Prior to the quakes the CCC did some annual funding to the Arts Centre. It makes sense to support such a city public treasure that has helped itself for these last 10years and now needs some assistance getting the last spaces made safe . This in turn allows more tenancies which in turn brings more funds. . My view is that the Arts Centre should be seen as a shining example of what is good for the people of our city and for all the benefits it brings we the rate payers should be supporting it.

1.10 Funding for base isolation of the Robert McDougall Art Gallery

Yes

Comments

I do want to see the Robert McDougall Art Gallery made safe for future generations .

I do support the CCC funding for this but I am not necessarily convinced adding it to the Museum is the right way to go. I personally would like to see this beautiful space used for the purpose it was built . To be used as a Art Gallery again.

Attached Documents

File

No records to display.

431

Te Mahere Rautaki Kaurera - Our Draft Long Term Plan 2021-31

Attachment B Item 3

Submitter Details

Submission Date: 06/04/2021

First name: Phil Last name: Forman

Your role in the organisation:

Would you like to present your submission in person at a hearing? (if yes, you must provide a contact phone number)

☒ Yes

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

Additional requirements for hearing:

Feedback

1.3 Proposed changes to existing rates, and new targeted rates

re the Land Drainage Targeted Rate. I own an affected property and can appreciate and generally agree with the theories espoused. However, I would like you to consider that I personally spend at the very least 3 weekends a year (3 x 16 hours) maintaining over 400 metres of open drains which run through my property. These drains carry run-off from the road and other properties to the Gebbies Main Drain which also runs through my property.

In times of flood, I always act as required, any time day or night, to alleviate flooding issues affecting mine, other properties and Millers Road thoroughfare.

In summary, while I appreciate the concept of everyone pulling together for the greater good, I feel it is one-sided in that the rest of the community is not supporting me and my neighbours for the supply of fresh water, sewerage and rubbish disposal services, and now, in addition to putting in the hours to maintain the local drainage infrastructure I'M EXPECTED TO PAY FOR THE PRIVILEGE AS WELL.

I trust this submission high-lights the blatant unfairness of the proposed targeted drainage rate. The correct solution has something to do with 'swings and roundabouts'.

Phil Forman

Attached Documents

431

File

No records to display.

Otautahi Creative Spaces

Te Mahere Rautaki Kaurera - Our Draft Long Term Plan 2021-31 from Morton, Kim organisation: Otautahi Creative Spaces behalf of:

1912

Te Mahere Rautaki Kaurera - Our Draft Long Term Plan 2021-31

Submitter Details

First name: Kim Last name: Morton

Organisation name, if you are submitting on behalf of the organisation:

Otautahi Creative Spaces

Your role in the organisation: Otautahi Creative Spaces

Would you like to present your submission in person at a hearing? (if yes, you must provide a contact phone number)

☒ Yes

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

Additional requirements for hearing:

Feedback

1.1 Have we got the game plan right?

There should be a greater focus on wellbeing, in line with the Council's strategy for resilience, including enabling active communities to own their own future. Hauora wellbeing is one of four pou under Toi Ōtautahi Christchurch Arts Strategy.

Decrease in Strengthening Communities Funding

We strongly disagree with the proposed reduction in Strengthening Communities funding. We understood the Fund was being reviewed and that review has not come out for consultation. Instead of reducing the Strengthening Communities Funding, we propose it be increased. We also propose that there is a clearer strategy for that funding and also ringfenced investment for arts that have primary purpose of social and health outcomes.

Resourcing Toi Ōtautahi

One of the four pou of the arts strategy is hauora/health. We appreciate the work the Council arts advisors are doing towards

1912

Otautahi Creative Spaces

Te Mahere Rautaki Kaurera - Our Draft Long Term Plan 2021-31 from Morton, Kim organisation: Otautahi Creative Spaces behalf of: activating Toi Ōtautahi. However, we think that staff time is not in itself enough to activate the strategy which aims to be bold and impactful. We are therefore of the view that there should be a budget to resource implementation of Toi Ōtautahi. The Council's contribution could address gaps eg youth access to the arts through a free ticket scheme.

We would also like to see a cohesive approach to the Council's support to the arts, so that the substantial proposed investment in The Arts Centre and Canterbury Museum is able to be considered as part of an overall picture of investment. Although both are important cultural facilities, it is short sighted to invest in these at the expense of other opportunities to activate Toi Otautahi.

1.7 Our facilities

Christchurch Art gallery

We strongly disagree with the plan to cut services to schools and public programmes. These are a critical part of the gallery's community interface, and give access to people who might not otherwise get the opportunity to go to the gallery.

We accept the proposal to reduce Wednesday late night open hours. Instead of reducing the budget though we propose the gallery use the money saved towards partnerships which build access to groups who don't currently access the gallery through museums on prescriptions/arts on prescription partnerships. Looking at art, talking about art, and immersion in the calm gallery environment can bring specific wellbeing benefits to groups of people with anxiety and mental distress. Such a scheme would enable the gallery to reach people who otherwise face barriers to accessing all the gallery's wonderful resources.

The Council could play a role in supporting and brokering conversations between Pegasus Health, CDHB and arts and health organisations to help make this happen.

1.11 Potential disposal of surplus Council-owned properties

The consultation for Toi Ōtautahi highlighted the urgent need for space for arts organisations and artists. Ōtautahi Creative Spaces has long outgrown the space we have at the Phillipstown Community Hub. The Hub has a lease until the end of 2021 and there is no security after that. We have a goal of establishing a creative wellbeing centre for Christchurch which is not only a space for people with experience of mental distress, but also a centre to support the arts and health sector in Christchurch. This would show Christchurch as a pioneer and leader nationally, something reflected in the goals of Toi Ōtautahi.

We are not aware of consultation about the properties listed. For example, we would be interested in exploring the use of the former youth hostel at 5 Worcester St as a potential home for our creative wellbeing centre.

We therefore disagree with disposal of at least some of the properties listed.

We ask that the Council:

- * Establish a consultation process for the disposal of properties
- * Align the goals of Toi Ōtautahi with the properties for disposal, so that arts organisations are considered and prioritised in the allocation of properties
- * Involve Life In Vacant Spaces which has experience brokering partnerships between property owners and organisations needing space and who can activate space.

Attached Documents

File

No records to display.

1642

Te Mahere Rautaki Kaurera - Our Draft Long Term Plan 2021-31

Attachment B Item 3

Submitter Details

Submission Date: 17/04/2021

First name: Hamish **Last name:** Keown

Organisation name, if you are submitting on behalf of the organisation:

Rerenga Awa | Canterbury Youth Workers Collective

Your role in the organisation: Strategic

Development Officer

Would you like to present your submission in person at a hearing? (if yes, you must provide a contact phone number)

☒ Yes

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

Additional requirements for hearing:

Feedback

1.1 Have we got the game plan right?

See attached

1.2 Rates

See attached

1.3 Proposed changes to existing rates, and new targeted rates

See attached

1.4 Investing in upgrading and protecting our city's water networks

See attached

1.5 Investing in our transport infrastructure

See attached

1.6 Rubbish, recycling and organics

See attached

1.7 Our facilities

See attached

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1.8 Our heritage, foreshore and parks
See attached

1.9 Funding for the Arts Centre Te Matatiki Toi Ora

Comments
See attached

1.10 Funding for base isolation of the Robert McDougall Art Gallery

Comments
See attached

1.11 Potential disposal of surplus Council-owned properties
See attached

1.12 Any other comments:
See attached

Attached Documents

File
LTP Submission

1642

Christchurch City Council
53 Hereford St
Christchurch Central
8011



Submission to the 2021 – 2031 Long Term Plan

Tēnā koe,

Rerenga Awa | Canterbury Youth Workers Collective of Youth Workers and youth services in Canterbury, New Zealand, and has been an Incorporated Society since 1986 with a Charitable Trust status. We exist to support those who work with youth by providing professional development, networking opportunities, accountability and information and resource sharing. We are physically located in the Central City in a transitional youth space.

Overall Rerenga Awa agrees with the approach Christchurch City Council is taking in terms of prioritizing the development of the cities infrastructure and transport to enable the wider population of Christchurch to live and move around safely. We also support the measures outlined regarding Climate Change adaptation and mitigation.

Our area of expertise is in the Youth Development Space. In this sector we are seeing the continued fallout from the earthquakes, the terror attack of 2019, the pandemic and the increasing divide between the haves and the have nots. We are hearing from our communities on the ground that there are large numbers of young people unable to access core health and support services, or basics in terms connection to the internet and services in their own community. There are aspects of the proposed Long-Term Plan that we feel will only further this divide.

We are concerned by the proposed reduction of services and hours for the libraries and other facilities. These places serve as a vitally important role in both providing a range of services, but also somewhere warm to go during winter, and connect with friends and family. By closing earlier during the week, we are forcing many young people onto the streets for the evenings. The closure of the Aranui Library on Sunday will remove a valuable asset from a community that may not have access to these resources in their homes, and we would expect there to be a significant impact on the young people and their whanau within this community if this proposal is accepted. We also note with interest the lack of community activities delivered at the Aranui Library. For example, while some libraries have a range of term break activities, we query the lack of such activities at Aranui Library. We would like further exploration and outreach of how the Council and the local community can together get the most out of this valuable asset.

The LTP proposes reducing the existing pool of Strengthening Communities Funding from \$7.65M in 2021/22 to \$7.30M by 2028/29.

We disagree with cuts to Strengthening Communities grants. This funding has a strong history of serving the community, and we do not believe there is a case for cutting it. As we have seen in the years following a significant event, like a natural disaster or pandemic, the use of community services increases significantly. Instead, we support an increase to this pool of money (for example, through inflation-adjusting the fund). The disruptions that Christchurch has experienced over the last decade has had serious ramifications for our children, young people, and their whanau. The services that receive valuable funding through the Strengthening Communities grants are exactly the organisations

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that build the resilience of our communities to ensure strength and connectivity through disruption, and also are the services that are there to support whānau when they cannot manage those disruptions unaided. We believe the Christchurch City Council should consider these services as infrastructure that they should invest heavily in.

The LTP proposes reducing the number of people served by delivery of a 'diverse range of public and school-specific programmes to promote and educate the importance of the visual arts.' Arts and arts access can inspire young people and their families, nurture wellbeing and sense of identity, and outreach programmes can create a more inclusive sense of belonging. For many young people, the gallery's outreach eliminates barriers to accessing an important artistic opportunity.

We disagree with the proposed cuts to the art gallery's outreach programmes with schools. We encourage the Council to consider expanding the current programme rather than cutting it. We also disagree with the cutting of school holiday programmes, as these are of valuable assistance to whānau, and also offer a unique experience for rangatahi.

We would also like to take this opportunity to once again raise, to the wider council, the need for staff and elected members to have training and development in youth development to ensure practice is safe, ethical, and appropriate. The Christchurch City Council values the voices of young people and children and is supportive of civic engagement, and it therefore has a responsibility and a duty to ensure children and young people are safe in this space.

Rerenga Awa would like to also fully support the process undertaken by the Christchurch Youth Council to gather over 300 voices to submit into the Long-Term Planning process. The Youth Council provides significant value to the City, and the City Council.

We look forward to speaking to this submission.

Ngā mihi,



Hamish Keown

on behalf of Rerenga Awa | Canterbury Youth Workers Collective

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Te Mahere Rautaki Kaurera - Our Draft Long Term Plan 2021-31

Attachment B Item 3

Submitter Details

Submission Date: 17/04/2021

First name: Peter **Last name:** Rough

Organisation name, if you are submitting on behalf of the organisation:

Lyttelton Historical Museum Society Inc

Your role in the organisation: Vice President; Chair
Development Subcommittee

Would you like to present your submission in person at a hearing? (if yes, you must provide a contact phone number)

☒ Yes

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

Additional requirements for hearing:

Ability to project images onto a screen

Feedback

1.10 Funding for base isolation of the Robert McDougall Art Gallery

Yes

Comments

1.11 Potential disposal of surplus Council-owned properties

The Lyttelton Historical Museum Society has benefitted from land that was surplus to Council's requirements being gifted to the Society for the purpose of building a new museum in Lyttelton. This action provided a significant 'kickstart' to the new Lyttelton Museum project and we are grateful to have been gifted the land, which is a high-profile site in a location in Lyttelton that will be ideal for a museum. The Society supports the disposal of surplus properties from Council's property portfolio, especially for suitable new uses.

1.12 Any other comments:

It is our understanding that funding is proposed to no longer be continued to enable Design Review Panels, which Council have on occasion convened for projects that have been proposed for Akaroa and Lyttelton, to function. Both settlements have unique character and it is the Society's view that new developments of substance in these settlements should be carefully considered if the overall integrity of Akaroa and Lyttelton is to be maintained and/or enhanced.

In 2018 the Society, our architects and planning consultant presented the Concept Design for the proposed Lyttelton Museum to the Lyttelton Design Review Panel. While, in respect to the design, the panel made several commendations they also made several recommendations in terms of some overall design modifications, which we were urged to consider. We accepted those recommendations and commissioned our architects to address them. As a result we consider that significant improvements have been made to the external appearance of the

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proposed museum and we have found that these have been with considerable approval and acclaim to all those we have shown them to.

In essence, we consider that consultation with the Lyttelton Design Review Panel has been very worthwhile in terms of their giving us guidance that has led to a much improved design for the proposed Lyttelton Museum, which we believe will be a valuable asset to Lyttelton and its community. We urge that Council continue to fund Design Review Panels (which we understand involve relatively modest sums) for Akaroa and Lyttelton.

Attached Documents

File
No records to display.

Item 3
Attachment B

From: Peter Tuffley [REDACTED]
Sent: Sunday, 18 April 2021 3:44 PM
To: CCC Plan
Subject: Submission by Beckenham Neighbourhood Association Inc
Attachments: BNA 2021CCC-LTPPsubmissionFINAL.docx

1926

Please find our submission herewith.

Peter Tuffley, Vice Chair BNA

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

CCC LONG TERM PLAN 2021~2031
SUBMISSION BY BECKENHAM NEIGHBOURHOOD ASSOCIATION INCORPORATED

PREAMBLE

1. We are pleased to see that, after having risen last year to the unprecedented challenge of needing to revise the original Draft Annual Plan in the relatively short time between the onset of the Covid19 crisis and the statutory deadline for signing off on the Annual Plan and striking a rate, the Council and its staff have used the subsequent year to develop a refined response to what will clearly be an ongoing critical situation extending well into the decade that lies ahead. Taking into account the balancing act required in order to meet the various needs for investment in the future, for adequate spending on current operations ("Keeping our city running"), for ongoing maintenance of infrastructure and other assets ("Looking after what we've got") and for keeping sufficient debt headroom to provide against unforeseen emergencies – all while keeping rate revenue within reasonable bounds - we think, subject to some reservations that are not relatively major, that the Council has broadly got the balance right.
2. Within that overall context, we are pleased by the novel experience of seeing that a number of requests we made in our submission last year have been positively met.
3. While we take issue with some of what is proposed in the LTP, we also appreciate the length to which the Council has gone in producing a Consultative Document that is readable but does not oversimplify, that plainly and lucidly sets out the challenges and options facing the Council and the reasons why various options have been chosen, that invites rather than seeking to evade scrutiny, presenting a plan that is broadly progressive in its aims – blending ambition with realism.
4. Recalling the Council's performance last year – an initial rates proposal that was lower than that envisaged in the 2018 LTP, then undertaking a drive for an even lower average rate increase in the plan update that followed the Covid19 outbreak – gives us confidence that the Council will work cost-effectively towards delivering what it promises.
5. This submission, rather than seeking to address every topic covered in the LTP, will focus on highlighting two principal areas: things that we particularly support and applaud, and things that cause us concern.

STRATEGIC FRAMEWORK

6. We applaud the Council's commitment to the Four Wellbeings (social, economic, environmental and cultural) as spelled out in the Strategic Framework.

FINANCIAL STRATEGY AND RELATED MATTERS

7. We strongly support the financial strategy and the associated spending priorities, with water right at the top and transportation in second place. Especially in relation to water-related infrastructure and roads, the point of spending now in order to save future ratepayers from a rates burden imposed by the need to repair the consequences of delayed maintenance is well taken. We strongly support the proposed targeted rates.
8. Overarching all expenditure is the requirement that money is well spent and that resources are used efficiently and cost-effectively. "Doing the basics better" is an excellent start, but the need to do better pertains to everything else that the Council does.
9. On the revenue side, we would remind the Council of its previously stated intention to explore other possible sources of revenue – a proposition which we have supported and continue to support, provided that potential fresh revenue sources identified by the Council are not

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implemented without public consultation. We see this as a potential means of reducing the rates burden without impinging on service levels or otherwise compromising the achievement of planned objectives that meet community needs.

10. To underline this point, we would draw attention to the statement in ECan's latest LTP that "Council is working to identify and establish new and sustained income sources to deliver community aspirations and address environmental legacy issues". We look forward to seeing positive results of such endeavours by both ECan and CCC.

11. One thing especially pleases us. It has concerned us in the past that above-average % rate increases, although smaller in absolute terms, have fallen on the properties of lower than average value, affecting residents many of whom are likely to be less affluent, while owners of properties of higher-than-average value have been required to pay lower % increases. This in our view has run counter to New Zealand's tradition of progressive taxation, at a time when central government is seeking to lift people out of poverty. We are pleased to see that this regressive rating structure has been reversed.

WATER-RELATED MATTERS

12. We are pleased to see the reinstatement of water supply and wastewater expenditure items as requested in our 2020AP submission:

- In relation to water supply:
 - Eastern Tce Trunk Main Renewal
 - Palatine Well Head Conversion
- In relation to wastewater:
 - Somerfield Pump Station and Pressure Main
 - Eastern Tce Wastewater Main Upgrade

13. More generally we applaud the importance the LTP attaches to matters related to the "three waters" and acknowledge the importance of ensuring sufficient and cost-effective spending on maintenance and improvement of water-related infrastructure.

14. In particular, given the iconic quality of Christchurch's drinking water, we welcome the Council's stated determination to return to delivering safe unchlorinated water. In view of the looming prospect of government water reforms, the Council will have our support in doing whatever is required to avert any centralizing encroachment on Christchurch's autonomy as a supplier of drinking water.

15. Protecting the source of our drinking water necessarily involves CCC's relationship with ECan in relation to that authority's freshwater management and its impact on aquifers – particularly as regards nitrate levels. The new, democratic ECan continues to show encouraging signs of a more environment-friendly approach to freshwater management, and its LTP emphasizes a need to work collaboratively with other territorial authorities in the region. We would urge the City Council to be energetic in its dealings with ECan, both at staff and at elected member level, in promoting Christchurch's interest in matters relating to water.

CLIMATE CHANGE

16. We regard the sentence "This is the first Long Term Plan to include a climate change lens over everything, and it won't be the last" as perhaps the most significant 21 words in the entire Consultative Document.

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17. We strongly endorse all the actions proposed in the LTP that are aimed at reducing emissions.

18. We note that the Council's Climate Smart Strategy currently covers the period 2015~2025, and we hopefully assume that during the life of this LTP this important Strategy will be reviewed, updated and extended; in the meantime, we would like to see the contents of this excellent document more widely publicised.

TRANSPORT

19. CCC's candid acknowledgement of the high proportion of greenhouse gas emissions by traffic on our roads contrasts with ECan's overemphasis on air pollution by household fires, and the Council's commitment to encouraging the use of public transport has the potential of making a significant contribution to reducing emissions, especially with the introduction of electric buses. We therefore welcome the Council's participation in the Greater Christchurch Public Transport Futures business case programme, and its commitment to support the public transport network with infrastructure such as bus stops, bus shelters and bus lanes.

20. We also welcome the emphasis placed in the LTP on repairing roads and footpaths. Uneven footpaths, on which it is all too easy to trip and fall, are a notorious pedestrian hazard, especially for the elderly, and we would be especially keen to see footpath improvements, as well as replacement of deep kerb gutter channels (another tripping and falling hazard), in places that tend to be frequented by the elderly, such as retirement villages and senior housing units.

21. It is gratifying to see Beckenham, Spreydon and Somerfield on the list of candidates for Christchurch Regeneration Acceleration Facility funding for road and footpath upgrades and for safety and accessibility improvements.

22. We broadly support the LTP transport proposals, with the rider that every effort should be made to ensure that resources are used with maximum cost-effectiveness (especially on major capital items such as roads and cycleways), so as to enable funds to be either saved or diverted to other useful purposes.

HERITAGE, PARKS AND FORESHORE

23. We are generally supportive of what is proposed here, but we wish to highlight yet again a matter of longstanding concern to us.

Mid Heathcote Linear Park Masterplan Implementation.

24. It is now more than 10 years since this project was deferred, having been more or less ready to go prior to the 2010 and subsequent earthquakes. The passing of that anniversary makes it all the more painful to see that under this LTP our community will be made to wait at least a further decade for realization of the Masterplan. This delay represents the imposition of an unacceptable sacrifice on our community.

25. While it is pleasing to see some restoration of last year's cuts in preliminary spending on this project, the nature of the proposed restoration (see p. 137 of Vol. 1) appears puzzling, i.e.:

Year	\$
2021/22:	6,000
2022/23:	0
2023/24:	252,000
2024/25:	130,000

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2025-27: 0
2027/28 3,000

26. Is there an explanation for this strange-looking schedule of relatively paltry dribs and drabs? What does anyone imagine can be achieved with \$6,000 or \$3,000 in any one year? And, with no further expenditure proposed after 2028, what is meant to be achieved at the end of the 10-year period after spending a mere \$391,000?

27. Whatever may be the answer to that question, we put it to Council that our community should not have to wait any longer for reinstatement of this project in its entirety. It is a relatively minor item in the context of the overall budget, and we have no doubt that savings could be made elsewhere.

OTHER LOCAL MATTERS

28. We are pleased to note that last year's defunding of work on improving the Cashmere/Hoon Hay/Worsleys intersection has been remedied and that the work is to go ahead.

29. In our comments on the 2018 LTP we supported the deferral of expenditure on repairs to the South Christchurch Library/Service Centre/Learning Centre complex until 2021~22. We welcome the proposed schedule of expenditure, with \$640,000 in 2021/22 (which we presume to be for minor work that will allow the library to continue to be open) and the bulk of the spending in the period 2024~27, during which we appreciate that the library may need to be closed for much if not all of the time.

OTHER MATTERS

Library services and service centres

30. We regard the proposed curtailment of library hours and discontinuation of the mobile library service as highly regrettable, and ask the Council to reconsider.

31. We also view with considerable concern the proposed closure of the service desks at Akaroa and Lyttelton, especially since it appears to be based upon the fallacious assumption that the only important purpose of service desks generally is the conduct of financial transactions – **an assumption that was used as the rationale for the Council's 2006 proposal to close all service desks throughout the city**. While the LTP contains an assurance that services at other service desks will remain unchanged, we suspect that there is an unwritten "for the time being" at the end of that sentence.

32. We would remind the Council, as we did when in 2006 **we successfully led resistance to the proposal to close all service desks**, that these desks serve a vital function as the local human face of the Council, and are used by the public to obtain assistance, information and advice on a wide range of Council-related matters. For that reason, not only do we object to the present proposal and urge the Council to withdraw it; we also give notice now that **any future move to extend the proposed closures across the rest of the city will meet with vigorous organised resistance as in the past**.

Consultation and engagement

33. We note with regret the proposal to delete the LTP2018 target of a dedicated youth engagement strategy. Fostering an interest among young people in participation in civic life seems to us to be an important contribution to building a healthier democracy both locally and potentially also at national level, and we ask the Council to reconsider this proposal.

34. However, we applaud the stated aim of gradually raising the "percentage of residents who feel they can participate in and contribute to Council decision-making".

35. In that regard, we note that a recent meeting of residents' group representatives the view was expressed that it was difficult to find out information about the LTP and the complaint was made of a lack of transparency. To a degree we regard these comments as somewhat misplaced; but we think it would be useful in future to promote and encourage use of the Council's website and to give more publicity to the fact that AP and LTP documents, not just the consultative documents but the full documents also, can be downloaded as searchable PDFs, thus making it easy for individual citizens to explore in detail what each plan proposes on whatever topics are of interest or concern to them.

36. In this regard, we recall that some 14 years ago the Council established a working group, with representatives from residents' groups across the city, to review and update Council policy on this subject. Regrettably, the Council terminated the work of this group before it had reached any conclusions. We think it is time to revisit and complete this unfinished task. This would fit well within the Council's Strategic Framework. It would accord with the stated strategic principle of "Being open, transparent and democratically accountable", and with one of the top priorities, "Enabling active and connected communities to own their future"; more specifically it would help towards one of the desired Community Outcomes named within the Framework, namely "Active participation in civic life".

37. Given that "Enabling active and connected communities to own their future" is stated to be a top priority, we fail to see how reducing funding for community grants can do anything other than undermine the pursuit of this important goal.

Potential disposal of surplus Council-owned properties

38. We have no quarrel with this in principle, but we ask the Council to put in place transparent processes for determining when a property is surplus, and for consultation with local communities prior to disposal in locations where such properties are located. Given the relatively small values involved, we see no reason for urgency in the disposal of properties.

Greater Christchurch 2050

39. We have long regarded the expansion of Christchurch as an inevitable process that needs to be managed in a strategic, well-considered and coherent manner (and with the fullest possible community consultation so that the results are "owned" by the people, not by the planners). We therefore regard the Greater Christchurch Partnership as an exciting development, and will follow the evolution of the Greater Christchurch 2050 project with keen interest.

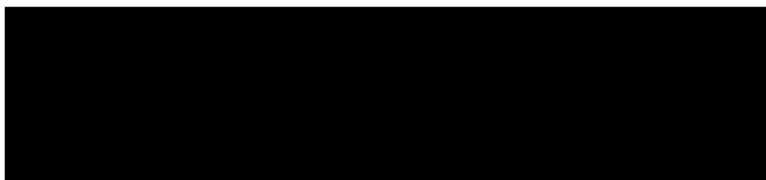
IN CONCLUSION

40. Subject to the various matters that have been touched upon above we broadly support the Draft Long Term Plan.

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

18 April 2021

On behalf of the Beckenham Neighbourhood Association Incorporated
Peter Tuffley, Vice Chair



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Te Mahere Rautaki Kaurera - Our Draft Long Term Plan 2021-31

Attachment B Item 3

Submitter Details

Submission Date: 10/04/2021
First name: Neil Last name: Roberts

Your role in the organisation:

Would you like to present your submission in person at a hearing? (if yes, you must provide a contact phone number)

☒ Yes

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

Additional requirements for hearing:

Feedback

1.7 Our facilities

Education is a cornerstone of what any public art gallery is about and the proposal in the LTP to cut art education public programmes at the Christchurch Art Gallery by 25% is misguided. The future of our gallery visitors needs more investment rather than less. The young are tomorrow's supporters. For 45 years the gallery has delivered an commendable art education service, that at times has lead art museum education in NZ, and has been a huge benefit for art education programmes in schools. As a former art museum professional I know how long it has taken for the present growth of education services to occur at the Christchurch Art Gallery and also know that once cut these services will not be easily or quickly reinstated.

I submit that the consequences of the plan to reduce services has not been properly considered as to the long-term consequences.

1.9 Funding for the Arts Centre Te Matatiki Toi Ora
Yes
Comments

1.10 Funding for base isolation of the Robert McDougall Art Gallery
No
Comments

577

Attached Documents

File
No records to display.

Attachment B Item 3

2096

Te Mahere Rautaki Kaurera - Our Draft Long Term Plan 2021-31

Attachment B Item 3

Submitter Details

Submission Date: 18/04/2021

First name: Pubudu Last name: Senanayake

Your role in the organisation:

Would you like to present your submission in person at a hearing? (if yes, you must provide a contact phone number)

☒ Yes

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

Additional requirements for hearing:

Feedback

1.1 Have we got the game plan right?

Putting a climate change lens across the consultation document and the funding is a good start. It is now time to back up the rhetoric with direct investment into both mitigation and adaptation measures, as the climate crisis deepens.

The prioritization of the MCRs (and brining the Wheels to Wings MCR foward) are great ideas, but in addition, more coherence is needed across also prioritizing public transport. Since at least 2015, there's been lots of talk of a cross council body (CCC, ECAN) that would improve the bus system for example, and as far as I can tell from the outside this has not progressed. Joint spending between the two councils (and increases in said spending) is required to get greater patronage across the public transport service. This should be a priority in capital expenditure (particularly in roading design etc from CCC's end).

Increased options for active and alternate transport are also great. (And the current city centre for example is much better than even 2 - 3 years ago, because of the greater walking and cycling access). More of this!

1.2 Rates

I as a rate payer support these increases in rates.

Additionally I think the rates should be entirely progressive, and more aggressively so. For example, properties with high capital value should pay a larger portion of overall rates. In addition, second, and subsequent properties owned by the same entity should attract an additional levy, that increases proportionally with the number of properties owned.

1.3 Proposed changes to existing rates, and new targeted rates

I agree with the targetted rates in general, however, household water use should be normalized to expected occupancy. For example, a household with two adults (such as ours) should not be considered in the same vein as a household with say 4 - 5 adults, plus whanau. As household size tends to be inversely correlated with socio-economic status, these effects should be taken into account when targetted water restrictions and excess use rates are applied.

1.4 Investing in upgrading and protecting our city's water networks

Absolutely support this. Just in the 3m of street in front of our drive way, we've had 4 leaks spring up from the water mains pipes under street, just over the last 12 months. Not a good sign for the ageing water infrastructure of the city.

2096

1.5 Investing in our transport infrastructure

This should be prioritized higher. Because of historic (and frankly woeful) underspend in transport infrastructure, Christchurch is behind where it should be. You should also set clear goals for reducing single occupancy private vehicle/UBER type journeys into the city (while increasing or maintaining overall patronage into the city).

Where the balance might be redressed could be in reducing the debt repayment levels, and increasing transport spending. Given debt *should* be relatively cheap at the moment, maintaining debt levels (or increasing them) into projects with total Rols > 1 (where total Rol should include overall cost/benefit analysis including health effects, climate mitigation, secondary economic activity, job creation etc) makes sense.

Rushing to reduce debt does not.

1.6 Rubbish, recycling and organics

Yes, the recycling in our city needs vast improvements. Current system places far too much burden on households (and ours happens to be extra enthusiastic about recycling), meaning people are simply choosing to use the red bins instead of recycling (anecdotally from talking to friends, colleagues and neighbours).

1.7 Our facilities

Absolutely and vehemently disagree with the closure of Riccarton Road Bus Lounges. As I've stated above, improving access to and usage of public transport is a must. This closure would be contrary to that. It would also be contrary to putting climate change front and centre in our planning.

Libraries should remain open to ensure equitable access. E.g. earlier closures in wealthier areas, with longer (or current hours at least) in less wealthy areas of Christchurch. Library hours being reduced across the board is not acceptable, as it is clearly an inequitable solution, as access to facilities matters a lot more to lower wealth areas compared to richer areas.

1.8 Our heritage, foreshore and parks

Within this, native ecological system regeneration, replacement of exotic specific with native species in our parks etc should be prioritized.

1.9 Funding for the Arts Centre Te Matatiki Toi Ora

Yes

Comments

Public funding of the arts is vital.

1.10 Funding for base isolation of the Robert McDougall Art Gallery

Yes

Comments

Extra safety is not only good for the gallery itself, but it's also important to ensure the safety of any occupants.

1.11 Potential disposal of surplus Council-owned properties

Is your definition of surplus the same as the wider communities definition of surplus? If these are being "disposed" they should be turned over to the commons, not privatized.

Attached Documents

File

No records to display.

882

Te Mahere Rautaki Kaurera - Our Draft Long Term Plan 2021-31

Attachment B Item 3

Submitter Details

Submission Date: 14/04/2021

First name: Kate Last name: Hodgins

Your role in the organisation:

Would you like to present your submission in person at a hearing? (if yes, you must provide a contact phone number)

☒ Yes

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

Additional requirements for hearing:

Feedback

1.2 Rates

I agree with this.

1.3 Proposed changes to existing rates, and new targeted rates

I support these charges, especially the water rate.

1.4 Investing in upgrading and protecting our city's water networks

I support a water use charge.

1.5 Investing in our transport infrastructure

Please see attachment

1.6 Rubbish, recycling and organics

I would like to see more opportunity for separation of rubbish at household level. The current system of all recycling ending up in a single bin greatly increases the likelihood of contamination and just pushes the costs of rubbish management on to future generations. I have witnessed yellow rubbish trucks emptying their contaminated loads into the general waste and therefore into our landfills.

1.7 Our facilities

I do not agree that libraries should be open on public holidays. Librarians work really hard- it's so much more than just a book lending service, it's a real community support service that they run, but they need a break too.

I think we should get rid of library book fines for kid's books. The cost of a lost book puts families off using the library and results in depriving those who would most benefit from access to books.

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1.8 Our heritage, foreshore and parks

Please can we seriously consider banning cars and other motor vehicles from our beaches and rivers. This is an outdated practice which does not fit with 21st century thinking. Our natural spaces are already under so much pressure. It is not only terribly harmful to the environment but makes our beaches unnecessarily dangerous for people too.

1.9 Funding for the Arts Centre Te Matatiki Toi Ora

Yes

Comments

1.10 Funding for base isolation of the Robert McDougall Art Gallery

Yes

Comments

1.11 Potential disposal of surplus Council-owned properties

Disposal of reserve allocated land, should go through a thorough public consultation process. Some of those properties are well used community assets and have plantings and pathways (such as those in Governor's Bay). I would also like to see a much more nuanced application of the reserve quotient on land that is dispersed or being developed, to allow for greater active transportation options such as connecting pedestrian/cycle pathways, rather than just random envelopes of park.

1.12 Any other comments:

I fully support the Council's position in becoming Carbon neutral by 2045- I would like to see this happen much sooner. The Commission for Climate Change's recent report made it abundantly clear that we cannot afford to wait.

Attached Documents

File
LTP Transport submission CCC

882

The necessity for Council of reducing reliance on car use in our city is clear- or at least it should be by now:

- Congestion
- Pollution and carbon emissions
- Health and social impacts

And also

- Infrastructure Cost: the cost of building and maintaining roading infrastructure, the cost of the road toll and also the real estate cost of parking. According to a recent report, Roughly 64 hectares within the four avenues is already used to store cars or \$850m worth.

NZTA/Waka Kotahi estimate that car park construction costs can be as much as \$2500 per m2. [Page set-up: \(nzta.govt.nz\)](http://nzta.govt.nz)

Resolving this requires a two-pronged approach:

- Improving public transport networks which should be fast, frequent, affordable AND accessible
- Investing in active transportation

On this basis I would like to submit that:

1. Christchurch looks at creating a single agency to manage all transportation.
2. Safe Cycleway investment is prioritised. Specifically, I would like to submit that the planned cycleways in St Martins are brought forward from the current schedule of 2029/30 to 2022/23.

In support of a single agency for transportation in Christchurch:

We currently have three different agencies (NZTA/Waka Kotahi, Ecan and CCC) involved in aspects of transportation across Christchurch, covering roads, public transport and active transport. This has led to a siloed and often blinkered approach to our transportation issues and many missed opportunities, for example:

How can you plan for bus routes when you are not engaged with the cycling infrastructure?

How can we plan to expand or develop our city without being fully engaged with public transport options?

How can we reduce car use in the city centre and promote bus use when the agency involved is more concerned with increasing fares and reducing service?

A functioning transportation network requires a multi-modal approach and long-term investment - not one based on a three year election cycle or even a 10 year plan. We are already behind equivalent cities in the region- Christchurch is currently the largest city in the southern hemisphere without a light rail system. A city such as Newcastle, NSW (pop.

around 440,000) has embraced a multi-modal transportation model combining light rail, bus rapid transit (and trialling autonomous buses) and active transport to tackle their transport challenges.

We also need much greater accountability- ideally a single agency in charge of all the transportation in the city which is directly answerable to the ratepayers of the city. The current collaborative Greater Christchurch Public Transport Joint Committee is a good start however, this is not the same as having a single agency and single point of reference for the public.

Cycleway investment

Investment in cycleways since the earthquakes is heartening, but it has been piecemeal and inconsistent. Building a cycleway to Sumner creates a nice leisure bikeway- but a 15-20 km bike commute to work and school (Linwood High is the local zoned secondary), with some very dodgy intersections to negotiate, is not practical for many people- or something that parents would feel happy encouraging their kids to do.

Cycleways must be functional, safe and they have to be fit for purpose. A cycleway is not functional when it takes longer to bike on than on the main road. It is not safe or fit for purpose where it suddenly disappears just where the road narrows or where there is a dangerous intersection to cross. It is not just white lines on the road either. [Protected cycle lane barrier selection matrix \(nzta.govt.nz\)](https://nzta.govt.nz/protected-cycle-lane-barrier-selection-matrix)

Safety, or the perception of lack of safety on our roads, is the main barrier to more people biking in NZ. Safety is key to encouraging people on to bikes:

“Making cycling a safer and more attractive transport choice is a key priority for the Transport Agency.” NZTA/Waka Kotahi website

The NZTA/Waka kotahi 2019 survey [Understanding attitudes and perceptions of cycling and walking – September 2019 \(nzta.govt.nz\)](https://nzta.govt.nz/understanding-attitudes-and-perceptions-of-cycling-and-walking-september-2019) highlights that safety is a major barrier- and also that almost 40% of respondents would be more likely to bike if the infrastructure was improved.

So, cycleways need to be safe... but they also need to be local.

According to the survey, one-sixth of household car trips in New Zealand are under 2km long and almost half are less than 6km long. These short distance car trips are particularly polluting, as cold engines consume around 40% more fuel, produce more emissions and increase engine wear and tear. [Page set-up: \(nzta.govt.nz\)](https://nzta.govt.nz/page-set-up)

Bad for the environment, but also for our back pockets.

Despite what one might read in the Press, in Christchurch, the Waka Kotahi study found that 60% of respondents who don't currently bike were open to take up cycling. We certainly saw this during the lockdown in our neighbourhood of St Martins. Most surprising for me, was the amount of older residents out on their bikes on the streets.

Unfortunately, the suburbs of St Martins and Hillsborough have again missed out on any cycleway investment in this LTP. Cycleway investment for the area is not scheduled until 2029 at the earliest.

This is a prime example of misplaced investment opportunity for cycleways and for reducing car use.

St Martins and Hillsborough lie within 5km of city centre, with many schools and local amenities. Many residents cycle for leisure and a relatively large proportion also commute to school and work- 12.3% of the local population in comparison to around 5.6% for the city as a whole, according to the last census. Public transport opportunities are, however, limited – with infrequent, slow, often indirect services to the places we want to travel and stops that are certainly not within the ideal “quarter mile” walk of many residential areas.

As well as being a commuter zone for cyclists, our neighbourhood is also a major access point to the Port Hills for cyclists and walkers, with the Rapaki and Vernon tracks and the Montgomery spur bike track. According to the Port Hills ranger, these are the most frequented tracks on the hills with over quarter of a million trips recorded last year.

And yet, there are no safe cycleways along Centaurus Road or into town (the Brougham Street intersection and beyond is a major problem) and none in the planning until at least 2029.

Surely, the place to start with cycleway investment is with those “low hanging fruit”-ie. the suburbs closest to the main centres for work, for education and for active leisure and social activities? Those are the places where the 60% of “open to cycling” people are most likely to hop on their bike (or ebike), or scooter to make those short trips to the shops or to work or school- as long as there is a safe cycleway infrastructure. These are the people most likely to be leaving their cars at home if other options are available, yet it is safer, cheaper and so much more convenient for them to drive and pay for parking in town, than to bike or catch the bus.

Our lack of serious investment in transportation has always been excused by our small population base- but this argument is not sustainable (see Newcastle NSW). Our population is expected to grow to 650,000 by 2048 and the costs related to a congested, polluted city will only increase.

Over the next ten years, we can be sure of a few things: The population of Christchurch will rise. Our city will become more, not less, densely populated. Cars will become more expensive to own and to park. Infrastructure costs will rise as resources become more expensive. More people will own electric bikes and cars. Our population will become older. Our health statistics (and their related costs) worse. We need to look to a future where cars are not as ubiquitous as they are currently- where there are other options. Where more people live in or close to our city centre and to a city that is there to accommodate people rather than cars.

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This council need to be brave and to be bold and invest as much as possible in getting our public transportation back on track and building a truly multi-modal city with excellent active transport networks.

We need 21st century solutions, not 20th century thinking.

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Te Mahere Rautaki Kaurera - Our Draft Long Term Plan 2021-31

Submitter Details

Submission Date: 18/04/2021

First name: Ron Last name: Andrew

Organisation name, if you are submitting on behalf of the organisation:

Christchurch Beautifying Association

Your role in the organisation: President

Would you like to present your submission in person at a hearing? (if yes, you must provide a contact phone number)

☒ Yes

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

Additional requirements for hearing:

Feedback

1.12 Any other comments:

Submission to Draft Long Term Plan

In the LTP, provision is made for the Christchurch Beautifying Association (CBA) funding grant provided last year (2020) for this year's Christchurch City Street & Garden/Community Pride Awards, to be reduced by .5% of the 2020 grant each year for the next 10 years. I understand the 5% reduction has been applied to all grants to Christchurch City Community organisations.

Background

The grant for the CBA was established for our organisation, in conjunction with the Christchurch City Council, to carry out the above awards schemes each year.

The CBA is an incorporated that was founded in 1897. Over many years the CBA has been a strong advocate to make Christchurch a city where beauty is respected and encouraged.

The objectives of the Association are:

To initiate, plan and carry out the improvements, beautification, and protection of the City of Christchurch.

To Promote and maintain interest in all matters affecting the beautification and improvement of the area of its operation.

To encourage clean and beautiful surroundings.

The CBA has, over the years, provided gifts to the City, including; The Floral Clock, The original "Peacock Fountain", Millbrook Reserve, the Water Wheel in the Avon River, and the Daffodil plantings over the last 36 years, in Hagley Park.

Membership is open to all and benefits of membership include regular speaker evenings, a regular newsletter, social evenings, organised day trips, free entry to the Spring and Summer Garden Competitions, assistance with garden problems, tours of prize gardens and streets, and discounts at specified nurseries.

Council Initiated Projects

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The CBA also administers two award schemes on behalf of Christchurch City Council. These awards are administered by a joint committee consisting of the CBA and elected members representing the 6 Community Boards of the Christchurch city Council.

The two schemes are

The Street and Garden Awards, and
The Community Pride Awards.

Street and Garden Awards

The Street and Garden Awards scheme was established by the Christchurch City Council in 1950 with the purpose of encouraging civic pride. Since that time the Awards scheme has grown with wider aspects included. Traditionally, this scheme has been funded by Council at a metropolitan level.

Preparations for judging commence in early November and judging itself is held over January and February each year. The final selection of the Premier Streets is carried out in March under the supervision of our Principle judge and Chairperson of the S&G/CP Committee, Mr. Peter Lawrence.

The premier streets are categorized as follows:

The best long street (60 properties or more)
The best short street (up to 59 properties)
The best Cul de Sac

The judging criteria are based on community effort (50%) general appearance (30%) and contributing gardens (20%).

Prizes are also awarded to:

The most attractive garden selected from the premium streets
The best street frontage plantings
The best all year round garden
"Living Fences"

Environmental awards - These awards include churches, service stations, schools, factories, fire stations, commercial properties, and sports clubs, etc. that have made a concerted effort over a number of years to uplift their surroundings.

City "Gateway" Awards (residential and non residential)

Memorial Drive

Main South Road

Main North Road

Yaldhurst Road

Ferry Road

Premier winning streets receive a plaque (to hang prominently in the street) In April the CBA holds an awards evening and presents trophies and certificates to all the winners.

Community Pride Awards

The Community Awards in its present form began in 1997 as an initiative of the Council and they delegated the Community boards to work in partnership with the CBA. The objective was to encourage civic pride and acknowledge the residential gardener's efforts in contributing to the overall image of Christchurch as the Garden city.

Judging takes place at the same time as the street and garden awards. The judging criteria are based on evidence of efforts made to the garden, overall tidiness, and impact of the garden on the streets. Properties are judged from the street and those with high fences, where the garden cannot be readily viewed, are not judged. There is no competition and all gardens meeting the criteria are awarded a certificate.

Part of the board's participation is to hold an annual awards evening for those that qualify for an award. Garden owners selected are presented with a certificate at the function of the relevant community board acknowledging their effort and contribution made in maintaining the Garden City image. Since 1997 the number of gardens awarded certificates has grown and it is now a very popular event. It also allows the boards to meet

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with their constituents in what is a very convivial environment.

Request

1. The costs to the CBA of administering the two awards schemes each year, in 2010 was \$30,000. After submissions on that year's Annual Plan, the council agreed to make a payment of \$27,500 annually, directly to the Association, via a line item through the Annual Plan. A number of changes were made to accommodate the funding made available from the council and any balance required each year was made up by a contribution from the CBA.

Unfortunately, costs continue to climb. The number of streets and residences increases each year. This year a contribution of \$2,600 was required from the CBA, to allow the schemes to go ahead. This drain on our reserves is no longer sustainable.

It should be noted that the 27 Members involved in these initiatives each year are Volunteers.

Therefore we formally request that, if Council wishes the CBA to continue to administer these awards on their behalf, they recognise the increased costs and increase the grant accordingly, or, negotiate an amended version of the awards to suit both parties along with a financially sustainable grant.

2. Currently, Community Boards are funded to provide for their involvement in the partnership. Unfortunately, this funding is part of a contestable fund and they have a delegation that allows them to not take part at times, should the opportunity cost of a local initiative, have a higher priority. To maintain the integrity of the two schemes as originally envisaged, it would be helpful if their funding for this initiative could be funded annually as per, and in conjunction with the CBA.

3. The CBA is fully committed to the current partnership and the schemes as they stand. We believe that they are supported by the Community Boards. They, along with the Council, receive much support for the continuance of the scheme and resulting exposure to the boards, from the Community.

Ron Andrew

President, CBA

Reply

Reply all

Forward

Attached Documents

File

No records to display.

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Te Mahere Rautaki Kaurera - Our Draft Long Term Plan 2021-31

Attachment B Item 3

Submitter Details

Submission Date: 18/04/2021

First name: Ron Last name: Andrew

Organisation name, if you are submitting on behalf of the organisation:

Christchurch Beautifying Association

Your role in the organisation: President

Would you like to present your submission in person at a hearing? (if yes, you must provide a contact phone number)

☒ Yes

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

Additional requirements for hearing:

Feedback

1.12 Any other comments:

Submission to Draft Long Term Plan

Section – Proposed Excess Water Use Targeted Rate

The Plan Proposal

The LTP proposes that 700 litres of water a day will be allocated to each household. If people use more than 700 litres of water a day on average, across three months, they will be charged an excess water use targeted rate of \$1.35 per 1000 litres over the limit. Usage is to be calculated every three months.

Council Evidence of need

Some of the arguments in favour have been presented as

- enabling extra income to council to meet the costs of improving water supply
- Residents taking more care with water and valuing it more because they have to pay for water use above a certain level
- Residents seeing water as the precious resource which it is and helping conserve water from misuse or overuse

The Christchurch Beautifying Association

The CBA is an incorporated society that was founded in 1897. CBA has always been a strong advocate to make Christchurch a city where beauty is respected and encouraged. It is a strong supporter of the Cities Garden City image.

The objectives of the Association are:

To initiate, plan and carry out the improvements, beautification, and protection of the City of Christchurch.

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To Promote and maintain interest in all matters affecting the beautification and improvement of the area of its operation.
To encourage clean and beautiful surroundings.

The CBA has, over the years, provided gifts to the City, including; The Floral Clock, The original "Peacock Fountain", Millbrook Reserve, the Water Wheel in the Avon River, and the Daffodil plantings over the last 36 years, in Hagley Park. We also operate Christchurch Spring and Summer Garden Competitions, tours of prize gardens and streets, and provide assistance with garden problems.

The CBA also administers two award schemes on behalf of Christchurch City Council. The two schemes are "The Street and Garden" Awards, and
The "Community Pride" Awards.

Council funds the two scheme each year. The Street and Garden Awards scheme was established by the Christchurch City Council in 1950 with the purpose of encouraging civic pride. The Community Awards in started in 1991 as an initiative of the Council and in 1997 they delegated the Community boards to work in partnership with the CBA. The objective was to encourage civic pride and acknowledge the residential gardener's efforts in contributing to the overall image of Christchurch as the Garden city.

General Comment

Early alert of trouble

The Council were alerted, after a substantial investigation and internal report, in the early 1990s that a substantial number of the cities underground water supply infrastructure had signs of significant deterioration and were at serious risk of failure. Little extra work was carried out other than standard maintenance over the years until the earthquakes in 2010/2011 and primarily then to those that had suffered damage from the earthquakes.

Current supply and use

Environment Canterbury has allocated 82 billion litres of water for the current year to the City for household supply and to keep our parks and gardens green. They report that the Council "is not running out of water and not even close to using our current allocation". They confirm that Council has only used 70% of the allocation. Of the amount used in 2019, 20% was leaked to ground. In the ensuing years, this has been reported as having increased by around a billion litres a year.

Demand from users

In the last few summers, demand on the water supply network has been unable, at times to meet that demand with increasing regularity. Equipment has not been upgraded to meet the demand and the system is at risk of not being able to supply the requisite water to properties. Some of the critical water supply equipment has been reported as unfit for purpose and restrictions during early summer, because of this, have become regular.

Recommendation

We believe the critical water supply equipment that is failing to handle current demand pressures be replaced and at least be capable of handling short term future demand pressures.

Enforcement

There is provision for the council to take a prosecution for wasting water under section 192 of the Local Government Act 2002, however I cannot find any record in the last 5 years, of the council taking a prosecution including for any breach of the council water by-law regarding wasting water. This would appear to indicate any loss to date is of limited consequence or of such limited effect to not warrant a prosecution from being taken. The reported loss of water would seem to suggest otherwise.

We note that Government is concerned with "waste of water" but no mention of "excess use" of water.

Water Restrictions

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The current bylaw and policy regarding applying specific restrictions on the use of water use appear to be adequate for the managing of any emergency relating to delivering supply of water currently identified.

Managing Current Difficulties.

Understanding the complexities of supplying communities with differing needs, providing current time, volume and time of use, usage data and determining fair and accurate charging regimes, is both technical and fraught with difficulties. This is particularly difficult in Chch currently given the state of our underground infrastructure, much of our equipment, data equipment and processes for data collection. (all meters are analogue, a considerable number of meters are still calibrated in imperial gallons, a number of properties share meters, manual reading of every meter, the lack of testing meters (Integrity of evidence?) etc.

Recommendation

Any change must include automatic meter reading and collection of a range of data to improve critical decision-making. Given the challenge of managing the urgently needed improvement to our infrastructure and technology and the Governments Three Waters reform, which will result in major changes to who manages the reforms, it appears the local changes are premature. It is felt the status quo should remain short term to allow advanced metering etc to be introduced

Impact to those affected.

There appears to be little evidence of discussions around the impact on those affected by the changes and charges.

What about ratepayers and families, the aged, low income, members and employees of the gardening and gardening supplies industry? (threat to their employment given the proposals intent is to drive down gardening activities via restricting water.). Gardening is the largest recreational activity by far in NZ, by taking 30,000 or more out of this, what will it mean? What about their health? What about their welfare? Is the opportunity cost worth it?

Recommendation

We recommend an in-depth enquiry into the impact of the proposal on those, and the wider community, be carried out before any decision on the proposal is made.

Costs

Finally, the cost of our water is not only in its delivery, but includes taking away the water waste. Both rates need to be taken into consideration to estimate the cost to particular sections of the community. The group targeted by this proposal certainly pay the highest amount! Moreover, much of their activity in the garden generates no waste, clean water is delivered to the garden, it is partly absorbed by plant life and the balance is returned to the aquifers! Makes the councils delivery rates for the combined services very steep, some would say unreasonable.

Recommendation

We recommend an enquiry into the fairness of the current rates for the combined delivery of water and the removal of the resultant waste

Ron Andrew
President, CBA

Attached Documents

File

No records to display.



Christchurchairport.co.nz

16 April 2021

Christchurch City Council
53 Hereford Street
Christchurch

CHRISTCHURCH CITY COUNCIL DRAFT LONG TERM PLAN 2021-31

Submitter: Christchurch International Airport Limited (CIAL).

CIAL **would** like to be heard in support of this submission.

Introduction

- 1 Thank you for the opportunity to comment on the Council's Draft Long-term Plan 2021-31 (*the Draft Plan / LTP*).
- 2 Christchurch International Airport (the Airport) is the largest airport in the South Island and the second-largest in the country. It connects Canterbury and the wider South Island to destinations in New Zealand, Australia, Asia and the Pacific.
- 3 Just under 7 million travelling passengers per year with a total of 109,307 aircraft movements and their associated 'meeters and greeters' pass through the Airport.¹ Combined Airport activities see between 25,000 and 30,000 people visiting the Airport every day. The Airport is home to several international Antarctic science programmes and their associated facilities. The Airport is also the primary air freight hub for the South Island, playing a strategic role in New Zealand's international trade as well as the movement of goods domestically. On that basis, the Airport is a significant physical and economic resource in national, regional and local terms.
- 4 The Airport is a key strategic infrastructure asset, as recognised in the Canterbury Regional Policy Statement (*CRPS*)
- 5 The activities at Christchurch International Airport make a significant contribution to the social and economic wellbeing to the communities and economies of Christchurch, Canterbury, the South Island and New Zealand. Airports have a strong multiplier effect on the economies they serve. Independent estimates indicate that

¹ Total in 2019 calendar year.

CIAL Submission, Christchurch City Council 2021-2031 Long Term Plan

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for every \$1 Christchurch Airport earns, the wider South Island economy earns \$50.² In 2017 the Airport was estimated to contribute \$2.6 billion to the GDP of the Canterbury region.³

- 6 CIAL's core business is to be an efficient airport operator, providing appropriate facilities for airport users, for the benefit of both commercial and non-commercial aviation users and to pursue commercial opportunities from wider complementary products, services and business solutions.
- 7 CIAL owns the Airport terminal and the airfields, and approximately 859 hectares of land. CIAL has installed and operates its own stormwater drainage and treatment system for the majority of its landholdings and also draws water and treats from its own bores, rather than from the municipal water supply. CIAL also has its own waste management services contract and waste minimisation programme
- COVID-19**
- 8 The COVID-19 pandemic has significantly impacted the aviation sector, creating unprecedented disruption. It has resulted in a steep decline in international passenger numbers and has disrupted New Zealand's export of goods via airfreight.
- 9 Prior to the emergence of COVID-19 about 90% of New Zealand's airfreight was carried in passenger aircraft. Through the Government's International Air Freight Capacity (IAFC) scheme, funding has been provided to airlines for dedicated freight flights to ensure New Zealand's high value export products reach international markets.
- 10 CIA has played a critical role in New Zealand's ability to respond to and recover from the economic impacts of COVID -19 through the IAFC scheme. This scheme enabled up to 30 dedicated freight services a week to operate out of Christchurch, flying to multiple international destinations and utilising different carriers. These special freight services play a critical role in keeping the South Island's economy connected to the rest of the world, providing some economic stability during a recession. The IAFC continues to grow as demand requires.
- 11 Domestic tourism has recovered strongly following the lockdown, with an approximate 90% recovery in domestic passenger numbers, meaning there has been an approximate 20% increase in the number of kiwis flying domestically than prior to COVID-19.
- 12 International tourists continue to view New Zealand as natural, clean and green and as a consequence of the New Zealand Government response to COVID-19, it is also viewed as safe in terms of trusted public health measures.
- 13 The tourism industry expects that New Zealand will be in high demand as a destination once COVID-19 restrictions are lifted.
- 14 Tourism New Zealand has projected that although there are current uncertainties that will dictate whether recovery takes one year or three, the modelling shows

² "The shape of Christchurch in 2025, Christchurch International Airport and three economic growth scenarios" BERL, May 2014

³ BERL. Christchurch International Airport. December 2017.

tourist demand will be back at 2019 levels by December 2022, assuming unconstrained supply.

- 15 The amendments that CIAL seeks to the Draft Plan below better promote the social, economic, environmental and cultural well-being of communities in the district.

RATES POLICY CHANGES

Rating generally

- 16 CIAL notes that land vested in and occupied by an airport authority that is within the operational area of an aerodrome and used solely or principally for the landing, departure, or movement of aircraft or the loading of goods and passengers on to or from aircraft is not rateable.⁴ A large portion CIAL's landholdings are not rateable. CIAL notes that historically the Council has not always identified its non-rateable landholdings correctly. CIAL would welcome a meeting with the Council to discuss this further.

Council's record of serviced area and land subject to historical targeted rates

- 17 It is noted that the Council has provided a map of land that is said to have been historically subject to targeted land drainage rates. The Draft Plan also makes reference to a 'serviced area' with respect to other targeted rates, though this serviced area appears to differ depending on which rate is being discussed.
- 18 The description of (and criteria for identifying) the serviced area for each aspect of rating policy (if this does in fact differ) should be clarified and made more explicit in the Draft Plan so that ratepayers can understand whether their land is included. A map similar to that provided for the land drainage targeted rate should be provided for other serviced areas.

Overarching comment - relevant considerations and factors for setting targeted rates

- 19 The Local Government Act 2002 s101(3) requires rates to be set in light of a consideration of (amongst other things):
- 19.1 the community outcomes to which the activity being funded contributes;
 - 19.2 the distribution of benefits between the community as a whole, any identifiable part of the community, and individuals;
 - 19.3 the extent to which the actions or inaction of particular individuals or a group contribute to the need to undertake the activity; and
 - 19.4 the costs and benefits of funding the activity for which rates are charged distinctly from other activities.
- 20 Schedule 3 Local Government (Rating) Act 2002 (*the Rating Act*) sets a variety of factors for calculating targeted rates. This includes at clause 8 "[t]he extent of provision of any service to the rating unit by the local authority, including any limits or conditions that apply to the provision of the service." Note 3 of the schedule

⁴ Local Government (Rating) Act 2002, s 8; Schedule 1, cl 18.

states further that for the purposes of clause 8, the extent of provision of a service to the land must be measured objectively and be able to be verified.

- 21 Targeted rates can be set differentially and, if that is the case, the rates concerned do not have to be calculated using the same factors for each category of land.⁵
 - 22 The Rating Act differentiates between land owned by general ratepayers and land owned by airport authorities in terms of the definition of non-rateable land. While not all land owned by airport authorities is non-rateable, CIAL notes that the general principle and approach in the legislation is nevertheless to recognise the distinct role and features of the landholdings of airport authorities and to treat them in a differentiated way from general ratepayers. This reflects the role that airports play in the functioning of the transport network and the functions that airport authorities – including CIAL – undertake themselves with respect to their landholdings, such as stormwater management, obtaining their own water takes rather than connecting to Council services, and contracting privately for waste management services.
 - 23 CIAL is in a unique position as a ratepayer in the district. The distribution of benefits and the extent to which the actions of CIAL contribute to the need for the Council to undertake the services funded through targeted rates is distinct compared to other ratepayers such as residential landowners or businesses. CIAL does not 'use' nor benefit from Council land drainage, water supply, or waste minimisation services either directly or indirectly. And CIAL in turn provides a substantial benefit to the Council by managing those services privately. CIAL's unique position must be recognised and reflected in the Long Term Plan rating policy. There is a strong and compelling case for setting targeted rates in a differentiated way for land owned by CIAL. Other strategic infrastructure providers with significant landholdings and who provide and fund their own services may be in a similar position.
- Proposed change to land drainage targeted rate**
- 24 CIAL is strongly opposed to the proposed change to the land drainage targeted rate suggested in the LTP. The reasons for its opposition are set out above and explained further below.
- Reasons for CIAL's position*
- 25 CIAL collects and treats all stormwater from its landholdings through its own management system and does not receive any land drainage service from the Council. The only land at the Airport campus which drains into the Council-owned stormwater infrastructure is the limited number of Council-owned roads on the campus. The entirety of CIAL's landholdings drains to CIAL's own stormwater management system. CIAL has made a capital investment of approximately \$9 million in developing this system and continues to invest heavily in maintenance and upgrading of its land drainage system, which results in approximately \$360,000 per annum in ongoing costs.
 - 26 Private land drainage and stormwater management at the 859ha Airport campus generates substantial benefits for the Council. CIAL's on-site management avoids what would otherwise be a significant burden on the Council's land drainage system

⁵ Local Government (Rating) Act 2002, s 18(3).

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and enables capacity to remain in the municipal system for other landowners in the area. These benefits should be recognised and reflected in rating policy.

- 27 The Draft Plan currently states that *"The purpose of this rate is to recover the cash operating cost of the stormwater drainage, and the flood protection and control works groups of activities, plus a significant share of the expected cost of related asset renewal and replacement (charged in lieu of depreciation) over the planning period. The rate is assessed on all rating units in the District".*⁶ CIAL appreciates that this purpose is crudely achieved through the proposed approach to targeted rates for land drainage. However, approaching all rating units in the same way and failing to provide any differentiation of landholdings which do not utilise Council assets is unfair and creates other problems by imposing a disproportionate burden on land that does not put any burden on council assets. This disproportion is increased in cases such as CIAL's where landowners who manage their own stormwater are effectively double charged, with their own contribution not being recognised. The stated purpose could equally and more fairly be achieved by differentiating between landowners who provide their own stormwater management services (at their own significant expense) and whom do not benefit in the same way from council services as those landowners who are connected to the Council service.
- 28 The benefits listed in support of the rationale for the proposed approach to the targeted land drainage rates apply to residential households and businesses but do not have a rational connection to landowners such as CIAL:
- 28.1 The Background Materials explaining the proposed rates changes state that a core rationale for the proposed approach to the land drainage targeted rate is that the benefits of CBD land drainage accrue *"to a wide cross section of Christchurch residents who work in or use the CBD, rather than only to the owners of those CBD properties that are drained"*.⁷ This reasoning is not applicable to CIAL. CIAL does not 'use' the CBD in the way described and so does not benefit from land drainage in the CBD;
- 28.2 The consultation document states that Council land drainage and flood management services *"...enable all of us to get around more easily without surface flooding and make our city a pleasant place to live"*.⁸ At most, CIAL could be said to indirectly benefit from people being able to move freely around the city such that they are able to access the Airport unhindered by surface flooding. However, that indirect benefit is, at most, slight and is far more indirect than the benefit which accrues directly to residents who are able to move around the city;

⁶ Te Mahere Rautaki Kaurera Our Draft Long Term Plan 2021-2031 Volume 2, Draft Funding Impact Statement and Rating Information, p116.

⁷ "Background Material on Proposed Changes to Rates for 2021-22" at Section 2(b), available online at <https://ccc.govt.nz/assets/Documents/The-Council/Plans-Strategies-Policies-Bylaws/Plans/Background-Material-on-Proposed-Changes-to-Rates-for-2021-22.pdf>.

⁸ Draft LTP Consultation Document, page 40. Available at <https://ccc.govt.nz/assets/Documents/The-Council/Plans-Strategies-Policies-Bylaws/Plans/Long-Term-Plan/ltp2021/Draft-LTP-Consultation-Document-v2.pdf>.

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- 29 Any benefit that could be said to generally accrue to CIAL from land drainage activities is slight and is significantly outweighed by the benefits that CIAL's private stormwater drainage system provides to the Council and other ratepayers.

Amendments sought to the Draft Plan

- 30 As proposed, the approach to the land drainage rate has a disproportionate and unfair impact on those landowners who manage and treat stormwater on-site (at high capital and operational expense) – effectively amounting to double-charging.
- 31 The proposed approach to the targeted land drainage rate in the Draft Plan fails to recognise the significant expenditure incurred by landowners who manage stormwater privately and the benefit that private stormwater management provides to the Council and to other ratepayers.

Primary relief

- 31.1 CIAL seeks that the LTP is amended to reinstate the position previously taken by the Council with regard to targeted land drainage rates – that is, to apply the targeted rate on a differential basis dependent on actual direct provision of drainage services and direct discharge into the Council land drainage system.
- 31.2 There should be an exception from liability for the targeted land drainage rate for any rateable land held by strategic infrastructure providers where land drainage is managed through privately-owned and privately-maintained stormwater and flood management systems.

Alternative relief

- 31.3 Should the Council decline to amend the LTP as sought above, it is imperative that a refinement is made to the proposed approach to the targeted land drainage rate in the Draft Plan to more appropriately reflect the extent of benefit accruing to CIAL and to avoid effectively double-charging land that does not drain to the Council system.
- 31.4 The Council should amend the proposed approach to the targeted land drainage rate in the Draft Plan to provide for the following:
- (a) Continued differentiation (rather than just a gradual transition period) between land that is said to simply benefit generally from a functioning municipal stormwater system and land that discharges directly to the Council stormwater network. There is a significant difference between the benefits accruing to landowners in these two circumstances. It is appropriate and fair for the Council to continue to recognise that difference in its rating policy;
 - (b) Rates for land drainage applying to land that is said to benefit generally from the Council's stormwater system but which does not actually discharge to that system should be set at a lower level. It would be most appropriate for rates in that category to be set at a fixed amount per rating unit rather than at a number of cents per dollar of capital value. This would better reflect the benefit that is said to be enjoyed by landowners who do not actually discharge any stormwater into the council system. A proportionate payment related to capital value is not logically connected to this benefit, as it presupposes that capital value

1222

of land equates to the level of benefit received. The benefits which are said to be enjoyed from general land drainage services (ability to move freely about the city or utilise the CBD) are not correlated to land value or size of land holding. Further, there is no relationship between this rating charge and direct use of the service that might justify a charge based on a proportion of capital value, nor any need to incentivise or influence lower levels of usage (as, for example, in the case of water use).

Proposed change to water supply targeted rate

- 32 CIAL does not take water from the Council water supply.
- 33 CIAL has its own bores providing a treated water supply to the Airport campus. CIAL recently made capital invest of approximately \$5 million upgrading the existing system to provide a world class secure UV and chlorine treated water supply. CIAL is proud to be one of the first community drinking water providers in the country to meet the updated Drinking-Water Standards for New Zealand 2005 (Revised 2018).
- 34 CIAL continues to invest heavily in maintenance and on-going operation of its water treatment plants, investing approximately \$750,000 per annum
- 35 Accordingly, CIAL is not affected by the proposed high-usage rate for residential properties using over 700L per day.
- 36 However, CIAL seeks a change to the current approach to rating for water supply. The Draft Plan currently states that the water supply targeted rate is assessed on every rating unit located within the serviced area, where the serviced area includes all rating units that are actually connected to the on-demand water reticulation system, those that have a connection kit installed at the boundary, and those located within a specified distance of any part of the on-demand water reticulation system except where connection of properties within the specified distance is not possible for technical reasons.⁹
- 37 The Council's policy of charging a half rate for non-connected properties in the serviced area should be discontinued. Properties with no water supply connection do not receive any benefit from this Council service nor contribute to demand on the Council water supply and so should not be charged any targeted rate in respect of water supply. In the case of water supply, the extent of use and benefit accruing to landholdings is clearly and simply identifiable based on water meter data. There is no justification in the Draft Plan or the detailed background material justifying this half rate charge for properties that are not connected to the Council water supply.
- 38 There does not appear to be a rational basis for imposing this rate on unconnected properties and accordingly the Council should not continue to charge it.

Waste management

- 39 CIAL has its own waste services contract and the terminal buildings and CIAL corporate offices do not receive Council kerbside collection services. CIAL's tenants

⁹ Te Mahere Rautaki Kaurera Our Draft Long Term Plan 2021-2031 Volume 2, Draft Funding Impact Statement and Rating Information, p113.

1222

organise their own waste management – some utilise the Council kerbside collection services and others do not.

- 40 CIAL is opposed to the blanket application of the waste minimisation targeted rate to all of its landholdings. This rate should be applied in a differentiated way depending on whether kerbside collection services are used.
- 41 CIAL disagrees that the benefits of kerbside collection accrue to the community as a whole. CIAL does not obtain any benefit generally from kerbside collection across the city and, as with land drainage, the Council obtains a benefit from CIAL's private management of waste from its corporate offices, terminal buildings, and other land at the Airport campus which does not utilise kerbside collection. CIAL or its tenants bear the costs of this private waste management and minimisation programme rather than imposing that cost on the Council's systems. Applying the waste minimisation targeted rate to all of CIAL's landholdings is disproportionate. It amounts to double-charging where CIAL already contracts separately for waste management services including waste minimisation services and it has no utility in terms of incentivising waste minimisation.

FINANCIAL STRATEGY

- 42 CIAL support CCC recognition it is important to be resilient to disruptions, uncertainty and changing financial circumstances.

PROPOSED INFRASTRUCTURE STRATEGY

Spend on transport infrastructure improvements

- 43 CIAL supports the proposed investment on improvements to the city's transport infrastructure (cycling and public transport networks, as well as maintenance and improvement of existing roads, footpaths and cycleways) over the next 10 years.
- 44 CIAL supports LOS Improvement for the Accessible City 2015 including the Wings to Wheels Cycleway.
- 45 CIAL supports the new service in relation to the public transport system and as a strategic asset provider CIAL invites discussion as a strategic partner on the future of the public transport system.

Water supply

- 46 As outline in paragraph 33, CIAL have recently navigated the updated New Zealand's Drinking water standards to become one of the first community drinking water suppliers. The Draft Plan signals that the Council will make a significant decision on capital expenditure to ensure its drinking water services meet national drinking water safety standards in 2021-22.¹⁰ CIAL does not support the second option proposed, that is the CCC spending around \$360 million on infrastructure upgrades to be chlorine free. Disinfection through the use of chlorine is anticipated in the Drinking-water Standards and this option is significantly more cost-effective than the additional infrastructure upgrades.

¹⁰ Te Mahere Rautaki Kaurera Our Draft Long Term Plan 2021–2031 Volume 2, Significant decisions, p 48.

1222

Climate Strategy

- 47 CIAL supports prioritisation of Climate work, climate action needs to align with our climate action national programme and direction from the Climate Change Commission. As a country we need to be more ambitious on climate action and regeneration of our natural environmental, business as usual is no longer acceptable. CIAL will provide detailed feedback in the draft climate change strategy submission process.

Dated 16 April 2021



Felicity Blackmore

**Planning and Environment Manager
Christchurch International Airport Limited**

Address for service:

Item 3
Attachment B

1816

Te Mahere Rautaki Kaurera - Our Draft Long Term Plan 2021-31

Submitter Details

Submission Date: 18/04/2021

First name: Ester Last name: Vallero

Your role in the organisation:

Would you like to present your submission in person at a hearing? (if yes, you must provide a contact phone number)

☐ Yes

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

Feedback

1.7 Our facilities

1.12 Any other comments:

Tēnā koe

i can't work out from the online LTP tool if there is any work planned to reduce traffic speed on Tennyson street and to provide a safe pedestrian crossing to people.

Please include in the LTP (and make these changes ASAP please) a reduction to traffic speed to 30 km/hour and a pedestrian crossing or traffic light to provide a safe crossing option for people crossing Tennyson street to/from the Beckenham loop. There have been several accidents and many more reports of near misses including accidents involving cars and pedestrians, including children.

The local community engaged extensively in discussions with Council traffic engineers and Community Board, and even involved the local MP.

Somebody resorted to painting their own pedestrian crossing.

Signs requesting traffic to slow down were installed yet another push from the community after an accident involving a child, but feedback from the local residents is that they have not made a difference in reducing the traffic speed, or made crossing the street safer.

Helpful locals and a local neighbourhood group volunteer occasionally to monitor the crossing, but they are not available all the time and cannot be relied on as a permanent solution.

Tennyson Street is the boundary between the well resourced and leafy residential area known as the 'Beckenham loop' and the area north of Tennyson Street which has less amenities, more social housing and more rental properties. The Beckenham loop has two primary schools, Beckenham Te Kura o Puroto and St Peter's a Kidfirst kindergarten on Fisher ave.

Local schools and ECEs in the Beckenham loop encourage their students and families to choose active transport.

The fast car traffic on Tennyson, lack of traffic lights other than the one at the corner with Colombo Street, design of the cycleway and poor visibility for drivers turning into Tennyson from/into Norwood or Eastern terrace creates avoidable but serious risks for people crossing Tennyson on foot, on bikes, scooters or with pushchairs.

1816

For many years local residents have raised concerns about the poor safety of the courtesy crossings on Tennyson street, in particular when young school age children walking on their own, or parents with several young children and older people use them.

I got interested in this issue in 2016 and people at the time as I used to cross Tennyson street four times each school day to take my kids to/from school. Other locals in the neighbourhood talked about having raised concerns, unsuccessfully, with Council staff for several years at the time.

In 2016 with others I put together a short survey to ask locals how they felt about Tennyson Street.

117 people responded in a short period:

75% of respondents said they usually cross with one or more children

74% reported either having or witnessing an unsafe experience crossing Tennyson street

77% reported feeling a bit or very unsafe crossing Tennyson Street

95% reported wanting to see a change

A few other survey and research projects have been run by locals in collaboration with the University of Canterbury (through Simon Kingham).

As further background to this submission please search the Beckenham Facebook page for 'Tennyson' to see records of accidents on Tennyson street, including accidents involving children, actions taken by residents including the survey which was submitted to the community board (attached), and records of a interaction with the Community Board and Council staff.

2015

<https://www.facebook.com/groups/beckenhamneighbourhood/permalink/896975980384268/>

2016

<https://www.facebook.com/groups/beckenhamneighbourhood/permalink/1029460160469182/>

2017

<https://www.facebook.com/groups/beckenhamneighbourhood/permalink/1491526357595891/>

2018

<https://www.facebook.com/groups/beckenhamneighbourhood/permalink/1811537362261454/>

1816

<https://i.stuff.co.nz/the-press/news/104010931/child-hit-by-car-on-dangerous-stretch-of-christchurch-street>

2020

<https://www.facebook.com/groups/beckenhamneighbourhood/permalink/2873937549354758/>

<https://www.facebook.com/groups/beckenhamneighbourhood/permalink/3292994150782427/>

<https://www.stuff.co.nz/national/119517373/pedestrian-crossing-illegally-painted-on-christchurch-road>

<https://www.odt.co.nz/star-news/star-christchurch/safety-improvements-cards-after-fake-crossing-painted-road>

Please also refer to extensive email correspondence on the topic directed to the Traffic engineers and to the Spreydon Cashmere Board from various people, including myself as a local resident and as Chair of the BoT for Beckenham Te Kura o Pūroto board between 2014 and 2020.

More funding has been recently made available to make the Beckenham Loop even more liveable and welcoming for its residents through the Better Beckenham project by NZTA. The project unfortunately will not fund safety improvement to Tennyson Street.

Reducing the speed on Tennyson Street and making crossing Tennyson Street safe is urgently needed.

It will contribute to encouraging more people to choose active transport options in the area, make the whole area, including the residential area north of Tennyson street, safer and welcoming for its residents, and support more movement and interaction between Beckenham and Sydenham.

Kind regards,

Ester Vallero

Attached Documents

File
No records to display.

1816

Kelly, Samantha

From: Ester Vallero
Sent: Monday, 19 April 2021 12:22 am
To: CCC Plan
Subject: Re: Draft Long Term Plan 2021-2031: Submission received

Kia ora I forgot to say something else in my submission, can you please add this:

Re: making Kilmore and Salisbury street two way streets
Please do not delay making these two streets two way streets.

I live on Kilmore Street Manchester and often spend my weekend and spare time gardening.
From my garden I see people driving the wrong way into Kilmore Street from Manchester Street and
furiously making dangerous turns to get back to the right side of the street, at least once a week, and
cyclists doing the same even more frequently.

Thank you
Ester

Item 3
Attachment B



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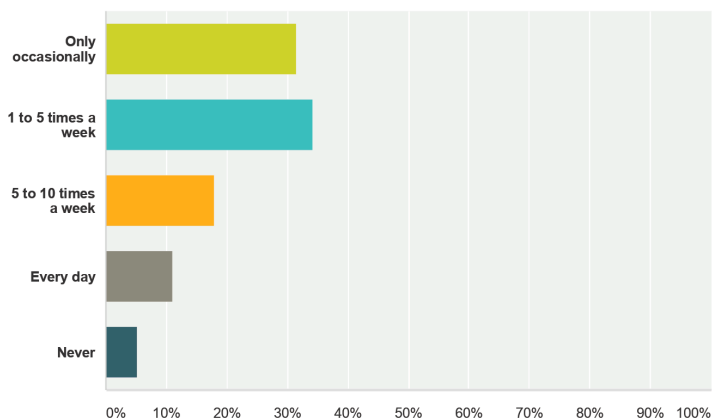
G+ Share

Share

Q1

How often do you cross Tennyson street at a courtesy crossing (e.g. raised island)

Answered: 117 Skipped: 0



Answer Choices	Responses
Only occasionally	31.62% 37
1 to 5 times a week	34.19% 40
5 to 10 times a week	17.95% 21
Every day	11.11% 13
Never	5.13% 6
Total Respondents: 117	

117 responses

496 days (2/23/2016 - now)

9 views

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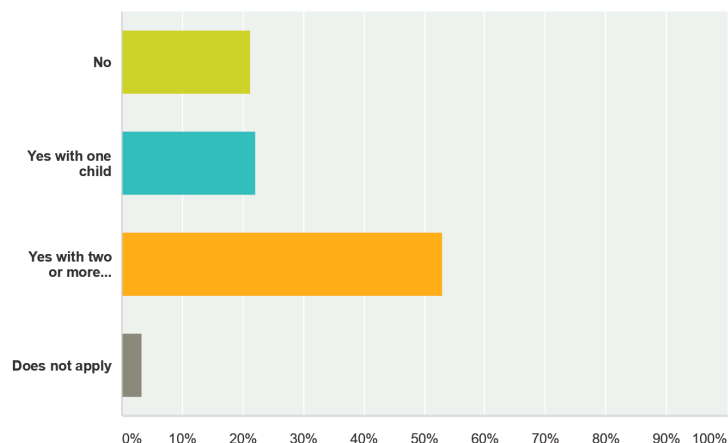
Q2

Do you cross Tennyson street with children?

Answered: 117 Skipped: 0

Tennyson crossroad - Responses | SurveyMonkey

1816
3/07/17, 7:33 PM

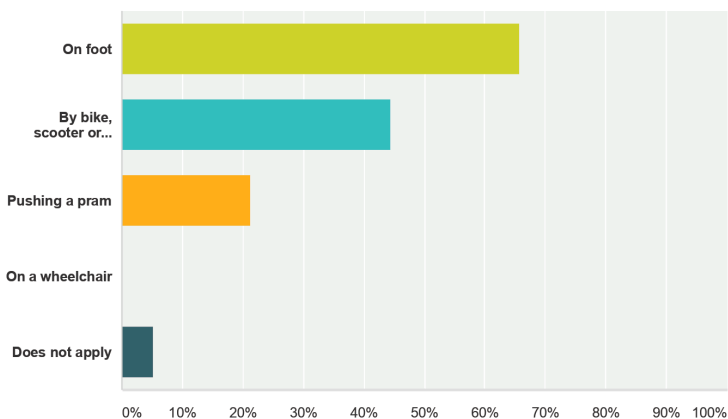


Answer Choices	Responses
No	21.37% 25
Yes with one child	22.22% 26
Yes with two or more children	52.99% 62
Does not apply	3.42% 4
Total	117

Q3

Do you cross Tennyson street mostly

Answered: 117 Skipped: 0



Answer Choices	Responses
On foot	65.81% 77
By bike, scooter or skateboard	44.44% 52
Pushing a pram	21.37% 25
On a wheelchair	0.00% 0
Does not apply	5.13% 6
Total Respondents: 117	

<https://www.surveymonkey.com/results/SM-QHM2NTBM/>

Page 2 of 6

Tennyson crossroad - Responses | SurveyMonkey

1816
3/07/17, 7:33 PM

Q4

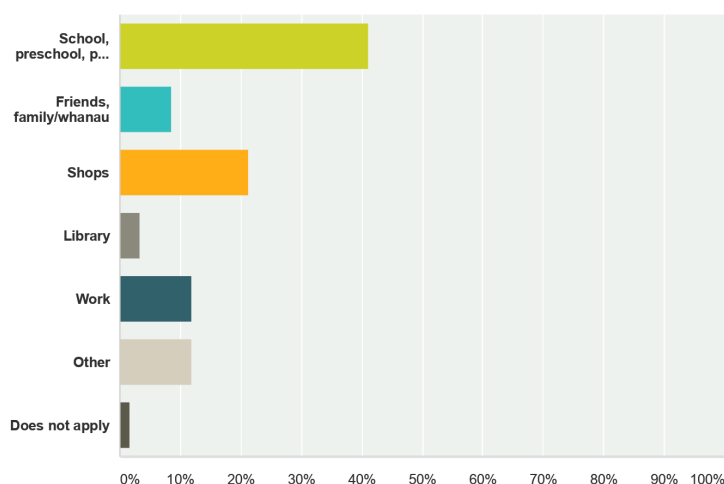
Can you tell us about yourself please: in which neighborhood you live in and your age. Thank you!

Answered: 117 Skipped: 0

Q5

What is your most common destination?

Answered: 117 Skipped: 0



Answer Choices	Responses	
School, preschool, play centre, kindy	41.03%	48
Friends, family/whanau	8.55%	10
Shops	21.37%	25
Library	3.42%	4
Work	11.97%	14
Other	11.97%	14
Does not apply	1.71%	2
Total		117

Q6

Have you or a member of your family ever had a bad personal experience crossing Tennyson street, or seen anybody else crossing Tennyson street and being unsafe?

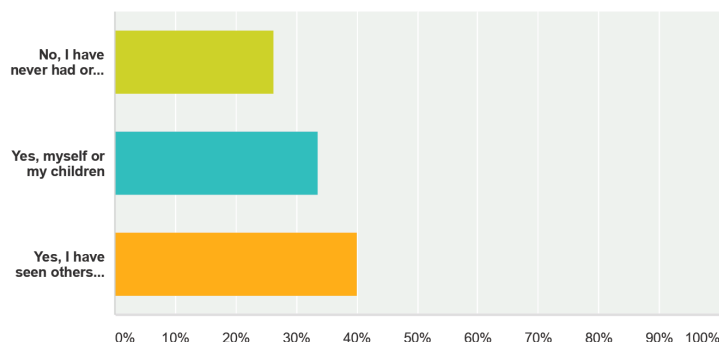
Answered: 110 Skipped: 7

<https://www.surveymonkey.com/results/SM-QHM2NTBM/>

Page 3 of 6

Tennyson crossroad - Responses | SurveyMonkey

1816
3/07/17, 7:33 PM



Answer Choices	Responses
No, I have never had or seen a bad experience	26.36% 29
Yes, myself or my children	33.64% 37
Yes, I have seen others having problems	40.00% 44
Total	110

Q7

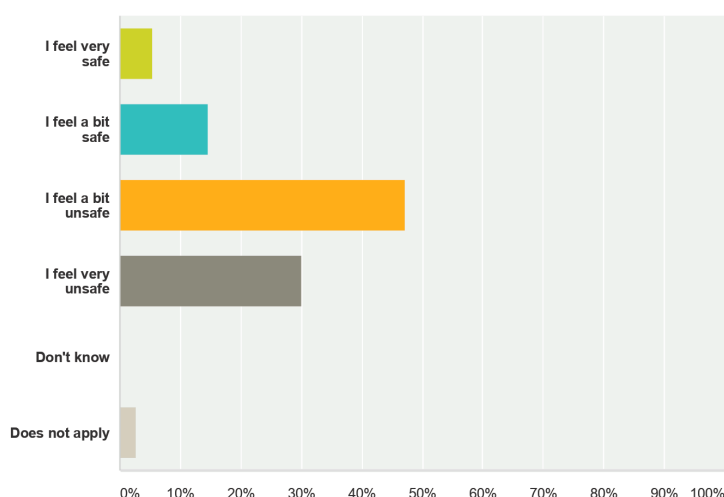
If you had a bad experience crossing Tennyson street, or seen one, please tell us about it. Please say which crossing it was (near Beckenham st, or near Southampton st, or near Norwood st, or near Eastern terrace)

Answered: 74 Skipped: 43

Q8

How safe do you feel when you or your family cross Tennyson street?

Answered: 110 Skipped: 7



<https://www.surveymonkey.com/results/SM-QHM2NTBM/>

Page 4 of 6

Tennyson crossroad - Responses | SurveyMonkey

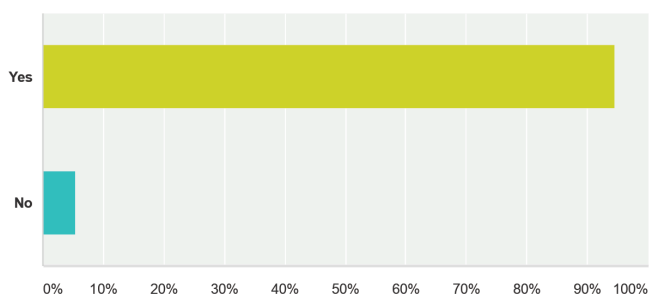
1816
3/07/17, 7:33 PM

Answer Choices	Responses	
I feel very safe	5.45%	6
I feel a bit safe	14.55%	16
I feel a bit unsafe	47.27%	52
I feel very unsafe	30.00%	33
Don't know	0.00%	0
Does not apply	2.73%	3
Total		110

Q9

Would you like to see changes to Tennyson street crossroads to improve the safety of pedestrians, cyclists and drivers using it?

Answered: 110 Skipped: 7



Answer Choices	Responses	
Yes	94.55%	104
No	5.45%	6
Total		110

Q10

Thank you for sharing your experiences and ideas about crossing Tennyson street!
If you'd like us to get in touch with you about initiatives to make it safer, leave us your name and email or phone number.
Thank you!! Liz and Matt, Beckenham school parents

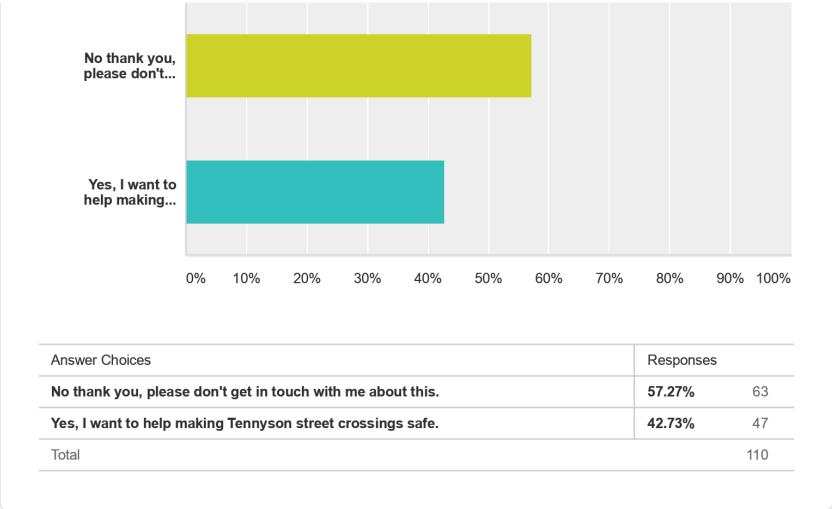
Answered: 110 Skipped: 7

<https://www.surveymonkey.com/results/SM-QHM2NTBM/>

Page 5 of 6

Tennyson crossroad - Responses | SurveyMonkey

1816
3/07/17, 7:33 PM



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2degrees	22:25	35%
RESPONSES		
beckenham	>	
31/05/16, 03:10		
Huntsbury - Palatine Terrace	>	
31/05/16, 02:51		
I am . I have 2 who attend Beckenham school	>	
31/05/16, 02:22		
beckenham st	>	
31/05/16, 01:12		
Beckenham Neighborhood,	>	
31/05/16, 01:12		
I live in Tce and am	>	
31/05/16, 00:26		
live with husband and nearlv 2 vear old, one on the way,	>	
31/05/16, 00:23		
live southampton st close to colombo. i walk recreationally often crossing tennyson st	>	
31/05/16, 00:04		

2degrees	22:24	34%
RESPONSES		
Sydenham traveling from Waltham area to Beckenham for children's school. I am 47 and my kids are 7 and 9.	>	
31/05/16, 11:54		
Family with 3 children, live on Norwood.	>	
31/05/16, 11:25		
Sydenham	>	
31/05/16, 10:43		
St Martins, 41yrs + 3yrs	>	
31/05/16, 10:15		
Beckenham. 29 yrs.	>	
31/05/16, 09:31		
Live on King Street - walk to Thorington School and Beckenham Kindy (Fisher Ave)	>	
31/05/16, 08:55		
beckenham	>	
31/05/16, 08:52		
Fisher Ave resident aged late 50s	>	
31/05/16, 08:13		

2degrees	22:24	34%
RESPONSES		
I am ! years of age and have lived in Beckenham most of my life. Naturally, with time, there have been more vehicles on Tennyson street and getting across the road is not as easy as it used to be as it is such a busy street now. I really feel for all the children and adults who supervise them on school runs, so hard to keep everyone safe and close at all times. I have recently experienced having to get about on crutches and I found crossing Tennyson street rather scary as I couldn't move at my normal pace. Thankfully, I got across the street on...but not without a fair bit of trepidation.	>	
31/05/16, 06:33		
Southampton St,	>	
31/05/16, 05:22		
We live in Sydenham, but go to in Beckenham.	>	
Pushing the pram especially over the islands, is scary, there is not much room, and the cars and trucks are very close to the islands.		
31/05/16, 05:15		
We live border of beckenham and st martins	>	
31/05/16, 05:00		
st martins, Riverlaw tce.	>	
31/05/16, 04:42		

2degrees	22:24	34%
RESPONSES		
St Martins	>	
2/06/16, 13:04		
Beckenham,	>	
2/06/16, 06:16		
Live in beckenham and	>	
1/06/16, 17:35		
Fisher ave Beckenham.	>	
1/06/16, 13:47		
Beckenham	>	
31/05/16, 13:10		
Mother of 2 boys aged	>	
When we cross Tennyson It is young child and me on foot with baby in pram - often on our way to a playground or a stroll in our community. Def no strolling across Tennyson. Ready, steady, GO! Making sure pram AND young child AND me are all in sync!		
31/05/16, 12:25		
year old female living down seddon st	>	
31/05/16, 11:55		
Sydenham traveling from Waltham area to	>	

22:24 34%

RESPONSES

Beckenham	>
14/06/16, 03:02	
Beckenham	>
14/06/16, 02:04	
Beckenham,	>
13/06/16, 12:30	
I live in Beckenham and am in n	>
13/06/16, 07:10	
norwood street south of fisher	>
13/06/16, 06:45	
Sydenham	>
13/06/16, 06:18	
Beckenham	>
13/06/16, 05:21	
I live in Sydenham and I'm a primary school aged children	>
13/06/16, 02:58	
I'm and live in Sydenham. I have two boys who go	>

22:25 35%

RESPONSES

Beckenham loop, 35	>
30/05/16, 22:26	
I am a mother of 2 beautiful boys and I drive them to Beckenham school every morning. My older son is and younger one is . . . We have just moved from the Beckenham Sydenham area but boys still go to Beckenham school. We used to live on Southampton at before. I never send my kids walking to school not because I didn't trust them but because that crossing on Tennyson st can be dangerous.	>
30/05/16, 22:26	
My name is and I live on Beckenham St. I am a single parent and ran a similar campaign in 2004 regarding the safety of crossing Tennyson with children and using the Colombo St. traffic lights. It was made more successful with the backing of Beckenham Neighbourhood Association of which I remain a committee member. I took my results to our Community Board which is why we have more traffic lights at the Fisher Ave end of Colombo St. Please get in touch if you'd like to, I am happy to open up discussions again. Una	>
30/05/16, 18:14	
A parent of newborn who lives down Norwood st. I've lived at the same address for 25years and now own the property. I'm very aware of traffic issues within the area	>

22:24 34%

RESPONSES

I'm and live in Sydenham. I have two boys who go to Beckenham and we walk often. I agree that crossing Tennyson St is often a challenge.	>
13/06/16, 02:40	
Fisher Ave	>
13/06/16, 02:38	
Beckenham,	>
13/06/16, 02:27	
Live on Somerfield Street.	>
8/06/16, 03:29	
St Martins	>
4/06/16, 06:03	
Sydenham,	>
3/06/16, 12:34	
Beckenham eastern tce, 2 children 1	>
2/06/16, 16:08	
Sydenham	>
2/06/16, 13:48	

22:25 36%

RESPONSES

I live on Tennyson st and am very keen for the crossings to be zebra crossings. They are very dangerous, cars are unsure if they should stop, pedestrians unsure if they should cross etc	>
30/05/16, 14:38	
On Martin ave in beckenham mother of two (>
30/05/16, 14:38	
Beckenham.	>
30/05/16, 14:33	
2 kids live in fisher ave	>
30/05/16, 14:33	
I live in Beckenham and have two preschoolers. I'm	>
30/05/16, 14:24	
St . Martins	>
30/05/16, 14:22	
I live on eastern terrace with my husband and month old daughter	>
30/05/16, 14:21	
We live in Seddon St, off Tennyson	>
30/05/16, 14:21	

1816

2degrees	22:25	36%
RESPONSES		
A parent of newborn who lives down Norwood st. I've lived at the same address for 25years and now own the property. I'm very aware of traffic issues within the area	>	
30/05/16, 17:26		
I love I'm Sydenham with two young children they attened Beckenham school	>	
30/05/16, 15:44		
Beckenham neighbourhood -	>	
30/05/16, 15:09		
Fisher	>	
30/05/16, 15:06		
Live on Tennyson,	>	
30/05/16, 15:02		
Beckenham loop. :	>	
30/05/16, 14:49		
beckenham resident age	>	
30/05/16, 14:49		
I live on Tennyson st and am very keen for the crossings to be zebra crossings. They are very dangerous, cars are unsure if they should stop, pedestrians unsure if they should cross etc	>	

2degrees	22:25	36%
RESPONSES		
Longfellow st sydenham. We are in our thirties with young school age children	>	
30/05/16, 13:42		
Seddon Street, rs old, make.	>	
30/05/16, 13:39		
Beckenham	>	
30/05/16, 13:36		
Live in Beckenham, with kids o who	>	
usually have bikes.		
30/05/16, 13:31		
Single father, St Martins road	>	
30/05/16, 13:30		
We live in Tennyson St & have to negotiate the foot traffic, cycling traffic and vehicle traffic daily right next to one of these pedestrian islands. I'm a parent age	>	
30/05/16, 13:29		
Live in Southampton, Tennyson Street end	>	
30/05/16, 13:27		
My crosses by himself everyday on the way to and from school	>	

2degrees	22:25	36%
RESPONSES		
We live in beckenham we are a household of five ears old	>	
30/05/16, 14:21		
Live in Opawa travel to and from work , down Tennyson Street	>	
30/05/16, 14:07		
Beckenham	>	
30/05/16, 14:04		
I often collect my son from his friend's house on Tennyson Street. We both then bike home and use the crossing island near Norwood St, head down Norwood Street and Sandwich Road to get to where we live on Bowenvale Ave.	>	
30/05/16, 14:00		
Somerfield	>	
30/05/16, 13:57		
Sydenham	>	
30/05/16, 13:54		
Single mum living in Sydenham (Southampton St), aged Walking my 2 children and pushing a year old girl whom I look after in a pushchair to and from school.	>	
30/05/16, 13:45		

2degrees	22:26	36%
RESPONSES		
30/05/16, 11:23		
Mum of two Beckenham school girls	>	
30/05/16, 11:21		
Beckenham. :	>	
30/05/16, 11:16		
Beckenham	>	
30/05/16, 11:12		
Norwood st, middle aged	>	
30/05/16, 11:10		
Beckenham - I'm filling this in for my whole whanau, including a boy at Cashmere and one at Bevenham, both of whom cycle/scoot/ walk to school	>	
30/05/16, 10:59		
This is not your business.	>	
30/05/16, 10:55		
a	>	
15/05/16, 04:25		

2degrees	22:26	36%
RESPONSES		
Beckenham	>	
30/05/16, 11:26		
Season Street	>	
30/05/16, 11:24		
Until very recently lived in Southampton st. Have moved within Beckenham.	>	
30/05/16, 11:23		
Mum of two Beckenham school girls	>	
30/05/16, 11:21		
Beckenham. /	>	
30/05/16, 11:16		
Beckenham	>	
30/05/16, 11:12		
Norwood st, middle aged	>	
30/05/16, 11:10		
Beckenham - I'm filling this in for my whole whanau, including a boy at Cashmere and one at Bevkenham, both of whom cycle/scoot/ walk to school	>	

2degrees	22:26	36%
RESPONSES		
I am and I live in Halswell. I drive my grandchildren to Beckenham School one a week.	>	
30/05/16, 13:07		
St martins,	>	
30/05/16, 13:06		
Live Beckenham loop, cross Tennyson to reach poppies preschool regularly.	>	
30/05/16, 13:03		
Sydenham,	>	
30/05/16, 13:03		
Martin Ave, Beckenham. .	>	
30/05/16, 12:55		
Beckenham, . parent of two	>	
30/05/16, 12:00		
I live in Seddon Street. My 2 children and their friends, scooter/bike each day to Beckenham	>	
30/05/16, 12:21		
i live in beckenham with two children attending Beckenham School We travel from Bradford Ave along Tennyson to Norwood. We are	>	

2degrees	22:26	36%
RESPONSES		
i live in beckenham with two children attending Beckenham School We travel from Bradford Ave along Tennyson to Norwood. We are yet to find a perfect spot to cross over Norwood St which seems crazy. Both the crossing points are too busy, we are often pushing scooters and bikes across the road or on foot	>	
30/05/16, 12:09		
Millar street, Beckenham years.	>	
30/05/16, 11:56		
We live in Beckenham St. I and our kids are	>	
30/05/16, 11:47		
Beckenham.	>	
30/05/16, 11:43		
We are a family of five with all three children going to Beckenham school . We live on Seddon street	>	
30/05/16, 11:42		
Bottom of Southampton St, ag	>	
30/05/16, 11:35		
Mt Pleasant	>	
30/05/16, 11:27		

2degrees	22:25	36%
RESPONSES		
Beckenham	>	
30/05/16, 13:22		
Live on Norwood st.	>	
30/05/16, 13:21		
Cashmere	>	
30/05/16, 13:20		
I live in St Martins currently, but spent most of my years living on Norwood Street	>	
30/05/16, 13:18		
Beckenham.	>	
30/05/16, 13:16		
.	>	
30/05/16, 13:14		
I live in Beckenham Did live in Sydenham. I'm	>	
30/05/16, 13:13		
Live in Sydenham, children	>	
30/05/16, 13:11		
I am old and I live in Halswell. I drive my grandchildren to Beckenham School one a week	>	

2degrees 22:25 35%	
RESPONSES	
I live near the Centaurus Rd end of the Beckenham Loop and rarely walk this route.	>
30/05/16, 23:55	
Beckenham,	>
30/05/16, 23:47	
On fisher avenue. I'm old.	>
30/05/16, 23:40	
Spreydon	>
30/05/16, 23:33	
Cashmere, ex beckenham	>
30/05/16, 23:24	
We live on Southampton st and have two children that go to beckenham school.	>
30/05/16, 23:18	
. mum of 2, live in Waltham but older daughter is at Beckenham School	>
30/05/16, 22:58	
Beckenham	>
30/05/16, 22:29	
	>

2degrees	22:23	33%
RESPONSES		
Near beckenham	>	30/05/16, 23:40
Norwood	>	30/05/16, 23:33
Norwood	>	30/05/16, 23:24
Near Norwood st.	>	30/05/16, 23:18
Eastern Tce	>	30/05/16, 22:58
Norwood	>	30/05/16, 22:29
I avoid Tennyson because it's busy and hard to cross!	>	30/05/16, 22:26
Near Beckenham St.	>	30/05/16, 18:14
Norwood st	>	30/05/16, 17:26

2degrees	22:23	33%
RESPONSES		
Beckenham st	>	31/05/16, 11:55
Eastern Terrace	>	31/05/16, 11:54
Eastern Terrace	>	31/05/16, 10:43
Beckenham street	>	31/05/16, 09:31
Norwood	>	31/05/16, 08:55
Eastern tce and Norwood st	>	31/05/16, 08:13
Beckenham Street	>	31/05/16, 06:33
Near Eastern Tce & near Southampton St	>	31/05/16, 05:22
Eastern Terrace	>	31/05/16, 05:15

2degrees	22:23	33%
RESPONSES		
South Hampton Street	>	31/05/16, 03:10
Southampton Street	>	31/05/16, 02:51
near norwood	>	31/05/16, 02:22
either, it depends on the flow of traffic	>	31/05/16, 01:12
Norwood Street	>	31/05/16, 01:12
Eastern terrace	>	31/05/16, 00:23
southampton	>	31/05/16, 00:04
Near Southampton St	>	30/05/16, 23:55
Near Beckenham St	>	30/05/16, 23:47

2degrees	22:23	33%
RESPONSES		
Near Eastern and near Beckenham st	>	4/06/16, 06:03
Near Southampton street	>	3/06/16, 12:34
eastern tce one	>	2/06/16, 16:08
Southampton and Norwood street	>	2/06/16, 13:48
near Eastern Terrace	>	2/06/16, 06:16
Near Norwood St	>	1/06/16, 17:35
Eastern tce	>	1/06/16, 13:47
norwood	>	31/05/16, 13:10
Beckenham St	>	31/05/16, 12:25

22:23 33%

RESPONSES

Near Norwood Street	>
13/06/16, 12:30	
near Norwood	>
13/06/16, 07:10	
all	>
13/06/16, 06:45	
Norwood st	>
13/06/16, 06:18	
near norwood st and southhampton st	>
13/06/16, 02:58	
Near Southampton St.	>
13/06/16, 02:40	
Norwood	>
13/06/16, 02:38	
Norwood	>
13/06/16, 02:27	
Beckenham Street	>
8/06/16, 03:29	

22:24 34%

RESPONSES

Norwood	>
30/05/16, 12:36	
Near Norwood Street	>
30/05/16, 12:21	
norwood	>
30/05/16, 12:09	
Norwood st	>
30/05/16, 11:56	
Beckenham st	>
30/05/16, 11:47	
Norwood	>
30/05/16, 11:43	
Norwood street	>
30/05/16, 11:42	
norwood	>
30/05/16, 11:26	
Near Norwood	>
30/05/16, 11:24	

22:24 34%

RESPONSES

Near Norwood	>
30/05/16, 11:24	
Near Norwood st	>
30/05/16, 11:23	
Near Eastern Terrace	>
30/05/16, 11:21	
Near eastern terrace.	>
30/05/16, 11:16	
Norwood	>
30/05/16, 11:12	
Beck st	>
30/05/16, 11:10	
Eastern Terrace	>
30/05/16, 10:59	
Cross every school day with a child and very large dog	>
30/05/16, 10:55	

22:24 33%

RESPONSES

Norwood street	>
30/05/16, 13:21	
Norwood street	>
30/05/16, 13:18	
Near Norwood St	>
30/05/16, 13:16	
Near Norwood, or near Eastern	>
30/05/16, 13:13	
Near Norwood st	>
30/05/16, 13:11	
Eastern	>
30/05/16, 13:06	
Near Norwood St, but have started going further towards eastern terrace as I find Norwood st crossing too dangerous	>
30/05/16, 13:03	
Beckenham st	>
30/05/16, 13:03	
Eastern Tce	>
30/05/16, 13:03	

●●○○○ 2degrees	22:23	33%
<	RESPONSES	
Southampton	>	
30/05/16, 13:42		
Near Southampton Street	>	
30/05/16, 13:39		
Near Norwood st	>	
30/05/16, 13:38		
Norwood St	>	
30/05/16, 13:31		
Near Eastern Terrace	>	
30/05/16, 13:29		
Norwood and Southampton	>	
30/05/16, 13:27		
eastern tce end	>	
30/05/16, 13:23		
Norwood	>	
30/05/16, 13:22		
Norwood street	>	
30/05/16, 13:21		

●●○○○ 2degrees	22:23	33%
<	RESPONSES	
Southampton and Eastern tce	>	
30/05/16, 15:44		
Norwood st	>	
30/05/16, 15:09		
Southampton	>	
30/05/16, 15:06		
Norwood	>	
30/05/16, 15:02		
Eastern tce. To be honest I often cross bridge then go up to cross at raised island at st martin's rd/burnbrae.	>	
30/05/16, 14:49		
near norwood	>	
30/05/16, 14:49		
Southampton	>	
30/05/16, 14:33		
Near eastern tce	>	
30/05/16, 14:33		
Eastern Terrace	>	

●●○○○ 2degrees	22:23	33%
<	RESPONSES	
Beckenham	>	
30/05/16, 14:22		
Near Norwood street	>	
30/05/16, 14:21		
near Norwood St	>	
30/05/16, 14:21		
Beckenham street	>	
30/05/16, 14:21		
Eastern tce	>	
30/05/16, 14:04		
near Norwood St	>	
30/05/16, 14:00		
Near Colombo St	>	
30/05/16, 13:57		
Norwood St	>	
30/05/16, 13:54		
Between norwood/southampton st	>	
30/05/16, 13:45		

22:26 36%

RESPONSES

Beckenham	>
13/06/16, 12:30	
Beckenham	>
13/06/16, 06:18	
Beckenham School	>
13/06/16, 02:58	
Beckenham School	>
13/06/16, 02:40	
Beckenham School	>
13/06/16, 02:38	
St Peter's school	>
8/06/16, 03:29	
St Peters	>
4/06/16, 06:03	
going home from ballet school in disraeli st	>
2/06/16, 16:08	
Poppies preschool	>
2/06/16, 06:16	

22:26 37%

RESPONSES

Beckenham	>
30/05/16, 13:30	
St Martins Primary	>
30/05/16, 13:29	
Beckenham	>
30/05/16, 13:27	
Beckenham	>
30/05/16, 13:23	
Running and walking	>
30/05/16, 13:20	
ABC St Martin's	>
30/05/16, 13:16	
Walks	>
30/05/16, 13:06	
poppies preschool	>
30/05/16, 13:03	
Beckenham	>
30/05/16, 12:36	

22:26 36%

RESPONSES

Thorrington	>
30/05/16, 14:38	
Beckenham	>
30/05/16, 14:33	
St peters	>
30/05/16, 14:22	
Beckenham School, Fisher Ave Kindy	>
30/05/16, 14:21	
Thorrington and courtyard Montessori	>
30/05/16, 14:21	
Park	>
30/05/16, 13:54	
Beckenham School	>
30/05/16, 13:45	
Beckenham	>
30/05/16, 13:42	
Beckenham	>
30/05/16, 13:38	

22:26 37%

RESPONSES

Beckenham School	>
30/05/16, 12:21	
Beckenham	>
30/05/16, 12:09	
Beckenham school	>
30/05/16, 11:56	
Beckenham school	>
30/05/16, 11:42	
Beckenham	>
30/05/16, 11:35	
Beckenham school, fisher ave kindy	>
30/05/16, 11:24	
Beckenham	>
30/05/16, 11:21	
Beckenham school	>
30/05/16, 11:16	
Cashmere High and Beckenham	>
30/05/16, 10:59	

1816

●●○○○ 2degrees	22:26	🌙 36%
<	RESPONSES	
beckenham	>	
31/05/16, 13:10		
Thorrington	>	
31/05/16, 11:54		
Thorrington & Beckenham Kindy	>	
31/05/16, 08:55		
Beckenham	>	
31/05/16, 05:22		
St Peters	>	
31/05/16, 05:15		
Beckenham school and kindy	>	
31/05/16, 05:00		
St martins / Huntsbury Preschool	>	
31/05/16, 03:10		
beckenham	>	
31/05/16, 02:22		
Beckenham	>	
30/05/16, 23:18		

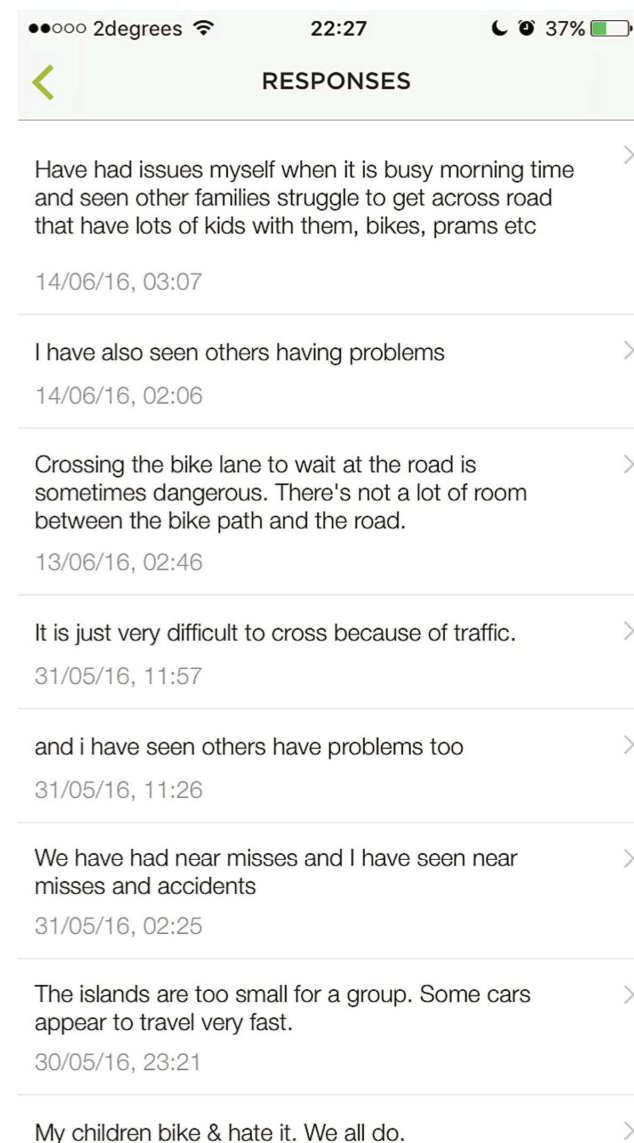
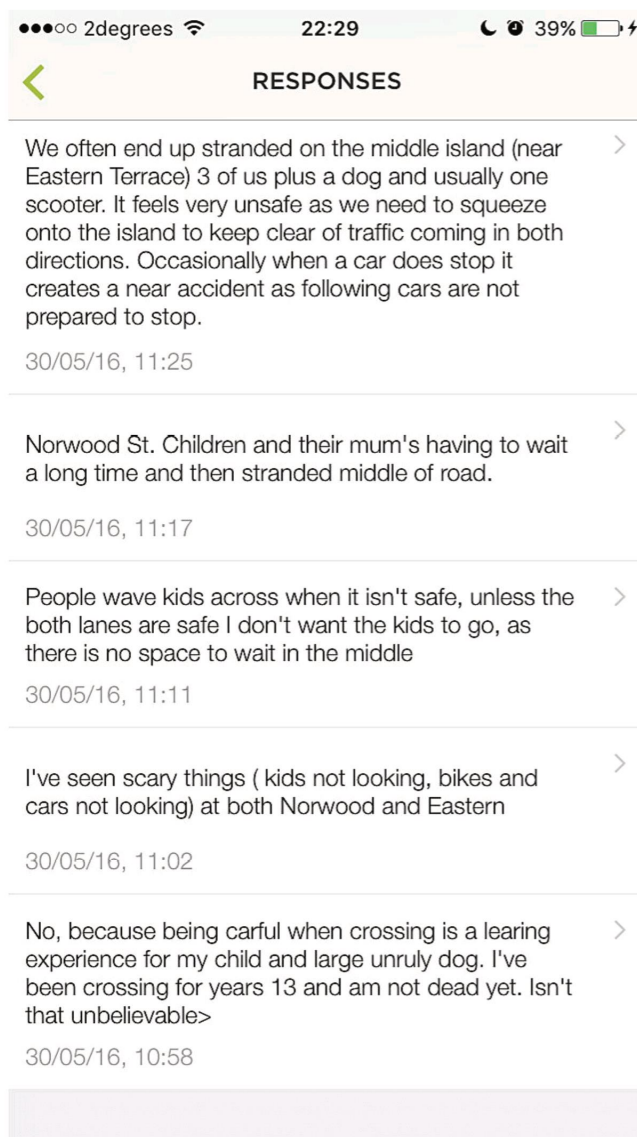
●●○○○ 2degrees	22:26	🌙 36%
<	RESPONSES	
Beckenham School	>	
30/05/16, 22:58		
Beckenham	>	
30/05/16, 22:29		
Out walking	>	
30/05/16, 22:26		
Christchurch South.	>	
30/05/16, 18:14		
Beckenham primary	>	
30/05/16, 15:44		
Beckenham	>	
30/05/16, 15:09		
Beckenham	>	
30/05/16, 15:02		
beckenham	>	
30/05/16, 14:49		
Thorrington	>	
30/05/16, 14:38		

1816

2degrees	22:27	37%
<	RESPONSES	
its just very busy and the cars are very fast	>	
30/05/16, 13:24		
Almost daily and also experienced myself	>	
30/05/16, 13:23		
Children struggling to cross	>	
30/05/16, 13:22		
Both yes options above	>	
30/05/16, 13:12		
I've seen close calls with children crossing near at the Norwood	>	
30/05/16, 13:09		
Get stuck in the middle and feel a bit paniced about the small stoping area	>	
30/05/16, 13:05		
Crossing over Tennyson near Norwood. Stranded in the middle island squashed in with our three bikes	>	
30/05/16, 12:12		
I have regularly seen children running between footpath and centre islands in short gaps between cars.	>	
30/05/16, 11:44		

2degrees	22:27	37%
<	RESPONSES	
My children bike & hate it. We all do.	>	
30/05/16, 18:18		
I've seen many near misses if Young children crossing Tennyson st	>	
30/05/16, 17:30		
My son feel over at the crossing,it was very scary as I had to stop a car to pick my son up..	>	
30/05/16, 15:51		
Easier to cross not at the crossing due to placement and speed issues	>	
30/05/16, 15:08		
N /a	>	
30/05/16, 14:10		
however it is busy and hard to cross with children	>	
30/05/16, 14:05		
Not enough space in the island for everyone crossing.	>	
30/05/16, 13:50		
People almost hit by a car.	>	
30/05/16, 13:40		
its just very busy and the cars are very fast	>	

1816



1816

RESPONSES	
Norwood street.... more than a few incidents with the worse being my daughter only being stopped from being hit by a car by her sister grabbing her as car come around a car that had stopped	>
30/05/16, 11:45	
Near Southampton, car stopped to let us cross but car behind it nearly ran straight into the back of it. Luckily I could see what was happening and stayed on the island. Car stopped ok as it turns out but my fear was that it would have pushed the stopped car into the road we were about to step out on. Cars behind often don't realise why car in front has stopped and I have seen them try to go around stopped car!	>
30/05/16, 11:40	
Near Norwood	>
30/05/16, 11:29	
Near the river at eastern...so many cars	>
30/05/16, 11:29	
I was cycling along, a van stopped to let pedestrians across but I didn't realise why it was stopping. It was too late for me to stop when I saw them and I had to swerve to miss them. Lights ahead of me would have made me check the crossing. Norwood St crossing.	>
30/05/16, 11:29	

RESPONSES	
Eastern, long wait & difficulty seeing people coming out of river roads. Also a long way from river to the crossing therefore most people don't use crossing	>
30/05/16, 13:09	
Sorry, can't edit/finish the above. But seen several dicy crossings at that intersection, including one where a wee boy was trying to beat a car and came off his scooter in front of a car.	>
30/05/16, 13:09	
na	>
30/05/16, 13:08	
Beckenham st	>
30/05/16, 13:05	
Near Norwood. 1. Car overtaking car that has stopped to let people cross. 2. Some kids raising across, chasing mates. 3. Kids misjudging when it's safe to cross.	>
30/05/16, 12:04	
Beckenham St. Stuck in the middle of road with a pram, scooter and skateboard and trying to anticipate car behaviour while keeping everyone together safely	>
30/05/16, 11:52	
Norwood street.... more than a few incidents with the	>

1816

2degrees	22:29	39%
RESPONSES		
At eastern Tce	>	30/05/16, 13:22
Near Norwood Street I often see mothers with small children trying to navigate across the road safely. I always stop if I can but people are often still hesitant to cross	>	30/05/16, 13:20
Norwood St. Busy traffic. Nowhere to safely cross.	>	30/05/16, 13:19
Near Norwood st. Was waiting in the middle of Tennyson st with my 2 young children when a car stopped to let us finish crossing Tennyson. However the car behind that couldn't see us and didn't know why the car in front had stopped, so pulled out from behind and was very close to hitting my 6 year old son (on his bike). As well as this, numerous stressful situations waiting in the middle of the road, with lots of small children while cars hurtle by.	>	30/05/16, 13:17
Cars turning right out from Norwood onto Tennyson at speed, to make a gap, not realising pedestrians are crossing. As a driver making this turn in the mornings glare can be quite a problem with visibility. Hard to see oncoming traffic due to vehicles parked near corners.	>	30/05/16, 13:16

2degrees	22:28	39%
RESPONSES		
On both Norwood and Southampton crossings. Drivers are confused about stopping while children are waiting, kids then run across road. Due to traffic you often have to wait in the middle and it is very dangerous.	>	30/05/16, 13:32
Eastern Terrace. Too many to write here. We have lived here for 6 years.	>	30/05/16, 13:31
Near Norwood. The crossing island feeling too small and the cars going too fast for me and the kids to be safely on it. And having to wait a long time to cross.	>	30/05/16, 13:23
Children uncertain crossing during morning rush hour. Some cars stopping to allow children to cross. Others not. Hesitancy all round = accident waiting to happen. Almost a daily Occurrence at Norwood st crossing.very poorly located too.	>	30/05/16, 13:23
At eastern Tce	>	30/05/16, 13:22

1816

RESPONSES	
Crossing near eastern terrace I find the most difficult and when crossing with a push chair and dog is near impossible I have had to run across quickly many times to avoid traffic, it is very exposed	>
30/05/16, 14:23	
N/a	>
30/05/16, 14:10	
As above, feel like we could get clipped by cars. Also long waits at times. By southampton st/norwood st.	>
30/05/16, 13:50	
Southampton. Card coming out of Norwood at don't slow down sometimes	>
30/05/16, 13:44	
Southampton St	>
30/05/16, 13:40	
Norwood st. Car not stopping as it came through and child thinking it would.	>
30/05/16, 13:39	
On both Norwood and Southampton crossings. Drivers are confused about stopping while children are waiting, kids then run across road. Due to traffic you often have to wait in the middle and it is very	>

RESPONSES	
I see on many occasions people with children and or bikes and or pushchairs who have been waiting ages making a run for it in gaps that are too small. I also see cars stopping for groups of adults with kids/ bikes/pushchairs and other cars having to break suddenly because they weren't expecting the car to stop as it is not a proper crossing. I've lived here most of my life and have seen more risky crossings since the zebra crossing has been removed.	>
30/05/16, 14:42	
Several children trying to cross at the same time, not enough room on the crossing islands. Also children trying to cross at the corner of Tennyson and Eastern.	>
30/05/16, 14:36	
Risky crossing behaviour	>
30/05/16, 14:25	
Cramped standing on an island with buggy and two kids on scooters when cars are zooming past at fast speed very rarely does anyone stop.	>
30/05/16, 14:24	
Crossing near eastern terrace I find the most difficult and when crossing with a push chair and dog is near impossible I have had to run across quickly many times to avoid traffic, it is very exposed	>
30/05/16. 14:23	

1816

RESPONSES	
I have seen older primary school kids taking risks by the dairy crossing. No one hit - but by luck more than skill	>
30/05/16, 14:54	
norwood crossing, groups of children all gathered in the island waiting for cars to stop. pretty crowded, looked dangerous	>
30/05/16, 14:52	
On the crossing near Norwood Street walking over with my youngest son, then in a pram, and my other son on his bike. It took a while for the road to be clear enough to cross safely with both of them and we had to pause on the island as well which was fine, however as we crossed to the other side of Tennyson st, my son slipped off his bike on loose gravel (left from road resurfacing for nearly a week) and fell off on the cycle lane, nearly getting hit by a passing cyclist.	>
30/05/16, 14:48	
Norwood st crossing , cars slow thinking they should stop then continue. Kids are stuck on the island with little space to wait safely.	>
30/05/16, 14:42	
I see on many occasions people with children and or bikes and or pushchairs who have been waiting ages making a run for it in gaps that are too small. I also see cars stopping for groups of adults with kids /	>

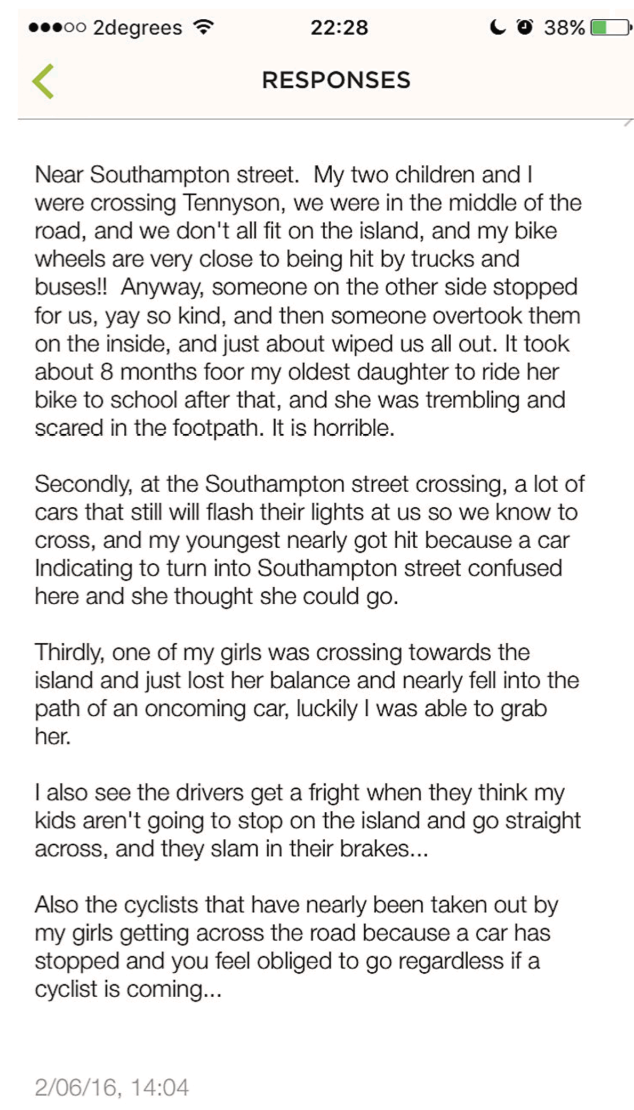
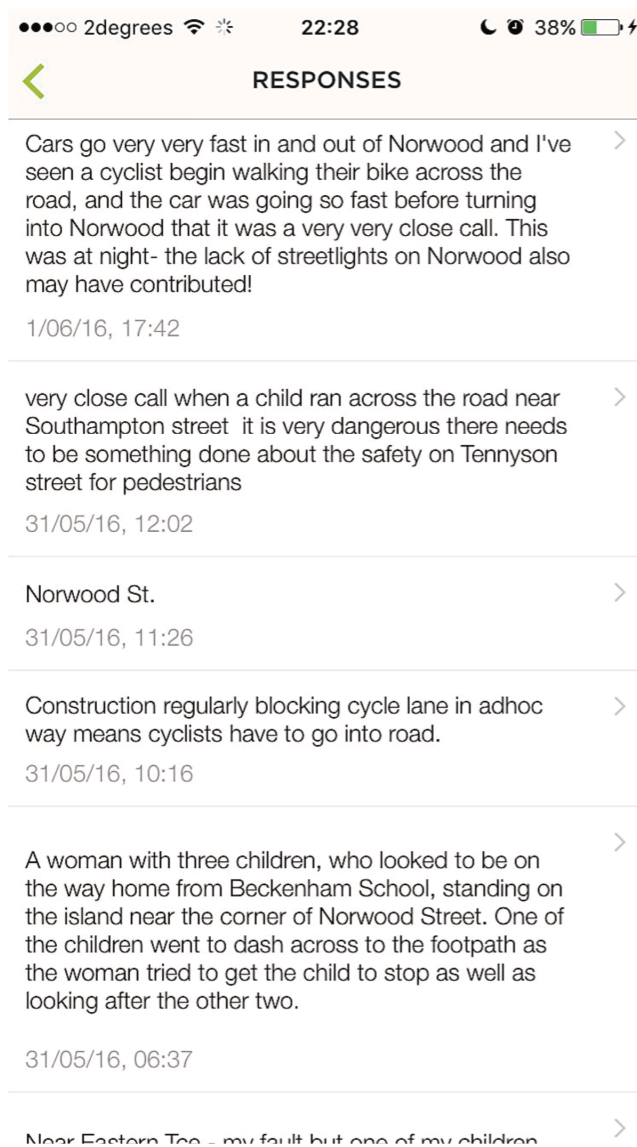
RESPONSES	
Norwood st car nearly hit my wee girl	>
30/05/16, 22:31	
Norwood	>
30/05/16, 22:28	
Kids driving their bikes just have to cross when there is a car driving close by	>
30/05/16, 22:28	
I walked my dog along Tennyson St near Beckenham St but stopped doing so because it was too dangerous. I only drive her to the park as it's safer.	>
30/05/16, 18:18	
I've seen a young child get hit on their bike	>
30/05/16, 17:30	
This was crossing Tennyson st,near southampton	>
30/05/16, 15:51	
Norwood, just struggling to get across... Waiting for long periods of time to cross	>
30/05/16, 15:11	
I have seen older primary school kids taking risks by the dairy crossing. No one hit - but by luck more than skill	>

1816

2degrees	22:28	38%
<	RESPONSES	
Traffic travelling way too fast - crossing near dairy on Tennyson. There's lots of children crossing here before and afterschool, cars pulling out of intersections and children don't tend to judge traffic speed well - nearly got hit.	>	
31/05/16, 01:14		
Near Norwood Street	>	
31/05/16, 01:13		
Near Eastern tce	>	
31/05/16, 00:44		
People taking risks , not using crossing islands Norwood st crossing not sure how but there is a big need to reduce car traffic	>	
31/05/16, 00:01		
Near Norwood st. But they are all very similar. The vehicles tend to travel faster than 50km/ hr	>	
30/05/16, 23:21		
Too many children on the island, not being attentive to the road, pushing and shoving, one child tangled up in his scooter and fell into road, near miss with oncoming vehicle.	>	
30/05/16, 23:00		

2degrees	22:28	38%
<	RESPONSES	
Near Eastern Tce - my fault but one of my children just stepped out rather than waiting. They do find the crossing areas confusing (as do I!)	>	
31/05/16, 05:25		
Eastern tce, busy morning	>	
31/05/16, 04:44		
before school and after school when the kids are trying to cross there have been so many close calls. One day there is goign to be a terrible accident	>	
31/05/16, 03:15		
Norwood Street - We avoid this crossing now as cars come out of this street too quickly and there is never time to safely cross the road.	>	
31/05/16, 02:54		
Near Norwood, So many incidences. One car waiting for us to cross the car behind not looking at the car in front slowing and nearly hitting it. A car waiting for us and another car turning not realising the other car was waiting. No accidents but lot of near misses.	>	
31/05/16, 02:25		
Traffic travelling way too fast - crossing near dairy on Tennyson. There's lots of children crossing here before and afterschool, cars pulling out of	>	

1816



1816

2degrees 22:27 38%

< RESPONSES

Near Beckenham Street. Cyclist oncoming and car failed to see the cyclist as too much else going on on the road >
8/06/16, 03:30

Usually people not using the islands crossing at the Dairy >
4/06/16, 06:11

It is very tricky to turn into eastern tce from Tennyson st during rush hour on bikes. lots of traffic. the traffic coming from the streets parallel to the river is especially tricky as children don't always realise they are turning onto Tennyson. the traffic islands are too narrow and small to accommodate 2 bikes let alone 3 so I stand before the traffic island and the children on them. they are designed for pedestrians but as per usual nobody thought about cyclists. >
2/06/16, 16:14

Near Southampton street. My two children and I were crossing Tennyson, we were in the middle of the road, and we don't all fit on the island, and my bike wheels are very close to being hit by trucks and buses!! Anyway, someone on the other side stopped for us, yay so kind, and then someone overtook them on the inside, and just about wiped us all out. It took about 8 months for my oldest daughter to ride her bike to school after that. and she was trembling and >

2degrees 22:27 37%

< RESPONSES

My children and i have had many bad experiences the crossings are not safe its a main road and cars dont always slow down and its hard to fit me and 2 children on the island safely >
13/06/16, 06:22

We cross near Norwood St and near Southampton St and cars turn out of Norwood and Southampton St onto Tennyson St when the children think it's clear to cross. Also when we are on bikes it is impossible for us to fit on the island with our bikes so I have to send 2 on ahead first and help them judge when it's safe to cross when I'm on the other side of the road. Even then there's not much space for 2 of us with bikes and cars sometimes travel at speed past the island with a very narrow lane. >
13/06/16, 02:59

At the Southampton Crossing - stuck between cars on the road and cyclists on the bike path with two boys wearing backpacks. >
13/06/16, 02:46

Norwood: Not enough room in median for adult and two kids pushing bikes. >

Eastern Tce: Traffic going too fast for kids to comfortably get across walking (pushing bikes). Bikes entering bike lane (off bridge), and our kids not knowing to stand back off the curb. >
13/06/16, 02:43

1816

2degrees 22:27 37%

< RESPONSES

Near Norwood Street, the island in the middle of the road is not big enough to fit families with bikes, prams etc, have had situations with my son when there is multiple people trying to squeeze onto the island, it is very worrying when large trucks etc are going past or when there is vehicles turning right onto Tennyson street from Norwood street, does not give you much time to get to the island as it is peak hour traffic time, cars are always in a rush and will take any chance they can get to get out onto Tennyson street, this is sometimes at a faster speed which means it makes it riskier for children crossing the road.

14/06/16, 03:07

Eastern Terrace. >

14/06/16, 02:06

The courtesy crossing is confusing for pedestrians and drivers as it is unclear who should give way. >

13/06/16, 12:32

Near Norwood street, kids run across without looking for cars - however they are coming from many directions and quite quickly >

13/06/16, 07:14

My children and i have had many bad experiences the crossings are not safe its a main road and cars dont always slow done and its hard to fit me and 2 children on the island safely >

2degrees 22:27 37%

< RESPONSES

30/05/16, 13:12

I've seen close calls with children crossing near at the Norwood >

30/05/16, 13:09

Get stuck in the middle and feel a bit paniced about the small stoping area >

30/05/16, 13:05

Crossing over Tennyson near Norwood. Stranded in the middle island squashed in with our three bikes >

30/05/16, 12:12

I have regularly seen children running between footpath and centre islands in short gaps between cars. >

30/05/16, 11:44

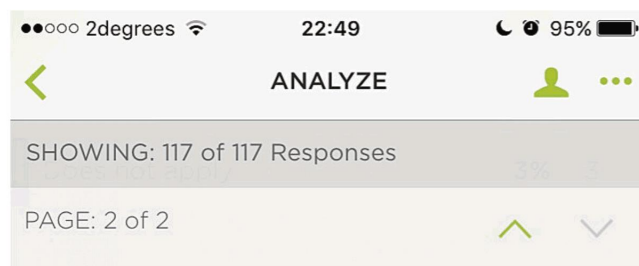
Especially with the road works. People stuck in the middle of the road cars going past either way, it is difficult to stop safely in a car to let people across >

30/05/16, 11:29

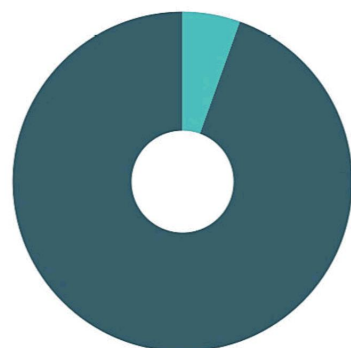
Have seen children in fear of making the crossing. >

30/05/16, 11:17

1816



9. Would you like to see changes to Tennyson street crossroads to improve the safety of pedestrians, cyclists and drivers using it?



Skipped: 7 Answered: 110

Yes	95%	104
No	5%	6
Please tell us your ideas to improve the crossings		83 >

2degrees 22:30 41%

< RESPONSES >

There needs to be a proper crossing for children, zebra at least, preferably supervised before and after school.	>
30/05/16, 13:09	
Hard one possibly a zebra crossing near Norwood st	>
30/05/16, 12:38	
Lollipop parent?? Lights	>
30/05/16, 12:23	
Proper well marked zebra crossings. current safe zones are not visible enough or clear enough as to expectations	>
30/05/16, 12:12	
I think traffic lights would be good at the Norwood crossing as a lot going on with turning traffic as well.	>
30/05/16, 12:04	
Pedestrian crossing near norwood intersection	>
30/05/16, 11:52	
a proper pedestrian crossing at the least.... lights would be best option	>
30/05/16, 11:45	

1816

RESPONSES	
My biggest thing is that the islands need to be bigger. Often you can't cross the road in one hit, esp with kids, we usually have to wait on the island. I am terrified that one day one of the kids is going to trip/slip off the island into oncoming traffic.	>
30/05/16, 11:40	
something near river at eastern rce end	>
30/05/16, 11:29	
Lights on a crossing, either timed lights or flashing light.	>
30/05/16, 11:29	
Possibly have a school hours speed zone. Make the islands a bit wider and or make a proper crossing	>
30/05/16, 11:27	
Would love to see a pedestrian light between Southampton st and Norwood street.	>
30/05/16, 11:25	
Zebra crossing or preferably at least one light patrolled crossing possibly at the Norwood end of Tennyson street	>
30/05/16, 11:25	
Pedestrian lights at Norwood, as they have on Colombo St. Of that's too expensive, a zebra	>

RESPONSES	
light.	>
30/05/16, 11:29	
Possibly have a school hours speed zone. Make the islands a bit wider and or make a proper crossing	>
30/05/16, 11:27	
Would love to see a pedestrian light between Southampton st and Norwood street.	>
30/05/16, 11:25	
Zebra crossing or preferably at least one light patrolled crossing possibly at the Norwood end of Tennyson street	>
30/05/16, 11:25	
Pedestrian lights at Norwood, as they have on Colombo St. Of that's too expensive, a zebra crossing.	>
30/05/16, 11:17	
Proper crossings with traffic lights or zebra crossing	>
30/05/16, 11:11	
We need at least one proper pedestrian crossing	>
30/05/16, 11:02	

1816

2degrees	22:30	41%
RESPONSES		
A proper Zebra crossing!	>	
30/05/16, 13:32		
Sorry I don't have any ideas	>	
30/05/16, 13:31		
30k for cars during school drop off / pick up times. Somehow separate the cyclists from the main traffic. I wouldn't let my kids bike down there unless there was a physical barrier from the cycle lane to the road. Put a crossing on the road where cars have to stop for pedestrians.	>	
30/05/16, 13:23		
Relocate away from other streets like Norwood and Beckenham and establish a property pedestrian crossing. A few years I raised the same issue with the city council regarding the crossing on the corner of Norwood and sandwich rds near the school, was reviewed and they believed it was perfectly safe....you just have to see how many times hit the central barriers to know it is not.	>	
30/05/16, 13:23		
More safe options	>	
30/05/16, 13:22		
I feel there should be at least one pedestrian crossing (white lines) on Tennyson	>	

2degrees	22:30	41%
RESPONSES		
I feel there should be at least one pedestrian crossing (white lines) on Tennyson	>	
30/05/16, 13:20		
Pedestrian crossings. Also all intersections at the bridge on Tennyson are particularly dangerous & busy. Usually always backed up at peak & school hours.	>	
30/05/16, 13:19		
A proper pedestrian crossing or traffic lights, at several points on Tennyson, between Colombo and Eastern terrace.	>	
30/05/16, 13:17		
.	>	
30/05/16, 13:15		
Intersection with Norwood should be light controlled. Very busy with cars and cyclists and lots of school children. This is also midway along the road which is good for planning walking journeys. A second light controlled crossing at the river would also work well, similar to the columbo st one near Fisher ave and aylmer st.	>	
30/05/16, 13:12		
Pedestrian crossing	>	
30/05/16, 13:09		

1816

RESPONSES	
Predestrian crossing, 14/06/16, 03:07	>
Proper crossings 14/06/16, 02:06	>
Pedestrian crossing 13/06/16, 12:32	>
I think a set of crossing lights would be beneficial however I think a set of street lights at Norwood and Tennyson would be even better and help traffic flow and pedestrian crossing too. 13/06/16, 07:14	>
bigger islands with more substantial bars 13/06/16, 06:47	>
Definatly needs a zebra stripe crossing 13/06/16, 06:22	>
Possibly one centralised place to cross with traffic lights or a wide zebra crossing where cars would be obliged to stop. 13/06/16, 02:59	>
I would like to see some form of speed management (Unlikely though, I'd think as Tennyson St is a major	>

RESPONSES	
I would like to see some form of speed management (Unlikely though, I'd think as Tennyson St is a major road) of some description for cars, and possibly a better marshalling area at crossings. 13/06/16, 02:46	>
30Kmh speed limit for all traffic along Tennyson 13/06/16, 02:43	>
Proper zebra crossing or even lights 8/06/16, 03:30	>
Make them proper zebra crossings? I find the ambiguity over whether cars should stop disturbing. It scares me that kids think they will stop because a few good intentioned peeps do. I'm constantly amazed no one gets killed at the dairy/ river/ bridge. Traffic lights? 4/06/16, 06:11	>
Larger islands. Understand the cycle lanes but it causes confusion for cars, pedestrians and cyclists. Have to have your wits about you! 3/06/16, 12:35	>
not sure what you can do about it. the real problem is that way too many people take the car where they could walk or cycle. If there was less traffic it would not be a problem. We experience no problems outside rush hour.	>

1816

22:29 40%

< RESPONSES

not sure what you can do about it. the real problem is that way too many people take the car where they could walk or cycle. If there was less traffic it would not be a problem. We experience no problems outside rush hour.

2/06/16, 16:14

>

Take away all the island crossings, especially as they are too close to the t intersections (ie, Norwood and Southampton street) there is far too many areas for you to keep an eye on, especially young children, mother cannot judge how fast cars are going and keep an eye on so many risk factors all at the same time. We need light crossings as the first and safest measure, or as an alternative at zebra crossing with warning signs of school children crossing, two of these placed in a better location on Southampton street would be better than these ridiculous islands that people can't fit into. There are no clear rules for these. At least with lights it is red for stop, including the cyclists, and the zebra crossing has clear rules too, not that people obey them, but why teach our children to stand in the middle of a busy street?

2/06/16, 14:04

I think st Martins Road is much worse

2/06/16, 13:07

A pedestrian crossing (as in. an actual zebra crossing)

22:30 40%

< RESPONSES

A pedestrian crossing (as in, an actual zebra crossing) would be brilliant, half way along Tennyson Street, including clear instructions regarding who has right of way between bikes in the bike lane and pedestrians crossing the crossing. The crossroad on Norwood Street, just off Tennyson also needs to be removed - it is SO dangerous, being on a blind corner.

2/06/16, 06:20

Speed bumps or those wider raised platforms at the crossings that force cars to slow down

1/06/16, 13:50

At least one zebra crossing, prob near Eastern Terrace for safety for pedestrians. More signage (Are there any) at these courtesy crossings so drivers are more aware

31/05/16, 12:28

A light somewhere along or crossing help in morning.

31/05/16, 11:57

Cycle lanes should need permit to shut as a car lane would. And if they already do it should be enforced

31/05/16, 10:16

Zebra crossing?

31/05/16, 09:32

1816

2degrees 22:30 40%

< RESPONSES

A pedestrian crossing at both the West and East of Tennyson street would be ideal.
31/05/16, 06:37

Probably a pedestrian crossing - safe crossing areas are helpful but very confusing for kids& I'll be nervous once they start going to school on their own
31/05/16, 05:25

Proper pedestrian crossings, even have a school patrol out there, Lights would be too much.
31/05/16, 03:15

I think one should be a pedestrian crossing with sensor pads so that all school children crossing the road to Beckenham & St Peters can safely travel to school not in the car. This would allow the high usage times to be safe for all users
31/05/16, 02:54

Move the safely island away from Norwood so you don't have to watch for turning traffic as well as straight traffic
31/05/16, 02:25

There needs to be more space in the central reservation for pedestrians to wait to cross the other side of the road - traffic often doesn't slow down at all and you can feel very vulnerable standing in the central reservation. The current crossing is confusing

2degrees 22:30 40%

< RESPONSES

There needs to be more space in the central reservation for pedestrians to wait to cross the other side of the road - traffic often doesn't slow down at all and you can feel very vulnerable standing in the central reservation. The current crossing is confusing as its not clear whether cars should stop or its just courteous to do so - given this is nominated as "safe crossings for schools" or something similar, is there any expectation that cars should stop like a pedestrian crossing? It would be much better to have an actual crossing or a set of lights or something where everyone knows how the crossing should work.
31/05/16, 00:54

>

My main interest currently is making the city safe for cyclists to get around. I do like to see so many kids scootering/walking and cycling to Beckenham school and worry about them picking the right gap to get across Tennyson. They are often dependent on the good will of car drivers to slow and wave them through. I mainly have to turn right from Tennyson to Palatine tce and this often seems the most dangerous intersection of my cycle home from Addington. The whole Tennyson/Eastern tce/ Burnbrae/Palatine intersection over the bridge is problematic with cars entering and leaving Tennyson, cyclists crossing, school children crossing, people pulling over to stop at the dairy etc. Not sure what the solution is! I had a mad vision about a large roundabout positioned over the river with twin bridges. Or maybe pedestrian lights at one crossing. Or a slow zone on Tennyson which would probably make the burning-to-work car drivers frustrated!

1816

2degrees 22:30 40%

< RESPONSES

My main interest currently is making the city safe for cyclists to get around. I do like to see so many kids scootering/walking and cycling to Beckenham school and worry about them picking the right gap to get across Tennyson. They are often dependent on the good will of car drivers to slow and wave them through. I mainly have to turn right from Tennyson to Palatine tce and this often seems the most dangerous intersection of my cycle home from Addington. The whole Tennyson/Eastern tce/ Burnbrae/Palatine intersection over the bridge is problematic with cars entering and leaving Tennyson, cyclists crossing, school children crossing, people pulling over to stop at the dairy etc. Not sure what the solution is! I had a mad vision about a large roundabout positioned over the river with twin bridges. Or maybe pedestrian lights at one crossing. Or a slow zone on Tennyson which would probably make the hurrying-to-work car drivers frustrated!

31/05/16, 00:44

increasing the safety and pleasure of cycling and walking and easy access to public transport would reduce car numbers >

31/05/16, 00:01

I don't know how dangerous these crossings are during high traffic volume times, so can't give a fair opinion on what is needed. I do understand the false sense of security pedestrians may gain from using a zebra crossing. I DO think they're more dangerous- because of driver fault. >

2degrees 22:30 40%

< RESPONSES

A pedestrian crossing or reduced speed for vehicles would be better >

30/05/16, 23:21

Maybe a proper foot crossing >

30/05/16, 22:28

Traffic lights. >

30/05/16, 18:18

Move Tennyson Norwood crossing heading towards Tennyson dairy so to avoid right turning traffic out of Norwood >

30/05/16, 17:30

Lights...BIGGER children signs... >

30/05/16, 15:51

Zebra crossing >

30/05/16, 15:11

Pedestrian crossing required between norwood and colombo please >

30/05/16, 15:08

Zebra crossings. >

30/05/16, 15:03

1816

2degrees	22:30	40%
<	RESPONSES	>
The river with 6 roads is just so confusing. I wonder about lights or a pedestrian crossing. Cars go so fast as they come along burnbrae. It's pretty hard to turn right as a car as well if going north on eastern. Lights seem like a good idea but it would be tricky		
30/05/16, 14:54		
proper pedestrian crossing. i will probably not let my son walk alone till quite old as there are so many things you have to look out for and tiny middle island, and to get across when busy you have to use island waiting for cars		
30/05/16, 14:52		
not entirely sure what would help. I do think that they crossing near Eastern Tce is too far away from the intersection, hence why very few people walk up there to cross when they want to get to the dairy or further up Eastern Tce. In general, the amount of traffic on Tennyson St has increased considerably since we moved here 11 years ago but there is no more safety procedures in place for the children that have to cross the road.		
30/05/16, 14:48		
Zebra crossings added to the Norwood st crossing		
30/05/16, 14:42		
Put a zebra crossing back. I won't even use it with my kids as it is so unsafe. I drive.		

2degrees	22:30	41%
<	RESPONSES	>
Put a zebra crossing back. I won't even use it with my kids as it is so unsafe. I drive.		
30/05/16, 14:42		
40 km per hour speed limit before and after school.		
30/05/16, 14:36		
Needs a proper zebra crossing near Southampton St and eastern tce		
30/05/16, 14:34		
Lights or zebra crossings		
30/05/16, 14:26		
Controlled crossing maybe at Norwood; still tricky for bikes- not sure		
30/05/16, 14:25		
A crossing like the one on Colombo street opposite fisher ave would be ideal as many drivers still fail to stop at normal pedestrian crossings		
30/05/16, 14:24		
Pedestrian crossing		
30/05/16, 14:23		
Zebra crossing I think. The current crossing has driver's not knowing what to do		

1816

●●○○ 2degrees	22:30	41%
<	RESPONSES	
Zebra crossing I think. The current crossing has driver's not knowing what to do	>	
30/05/16, 14:10		
Zebra crossing	>	
30/05/16, 14:06		
it would be good to have a proper pedestrian crossing near the intersection with Norwood Street	>	
30/05/16, 14:05		
Unsure	>	
30/05/16, 14:00		
Pedestrian crossings would be good or perhaps a set of lights	>	
30/05/16, 13:50		
It's a busy street for children. Needs a proper crossing	>	
30/05/16, 13:44		
Cats need to be slowed down.	>	
30/05/16, 13:40		
A proper Zebra crossing!	>	
30/05/16, 13:32		

From: CCC Plan
Subject: FW: Closure

2337

From: Neil Youngman
Sent: Monday, 19 April 2021 7:34 pm
To: CCC Plan
Subject: Re: Closure

This is our submission.

We feel our rates should be reduced,we have endured toxic killer dust expelled from shingle Quarries in Yaldhurst,for a number of years,C.C.C. ignoring scientific evidence that there should be a set back distance ,even third world countries have set back distances from Quarries to residents.

My husband and myself are embarrassed to be Residents of Christchurch the garden City,with little transparency shown.

Rural Residents should not be expected to pay towards drainage issues,when we have already invested significantly in our own drainage.

The service we receive is a rubbish collection.

We provide our own water supply,maintain our own wells and pipes.

We feel there is no transparency on how the rate payers money is spent,decisions are already made before any submissions are heard.

Thank You,
Anna and Neil Youngman.

Te Mahere Rautaki Kaurera - Our Draft Long Term Plan 2021-31 from Watson, Philippa

1703

Te Mahere Rautaki Kaurera - Our Draft Long Term Plan 2021-31

Submitter Details

First name: Philippa Last name: Watson

Your role in the organisation:

Would you like to present your submission in person at a hearing? (if yes, you must provide a contact phone number)

☒ Yes

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

Additional requirements for hearing:

Feedback

1.5 Investing in our transport infrastructure

I would like to see traffic lights intalled at the corner of Linwood Ave, Woodham Road and Avonside Drive.

It would be much easier for traffic to take turns & flow better than it does at prewsent.

It is very difficult to go straight or right from Linwood Ave when it is really busy.

I would really like to see traffic lights installed at the corner of Linwood Ave, Woodham road and Avonside Drive.

Thank you for your consideration.

Te Mahere Rautaki Kaurera - Our Draft Long Term Plan 2021-31 from Watson, Philippa

1703

Attached Documents

File
No records to display.

1090

Te Mahere Rautaki Kaurera - Our Draft Long Term Plan 2021-31

Attachment B Item 3

Submitter Details

Submission Date: 15/04/2021

First name: Sarah Last name: Anderson

Organisation name, if you are submitting on behalf of the organisation:

Friends of Christchurch Art Gallery

Your role in the organisation: President of
Executive Committee

Would you like to present your submission in person at a hearing? (if yes, you must provide a contact phone number)

☒ Yes

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

Additional requirements for hearing:

Feedback

1.7 Our facilities

This submission is from the Executive Committee of the Friends of the Christchurch Art Gallery as representatives of our nearly 1000 strong membership.

We strongly disapprove of the proposal to reduce the level of service the Gallery provides to schools by 25%.

The schools programme is almost a right of passage for over 10,000 school children annually. The programme is high quality and accessible, and as a result, currently over-subscribed with thousands of children from across the city already missing out on the opportunity due to its popularity each year. Does the council really want thousands more children, and their teachers who rely on the Gallery's art expertise, to miss out too?

As Jacinda Ardern said in an article published in the Herald in 2017: *As is the case with so many things that are good in life, the earlier you start on the arts journey, the better. We used to have an artist in schools programme and a curriculum that allowed kids to be kids and for their creativity to develop. I want to bring that back.*

Two out of three young people say arts engagement helps to make them feel brilliant or really good, with increased confidence. Early involvement in arts and culture also fuels the success of our creative industries later, so we need to keep fostering that talent. Half the young people in the survey believe arts could help them get a job later in life and in a dynamic future where creativity will set us apart. I think they are right.

There is nowhere else in the city where school children can access a world class art collection to improve their learning and wellbeing in such an intellectually and physically safe space.

T24Consult Page 1 of 2

1090

We also disapprove of the proposal to reduce the levels of service the Gallery provides the City in terms of Public Programmes by 25%.

The Public Programme speaks to not only the art and artist in and involved with the Gallery, but also and increasingly directly to so many residents of Christchurch. It is a programme that engages newcomers to visual arts and seasoned experts. It broadens learning and deeply engages, allowing us at every turn to appreciate what we have as a city while also seeing what else is on in the world and how we can connect to it through art. The Public Programme supports the Gallery in making it the creative centre of Christchurch. A reduction in that would be a very negative step for the city's cultural capitol.

In the above mentioned article, Jacinda also said: *Art and wellbeing, the idea that creativity and joy should never be just the domain of the privileged few, but accessible to all, isn't new, but hopefully it's coming of age.*

Kiwis are also more likely than ever to believe the arts benefit our economy, our local communities, and our personal well-being. And we're right to do so. There is a growing body of international research evidence to support this groundswell of opinion, with arts engagement being increasingly seen as an effective way to help manage the stresses and strains of this modern digital world. Studies show that for those with mental health issues — from anxiety and depression to neuro-degenerative diseases like dementia — art therapy can profoundly improve lives.

As I've said before — and it's one of the reasons I wanted to keep the Arts, Culture and Heritage portfolio — I believe arts and creativity are integral and inseparable parts of what it is to be human. My goal, and my government's goal, is to help that flourish.

So to conclude, the Schools and Public Programmes are for many a first step on a lifelong love for the visual arts, or indeed an old friend to return to again and again. As residents, this sense of belonging and ownership then feeds in to the cultural and creative ecosystem of the city, increasing the liveability, vibrancy, value and creativity not only within the CBD but the greater city as a whole. The Gallery's recent push to focus on more local art and artists, and the very deliberate diversification of its collecting, exhibiting, publishing and public programming have resulted in such a joyous diversification of its patrons that the general audience as a whole really is starting to look like Ōtautahi. There is work to be done always, but cutting the levels of service should not be the way to do it. The Gallery is Christchurch's cultural jewel, a symbol of ideas, innovation and resilience through the hardest of years, leading to the emergence of a new forward-thinking Ōtautahi. We'd urge you to reconsider reducing the Schools and Public Programme.

Attached Documents

File
No records to display.

Te Mahere Rautaki Kaurera - Our Draft Long Term Plan 2021-31 from Kerr, Sarah

392

Te Mahere Rautaki Kaurera - Our Draft Long Term Plan 2021-31

Submitter Details

First name: Sarah Last name: Kerr

Would you like to present your submission in person at a hearing? (if yes, you must provide a contact phone number)

☒ Yes

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

Additional requirements for hearing:

Feedback

Our facilities

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

1.7

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

Te Mahere Rautaki Kaurera - Our Draft Long Term Plan 2021-31 from Kerr, Sarah

392

Please do not close the Riccarton Rd Bus Lounges. As a disabled person, I feel alot safer waiting for the bus or my friends off the street. It is also very useful to have a toilet close by when you get off the bus

Attached Documents

File
No records to display.

1861



Submission to CCC on the 2021-31 Long Term Plan

On behalf of Avon-Ōtakaro Network

We wish to be heard

Primary Contact: Hayley Guglietta, Network Manager, Avon-Ōtakaro Network

AvON and our vision for the Ōtākaro Avon River Corridor

Avon-Ōtākaro Network (AvON) was founded in 2011 to promote a popular vision for the future of the Ōtākaro Avon River corridor (OARC), including what was formerly known as the Avon River residential red zone.

Our vision is for:

A MULTIPURPOSE CITY-TO-SEA RIVER PARK THAT MEETS DIVERSE COMMUNITY NEEDS **WITH** THE MAXIMUM POSSIBLE RESTORATION OF INDIGENOUS ECOSYSTEMS

Our 2020 5 year strategic objectives are;

1. Future governance of the Ōtākaro Avon River Corridor (OARC) that supports the Vision.
2. People, both locally and beyond, are connected with the ŌARC as a whole.
3. Organisational sustainability.

All engagement with the community since, including that by Regenerate Christchurch, has indicated that the level of support for this vision remains extremely high.

For more info: www.avon.org.nz

Increasing the Momentum of ŌARC Regeneration

\$336 million for the next 10 years is not nearly enough and a priority should be placed on moving this allocation forward for a number of reasons.

- This is the first Long Term Plan the council has developed where the council will own the land and it is disappointing that the numbers clearly show the council isn't serious about investing in the vision and supporting the Eastern suburbs of the city's long term regeneration.
- This is a once in a lifetime opportunity for this city and this current council to leave a legacy. To lead the charge on climate change, flood prevention and the cleaning of our waterways. The regeneration of the OARC aligns with the CCC's current priorities in sustainability, regeneration, active communities and active lifestyles.
- We wish to remind you that \$700k was allocated to facilitate transformative initiatives in the OARC following the Global Settlement.

1861

- Money needs to be brought forward for the stop banks as they are a critical part of the regeneration and the city to sea cycle way, not allocating money to this is undermining the intention of the regeneration plan significantly. Secondly, it makes it impossible to have a well thought out implementation plan when instead of doing the work where it is a priority it will get done where it is easiest to fund. Some of our communities are at high risk for another flooding event. This is an unacceptable risk that is irresponsible of the council to let happen given there are plans already developed.

Transparency

We are disappointed that more detailed line items were not available despite the council publicly announcing the \$336 million spend. It makes it incredibly difficult to put in a sensible submission without this information, we request that this be made available when your final draft is made public.

Line item 61723 Red Zone Regeneration Red Zone Parks Development - without having more accurate information, we have had to make the assumption that this is for the development of the nice to haves associated with the infrastructure works. We strongly request that this money does not sit out in 2024. It needs to be made available to the Red Zone Team now to execute their work aligned with the Regeneration plan.

It is fundamentally wrong for this council to not fund any money for this critical work in this entire long term plan period instead kicking the red zone down the road for a new council to decide. This does nothing for providing certainty for communities and partners to get on and activate the red zone land, at the very least bring forward or allocate the 2024/25 allocation across 2021 and beyond to let the team start planning (as again we have to assume given no detailed line items that the 2024 amount is for this).

Leadership

The regeneration of the OARC requires enormous investment but in order to unlock the true potential and value adding investment from third party sources, the Council needs to demonstrate transformational leadership. The start of this is co-governance.

We acknowledge the co-governance conversation is going to take some time and with respect to Ngai Tahu, space should be allowed to enable this to happen and ensure good outcomes. We would like to put forward a motion that commits the council to starting this conversation and for a report to be brought back to council on co governance options by July 2021.

This will not commit the council to any extra money in the LTP apart from staff time which can be allocated within existing budgets. Doing this now, will save the council money in the long term.

It will not be until we have a strong governance team in place who has an overview of the vision and understands who can contribute to the costs before a master implementation plan can be put in place and the big decisions can be made.

It is our belief that the Council needs to do a lot more to articulate the enormous contribution the OARC could make to the regeneration of the city throughout the organisation, and take the lead in promoting this with the local community boards and strategic partners such as Christchurch NZ, Christchurch Foundation, and Development Christchurch Limited.

Dark Sky Lighting

AvON would like to see Dark Sky Lighting specified in the planning objectives for the OARC. This is also a once in a lifetime opportunity for the city to have an exemplar lighting plan for the OARC and to set the whole area up as a registered Dark Sky location drawing international attention. We fully support the LTP submission of Urban Star Watch Christchurch

WATER

Our Commitment to the Community Waterways Partnership

An effective way to improve stormwater quality and quantities is to address stormwater issues at the source.

Programmes that promote community awareness and education in these matters are a smart investment. The Community Waterways Partnership is an excellent initiative designed to do this.

This is a cost-effective and strategically advantageous opportunity for the CCC to address the quality of stormwater entering our waterways while also meeting its Comprehensive Storm Water Consent obligations. ie fund a programme of community awareness and education to address storm water quality and quantity issues at source (residential homes) for example by supporting the Storm Water Superhero initiative in community and in schools.

Reducing contaminants at the source is a strategy that can reduce CCC's compliance

1861

challenge and practically help with waterways management at the same time. Engaging with the community around this challenge is a sensible step.

We seek reassurance from the Council that it will honour this aspect of the consent requirements and ensure funding is available for this programme on an annual basis.

Water Charges We support this as long as it does not impact the disadvantaged and is evenly applied.

The Long Term Plan in General

In general, we support the 2021/31 long term plan and the Strategic Framework upon which it is based.

We support all of the Community Outcomes:

- Healthy environment: especially valuing healthy water bodies and unique landscapes and indigenous biodiversity where stewardship is exercised.
- Resilient communities: especially active participation in civic life and valuing the voices of all cultures and ages (including children).
- Liveable City: especially a well-connected and accessible city promoting active and public transport.
- Prosperous Economy: especially an inclusive, equitable economy with broad-based prosperity for all.

We support all of your Strategic Priorities with particular emphasis on 'enabling active and connected communities to own their future', and 'accelerating the momentum the city needs'.

We would like to see less talk about partnering with communities and more action to enable them to fully engage in the decisions that matter to them and to take ownership. Building social capital helps to make our society open and accepting of all the diverse communities that call Christchurch and Banks Peninsula home.

We support the proposed Climate Change Strategy and will be submitting separately on this.

We look forward to working alongside Council and utilising our experience and expertise to help fulfil these aspirations.

1861

Te Mahere Rautaki Kaurera - Our Draft Long Term Plan 2021-31

Attachment B Item 3

Submitter Details

Submission Date: 18/04/2021

First name: Hayley **Last name:** Guglietta

Organisation name, if you are submitting on behalf of the organisation:

Avon-Otakaro Network

Your role in the organisation: Network

Manager

Would you like to present your submission in person at a hearing? (if yes, you must provide a contact phone number)

☒ Yes

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

Additional requirements for hearing:

Feedback

1.1 Have we got the game plan right?

Our full submission is attached below - thank you

Attached Documents

File

AvON Submission to CCC on the Long Term Plan 2021

1765

Te Mahere Rautaki Kaurera - Our Draft Long Term Plan 2021-31

Attachment B Item 3

Submitter Details

Submission Date: 18/04/2021

First name: Kathryn Last name: Bates

Your role in the organisation:

Would you like to present your submission in person at a hearing? (if yes, you must provide a contact phone number)

☒ Yes

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

Additional requirements for hearing:

Feedback

1.1 Have we got the game plan right?

No Despite having incorporated Banks Peninsula into the Council in 2006 the CCC LTP is very much only focussed on city infrastructure and communities and has ignored the same needs of rural communities that fall under its jurisdiction. It seems BP is a forgotten cousin, given the odd present, but never given consistent attention. Even more forgotten is the area just over the hill from Christchurch - Whakaraupō Lyttelton Harbour. This has both urban and rural communities, but the rural sector have to largely fend for themselves, supplying their own drinking water and providing their own wastewater systems, both at the landowners expense, and often at the expense of the environment.

Additionally, with 'particular investment in roads and transport infrastructure and in protecting and upgrading our water networks', the CCC must include Whakaraupō and the rest of Banks Peninsula. Roadside erosion, created on both CCC and private land from poorly designed or maintained CCC infrastructure is contributing large amounts of sediment to our waterways, bays and harbours.

Why don't CCC turn the funding model on its head and fund operational costs over and above corporate costs? We don't need more shiny things to keep the citizens happy. What we do need is more money spent on improving what we already have and love, and perhaps getting rid of/stop spending money on things that don't work and corporate management.

1.4 Investing in upgrading and protecting our city's water networks

1765

CCC must include Whakaraupō Lyttelton Harbour and the rest of Banks Peninsula in water network planning and infrastructure improvement. Whakaraupō Lyttelton Harbour has both urban and rural communities, but where do rural communities, that come under the remit of the CCC fit? The rural sector have to largely fend for themselves, supplying their own drinking water and providing their own wastewater systems, both at the landowners expense, and often at the expense of the environment. In places, there can be several household water takes on one stream that impact the flow so much that once permanent streams are now ephemeral.

In the CCC Strategic Framework, one of the key Principles is "Taking an inter-generational approach to sustainable development, prioritising the social, economic and cultural wellbeing of people and communities and the quality of the environment, now and into the future". This flows through to Community Outcomes such as "Healthy environment, Healthy water bodies, High quality drinking water, Unique landscapes and indigenous biodiversity are valued and stewardship exercised, Sustainable use of resources," leading ultimately to the CCC's Strategic Priority of "Ensuring a high quality drinking water supply that is safe and sustainable." This is not being even remotely achieved in the rural areas of Whakaraupō/Lyttelton Harbour, and I imagine applies to the rest of rural BP as well.

If the CCC included these areas still on their on water supplies and using septic tanks in a reticulated drinking and sewerage network (that currently and actually stops at some people's boundaries in Whakaraupō) then they would achieve both the safe and sustainable part of that Strategic Priority right through to one of the top principles of the strategic framework. It is that easy.

1.5 Investing in our transport infrastructure

With 'particular investment in roads and transport infrastructure and in protecting and upgrading our water networks', the CCC must include Whakaraupō and the rest of Banks Peninsula. Roadside erosion, created on both CCC and private land from poorly designed or maintained CCC infrastructure is contributing large amounts of sediment to our waterways, bays and harbours. Many of the roadside cuttings in Whakaraupō are at risk from tree fall onto the road, or land slides closing the roads.

I would also like to see CCC teaming up with ECan and Central Government to invest in a **commuter** rail network using existing railway networks. There has been increasing pressure on our roads with huge expense improving both north and south road networks, but this has done nothing but increase traffic into the city and increase Carbon emissions. A rail network, which would still burn fossil fuels through diesel engines, would result in less car congestion and safer roads and streets.

1.6 Rubbish, recycling and organics

Support - and please look into providing more soft plastic research - either reducing creation at manufacture/industry source or invest in ways to deal with it such as gasification and pyrolysis.

1.7 Our facilities

Do not support building a covered stadium or reducing library hours at all! Community (and Tūranga) libraries have become community hubs. They're no longer just about books, but are places to hang out, meet up, do work and relax without being at home. They are lifelines to unemployed, mums and children, the elderly etc. Please don't kill the community!

1.8 Our heritage, foreshore and parks

Please fund more urban park rangers. The 2 (or 3) you employ are run ragged, but do an incredible job. They should at least get paid twice what they get now since they are, in a lot of cases, the human interface between

1765

CCC and the community. Because of the invaluable work these rangers do, many people in the community are increasingly getting involved in their local parks, whether that be through recreation or actual hands on restoration and working bees. They need the recognition they deserve!

Increase the operational budget! We need much more expenditure (more than is allocated to the Botanical Gardens alone!) on our regional and urban parks especially for purchasing of native plants. The regeneration of the Avon Ōtākaro Corridor is reliant on a big spend on plants.

Additionally, we have a climate crisis, yet CCC are spending a comparatively tiny amount on Coastal mitigation. I understand that CCC are collecting information on how to address this, but it cannot be put on the back-burner. Wharf improvement is not climate change mitigation, nor is redevelopment of Naval Point, for which I really hope that mana whenua are fully engaged in. What is the point of seawall renewal if the land is going to continue to erode away in behind said seawalls on increasingly higher sea levels? It is time to get real and take real action. Stop allowing residential acquisition of coastal property.

1.9 Funding for the Arts Centre Te Matatiki Toi Ora

Yes

Comments

1.10 Funding for base isolation of the Robert McDougall Art Gallery

Yes

Comments

1.11 Potential disposal of surplus Council-owned properties

Do not support unless certain conditions are met.

The properties in Diamond Harbour (Sam's and Morgan's Gullies) are incredibly erosion prone, and would be best gazetted as Reserves and offered to the local Rūnanga, Te Hapū o Ngāti Wheke for first refusal - as should any land the CCC is planning on 'disposing' of, as fair and just deference to a Treaty partner.

Attached Documents

File

No records to display.

1427

Te Mahere Rautaki Kaurera - Our Draft Long Term Plan 2021-31

Attachment B Item 3

Submitter Details

Submission Date: 17/04/2021

First name: Hamish **Last name:** Fairbairn

Organisation name, if you are submitting on behalf of the organisation:

Conservation Volunteers New Zealand

Your role in the organisation: Regional Manager

Would you like to present your submission in person at a hearing? (if yes, you must provide a contact phone number)

☒ Yes

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

Additional requirements for hearing:

Feedback

1.8 Our heritage, foreshore and parks

Conservation Volunteers New Zealand (CVNZ) would like to see long term funding for the Christchurch City Council (CCC) Community Partnerships team with the continuation of both the Community Partnerships Coordinator and the Programmes and Partnerships Ranger roles.

CVNZ work alongside volunteers in many of the city's 740 parks and reserves. This work supports CCC staff. The Community Partnerships team have been very supportive helping CVNZ promote local volunteer events and with locating project sites. These community events give people a sense of empowerment and provide them an opportunity to engage with their environment, as well as socialise and learn new skills. Community partnerships have also assisted CVNZ by introducing us to schools, businesses and other community groups who wish to support local conservation.

Without the support from Community Partnerships team, CVNZ would find it challenging to meet our objectives. I know other community conservation groups and schools are in a similar predicament and they rely on support from the Community Partnerships team.

CVNZ has a very strong connection with Whakaraupō/ Lyttelton Harbour and its conservation community. We have a three-year Kaimahi for Nature application with Living Springs and Ngāti Wheke. The key focus will be on restorative weeding, planting, and trapping in the harbour. If the application is successful, we will require support from CCC rangers and biodiversity staff to help us with identifying priorities and planning.

Whakaraupō has a unique landscape with high biodiversity values. Unfortunately, there are major threats from invasive pest plants and predators, plus it also needs more eco sourced native trees to increase habitat for terrestrial biodiversity. CVNZ would like to see more long-term funding through the Whaka-Ora partnership to support passionate community conservation groups in the harbour. The hard mahi they do supports the Whaka-Ora Healthy Harbour Management Plan, which focuses on reducing sediment, erosion & pollution and aims to increase terrestrial biodiversity and marine biodiversity.

T24Consult Page 1 of 2

1427

CVNZ understands these needs through the relationships we have built with Ngāti Wheke, local Reserve Committees, Community Associations, and conservation groups. CVNZ currently receives funding from the Whaka-Ora Healthy Harbour partnership for delivery days to support local conservation.

Attached Documents

File
No records to display.

2145



Primary contact: Hayley Guglietta Board Chair

Richmond Community Garden Trust

We wish to be heard

Submission on the Long Term Plan (LTP) 2021-31

Kia ora koutou katoa, Richmond Community Garden Trust (RCG) appreciates the opportunity to submit Council's Draft 10-Year Plan.

The team at the Richmond Community Garden have spearheaded a number of collaborative projects within the Riverlution collective which incorporates Avebury House, Delta Community Trust, We Are Richmond, The Green Lab, Avon Otakaro Network and many local artisans, nature play specialists, businesses and individuals to active the Richmond part of the Otakaro Avon River Corridor (OARC) our areas of focus on this LTP are the OARC, growing Communities and our waterway.

We support the submissions of Avon Otakaro Network, Avebury House and Urban Star Watch

Growing Communities

We wish to see the continued support of community groups to execute the important work of community development, local events and food security initiatives. This work creates connected communities, captures systemic issues reducing downstream effects and establishes safer more vibrant spaces. What we mean by continued support is;

- More than a 12 month funding cycle for established groups, often the funding applications are completed by volunteers or paid personnel who are already stretched to capacity. Groups with a proven track record would benefit from a higher trust less paperwork model with a 3 year cycle. The Council would see many benefits from this

2145

type of model, more productivity from the groups they fund and less administration by CCC staff who can then get on with doing more important work.

- An environment of collaboration rather than the top heavy approach that is often applied, there are many people working in our communities who are passionate, highly skilled and can turn a CCC dime into much more value.
- Better engagement with communities to capture local knowledge to create better outcomes for all.
- Fairer distribution of Developer Contributions back into the communities that are experiencing rapid infill housing growth.

OARC

We wish to strongly request the 2024 parks development funding be brought forward to help our collective get going with our desire to plant where we can (outside infrastructure works), create a family friendly trail for the enjoyment of the citizens of Christchurch and have some certainty about the decisions we are making and projects that we are advocating for. Our Collective would like to trial some different maintenance models that will ultimately save the Ratepayer money, bring education and local job opportunities as well as creating a space that is pleasurable to be in connecting people to nature in meaningful ways.

None of these things can truly get traction if good leadership or better yet co governance model is in place. We do not want to rush things as we wish to see our city get it right, but we cannot continue to exist in limbo as it will eventually kill the energy and enthusiasm that we have worked hard to harness.

Water

Our focus on mahinga kai requires that the health of our river and surrounding ecology as a priority, we wish to continue riparian planting in the Dudley Stream and Otakaro River, rubbish clean ups and regular water testing, we signed the water charter partnership but we need resources and funding to help us with these programs.

We support the proposed water charges but not if they impact on the already disadvantaged.

Ngā mihi tatou

Richmond Community Garden Trust: Hayley Guglietta (chair), Jen McBride (treasurer), Ashley Crook (secretary), Cathay Allden and Julie Crook.

2145

Te Mahere Rautaki Kaurera - Our Draft Long Term Plan 2021-31

Attachment B Item 3

Submitter Details

Submission Date: 18/04/2021

First name: hayley **Last name:** Guglietta

Organisation name, if you are submitting on behalf of the organisation:

Richmond Community Garden Trust

Your role in the organisation: Richmond

Community Garden Trust

Would you like to present your submission in person at a hearing? (if yes, you must provide a contact phone number)

☒ Yes

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

Additional requirements for hearing:

Feedback

1.1 Have we got the game plan right?
See our full submission attached below

Attached Documents

File
RCG Richmond Community Garden trust 2021-31 long term plan submission

1546

Te Mahere Rautaki Kaurera - Our Draft Long Term Plan 2021-31

Attachment B Item 3

Submitter Details

Submission Date: 17/04/2021
First name: Eric Last name: Janssen

Your role in the organisation:

Would you like to present your submission in person at a hearing? (if yes, you must provide a contact phone number)

☒ Yes

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

Additional requirements for hearing:

Feedback

1.1 Have we got the game plan right?

I would like to address the lack of council to have a greater vision of where it sees the city in 50+years this is in regards to the use of the natural resources on the outskirts of the city by giving quarries consents to carry on expanding or opening new quarries right on the boundary of the city. We know that these quarries are unable to backfill and even if they do the land is of no use other than grazing a few sheep on it. The issue arises that as the city grows this land will have to be backfilled and those already backfilled to be dug up and refilled to accommodate the future infill of industrial or residential buildings. We saw this having to be done in the case of the quarry on the corner of roydvale ave and wairakei road which used to be ashby quarries also on the corner of greys rd and avonhead rd these 2 quarries had to be dug out and backfilled under engineers supervision before this land could be built on.

The argument that the quarry association uses in regards to the extra cost of transportation to take shingle from further out does not match the cost that future generations will have to pay to reinstate that land back to suitable ground to build on. The interim district plan was for the rebuild of the city since most of this has been done the council needs to turn its attention to the long term viability and growth of the city and what legacy they will leave behind for future generations.

I would propose that suitable land is identified by both ccc and sdc and in consultation with ecan land that can be designated as quarry zone with the long term aim that this could incorporate a recreational park with a lake and other outdoor pursuits

Regards Eric

Attached Documents

1546

File
No records to display.