



Christchurch City Council AGENDA

Notice of Meeting Te Pānui o te Hui:

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

Date: Tuesday 8 April 2025
Time: 3.30pm
Venue: Council Chambers, Civic Offices,
53 Hereford Street, Christchurch

Membership

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

2 April 2025

Principal Advisor

Mary Richardson
Chief Executive
Tel: 941 8999

mary.richardson@ccc.govt.nz

Meeting Advisor

Samantha Kelly
Team Leader Democratic Services Support
Tel: 941 6227

samantha.kelly@ccc.govt.nz

Meeting Advisor

Cathy Harlow
Democratic Services Advisor
Tel: 941 5662

cathy.harlow@ccc.govt.nz

Website: 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.

To watch the meeting live, or previous meeting recordings, go to:

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

To view copies of Agendas and Minutes, go to:

<https://www.ccc.govt.nz/the-council/meetings-agendas-and-minutes/>



TABLE OF CONTENTS NGĀ IHIRANGI

1. Apologies Ngā Whakapāha 4

2. Declarations of Interest Ngā Whakapuaki Aronga..... 4

STAFF REPORTS

3. Draft Annual Plan 2025/26 - Hearing of verbal submissions - Tuesday 8 April 2025 5

1. Apologies Ngā Whakapāha

Apologies will be recorded at the meeting.

2. Declarations of Interest Ngā Whakapuaki Aronga

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

3. Draft Annual Plan 2025/26 - Hearing of verbal submissions - Tuesday 8 April 2025

Reference Te Tohutoro: 25/651409

Responsible Officer(s) Te Cathy Harlow, Democratic Services Advisor





Pou Matua: Samantha Kelly, Team Leader Democratic Services

Accountable ELT
Member Pouwhakarae: Mary Richardson, Chief Executive

1. Brief Summary

- 1.1 The purpose of this report is for the Council to receive the attached volume of submissions of those wishing to be heard at the Draft Annual Plan 2025/26 hearing held on Tuesday 8 April 2025.
- 1.2 Attachment A contains the hearing schedule.
- 1.3 Attachment B contains a volume of submissions.

Attachments Ngā Tāpirihanga

No.	Title	Reference	Page
A  	Hearing Schedule - Tuesday 8 April 2025	25/656224	6
B  	Volume of Submissions - Wishes To Be Heard - Tuesday 8 April 2025	25/651184	8

Schedule of submitters – Draft Annual Plan 2025/26
8 April 2025

Start	Time	Submitter	Sub #	Agenda page
3.30pm	5 min	David Trent	501	8
3.35pm	10 min	Selena Coombe (Environmental Advocacy Volunteer) and Anita Spencer (Programme Manager) on behalf of Styx Living Laboratory Trust	661	16
3.45pm	5 min	Keith Harris	688	21
3.50pm	10 min	Keith Harris on behalf of Akaroa District Promotions	668	23
4.00pm	5 min	Kari Hunter	890	28
4.05pm	5 min	Simon Collin	822	32
4.10pm	-	Buffer	-	-
4.15pm	10 min	Wendy Everingham (Co-Chairperson) on behalf of Lyttelton Energy Transition Society	728	34
4.25pm	5 min	Mark Craddock	802	36
4.30pm	10 min	Malcolm Long (Secretary) on behalf of Ōpāwaho Heathcote River Network	773	42
4.40pm	-	Buffer	-	-
4.45pm	10 min	James Ridpath (Trust Manager) on behalf of Youth Alive Trust	804	55
4.55pm	10 min	Kate Burgess on behalf of Christchurch Youth Council	815	64
5.05pm	-	Buffer	-	-
5.10pm	10 min	Karl Dean on behalf of North Canterbury Federated Farmers of New Zealand (via audio/visual link)	790	73
5.20pm	5 min	Pam Richardson	808	78

5.25pm	10 min	Harry Stronach (President) on behalf of Akaroa Residents & Ratepayers Association	845	81
5.35pm	10 min	Harry Stronach (Chairman) on behalf of Akaroa and Bays Emergency Response Team	787	84
5.45pm	5 min	Penny Carnaby	801	88
5.50pm	55 min	Break	-	-
6.50pm	10min	David Hawke on behalf of Halswell Residents Association	736	94
7.00pm	-	Buffer	-	-
7.05pm	10 min	Marie Gray (Chairperson) on behalf of Towards Pest Free Waitaha	779	96
7.15pm	5 min	Marie Gray	865	97
7.20pm	5 min	George Laxton	875	100
7.25pm	10 min	Colleen Philip (Chairperson) on behalf of Sustainable Ōtautahi Christchurch	897	104
7.35pm	10 min	David Close on behalf of Christchurch East Labour Electorate Committee	893	105
7.45pm	5 min	Flore Mas (via audio/visual link)	743	114
Adjourn to 10.30am, Friday 11 April 2025				

501

Mahere Rautaki ā tau

OUR DRAFT ANNUAL PLAN 2025/26

Submission form

We'd like your feedback on the Draft Annual Plan 2025/26 and the matters we have raised in our Consultation Document.

Tell us what you think by Friday 28 March 2025.

letstalk.ccc.govt.nz/annualplan

How to have your say

We would like your feedback on our plan for the coming year, and the matters we have outlined in this consultation document.

Submissions can be made from Wednesday 26 February 2025 until 11.59pm on Friday 28 March 2025.

There are several ways you can give feedback:

-  Online: letstalk.ccc.govt.nz
-  Email: cccplan@ccc.govt.nz
-  Fill out a submission form at your nearest library or service centre and hand it to staff.
-  Post a letter to:
Freepost 178 (no stamp required)
Annual Plan Submissions
Christchurch City Council
PO Box 73016
Christchurch 8154
-  Or deliver to the Te Hononga Civic Offices at 53 Hereford Street. (To ensure we receive last-minute submissions on time, please hand deliver them to the Civic Offices.)

Regardless of the method you use to give feedback, your submission must include your **full name, email address and/or postal address**. If you wish to speak to your submission at the public hearings, please also provide a daytime phone number.

If your submission is on behalf of a group or organisation, you must include your organisation's name and your role in the organisation.

Hearings

Public hearings will be held in late April 2025 (specific hearings dates to be confirmed).

Social media

Informal feedback, which is not counted as a submission but will be summarised for our councillors to consider, can be made in the following ways:

-  Go to our Facebook page facebook.com/christchurchcitycouncil and include **#cccplan** in your post.
-  Tweet us your feedback using **#cccplan**

Talk to the team

You can give us a call on 03 941 8999, provide your details and a good time for us to call, and one of our managers will be in touch.

Your councillors and local community board members will do their best to be out and about in your area during the time we're consulting on the Draft Annual Plan. If you'd like to talk directly with a councillor or community board member about the Draft Annual Plan, get in touch: ccc.govt.nz/community-boards

letstalk.ccc.govt.nz/annualplan

501

Submission form

Mahere Rautaki ā tau

OUR DRAFT ANNUAL PLAN 2025/26

We'd like your feedback on the Draft Annual Plan 2025/26 and the matters we have raised in our Consultation Document. **Tell us what you think by Friday 28 March 2025.**

Submissions are public information

Anonymous submissions will not be accepted. Contact details are provided to elected members with your feedback to be considered when making their decision. We will also contact you with updates about the decision.

Submissions, including names, are published on our webpage, so please do not include any personal information you would prefer to keep private.

While contact details will not be published, if requested through the Local Government Official Information and Meetings Act 1987, these must be supplied. If there are good reasons why your personal details and/or feedback should be kept confidential, please contact us on cccplan@ccc.govt.nz or 027 291 8638.

View our privacy statement at ccc.govt.nz/privacy

Your details

First name*
Last name*
Email*
Street name and number*
Suburb
Town/City Postcode

*Name required, plus **either** email **or** street name and number

☒ I would like to speak to the Council about my feedback.

Please provide a phone number so we can arrange a speaking time:

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

Name of organisation

Your role

501

Questions to think about when making your submission

Proposed average rates increase

What do you think of our proposed average rates increase of 7.58% across all ratepayers (which is lower than the 8.48% signalled in the Long Term Plan 2024–34) and an average residential rates increase of 7.40%?

Proposed spending

Do you have any comments about our proposed spending on our transport network, including the staged approach to delivering Papanui ki Waiwhetū Wheels to Wings major cycle route, or the proposal to defer the Lincoln Road (Curletts to Wrights) Public Transport project from 2026/28 to 2029/30?

Do you have any comments about our proposed spending on our three waters network?

Thank You For Letting Me Express
My Concerns

Do you have any comments about our proposed spending on our parks and reserves?

Gainsborough Reserve
Isn't Being Mowed Short Enough For Children To Be
Playing On It It Needs To Be Reassigned To Be
Mowed As Short As Lawns At Pioneer Stadium
& McFarlane Park Etc

Do you have any other comments about spending on our capital programme in general, for example our facilities?

I've Been Mowing A Section For Years So
Children Can Play On It There's A Soccer Goal
And Lots Of Children Play On It Because I Have
Mowed A Section For Them It Needs Another
Soccer Goal At The Other End The Goal Post Netting is
Dried It Needs Goal Posts Like The Ones At Lancaster Park
Thank You.

Item 3

Attachment B

501

Item 3

Attachment B

Christ Church Cathedral targeted rate

Should we pause the collection of the targeted rate for the Christ Church Cathedral reinstatement for the remaining three years we were due to collect it, and factor the saving into our proposed rates increase of 7.58%?

☐ Yes ☐ No

Comments – if you're not sure, or have more to add, let us know

Rating for renewals

Should we increase our rating for renewals by a further \$2 million a year (\$12 million in total over six years) in order to keep our borrowing costs lower over time? This would result in an additional rates increase of 0.25% in 2025/26 but will generate \$2.6 million of overall rates savings over the next six years, and \$21.3 million over 30 years.

☐ Yes ☐ No

Comments

Fees and charges

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

Trade waste

What do you think of our proposal to change how we charge for trade waste? Which option do you prefer:

- ☐ Option 1: Three-tiered volume rate (the Council's preferred option)
- ☐ Option 2: Two-tiered volume rate
- ☐ Option 3: Fixed volume rate

Why do you prefer this option?

Tell us about the services

- You value the most and would not want reduced.
- You could manage without.
- Where there could be an opportunity for savings.

Do you have any feedback on the draft Climate Resilience Fund Policy, specifically how the Fund will work, what the Fund can be used for and how long it will be held in reserve before being used?

Should we proceed with our proposal to grant the Air Force Museum \$5 million towards an extension of its site?

☐ Yes ☐ No

Comments

501

Item 3

Attachment B

Central city shuttle service

Should we allocate up to \$200,000 for a scoping study for a central city shuttle service?

☐

Yes

☐

No

Comments

Potential disposal of properties

The Council has a small number of properties which are no longer being used for the purpose for which they were originally acquired. Do you have any feedback to help us decide the future or next steps for these properties?

Anything else?

Any further comments?

Thank you for your submission.

Please put this submission form in an envelope and send it to:

Freepost 178 (no stamp required)
Draft Annual Plan submissions
Christchurch City Council
PO Box 73016
Christchurch 8154

Consultation on the Draft Annual Plan closes at **11.59pm on Friday 28 March 2025.**

501

Attachment B
Item 3

FRP7655 February 2025

Christchurch
City Council 

661

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 26/03/2025

First Name: (required) Selena Last Name: (required) Coombe

If you're responding on behalf of a recognised organisation, please provide the organisation name: (required)

Styx Living Laboratory Trust

Your role and the number of people your organisation represents: (required)

Environmental Advocacy Volunteer

Feedback

Future feedback


1.3.8

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

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

Yes

Attached Documents

Name
CCC Annual Plan Submission 25_26 

661



Item 3

Attachment B

Styx Living Laboratory Trust Submission on Christchurch City Council's Draft Annual Plan 2025/26

Email - styxllbom@gmail.com
Website: www.thestyx.org.nz
Facebook: Styx Living Laboratory Trust
Cell Phone: 0220655624

Thank you for the opportunity to make a submission on the Christchurch City Council's Draft Annual Plan. The Styx Living Laboratory Trust is thankful for the considerable effort put into preparing the Plan.

This submission has been prepared by members of the Styx Living Laboratory Trust.

661



Summary of the Styx Living Laboratory Trust

The Styx Living Laboratory Trust (SLLT), is a local river care group. The Trust was officially formed in 2002 and has since encompassed a role of guardianship and advocacy for the Pūharakekenui (Styx) River and the biodiversity of the surrounding land as a living part of the Canterbury landscape.

Our Whāinga (Objective) is achieving *Vision 3* in the CCC document called "Vision 2000-2040 – The Styx" i.e. developing a "Living Laboratory" by:

- a. Raising awareness and understanding of the Pūharakekenui catchment and its environs including its ecology, drainage, landscape, culture, heritage and recreation values;
- b. Promoting the use of the Pūharakekenui (Styx) River Catchment as a collective resource for environmental and social research, and to maximise opportunities for community involvement in research and learning;
- c. Working collaboratively with other organisations or people to form partnerships to achieve the above objective and using memoranda of understanding where appropriate;
- d. Assisting other people and other organisations to achieve the remaining Visions in "Vision 2000 – 2040 – "The Styx" namely:

Vision 1 – Achieving a viable spring fed ecosystem

Vision 2 –Creating a "Source to Sea Experience"

Vision 4 – Establishing The Styx as "a place to be"

Vision 5 – Fostering Partnerships

Arising from the eastern edge of Christchurch Airport, and discharging into the Brooklands Lagoon, the Pūharakekenui (Styx) River and its tributaries are a spring-fed river ecosystem skirting the Northwest edge of Christchurch. Approximately 25 km in length, the entire Pūharakekenui catchment covers an area of approximately 7000 ha. The Pūharakekenui is home to many species of freshwater fish, wetland birds and is an important source of mahinga kai for Ngāi Tūāhuriri.

We, the trustees and volunteers, are advocates for maintaining water quality and other values (including drainage, ecology, landscape, culture, recreation, and heritage values) in the river. We care deeply about our water and want it to remain clean, healthy, biodiverse and available for future generations to use and enjoy.

661



General Comments

We (SLLT) are advocates for protecting the health and values of the Pūharakekenui and as such we generally **strongly support** all initiatives which reduce contaminants, pollution, sediment and assist with establishing the Pūharakekenui as a viable spring-fed river ecosystem.

Commentary

SLLT **strongly supports** the following:

1. The increase in stormwater drainage funding. This is a major source of contamination in the Styx River at present.
2. We support the increased funding for the Styx Mill Road transfer stations (75700, 75703, and 75706), as it is essential to upgrade facilities to accommodate the growing demand with increasing developments and usage.

SLLT **strongly suggests** that Council consider the following:

1. Funding should continue to be reassessed in future annual plans to ensure that it is meeting growing demands.
2. As stated in our original submission on the Long Term Plan in 2024, the Trust is concerned that the funding is not distributed appropriately. We require more evenly spread out spending for ecological improvement projects, most notably 65209 (Styx River Puharakekenui Regional Parks Restoration) and 65238 (Coastal Plains Threatened Species and Habitat Management). While the Trust **strongly supports** the initiatives, we note that in each case more than half of the allocated funds are earmarked to be spent in the final three years of the long-term plan, which we consider risks the value of this being deferred or not eventuating.
3. In the Annual Draft Plan, we would like clarification on the Council's plan to retime \$3.4 million for the Highsted Styx Mill reserve wetland.
4. The Pūharakekenui Source to Sea Walkway will be included as a Parks and Heritage item in the Long Term Plan. The SLLT is collaborating with landowners to establish suitable riparian margins in line with the vision for the walkway. In addition to this, there are ongoing efforts to strengthen existing easements and develop unformed legal roads along the route. Some properties also still need to be acquired in order to complete the necessary connections. Completing the Source to Sea walkway will create a substantial natural habitat corridor and add a significant quality of life amenity for the people of Christchurch. With the major ecological restoration project Project Kōtare due to finish in 2027, the latter half of the ten-year plan is an ideal time for the Council to begin developing the walkway so the people of Christchurch have the best access to this

661



natural asset. Land acquisition costs will likely continue to increase in the future, increasing the importance of investing in this community asset sooner.

5. We would like to clarify if the Community Partnership Fund (\$350,000) in the Long Term Plan which was ending in July 2024 has been merged into the Environmental/Climate Change Partnership Fund as the Summary of Grants reflects an amount of \$700,000.

Thank you for the opportunity to provide a submission on the Christchurch City Council's Draft Annual Plan 2025/26. SLLT would welcome the opportunity to present our submission and provide further detail/comments.

Item 3

Attachment B

688

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 26/03/2025

First Name: (required) Keith Last Name: (required) Harris

Feedback

Air Force Museum Grant

1.3.2

Should we proceed with our proposal to grant the Air Force Museum \$5 million towards an extension of its site?

Yes

Central city shuttle service

1.3.4

Should we allocate up to \$200,000 for a scoping study for a central city shuttle service?

Yes

Anything else?

1.3.7

Any further comments?

Yes. I represent a Troika who lobbied CCC to gain space for an Information Centre for Akaroa to serve the needs of residents and visitors alike. The Council agreed to provide this space in the Heritage Listed city council owned "Old Post Office" on a trial basis from December 2024 to May 2025. The Centre has been hugely successful. It is staffed by community volunteers under the direction of a part time paid manager coordinator. Temporary funding for this position has been provided by both the Akaroa Resource Collective and Akaroa District Promotions for the trial period. We now request the Council fund this part time position through their annual plan and extend the lease for the Akaroa Information Centre on a permanent basis.

Future feedback

1.3.8

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

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

T24Consult Page 1 of 2

688

Yes

Item 3

Attachment B

668

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 26/03/2025

First Name: (required) Keith Last Name: (required) Harris

If you're responding on behalf of a recognised organisation, please provide the organisation name: (required)

Akaroa District Promotions

Your role and the number of people your organisation represents: (required)

Hon Secretary 60 businesses and community organisations

Feedback

1.1.5

Do you have any other comments about spending on our capital programme in general, for example our facilities?

We support the investment set aside to provide multi use courts in Akaroa.

Air Force Museum Grant

1.3.2

Should we proceed with our proposal to grant the Air Force Museum \$5 million towards an extension of its site?

Yes

1.3.3

Comments

If you're not sure, or have more to add, let us know

This is a wonderful attraction for tourists

Central city shuttle service

1.3.4

Should we allocate up to \$200,000 for a scoping study for a central city shuttle service?

Yes

1.3.5

Comments

If you're not sure, or have more to add, let us know

668

This would be widely used by residents and visitors alike and would assist in parking provision

Anything else?

1.3.7

Any further comments?

Yes with tourism seen as a major contributor to the region/s economy we ask that funding be found specifically for Akaroa and the Bays. See details in the attachment

We welcome the opportunity to speak to this submission to further promote our remarkable Te Pātaka o Rākaihautū.

Yours sincerely,

Keith Harris
Hon Secretary
Akaroa District Promotions

Future feedback

1.3.8

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

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

Yes

Attached Documents

Name
annualplan

Item 3

Attachment B

Funding Request for the Promotion of Akaroa and Banks Peninsula Tourism

Akaroa District Promotions (ADP) is pleased to submit this funding request for consideration in the Christchurch City Council's annual plan. We seek financial support to enhance the promotion of Akaroa and Banks Peninsula as a premier visitor destination, thereby strengthening the local economy and enriching the broader Christchurch region's tourism offerings.

Rationale for Funding

Tourism is a vital pillar of the Banks Peninsula economy, directly supporting local businesses, accommodation providers, tour operators, and hospitality services. However, despite its significance, promotional efforts for the region remain underfunded. Strategic investment from the Council will ensure that Akaroa and Banks Peninsula continue to attract visitors year-round, benefiting both the local community and the wider Canterbury tourism network.

Proposed Use of Funds

We request Council funding to implement our planning strategies listed below:

1. Marketing and Digital Promotion

- Enhancing our website and social media presence to reach domestic and international travellers.
- Creating high-quality digital content, including videos, photography, and targeted advertising campaigns.

2. Event Promotion and Development

- Supporting existing events and developing new initiatives that draw visitors to the region in off-peak seasons.
- Promoting cultural and arts events, and multi cultural community festivals.

3. Sustainable Tourism Initiatives

- Developing eco-tourism and sustainable visitor experiences aligned with Christchurch's commitment to environmental responsibility.

- Partnering with local businesses to create responsible tourism opportunities.

4. Information Services

- Improving signage, maps, and visitor guides to enhance the overall visitor experience.
- Strengthening the information centre's role as a hub for tourism information and local engagement.

These strategies currently require significant community input from volunteers but there is a need for administrative assistance to successfully implement strategies to ensure tourism growth. This is particularly so when one forecast (CHCHNZ) has suggested that only a few cruise ships are listed to stop in Akaroa in the 2025/2026 season with a resultant drop in cruise ship visitors of over 80%.

Benefits to Christchurch and Banks Peninsula

- Increased visitor numbers, leading to economic growth and job creation.
- A stronger regional tourism brand that complements Christchurch's own tourism efforts.
- Year-round tourism opportunities that reduce seasonal economic fluctuations.
- Enhanced support for local arts, culture, and environmental initiatives.

We seek funds for a full time contractor to administer Akaroa's promotion. Should CHCHNZ be successful in gaining tourism funds from the government's latest initiative we feel a proportion of this should be allocated to Banks Peninsula visitor centres.

It remains a curious fact that the Lyttleton and Little River Information Centres both receive Council funding but Akaroa which has become increasingly dependent on tourism does not have such an allocation

If funds are available from other funds the council administers we would be grateful to be directed to the appropriate one for each of the 4 key functions we fulfil.

668

We appreciate the Christchurch City Council's ongoing support of the Akaroa and Banks Peninsula community and would welcome the opportunity to discuss this funding request further. Thank you for your consideration, and we look forward to working together to promote and sustain this remarkable region.

Yours sincerely,
Keith Harris
Hon Secretary
Akaroa District Promotions

Item 3

Attachment B

CCC DRAFT ANNUAL PLAN 2025/26 SUBMISSION

KARI HUNTER | 28 MAR 2025

WE NEED MORE ACTION ON REDUCING GHG EMISSIONS

Given that climate change is one of the biggest challenges facing our city, we need the Council to give significant priority to mitigation, adaptation and resilience in all planning that has significant effect on and from these. This time-frame available to avert the worst is short—this is too urgent to wait for another long-term plan to get moving faster on.

The Council's Climate Resilience Strategy (2021) is based on science that is several years old, and does not take a sufficiently precautionary approach. Current science-based advice says that changes to the Earth's climate system are happening faster than were predicted then, and that we need to reduce GHG emissions by 20% per year, from now, in order to have a better chance at avoiding serious effects on our civilisation from climate change.

At this late stage, aiming for anything less than halving emissions by 2030 is not serious, and ideally the Council would be aiming for 20% per year reduction for the city.

I see some activities aimed at reducing emissions, which is good, but nothing anywhere approaching halving them (unless I am missing something major?). The Christchurch Climate Resilience Strategy has some excellent aims, but I don't see concrete programmes to meet them in timely manner. There are no good grounds to kick this can down the road for another year—it won't get any easier.

For Christchurch, the biggest source of emissions are from combustion-based transport. We urgently need to reduce this—by at least 15% per year and ideally by 20% per year from this year. We need Council to take action to make this happen. One corollary of this is that we do not need any roading expansions designed to reduce congestions—we need to plan for less motor travel, not more. Another is that we need everyone in the city to have safe routes for active travel everywhere, so that those who can and want to can have safe effective options for active travel.

We could review future annual and long-term plans more effectively if they included—or linked to in an accessible way—information about how GHG emissions will be affected by Council activities—at least for the ones where the GHG effects are significant.

We need plans that will actually ensure these reductions from:

- Motor vehicle travel in our district, and between our district and others
- Emissions produced and enabled by Council-owned companies such as the Lyttelton Port and Christchurch Airport.

Safe cycle routes. Get planning for the next set of safe cycle routes, and get on with implementing them. Next time there is central government funding available, be good to have lots of plans shovel ready.

There is a lot that could be done relatively quickly and cost effectively to improve safety, in ways that can be trialled and adjusted based on use. This includes:

- reducing speed limits

- filtering traffic with planters/gabions and reflective markings to prevent some residential streets from being used as thoroughfares for cars and trucks
- using light weight bollards as on Park Tce - Rolleston Ave to create cycle lanes. (In general, I favour 2-way lanes, especially on longer stretches).

Personally, I cycle and drive and occasionally bus, often preferring to cycle when there is a safe route, but choosing to drive when there isn't one.

CLIMATE ADAPTATION AND RESILIENCE

Revise assessment of climate impacts

I would like to see a more up-to-date assessment of the impacts of climate change on Ōtautahi based on recent studies that take into account feedback effects and consequent “tipping points” in Earth's climate system, and reinforcing interactions between elements of the system. Also, we need the Council to plan for the range of possible effects (including more rapid and severe ones), not just the most likely predictions (especially when based on scientifically conservative assessments).

The Council's Climate Resilience Strategy (2021) refers to being prepared for sea-level rise of 1m by 2100. Recent science suggests that there is a very real possibility that we could get 2m by 2100 and continuing to rise even faster thereafter. This is a big difference, and will affect more of the city, especially in combination with greater storm surges. (The rate of sea-level rise has doubled in recent decades - it will keep rising faster from now.)

We may so far have had relatively small effects from climate change compared with the unprecedented floods, wildfires, winds, droughts, crop failures that have befallen other parts of the world. That doesn't mean we are immune. We need to plan for events that have not occurred before in the history of the city.

On a world scale, predictions include major crop failures, with an increasing risk of them occurring simultaneously on multiple continents. If you are expecting that Aotearoa and Ōtautahi will be relatively unaffected by extreme events in other parts of the world in the near - medium term, consider who will be supplying the goods we are used to importing under conditions of more widespread hunger, floods, fires, heatwaves, etc, and resulting increased conflict.

Shelter for storms, floods and heatwaves

We need plans for shelter and sustenance for more extreme events than we have experienced thus far.

Food security

If you imagine that NZ and Canterbury produces lots of food—that's true—but much of the food in our supermarkets is imported - hence vulnerable to extreme events elsewhere. Also, even food that is produced in Canterbury needs to get to the people who need it. So we need plans for food security for the district for circumstances such as getting cut off from remote food supplies by weather events or other disruptions resulting from climate change.

I'd like to see food-growing in every school that has suitable soil available, and for this to contribute to school lunches. Again, it would be good to see central government support to make this happen, but we can't be holding our breaths for that. So it would be good to see Council provide more support in this area. This could provide a partial basis for local food resilience in case of supply disruptions, as well as providing our young-ones with knowledge of food-growing, which is likely to become increasingly important.

Sewerage system

I would like to see beginning investigations for our sewerage system, so that we can consider options to replace the current system before it becomes overwhelmed. This is a very major piece of work, and it's not obvious how it can be accomplished. That's why it's important to get started now – it's not a bridge we can cross when we get to it.

Housing security

Sea-level rise, flooding, storms or wildfires can be expected to displace people from their current homes. This could result in a lot of people needing housing quickly at once. We need good forward planning so that there is housing available as such events occur. We need publicly-owned housing available for affordable rents. It would be good to central government build lots of public housing, but we can't rely on this. Nor are these conditions that the usual housing market mechanisms are good at providing for. I would like to see the Council invest more in affordable healthy council-owned housing in areas that will be safe from 5m sea-level rise and from more extreme flooding than we have experienced so far. Urban design needs to be for future conditions- conditions to include relatively few car and truck trips – ie planned compactly around public transit hubs, safe active travel routes, locally grown food, local services, etc. Much as I would like to, we can't rely on the central government to provide all of this.

Trees for a temperate city

Good tree cover is one of the most effective ways to protect against urban heat effect. Large trees in privately-owned gardens can contribute to benefit and protection for the surrounding community. Some of the areas of the city with lower tree cover have many people on low incomes. It can be costly to care for large trees and to check and care for their safety, and this cost can be prohibitive on low incomes. I would like to see Council provide free or low-cost arborist services to support people on low incomes in such areas, so that they can afford to keep and grow large trees on their sections.

Climate Resilience Fund

I support allocating funds for the Climate Resilience Fund for Council-approved Adaptation plans for Council assets, and the recommendations for a 30 year reservation period.

I am concerned that Council is relying on unduly optimistic assessments about how severe and how soon the impacts of climate change on Ōtautahi Christchurch could be. Because of this, I'm concerned that the Exceptional Circumstances Provision is too likely to be called on before the 30 year mark. If this happens, it will probably also indicate that the need for this Fund in 30+ years will be greater than anticipated. Therefore, I'd like to see more realistic assessment of future climate risks, and significant limitations on this provision,

Transport

Internal combustion engines (ICEs) not only contribute to climate catastrophe, they are also vulnerable to it's effects, via supply disruptions (as well as to the underlying fuel supply limits). So transitioning away from ICEs is part of resilience, as well as mitigation. We need to be able to function with a lot less motor travel.

I'd like to see the Council invest in local development and manufacturing of human powered vehicles (HPVs) and low-powered vehicles (LPVs) that can serve many of the functions that we currently rely on cars for. I would like to see local production of light-weight and E-assisted cycles that can variously carry a family, a large load, a wheel-chair user, transport someone to hospital, protect from harsh weather, be used by people with impaired balance, etc. Such vehicles exist, but there is very limited availability in Ōtautahi. If we wait for the market to provide this, we are unlikely to be prepared when we need them more urgently.

Speed limits

Increasing speed-limits is directly counter to the aims of reducing GHG emissions, with little real benefit, and significantly more risk and harm. The Zero Carbon Act commits the Government to emissions reduction goals that it does not appear to be honouring. It is not clear to me that the central government has a right to require councils to take action that is likely to result in more injuries and fatalities. This conflicts with the Right to Life. Given the conflict, stick with the sensible emissions reduction and safety benefits of safer speeds. Don't spend council resources on increasing any speed limits.

Further, I recommend proceeding with making the streets safer by continuing to reduce speed limits.

Ideally, make most of the urban streets 30kph, and most rural roads 80kph.

HPV Processions and Speedway

On a lighter note, consider establishing regular Council events to showcase HPVs and LPVs—maybe including processions and racing.

REVENUE

I favour ensuring sufficient income to fund Council activities; do not cut services or programmes to reduce rate increases.

I favour adding a component of **land valuation** to rating.

Use **higher rating for empty dwellings** and dwellings not used as primary residences. This has been done in other other cities, where it has been effective in making more housing available.

I do **not** favour disposing of Council-owned properties. I recommend **retaining** these properties at least till more effective and comprehensive planning for climate mitigation and resilience is developed that meaningfully addresses well-being needs in the face of possible future conditions. I expect that it will be very useful to have publicly owned land for this for a number of purposes.

Charging for trade waste: I favour Option 3—fixed volume rate.

Increase rating for renewals: I favour this increase.

EXPENDITURE

Climate Resilience Fund: I support allocating funds for a **Climate Resilience Fund**.

Central city shuttle service: I support a scoping study for a **central city shuttle service**. Good to make it easy to get around in the central city without a car.

Safe cycling: I do **not** agree with deferring or slowing down safe cycling infrastructure.

Some excellent cycle routes have ben developed in recent years, and I use some of them regularly. We still need a great deal more safer cycling infrastructure quickly throughout the city, so that all who are able and willing to cycle can have safe options to all destinations. I recommend getting on quickly with all the cycle routes that have been planned, and continuing to plan for a fully connected network for the whole city. Proceed with Wheels to Wings route without delay. This is important for cyclists and everyone else in the north-west, and also for reducing GHG emissions for all of us.

Bus lanes: I do **not** agree with delaying the Lincoln Road bus lanes – go ahead with them as a priority, so that commuters can benefit from them soon, and to encourage more bus travel and fewer car trips.

822

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 28/03/2025

First Name: (required) Simon Last Name: (required) Collin

Feedback

Proposed spending

1.1.2

Do you have any comments about our proposed spending on our transport network, including the staged approach to delivering Papanui ki Waiwhetū Wheels to Wings major cycle route, or the proposal to defer the Lincoln Road (Curletts to Wrights) Public Transport project from 2026/28 to 2029/30?

The proposed spending on the Wheels to Wings cycle route is mis-named. The three sets of lights, which will soak up the majority of the \$9.7M have minimal or no benefit to cyclists using Harewood Road. They are traffic improvements, which I do not necessarily disagree with, but they will not in anyway improve the safety of cyclists. The planned actual cycleway work at the eastern end of Harewood road might be nice to tick the box in terms of connecting the Norwest Arc to the Northern cycleways, but that stretch of Harewood Road is pretty much the safest section of the road already. As someone that regularly uses Harewood Rd to cycle down, plus to various destinations around the city, I am confident in saying that the two lane sections of Harewood Rd, cause me more concern for my safety than any other road that I cycle on. I am strongly in support of continuing work on the cycleway in some form or another. I am of the view that many of the cycleways are over-engineered, and would be more than happy for the work to take a much more minimalist approach, but reducing the two lanes to one one lane is an essential part of what is necessary to make it safe to cycle down the road. There is simply not enough room for the current configuration. My fear is that because the cost is so high, the project will keep getting pushed out and pushed out in the LTP. Looking at the map of the cycleway networks in ChCh the lack of cycleways in the northwest sector of the city is striking. It would be such a shame for the city to have been progressive in this area of transport options, but then fail in the completion of the work.

Christ Church Cathedral targeted rate

1.2.1

Should we pause the collection of the targeted rate for the Christ Church Cathedral reinstatement for the remaining three years we were due to collect it, and factor the saving into our proposed rates increase of 7.58%?

Yes

Rating for renewals

1.2.3

Should we increase our rating for renewals by a further \$2 million a year (\$12 million in total over six years) in order to

822

keep our borrowing costs lower over time? This would result in an additional rates increase of 0.25% in 2025/26 but will generate \$2.6 million of overall rates savings over the next six years, and \$21.3 million over 30 years.

Yes

Air Force Museum Grant

1.3.2

Should we proceed with our proposal to grant the Air Force Museum \$5 million towards an extension of its site?

No

Future feedback

1.3.8

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

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

Yes

728

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

First Name: (required) Wendy **Last Name:** (required) Everingham

If you're responding on behalf of a recognised organisation, please provide the organisation name: (required)

Lyttelton Energy Transition Society

Your role and the number of people your organisation represents: (required)

Co-Chair We have 49 members

Feedback

Anything else?

1.3.7

Any further comments?

Our organisation would like to raise an issue that has not been considered in the Long Term Plan. Under the section Emergency Management and Community Resilience we would like to highlight that the Council could fund a Community Energy Pilot Project. Our organisation is seeking to operate a solar and battery system at the Lyttelton Recreation Centre. This happens to be the location of the Lyttelton Emergency Hub. We believe that our community should have a place that has power available when emergencies happen. The installation of such a system would give our town added resilience in an emergency situation. If council would consider funding the system and then work in partnership with the community so that this hub could form the basis of a community energy project as well. LETS envisage being able to harness the energy produced all year round to share with others in our community. Eventually we see our community owning and managing a series of installations around the township that will enable us to achieve resilience, decarbonisation and equity goals in relation to power. If the council could help kick start this idea - \$150,000 would be amazing. If the pilot works in Lyttelton there is the potential for the CCC to assist all Community Emergency Hubs through out the city so that not only resilience is improved but that each community can build up energy assets to assist their wider communities. Currently the Banks Peninsula Community Board has an aspiration for solar to be added to community buildings.

Future feedback


1.3.8

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

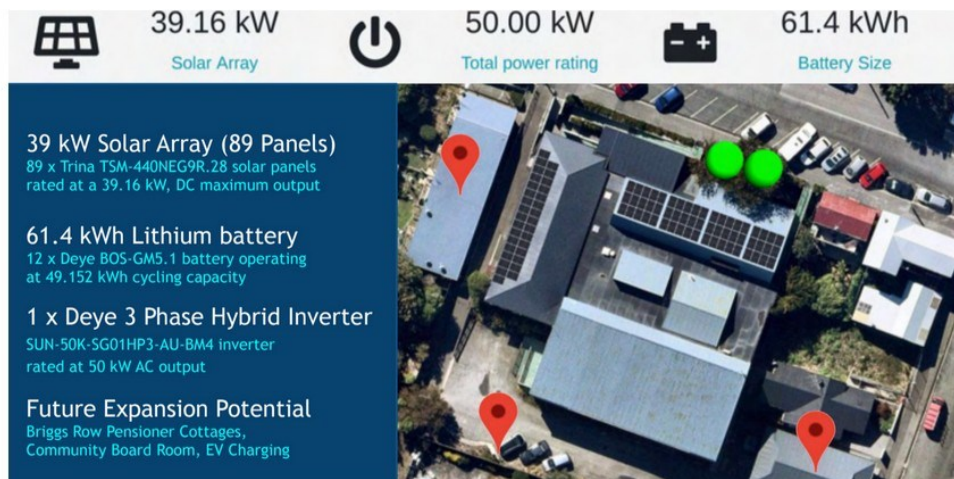
We comply with the Privacy Act 2020. If you say yes, we will use the information for the sole purpose of contacting you about future feedback about our services and other issues impacting Christchurch residents.

Yes

Attached Documents

Name
Rec Centre 2025-03-26 211643 

728



Item 3

Attachment B

802

Submission form

OUR DRAFT
ANNUAL PLAN
2025/26

We'd like your feedback on the Draft Annual Plan 2025/26 and the matters we have raised in our Consultation Document. **Tell us what you think by Friday 28 March 2025.**

Before we get started we'd like to ask a few questions about you. This helps us better understand who we are hearing from.

Do you identify as:

- ☒ Male
☐ Female
☐ Gender diverse

Age:

- ☐ Under 18 years
☐ 18-24 years
☐ 25-34 years
☐ 35-49 years
☒ 50-64 years
☒ 65-79 years
☐ over 80 years

Ethnicity:

- ☒ New Zealand European
☐ Māori
☐ Pacific Peoples
☐ Asian
☐ Middle Eastern/
Latin American/African
☐ Other European
☐ Other

Submissions are public information

Anonymous submissions will not be accepted. Contact details are provided to elected members with your feedback to be considered when making their decision. We will also contact you with updates about the decision.

Submissions, including names, are published on our webpage, so please do not include any personal information you would prefer to keep private.

While contact details will not be published, if requested through the Local Government Official Information and Meetings Act 1987, these must be supplied. If there are good reasons why your personal details and/or feedback should be kept confidential, please contact us on cccplan@ccc.govt.nz or 027 291 8638.

View our privacy statement at ccc.govt.nz/privacy

Your details

First name* **MARK FRANCES**

Last name* **CRADDOCK**

Email*

Street name
and number*

Suburb

Town/City

Postcode

*Name required, plus **either** email **or** street name and number

☒ I would like to speak to the Council about my feedback.

Please provide a phone number so we can arrange a speaking time:

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

Name of organisation

Your role

802

Questions to think about when making your submission

Proposed average rates increase

What do you think of our proposed average rates increase of 7.58% across all ratepayers (which is lower than the 8.48% signalled in the Long Term Plan 2024–34) and an average residential rates increase of 7.40%?

Room for improvement.
Able to be realised if non-essential
works are not implemented eg. bike lane
on very busy arterial routes
(Herewood Rd)

Proposed spending

Do you have any comments about our proposed spending on our transport network, including the staged approach to delivering Papanui ki Waiwhetū Wheels to Wings major cycle route, or the proposal to defer the Lincoln Road (Curletts to Wrights) Public Transport project from 2026/28 to 2029/30?

Do you have any comments about our proposed spending on our three waters network?

Do you have any comments about our proposed spending on our parks and reserves?

Do you have any other comments about spending on our capital programme in general, for example our facilities?

802

Christ Church Cathedral targeted rate

Should we pause the collection of the targeted rate for the Christ Church Cathedral reinstatement for the remaining three years we were due to collect it, and factor the saving into our proposed rates increase of 7.58%?

☐ Yes ☒ No

Comments – if you're not sure, or have more to add, let us know

Christchurch Cathedral is central to Christchurch's identity.

Rating for renewals

Should we increase our rating for renewals by a further \$2 million a year (\$12 million in total over six years) in order to keep our borrowing costs lower over time? This would result in an additional rates increase of 0.25% in 2025/26 but will generate \$2.6 million of overall rates savings over the next six years, and \$21.3 million over 30 years.

☐ Yes ☐ No

Comments

Fees and charges

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

Trade waste

What do you think of our proposal to change how we charge for trade waste? Which option do you prefer:

- ☐ Option 1: Three-tiered volume rate (the Council's preferred option)
☐ Option 2: Two-tiered volume rate
☐ Option 3: Fixed volume rate

Why do you prefer this option?

- You value the most and would not want reduced.
- You could manage without.
- Where there could be an opportunity for savings.

This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There is no handwriting or other markings on the paper.

Do you have any feedback on the draft Climate Resilience Fund Policy, specifically how the Fund will work, what the Fund can be used for and how long it will be held in reserve before being used?

Should we proceed with our proposal to grant the Air Force Museum \$5 million towards an extension of its site?

☐ Yes ☐ No

Comments _____

802

Central city shuttle service

Should we allocate up to \$200,000 for a scoping study for a central city shuttle service?

☐ Yes ☐ No

Comments

Potential disposal of properties

The Council has a small number of properties which are no longer being used for the purpose for which they were originally acquired. Do you have any feedback to help us decide the future or next steps for these properties?

Anything else?

Any further comments?

Wheels to Wings - Harewood Rd
Proposal to extend the cycle way to the
full length of Harewood Rd.
Not needed - Harewood Rd (East) to Matson Ave
Condell Ave / Horangi Rd / Flarm Rd (for
students) / Recreation cyclists travelling West
have Warraker Rd / Harewood Rd for access
to West. It is impractical for cyclists to be
on Harewood Rd - then yellow broken line
to encourage homeowners to park
their cars in their driveways
and Bupa visitors to park their cars in the
Bishopdale car park. Some allowances could
be made for charity
hospital visitors / patients
+ Copenhagen shoppers.
A clearly marked white line for
cyclists is already in place, and adequate
safe passageways.

Thank you for your submission.

Please put this submission form in an envelope and send it to:

Freeport 178 (no stamp required)

Draft Annual Plan submissions

Christchurch City Council

PO Box 73016

Christchurch 8154

Consultation on the Draft Annual Plan closes at 11.59pm on Friday 28 March 2025.

The Harewood Rd is also the ⁸⁰² principal route chosen by essential services — eg ambulances, medical personnell, Firebrigades, police taxi (Airport dropoffs from the East

hearing from the reduction of lanes imposed upon the Harewood residents and students and service providers (Refuse Trucks) The citizens of Christchurch don't want a repeal of the ill conceived imposition of traffic flow of what was previously a major route.

Why respond to a very small minority of bike users at the expense of a majority of vehicle users (cars) Regrettably there are few and fewer student cyclists — A lot of students use their student loan to purchase an imported Japanese car.

Accommodation is not always available close to university / teachers' training colleges Ara etc.

It or improvement is considered for Harewood Rd — lights on the Greens Rd / Harewood corner turning right motorists are taking risks

RP7655 February 2025

773

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 28/03/2025
First Name: (required) Malcolm Last Name: (required) Long
If you're responding on behalf of a recognised organisation, please provide the organisation name: (required)
Ōpāwaho Heathcote River Network
Your role and the number of people your organisation represents: (required)
Secretary 526

Feedback

Proposed average rates increase

1.1.1
What do you think of our proposed average rates increase of 7.58% across all ratepayers (which is lower than the 8.48% signalled in the Long Term Plan 2024–34) and an average residential rates increase of 7.40%?
See attached Submission

Proposed spending

1.1.2
Do you have any comments about our proposed spending on our transport network, including the staged approach to delivering Papanui ki Waiwhetū Wheels to Wings major cycle route, or the proposal to defer the Lincoln Road (Curletts to Wrights) Public Transport project from 2026/28 to 2029/30?
See attached Submission

1.1.3
Do you have any comments about our proposed spending on our three waters network?
See attached Submission

1.1.4
Do you have any comments about our proposed spending on our parks and reserves?
See attached Submission

1.1.5
Do you have any other comments about spending on our capital programme in general, for example our facilities?

773

See attached Submission

1.2.2

Comments

[If you're not sure, or have more to add, let us know](#)

See attached Submission

1.2.4

Comments

[If you're not sure, or have more to add, let us know](#)

See attached Submission

Fees and charges

1.2.5

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

See attached Submission

1.2.7

Why do you prefer this option?

See attached Submission

Reducing rates

1.2.8

Tell us about the services you value the most and would not want reduced.

See attached Submission

1.2.9

Tell us about the services you could manage without.

See attached Submission

1.2.10

Tell us about the services where there could be an opportunity for savings.

See attached Submission

Climate Resilience Fund Policy

1.2.11

773

Do you have any feedback on the draft Climate Resilience Fund Policy, specifically how the Fund will work, what the Fund can be used for and how long it will be held in reserve before being used?

See attached Submission

1.3.3

Comments

If you're not sure, or have more to add, let us know

See attached Submission

1.3.5

Comments

If you're not sure, or have more to add, let us know

See attached Submission

Potential disposal of properties

1.3.6

The Council has a small number of properties which are no longer being used for the purpose for which they were originally acquired. Do you have any feedback to help us decide the future or next steps for these properties?

See attached Submission

Anything else?

1.3.7

Any further comments?

See attached Submission

Future feedback

1.3.8

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

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

Yes

Attached Documents

Name
CCC Annual Plan Submission FINAL 2025

773

Submission on the
**Christchurch City Council
2025/2026 Annual Plan**



March, 2025

Ōpāwaho Heathcote River Network Inc.

Email: info@ohrn.nz

Website: www.ohrn.nz

Facebook: [OpawahoHeathcoteRiver](https://www.facebook.com/OpawahoHeathcoteRiver)

Phone: 027 672 7497

Item 3

Attachment B

Thank you for the opportunity to make a submission on the Christchurch City Council (CCC) 2025/26 Annual Plan.

The Ōpāwaho Heathcote River Network – Who are we?

The Ōpāwaho Heathcote River Network (OHRN) is a community based catchment group that cares deeply about the health and mauri of the river; about connecting the community around the river and about advocating for the river. We facilitate and support the values, efforts and needs of our local river care organizations and communities along the river.

Our Vision is:

An ecologically healthy river that people take pride in, care for and enjoy.

Our Purpose is:

We are a voice for the Ōpāwaho Heathcote River, advocating on its behalf to:

- **promote the regeneration of the health and mauri of the awa, and**
- **connect with and support communities within the river catchment.**

Feedback on the CCC 2025/2026 Annual Plan

Overall Comments

We appreciate that in the current economic climate, the Council has a very difficult task to perform in balancing its limited income against all demands placed on it, by the community, by regulation and by central government.

Other than where we have raised particular comment, we believe that the Council has made realistic choices given the circumstances.

While there has been an apparent correction compared to previous plans, we continue to be concerned that the Council's strategic response to biodiversity and environmental issues is not yet adequate to meet well-known needs: greater revegetation of the Port Hills, reducing pollution of stormwater by transport, management of pest plants, protection and extension of indigenous flora, reduction of CO₂ emissions. We draw your attention to the vast expenditure on Transport (\$168 million on transport capital projects) compared to the relatively paltry allocations for remediating the deleterious effects of transport on the river.

Summary for specific items

Item	Action
19398 - Programme - SW Ōpāwaho - Heathcote Waterways Detention & Treatment Facilities	Strongly support
26611 - Major Cycleway - Wheels To Wings Route	Do not support removal from 2025/2026 plan
30588 - Estuary Green Edge Pathway	Strongly support
32243 - SW Eastman Sutherland and Hoon Hay Wetlands	Strongly support
40237 - SW Wigram East Retention Basin (LDRP 520)	Strongly support
42154 - WW Selwyn Pump Station (PS0152), Pressure Main and Sewer Upgrades	Strongly support
44457 - Programme - SW Open Water Systems Utility Drain Improvements Restoration	Strongly support
45213 - Programme - SW Lower Ōpāwaho - Heathcote River Guidance Plan	Strongly support
48918 - SW Upper Heathcote Storage Optimisation (LDRP 530)	Strongly support
60215 - SW Jacksons Creek Lower Water Course Renewals	Strongly support Naturalisation preferred
60337 - SW Jardines Drain Renewal (Nuttall to Ōpāwaho Heathcote River)	Strongly support Naturalisation preferred
60342 - SW Dry Stream - Victory Branch Drain Lining Renewal (St Martins)	Strongly support Naturalisation preferred
60356 - Programme - SW Port Hills and Lyttelton Harbour Erosion & Sediment	Strongly support
61751 - Ferrymead Park Regional Development	Strongly support
65145 - SW Jacksons Creek (Upper) Lining Renewals	Strongly support Naturalisation preferred
65238 - Coastal and Plains Regional Parks Threatened Species and Habitat Management	Strongly support
66638 - SW Fish Passage Barrier Remediation	Strongly support
69218 - SW Port Hills Revegetation and Sediment Control Stage 1	Strongly support
72586 - SW Popes Drain Renewal (278 Centaurus Road to 42 Vernon Terrace)	Strongly support Naturalisation preferred
72755 - Transport Choices 2022 - Te Aratai College Cycle Connection	Strongly support
73097 - Urban Forest Implementation - Phase 1	Strongly support

Item	Action
73550 - Programme - SW Heathcote Floodplain Management Implementation	Strongly support
73993 - WW Beckenham PS (PS0153) and Pressure Main	Strongly support
75711 - Coastal and Plains Habitat Restoration	Strongly support
75712 - Port Hills and Banks Peninsula Habitat Restoration	Strongly support
75969 - SW Patchetts Drain Renewal (Landsdowne Terrace to Gunns Crescent)	Strongly support Naturalisation preferred
76023 - Urban Forest Implementation - Phase 2	Strongly support
76344 - Major Cycleway - Heathcote Expressway Route - Scruttons Road Kiwirail Crossing	Support but minimise expenditure
77200 - Programme - SW Improving Urban Waterways	Strongly support
80064 - Programme - Urban Stormwater Detention and Treatment Retrofit Facilities	Strongly support and request expansion

Comments on Operations and Capital Programme

1. We **strongly support** allocations made for Urban Forest planting. While this programme is in its early implementation stage, it is vital that impetus of the programme is maintained if it is to achieve its objectives in a timely manner. (73097 - Urban Forest Implementation - Phase 1, 76023 - Urban Forest Implementation - Phase 2)
2. The Port Hills are a taonga for the city but the sediment eroded from these hills continues to be one of the most significant contaminants of the Ōpāwaho Heathcote River. Fixing the problem of sediment is a multi-generational issue, but climate change means that we must begin addressing the issue **now**.
 - 2.1. In this context, we would like to note that the choice of a Water Services Delivery Model that allows for the integration of action by the Council and the community to reduce erosion, and thus sediment loadings, with the provision of adequate stormwater services is critical for improving the health of the river.
 - 2.2. The Port Hills Plan was to have been developed over 2024 but it has yet to see the light of day. As a stakeholder, we look forward to early involvement in its creation but we are concerned about the time taken to write it.
 - 2.2.1. While we **strongly support** the following allocations, we seek action on implementing these for valleys and gullies on the city side of the Port Hills which are more prone to erosion:

- 2.2.1.1. 60356 - Programme - SW Port Hills and Lyttelton Harbour Erosion & Sediment
- 2.2.1.2. 69218 - SW Port Hills Revegetation and Sediment Control Stage 1.
- 3. We **strongly support** the allocation made for the implementation of the Lower Ōpāwaho River Guidance Plan (45213 - Programme - SW Lower Ōpāwaho - Heathcote River Guidance Plan), one of the few direct allocations made to improve the environment of the river in this area. The allocation over the Long-Term Plan will be important for leading and maintaining the revival of ecology along the river in this degraded stretch, particularly around the Woolston Loop.
- 4. We **strongly support** the allocations made to park/reserve development, in particular, 30588 - Estuary Green Edge Pathway and 61751 - Ferrymead Park Regional Development, projects that will protect and enhance biodiversity. The Ferrymead Park development includes an important and expanding saltmarsh restoration.
- 5. While we recognise that some of the restoration of biodiversity will be funded from within operations budgets, it is telling how small the allocations are for habitat restoration and pest plant management.
 - 5.1. We **strongly support** the allocations made to 75711 - Coastal and Plains Habitat Restoration, 75712 - Port Hills and Banks Peninsula Habitat Restoration and 65238 - Coastal and Plains Regional Parks Threatened Species and Habitat Management.
 - 5.2. If resources allow, we would encourage greater levels of commitment by the Council to these project areas.
- 6. The reduction of flooding afforded to residents in the lower reaches of the Ōpāwaho Heathcote River by the implementation of retention ponds in the headwaters of the river is to be commended. As these ponds become established and the ecology within them develops, it will be vital for their effective longevity for there to be greater control of erosion from the hills above them.
 - 6.1. We **strongly support** the allocations made to the following, particularly for the programme to establish an automated control system that maximises the efficiency of the combined retention system:
 - 6.1.1. 73550 - Programme - SW Heathcote Floodplain Management Implementation
 - 6.1.2. 32243 - SW Eastman Sutherland and Hoon Hay Wetlands
 - 6.1.3. 19398 - Programme - SW Ōpāwaho - Heathcote Waterways Detention & Treatment Facilities
 - 6.1.4. 40237 - SW Wigram East Retention Basin (LDRP 520)
 - 6.1.5. 48918 - SW Upper Heathcote Storage Optimisation (LDRP 530)
- 7. We **strongly support** the newly established project to retrofit stormwater detention and treatment facilities in areas of historic intensification to respond to intensification enabled by

Government legislation and Plan Changes 14. (80064 - Programme - Urban Stormwater Detention and Treatment Retrofit Facilities)

- 7.1. We believe that this project is long overdue as a direct means of improving water quality in the river. Given the size of the problem yet to be addressed, we suggest that the allocation made in the Annual Plan is totally inadequate both in the short-term (2025/26 - \$5000!!; 2026/27 - \$470,000) and in the long-term 2027/28 - 34: \$21,160,000) and is deserving of reconsideration for increase.
- 7.2. This project is part of the Council's obligation to comply with the Stormwater Discharge Consent and achieve its Levels of Service for flood management in addition to improving waterway quality. The inadequate funding level puts these objectives in jeopardy and has the appearance of being a token response to the issue.
- 7.3. It would, in our opinion, be better to accept a reduced level of service for Transport Access in order to achieve an increase in the allocation for 80064 - Programme - Urban Stormwater Detention and Treatment Retrofit Facilities.
8. Given Christchurch's location on low-lying land and the number of waterways that it possesses as a consequence, to say nothing of the history of degradation of its waterways or the advent of climate change, projects to **improve** urban waterways - with emphasis on the "improve" - must remain a priority for the city.
 - 8.1. We **strongly support** the allocation made to 77200 - Programme - SW Improving Urban Waterways and request that consideration be given to increasing this so that biofilter retro-fit (tertiary treatment) can be added to more existing treatment facilities and in-stream sediment remediation equipment and facilities can be increased.
 - 8.2. We **strongly support** the allocations made for improvements to Jacksons Creek, particularly if these can lead to greater naturalisation of this much-abused waterway: 60215 - SW Jacksons Creek Lower Water Course Renewals and 65145 - SW Jacksons Creek (Upper) Lining Renewals
 - 8.3. We **strongly support** the allocations made for the removal of linings, naturalisation, swaling and planting of open waterways: 44457 - Programme - SW Open Water Systems Utility Drain Improvements Restoration
9. While we would prefer that open drains are naturalised rather than just having their artificial linings replaced, these drains nonetheless create eco-systems worth preserving and enhancing:
 - 9.1. We **strongly support** the allocation made for Jardines Drain: 60337 - SW Jardines Drain Renewal (Nuttall to Ōpāwaho Heathcote River)
 - 9.2. We **strongly support** the allocation made for Victory Branch Drain: 60342 - SW Dry Stream - Victory Branch Drain Lining Renewal (St Martins)
 - 9.3. We **strongly support** the allocation made for Popes Drain: 72586 - SW Popes Drain Renewal (278 Centaurus Road to 42 Vernon Terrace)

773

- 9.4. We **strongly support** the allocation made for Patchetts Drain: 75969 - SW Patchetts Drain Renewal (Landsdowne Terrace to Gunns Crescent)
10. Wastewater entering the Ōpāwaho Heathcote River due to stormwater entering the wastewater system must be reduced if the overall health of the river is to be improved.
 - 10.1. We **strongly support** the allocations made for the Selwyn Pump Station and the Beckenham Pump Station so that compliance with the wet weather overflow consent can be achieved: 42154 - WW Selwyn Pump Station (PS0152), Pressure Main and Sewer Upgrades and 73993 - WW Beckenham PS (PS0153) and Pressure Main
11. Ensuring that fish and tuna/eels can migrate successfully through the network of streams and rivers to the open sea requires remediation of the junctions of many tributaries with the river.
 - 11.1. We **strongly support** the allocations made for 66638 - SW Fish Passage Barrier Remediation
12. Anything that reduces the number of cars on Christchurch roads improves the quality of the stormwater entering the river. For that reason, we support active means of transport, cycleways and improved public transport.
 - 12.1. We **support** the allocations made for 76344 - Major Cycleway - Heathcote Expressway Route - Scruttons Road Kiwirail Crossing with the proviso that the minimum level of safety requirements necessary should be implemented for what is already a safe crossing.
 - 12.2. We **strongly support** the allocations made for 72755 - Transport Choices 2022 - Te Aratai College Cycle Connection
 - 12.3. For the reasons given above, although not directly affecting the river, we **do not support** the delay to the Wheels to Wings Cycleway: 26611 - Major Cycleway - Wheels To Wings Route

Comments on The Climate Resilience Fund

13. ŌHRN applauds the Christchurch City Council for beginning the process of building a fund to finance climate resilience and adaptation. This is an essential step towards delivering an effective adaptation process.

Over the last two years, ŌHRN has engaged contractors to analyse the local implications of climate change and related policy on the Ōpāwaho-Heathcote River catchment. While not yet fully complete, this submission is based in part on some early findings of that analysis.

Strategic policy settings:

14. We **are concerned** that the proposed scope of the policy may leave unintended gaps.

7

Item 3

Attachment B

- 14.1. While it makes sense to ring-fence the fund for approved council adaptation plans, we note that at this point in time adaptation planning only appears to be on the horizon for coastal areas, leaving adaptation for inland areas of Christchurch unplanned. The ŌHRN would like to remind the Council that inland floods along current and former rivers, as well as landslides and wildfires on the Port Hills, are likely to be among the climate-exacerbated hazards that will have a significant effect on Christchurch's urban form. These should be explicitly included in the adaptation planning process, including this fund's policy.
15. We **support** the "exceptional cases" qualifier that allows for some expenditure on assets not included in council adaptation plans.
 - 15.1. However, we would like to see an additional qualifier added clarifying that where an adaptation plan has been completed to a suitable standard outside the Council's adaptation planning process (for example, by the Papatipu Rūnanga or a community group), that the Council may contribute towards these plans on a case-by-case basis.
16. We would like to see greater integration of the fund with other elements of the local, regional and national climate change framework.
 - 16.1. For example, conversations could be held with Environment Canterbury to establish whether a regional adaptation fund should be established alongside this fund, with a focus on supporting territorial authorities to build ecosystem resilience, restore ecosystems in affected areas, and other environmentally-focused outcomes such as landfill resealing or removal. These areas appear to be largely absent from the current adaptation planning process.
17. We **support** the proposed reserve period of 30 years.
 - 17.1. However, we wish to note that this should not mean that adaptation action overall is deferred until the release of the fund. Every dollar spent now on adaptation will have a greater impact than the same dollar spent in 30 years time. This fund should not be expected to fund all of the council's adaptation actions. Instead, action should progress at pace, with this fund reserved to provide a "booster" for future generations.

Operational policy settings:

18. We **support** the operational policy setting relating to financial management, evaluation, monitoring, and reporting, though we would prefer to see reporting take place as part of the standard regular climate change strategy implementation reporting process rather than annually through a new bespoke process.
19. We **do not support** the proposed governance approach.
 - 19.1. We consider that an independent oversight body including community members, professionals and selected elected members would improve transparency. It would provide an opportunity for public participation in the management of adaptation policy, which is an area the council should be strengthening.

20. We **also suggest** that, in order to provide some protection for the fund from future councils which may seek to redirect funds to other purposes, the levy should be raised as a targeted rate.
- 20.1. While the report on the policy notes that a supermajority requirement for significant decisions such as the disestablishment of the fund is not possible, targeted rates must be used for the purposes for which they are raised. Utilising this mechanism would provide a level of protection for those funds that otherwise would not be possible.

Additional comments:

21. Due to the significance of the policy for the future of the city, we would like to see the full policy released for public consultation once drafted.
- 21.1. In particular, we would welcome the opportunity to comment on underpinning principles, including the prioritisation of nature-based adaptation initiatives over hard-engineering solutions.

Comments on potential disposal of Council-owned properties

22. The list of council-owned properties for potential disposal includes the property at **4 Cannon Hill Crescent**.
- 22.1. We suggest that it would be better for CCC to **retain this property** which is close to the Opawaho Heathcote River.
- 22.2. We suggest that the property should be cleared of pest plants and replanted with appropriate native plants to reduce erosion from the cliffs and properties behind.
- 22.3. The Council would find it advantageous to engage with nearby residents in a community-building exercise of removing pest plants from the area and replanting/maintaining appropriate native vegetation.

General

We want to acknowledge and thank Council staff for their time, expertise and willing assistance provided to us whenever we have had occasion to meet with individual staff. Council staff have been approachable and willing to share their subject expertise, and have demonstrated a commitment to achieving positive outcomes for the river and the city.

Similarly, we also wish to thank councillors and community board members as key partners of OHRN in our advocacy for the river. The service of elected members to the community is much appreciated as is their support for our efforts. The mutual benefits of such a collaborative approach indicates that we should give great weight to supporting councillor and community participation in decision-making when selecting the best option for the model of Water Services Delivery.

Thank you for the opportunity to provide a submission on the Draft 2025/2026 Annual Plan.

773

We wish to be heard on this submission

Quentin McDonald

Chair

Ōpāwaho Heathcote River Network

Item 3

Attachment B

804

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 28/03/2025

First Name: (required) James **Last Name:** (required) Ridpath

If you're responding on behalf of a recognised organisation, please provide the organisation name: (required)

Youth Alive Trust

Your role and the number of people your organisation represents: (required)

Trust Manager

Feedback

1.1.4

Do you have any comments about our proposed spending on our parks and reserves?

With both the increase in residents into central New Brighton, an upcoming decommissioning of play equipment in Rawhiti Domain, and a lack of play equipment for a local school, we're advocating for some council budget to be allocated for play equipment for young people in Rawhiti Domain. There is currently one small play park for small children beside the canopy, and this is coming to the end of its natural life and the children's natural playground in another area of the park. However, we at Youth Alive Trust plus the school community, PTFA and management at New Brighton Catholic School have been working on a proposal for long term, quality play equipment in Rawhiti Domain in walking distance of most of the central New Brighton residents, and within the play area of the 200 New Brighton Catholic School students who use it each day. This project has been in the works over a couple of years, and last year we presented to our local community board and councillors about the proposed project, with the CCC Parks team approval, and the board gave staff the remit to come up with designs. The school is keen to fundraise towards some play equipment costs, and we are asking if the council would consider budgeting some money into this project too.

1.1.5

Do you have any other comments about spending on our capital programme in general, for example our facilities?

Youth Alive Trust took on the custodianship of the Roy Stokes Hall at the end of 2023, after an open tender by Christchurch Development Limited, who wanted to place the hall back into the possession and ownership of the local community. We look after the many groups who use the hall including a circus trust, dance groups, arts classes, events, cultural groups and one off markets. One issue we often have is the lack of parking for visitors to the hall. There is very limited street parking, and only a small area behind the hall where approximately 6 cars can park, after driving down a very narrow path to access it. If we had been involved in the original decision when the hall was split from the private land sale, then we would have heavily advocated for a proper car park on the back of the hall, where the many users and visitors could park off the local streets. Now there are plans for the development of the road outside the hall, and even more public parking is proposed to be lost. We would like the council to consider approving some funding to re-purchase a small piece of land currently unused by the current developer to create a purpose built car park. We believe the land owner is open to this option, and with careful negotiation it could be possible. Some of the funding needed for the purchase could be transferred from the budget tagged for the development of Seaview Road, as I understand some of that budget is allocated to creating more parking spaces for hall users through road development. We are asking council to ask staff to investigate this option and tag some budget to this possibility.

Future feedback

1.3.8

For future feedback about our services and issues impacting Christchurch residents, do you consent to us holding



804

your email address and the demographic information that you have provided?

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

Yes

Attached Documents

Name	
Play Area Proposal outside NBC School in Rawhiti Domain	
Possible Roy Stokes Car Park Photos 2025	

Item 3

Attachment B

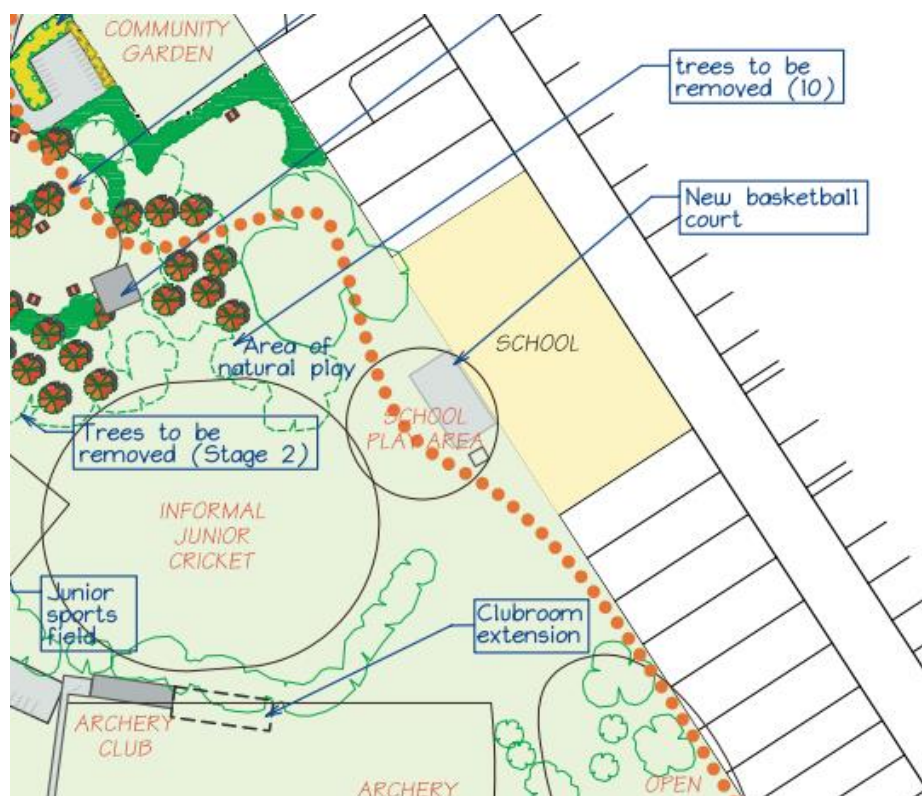
Play Area Proposal outside New Brighton Catholic School in Rawhiti Domain

Brief

New Brighton Catholic School, with the support of other community organisations are advocating for the development of a children's play area in Rawhiti Domain immediately outside of the school. The school of 210 students, already uses the area for recreation, sport, lunch and breaktimes. The area is already designated as the school play area in the Rawhiti Domain and Thomson Park Management Plan, where a fort and basketball hoop already exist. The school has had informal discussions with council parks & recreation staff for the past 3 years. On council staff advice, we are asking the Waitai Coastal-Burwood-Linwood Community Board to give remit to council parks staff to work on a concept for play in that area of the domain. The school PTFA are keen to work with council and community groups on a plan that everyone is happy with and to fundraise for equipment and resources to make it happen.

The History

New Brighton Catholic School has been on Lonsdale Street since 1935. The school has a small play area inside school ground, which is only suitable for their junior years (ages 5-8). All school students are allowed free play in designated areas of the Domain during break and lunchtimes. The school has previously helped with the development of some play equipment in the domain including a fort which includes a slide and climbing wall, a basketball half court and an artificial cricket pitch. The latest Rawhiti Domain and Thomson Park Management Plan shows the current designated play area:



<https://www.ccc.govt.nz/assets/Documents/The-Council/Plans-Strategies-Policies-Bylaws/Plans/Park-management-plans/RawhitiDomainPlan.pdf>

We believe the Rawhiti Domain and Thomson Park Management Plan gives permission for the development of the play area, as one of the Objectives (8.7) states: “Install new facilities by the school play area to meet park user needs and school needs”.

The Process so far

A nationwide Play Hui in 2022 included two projects at New Brighton Catholic School, including brainstorming and interviewing students about Play habits and hopes. The school PTFA approached a local designer who designed a concept for that play area with various play resources. Designs were presented to the school PTFA, school board, teachers, and other community groups including Youth Alive Trust. Youth Alive Trust often uses that area of the domain for play, activities and games, as it is their closest green space. They heavily support the development of a play space in this area and would use it during their after-school clubs and holiday programmes. We know the general public would also use any new play equipment in this area, particularly in light of the council’s proposal to decommission the children’s play area beside the Canopy.

Going Forward

After recent further discussions with council parks and recreation staff, it was decided the best process is for council staff to lead the design, concept and quality control of the equipment to be installed. We have received positive responses from council staff about the development of a play area in this space, particularly if the school can fundraise towards some of the proposed equipment and the proposed decommissioning of the council park beside the canopy due to age. We are asking the Waitai Coastal-Burwood-Linwood Community Board to ask council parks staff to work on a concept for play in that area in partnership with the school and community. This draft would then be presented to the Waitai Coastal-Burwood-Linwood Community Board for feedback and then go to the wider community for consultation. If approved, then quotes would be obtained for each part of the equipment needed, and the school PTFA would do fundraising and submit grant applications to help pay for various play areas. Any equipment bought with funding by the school PTFA would be handed over to the council. There are other local examples of this type of partnership include the Pump Track in Bexley Domain and other Christchurch schools who also share a play area in a council owned park.

On further inspection of the current fort, there is a strong possibility it will need to be taken down. In discussion with the children at NBC, and researching other popular park attractions, we have been brainstorming the types of play we would love to see in that area of the domain. We would like as much to be natural wood as possible. This may include:

- Scooter Pump Track
- Gaga Ball Pit
- Agility course
- Whare
- Football field
- Circle of Swings
- Mesh Swing
- Picnic benches for games

804

A home-made draft concept



Item 3

Attachment B

804

Roy Stokes Hall: Car Parking Issues

Current Street Parking



Item 3

Attachment B

804

Small Car Park on back of hall (approx. 6 cars)



Tight path beside the hall for accessing back car park (next to footpath)



Item 3
Attachment B

804

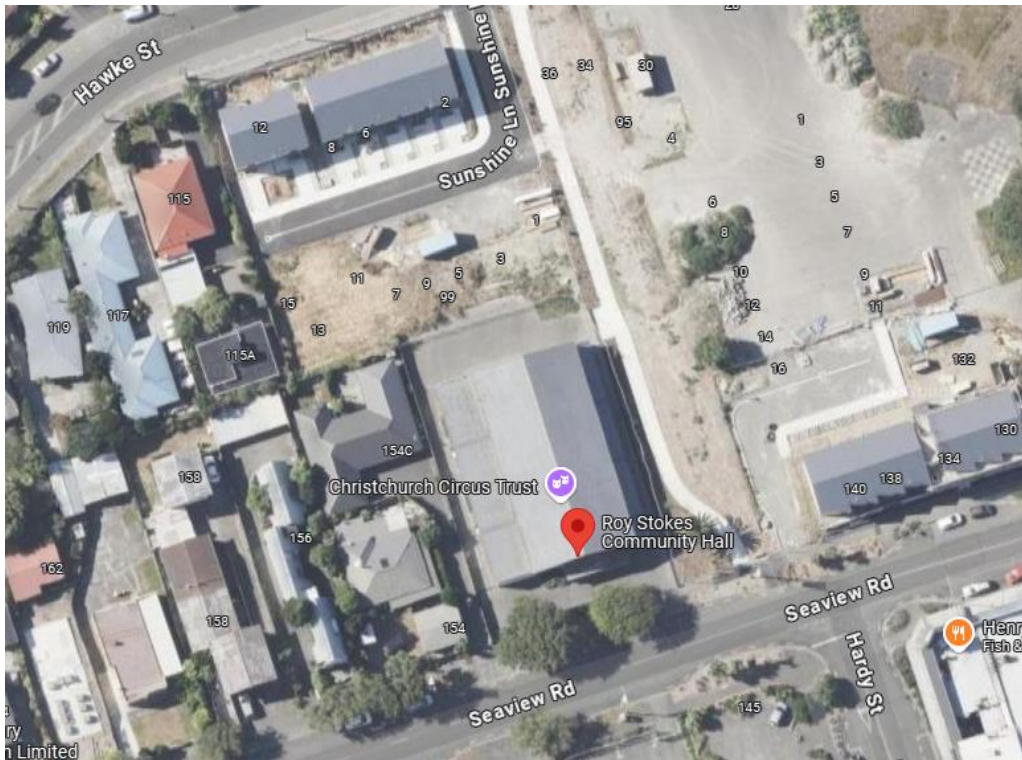
Potential site for car park – originally sold by DCL to developer



Item 3

Attachment B

804



Item 3

Attachment B

815

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 28/03/2025

First Name: (required) Kate Last Name: (required) Burgess

If you're responding on behalf of a recognised organisation, please provide the organisation name: (required)

Christchurch Youth Council Incorporated

Your role and the number of people your organisation represents: (required)

26

Feedback

Central city shuttle service

1.3.4

Should we allocate up to \$200,000 for a scoping study for a central city shuttle service?

Yes

Anything else?

1.3.7

Any further comments?

please see attached our formal submission document.

Future feedback

1.3.8

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

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

Yes

Attached Documents

Name
CCC Annual Plan - Draft Submission

27 March 2025

Kei te rangatira, tēnā koe,

We are writing on behalf of the Rūnaka Taiohi o Ōtautahi / Christchurch Youth Council, a group of rangatahi volunteers aged 12–24 from across the Ōtautahi region. Our submission is informed by insights gathered from the Youth Takeover survey, which has received strong engagement from young people across Christchurch. This year, we have drawn on preliminary results from our latest survey, as well as data from last year's survey, which had approximately 600 youth respondents. We are happy to share the finalised Youth Takeover results with Christchurch City Council (CCC) once they are completed.

Our submission is also shaped by internal discussions and a workshop with our membership of 25 volunteers. While we acknowledge that we do not represent all young people in Christchurch, our role as a youth organisation is to collect, collate, and share the perspectives presented to us by rangatahi.

Young people consistently express a strong desire to be heard in decision-making processes, particularly on issues that impact their future. Through this submission, we aim to ensure that their voices are considered in shaping the city's priorities. We recognise that young people may hold a range of views on these issues, and we value and respect these differences as part of a broader conversation about the future of Christchurch.

Youth Participation & Funding

The Christchurch Youth Council (CYC) plays a vital role in engaging young people with local government, developing youth leadership, and ensuring that Council decisions reflect the perspectives of rangatahi. Continued and increased funding for CYC is essential to sustain and expand our work, enabling more young people to participate in civic engagement, leadership training, and community initiatives. We urge the Council to commit to long-term financial support for youth engagement programmes and strengthen partnerships with youth-led organisations.

A key responsibility of CYC is to gauge youth perspectives on issues of local and national significance. In holding to this responsibility, CYC submits to both central and local government on policy and legislative proposals on behalf of Christchurch young people.

Beyond advocacy, CYC is **actively involved in civics education** for young people, working to increase awareness and participation in local decision-making. We ensure youth voices are heard in key Council plans and policies, such as the **Annual Plan, Local Alcohol Policy, and Transport Plan**, while also promoting and supporting young people to engage with these processes independently. Through school workshops, social media engagement, and community outreach, we strive to educate rangatahi on how they can contribute to shaping their city and the importance of youth perspectives in governance. CYC has also delivered **public**

trainings on civic participation, including how to make submissions, the Treaty Principles Bill, and understanding local government processes.

In addition to our policy and advocacy work, CYC actively fosters youth connection, leadership, and wellbeing through events and initiatives, including:

- **Youth Pride Quiz**, a fun and inclusive celebration for young people in the LGBTQIA+ community and their allies.
- **Youth Hot Pools Nights**, creating accessible opportunities for young people to socialise and engage in wellbeing focused activities.
- **Meet the MPs events**, providing direct engagement between young people and local elected representatives to learn and discuss key issues.
- **Advising on the Youth Hub**, supporting this incredible new space and ensuring that it reflects the needs and aspirations of young people.

This demonstrates the comprehensive process CYC undertakes to ensure we uphold our responsibility of representing the diverse views of Christchurch rangatahi. In order to ensure a sustainable future for Christchurch, CYC must be given an expanded mandate to strengthen youth participation—particularly for young citizens who are not yet of voting age. The Youth Council's continuing advocacy will be vital in safeguarding the future of the city and ensuring that CCC decisions are made with mindfulness of young people's views.

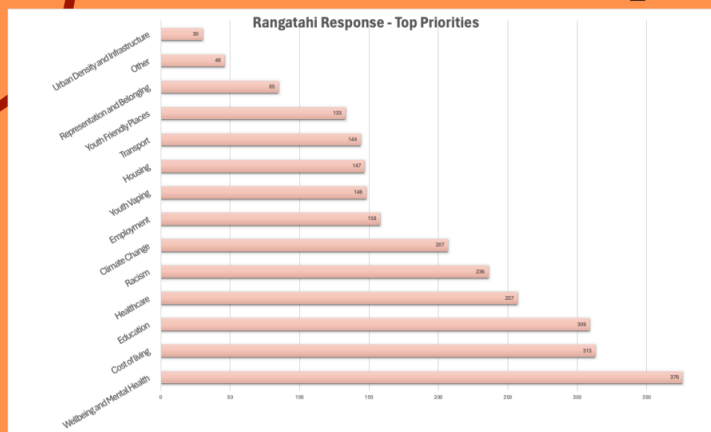
Youth Takeover Survey

The Youth Takeover Survey (YTS) is a key initiative that allows the Christchurch Youth Council to capture and amplify the voices of young people across the city for use in our advocacy efforts and to best serve our young people. Conducted annually in partnership with Youth Voice Canterbury, the YTS gathers insights from hundreds of rangatahi on the issues that matter most to them. This data directly informs our advocacy and ensures that youth perspectives are represented in local government decision-making.

In previous years, the YTS has highlighted consistent concerns among young people, with the 2024 results showing that the top issues for rangatahi in Christchurch are mental health and wellbeing, followed closely by the cost of living. Other key concerns include climate action, public transport, and youth-friendly spaces. These insights shape our submissions and engagement with the Council, ensuring that young people have a tangible influence on policy.

The results from the 2025 Youth Takeover Survey will be available in April. In the meantime, we have attached a graph from the 2024 survey, which outlines the top issues for young people in Christchurch. We welcome further discussion with CCC on these findings and would be happy to share the full 2025 report once finalised.

Youth Takeover: Snapshot



* Due to our own reflection we added in Upholding Te Tiriti o Waitangi as a response, as we wanted to hear rangatahi voice on this matter, as it was not included from the beginning we have not added it to this graph. 100 rangatahi selected this.

Public Transport & Active Transport

Affordable and accessible transport is essential for young people to access education, employment, and social opportunities. We support further investment in public and active transport options, including:

- **Lower bus fares for youth** to encourage sustainable and independent mobility. Many young people rely on public transport daily, as many do not drive or own cars. This includes many members of the Christchurch Youth Council. However, youth employment is often low-paying or unavailable, making it difficult to afford public transport alongside rising living costs. Without affordable transport, young people become dependent on others for travel, which is not a sustainable long-term solution. Affordable public transport supports youth independence and employment while being an environmentally friendly and convenient option.
- **Enhanced safety and security measures** to ensure public transport is a viable and sustainable option for young people. Unfortunately many young people feel unsafe using public transport due to risks of harassment or assault, deterring them from using these services. The Christchurch Youth Council supports advancements in safety and security to encourage consistent and confident use of public transport, fostering independence and improving access to employment, education, and social opportunities.
- **Improved cycling and pedestrian infrastructure** to ensure safe and accessible routes across the city. Many young people walk and cycle daily to access education,

employment, and social activities. Investing in pedestrian and cycling infrastructure will enhance safety and accessibility, making active transport a more viable option for youth.

- **Exploring a central city shuttle service** to improve connectivity and affordability for students and young workers. A shuttle would enhance safety, facilitate youth engagement, and support access to employment, education, and social activities. We support CCC's proposal to investigate this, and encourage when investigating that youth engagement is a high priority focus.
- **Adjusting bus routes to connect with the Youth Hub** to allow this newly established space to be more accessible to more young people. The Youth Hub provides support services, accommodation, and a safe environment for young people to build connections and engage in creative and developmental activities and currently, few and infrequent bus routes pass by the Youth Hub, limiting accessibility. Ensuring safe and convenient transport options to this space is essential for supporting youth engagement and wellbeing.

Climate Action & Resilience

The Council's commitment to climate resilience is critical for our generation's future. With young people set to inherit the long-term impacts of today's decisions, we strongly support continued investment in climate adaptation, sustainable infrastructure, and the Climate Resilience Fund. However, to be truly effective, climate action must be intergenerational, inclusive, and future-focused.

Why This Matters for Young People

Over the past few years, our youth takeover survey results have consistently shown that climate change is one of the biggest concerns for young people. Many feel a sense of hopelessness in this space, however, this can change when young people are given agency through decision-making power, opportunities to take action, and funding to lead initiatives.

To strengthen the Council's climate commitments, we encourage:

- **Youth involvement in climate initiatives** – Ensuring young people have a meaningful role in climate-related decision-making will not only amplify intergenerational perspectives but also increase engagement in sustainable action.
- **Expanding green spaces and urban biodiversity projects** – Enhancing native plantings, urban forests, and community gardens will improve climate resilience, biodiversity, and community wellbeing, while also providing hands-on learning opportunities for young people.

- **Investment in renewable energy and waste reduction initiatives –** Sustainable infrastructure should align with Christchurch's climate goals by prioritising low-carbon energy solutions, circular economy initiatives, and waste minimisation efforts.
- **Youth representation on the Climate Resilience Fund allocation board –** If this fund is intended to effectively address the future impacts of climate change, young people must have a seat at the table to ensure their concerns and solutions are part of the decision-making process.
- **Tangata whenua representation and targeted investments –** Climate resilience strategies should honour Te Tiriti o Waitangi by ensuring tangata whenua representation on the fund's allocation board and dedicated funding for Māori-led climate projects. Indigenous knowledge and kaitiakitanga (guardianship of the environment) must be central to our climate response.
- **Prioritising the Red Zone for rewilding and native planting –** The Red Zone presents a once-in-a-generation opportunity to create a large-scale climate resilience project. Prioritising native reforestation and sustainable land use here would provide long-term environmental, social, and cultural benefits, aligning with youth aspirations for a greener future.

Youth-Friendly Spaces & Services

Public spaces and community services that cater to young people contribute significantly to our city's vibrancy and wellbeing. Ensuring that young people have safe, accessible, and engaging places to connect, learn, and relax is essential for fostering a sense of belonging and participation in Christchurch.

To strengthen this, we urge the Council to:

- **Maintain and enhance funding for libraries, community centres, pools, and recreational facilities** that provide safe and accessible spaces for young people. Tūranga has been a key hub for study, social connection, and youth-led events, and extending its hours—particularly on school days—would ensure young people have more opportunities to access free and safe study spaces. Libraries are more than just book collections; they are essential community spaces that provide safety, learning opportunities, and a place for social connection.

Additionally, we urge the Council to keep pool costs down, particularly for children and young people. Learning to swim is a vital skill in an island nation like Aotearoa, and rising costs could become a barrier to access. Affordable entry fees ensure that all young people, regardless of background, can develop water safety skills, stay active, and enjoy recreational spaces.

- **Increase investment in the Youth Hub.** Having a dedicated space for young people has been incredibly meaningful. For our group of 25 young people, the Youth Hub has brought us together and given us a deep sense of belonging and given us a space to increase our advocacy and connect with young people. Beyond that, it has the potential to foster even greater connection by supporting vulnerable youth through its residencies and creating opportunities for collaboration with other youth voice organisations like VOYCE and Youth Voice Canterbury. The energy and excitement around the Youth Hub reflect how essential it is for our city's young people, and we strongly support its ongoing development through the next stages and into the future.
- **Prioritise youth-specific spaces in urban planning.** Designing more inclusive and welcoming public spaces that cater to young people will foster creativity, social connection, and wellbeing. This includes more youth-friendly parks, performance spaces, and areas that encourage community-building, study, and connection.
- **Increase funding for youth mental health initiatives** in collaboration with local organisations. Young people are facing increasing mental health challenges, and ensuring accessible, youth-centred mental health support is crucial. The Council has a role to play in advocating for and investing in initiatives that support youth wellbeing.

Investing in spaces and services designed for young people benefits the entire community by making Christchurch a more vibrant, connected, and supportive city for future generations.

Community Safety & Wellbeing

The safety and wellbeing of young people must remain a priority. We support policies that create a safer and healthier city, including:

- **Stronger measures to address alcohol-related harm**, particularly in areas frequented by young people. Relating to our submission on the proposed Local Alcohol Policy, initiatives such as accessible public transport late at night and education for bar staff regarding nightlife dangers, these measures would particularly help women and minorities feel safer in spaces with alcohol.
- **Investment in youth-focused mental health support services**, such as the Christchurch Youth Hub and other outreach programmes. This is supported by our youth takeover survey, which consistently shows high numbers of rangatahi who feel this is a major issue. (See graph)
- **Ensuring public spaces are safe and inclusive** for all members of the community. Our team thought of some ways safety and inclusivity can be increased particularly around the Christchurch Bus Interchange, with youth workers and trained support in bus interchange as well as bus safety in general. This would especially help rangatahi that are young women or part of other marginalised communities, and if public transport is safe for young people then it is safe for everyone.

- **Support for unhoused individuals.** Based on our survey results, a very high number of young people feel cost of living is a major issue. With this issue in mind, it can be especially hard for rangatahi with difficult financial and family circumstances, so we support funding the Youth Hub's short-term housing.

Balancing Rates Increases & Cost of Living

We acknowledge the financial pressures facing the Council and the need for sustainable funding however, we believe it is crucial to balance the rates increases with the rising cost of living. Rates affect young people, particularly those who are renting, students, and come from low-income households. Many young people already struggle with housing affordability, transport costs, and basic living expenses, and significant rate hikes risk further exacerbating financial hardship for our communities.

At the same time, we take notice of the fact that Council debt and financial decisions made today will have the greatest impact on future generations. As young people will be the ones most affected by these long-term financial commitments, therefore it is essential that we are able to have a meaningful voice in how the Council prioritises its spending and are heard on this matter.

To ensure young people are not disproportionately impacted, we encourage the Council to:

- **Prioritise funding for essential youth services, public spaces, and public transport subsidies** to support affordability. High-use places for young people—such as libraries, community centres, and recreational facilities—should remain accessible and well-funded to continue serving young people effectively. Affordable public transport is also essential for young people who rely on it for education, work, and social connection.
- **Ensure that any rate increases are justified with clear benefits for young people and communities.** While young people may not always be seen as direct ratepayers, they are significantly affected by rates through rising rents, transport costs, and the affordability of local services. Greater transparency around how rates contribute to services that impact young people would also help build understanding and trust in Council decision-making.
- **Explore alternative revenue streams** to reduce reliance on rates while maintaining vital services. This could include investigating new partnerships, sponsorship opportunities, or central government funding to alleviate financial pressure on residents while ensuring the city continues to thrive.

Given that young people will inherit the long-term financial outcomes of today's decisions, it is integral that they have a genuine role in shaping how the Council manages its finances. Prioritising youth perspectives in financial planning will ensure that Christchurch remains an affordable, accessible, and future-focused city for generations to come.

Conclusion

The Christchurch Youth Council strongly urges the Christchurch City Council to prioritise investment in the wellbeing, sustainability, and participation of young people in its Annual Plan. Through our engagement with rangatahi, including the Youth Takeover Survey, it is clear that young people are deeply concerned about issues such as mental health and wellbeing, the cost of living, climate resilience, and access to youth-friendly spaces and services. Addressing these concerns will not only benefit young people but also contribute to a more vibrant, inclusive, and future-focused city.

Our key recommendations include:

- **Accessible and sustainable transport:** Investing in affordable, safe, and well-connected public and active transport options to ensure young people can reliably access education, employment, and social opportunities.
- **Scoping for a CBD Shuttle:** We support funding the scoping mission for the CBD Shuttle, and CYC would be keen to support youth engagement in the scoping project.
- **Climate action and resilience:** Continued investment in sustainable infrastructure, climate adaptation projects, and youth involvement in decision-making around the Climate Resilience Fund.
- **Public spaces and services for young people:** Maintaining and expanding funding for libraries, recreational facilities, and community hubs, including reconsidering library opening hours and keeping pool costs low to support accessibility.
- **Youth engagement and decision-making:** Expanding opportunities for young people to participate in civic processes, including dedicated youth representation in Council decision-making, increased funding for the Christchurch Youth Council, and supporting youth-led initiatives.
- **Financial sustainability and affordability:** Ensuring that rates increases are balanced with the rising cost of living for young people, prioritising essential services, and exploring alternative revenue streams to reduce long-term debt.
- **Support for vulnerable youth:** Strengthening funding for youth mental health initiatives, ensuring ongoing support for the Youth Hub, and fostering collaboration between youth organisations.

By adopting these recommendations, the Council can ensure that young people have a meaningful voice in shaping the future of Ōtautahi. We appreciate the opportunity to provide this submission and look forward to continued collaboration to create a city where young people can thrive.

Written By:

India Gupta, Tom Richards, Vicky Chia, Ashwini Raazesh and Lucas Roper

On Behalf of Rūnaka Taiohi o Ōtautahi / Christchurch Youth Council

SUBMISSION

TELEPHONE 0800 327 646 | WEBSITE WWW.FEDFARM.ORG.NZ



To: Christchurch City Council
Via email: cccplan@ccc.govt.nz
Date: 28 March 2025
Submission on: Christchurch City Council Draft Annual Plan 2025/26
Submission by: North Canterbury Federated Farmers of New Zealand

KARL DEAN
NORTH CANTERBURY PROVINCIAL PRESIDENT
Federated Farmers of New Zealand
M 

Address for service: **RACHEL THOMAS**
SENIOR POLICY ADVISOR
Federated Farmers of New Zealand
M 
E 

1. INTRODUCTION

- 1.1. The North Canterbury province of Federated Farmers (**NCFF**) welcomes the opportunity to submit on the Christchurch City Council (CCC) Draft Annual Plan 2025/26.
- 1.2. We acknowledge any submissions from individual members of Federated Farmers.
- 1.3. Federated Farmers submits on Annual Plans (**APs**) and Long-term Plans (**LTPs**) throughout New Zealand and makes constructive proposals whenever the opportunity is provided.

- 1.4. Federated Farmers also submit on central government policies that affect local government revenue and spending, with the aim of ensuring that local government has the appropriate resources to carry out their functions.
- 1.5. Federated Farmers bases its arguments on the considerable cost of rates to farm businesses, in terms of the value and relative accessibility of farmers to ratepayer funded services, the rates levels on farms compared to other residents and businesses, and the failure of property value to reflect the incomes of farmers and their relative ability to pay.
- 1.6. NCFF feedback represents the views of several farming members and rate payers from the Christchurch City Council region. We gently remind CCC of this so that our members' views, expressed here, are weighed appropriately.
- 1.7. NCFF appreciates early engagement with CCC and encourages the Council to maintain a no surprises policy with its key stakeholders. In the rapidly changing policy environment across local and national governments, a no surprises policy is crucial. Federated Farmers requests early involvement in matters which may impact our members, for example biodiversity and coastal erosion.
- 1.8. Federated Farmers' focus is on the transparency of rate setting, rates equity and both the overall and relative cost of local government to rural ratepayers. We also encourage ongoing improved maintenance and standards in the management of our rural roading network e.g. regular grading of the shingle roads, vegetation management of the roadsides, and replacing culverts with larger diameter culverts to help reduce flooding.
- 1.9. NCFF is conscious that there may be significant 'consultation fatigue' out in the community, following the 18 months' worth of significant central government proposals.
- 1.10. Our members do not want their busy silence to be misconstrued as disinterest in the proposed changes. Given the challenging regulatory and economic environment we are currently in, we acknowledge this may result in a low response rate to the consultation process.
- 1.11. NCFF requests the opportunity to discuss this submission with the Council during the hearing process and that this be online.

2. GENERAL COMMENTS

Rates and Expenditure

- 2.1. CCC proposes rate increases which average at 7.58% for 2025/26. However, our members based in Christchurch City are classed as 'remote rural' ratepayers and their increase is on average 8.43%. However, NCFF appreciates the continuation of the rural differential of .75.

- 2.2. Any small movement in rates translates to a significant monetary amount for farmers, given the high capital value of their properties. We therefore recommend the Council reduce the average rate increase for remote rural properties and ensure that the increase does not exceed that of urban properties. We also request that Council employ transparency and disclose the reason for the additional increase for remote rural properties.
- 2.3. Operational expenditure for 2025/26 is projected to be \$17.5million higher than forecasted in the LTP. This is a significant increase which CCC attributes to a number of reasons, of which the following are concerning for NCCF:
 - 2.3.1. An additional \$1.1 million to manage the large number of District Plan Changes the Council is required to address.
 - 2.3.2. An additional \$3.7 million to meet staff costs that cannot be covered by capital projects.
 - 2.3.3. An additional \$8.0 million in staff salaries and wages costs due to pay equity, living wage and contract settlement adjustments, partially offset by increased revenue and other budget reductions.
- 2.4. CCC need to review the proposed district plan spend in light of the Government's resource management reform which will replace the Resource Management Act 1991 (RMA) with two new pieces of legislation. It may be that such significant investment is not required and likewise that it is not the right time to be investing in planning implementation when the regulatory framework is subject to change.
- 2.5. The additional spend of \$11.7million on staff costs, salaries and wages is not acceptable and raises concerns about the financial management of CCC. It is important to consider how the overspend on staff affects the broader financial health of CCC and its ability to fund other essential areas.
- 2.6. **Recommendation: that CCC ensure the rate increase for remote rural properties does not exceed that of the urban residential rate increase.**

3. THE CLIMATE RESILIENCE FUND

- 3.1. NCCF supported the creation of the Climate Resilience Fund through our submission on the CCC LTP 2024-34. CCC agreed to establish the fund
- 3.2. In the context of storms and flooding we would like to see better planning for emergency management and engagement with the community on this. Residents in Banks Peninsula rely on the roading network to connect them to the wider community. It is important that the Council ensure there is an adaption plan for these crucial links where damage may occur in response to extreme weather events.
- 3.3. CCC is seeking feedback on the draft [Climate Resilience Policy](#) as part of its LTP consultation.

- 3.4. NCCFF agrees with the purpose of the policy which is to establish a dedicated financial reserve for future climate adaption needs across council assets. Key assets such as roads, bridges, parks, buildings, and drainage systems may need to be modified or upgraded to withstand extreme weather, changing precipitation patterns, and rising temperatures. Building resilience through adaptation ensures that these assets can continue to function and meet the needs of the community.

4. POTENTIAL DISPOSAL OF COUNCIL-OWNED PROPERTIES

- 4.1. CCC has 44 properties which are no longer required for the purpose for which they had originally acquired them. The properties under consideration make up less than 1% of the Council's overall portfolio.
- 4.2. While the properties make up a small part of the total assets, they may still have significant value or potential for other uses. This level of detail was not provided within the consultation materials. If there are clear economic benefits in the disposal of these properties, such as the measurable offsetting of rates, then NCCFF supports the disposal. However, it may be useful for the Council to carry out more targeted engagement with the community which looks at the potential for re-use or re-purposing of the buildings conducted on a building-by-building basis.

Federated Farmers thanks Christchurch City Council for considering our submission.

About Federated Farmers

Federated Farmers is a not-for-profit primary sector policy and advocacy organisation that represents the majority of farming businesses in New Zealand. Federated Farmers has a long and proud history of representing the interests of New Zealand's farmers.

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.

This submission is representative of member views and reflect the fact that local government plans, policies and spending impact on our member's daily lives as farmers and members of local communities.



Submission to the Draft CCC Annual Plan 2025/26

Pam Richardson

[REDACTED]

[REDACTED]

[REDACTED]

I wish to be heard.

Thank you for the opportunity to make a submission to the Annual Plan 2025-2026

Ian and I own 'Balcarres' a 690 ha coastal hill country property in Holmes Bay Valley Rd, Holmes Bay, Pigeon Bay. Andrew our son and Jo manage the property.

Ian and I have built our retirement home in Duvauchelle.

Holmes Bay is a small steep catchment draining from the crater rim - Mt Sinclair to the Pigeon Bay foreshore. A shingle road provides access to our property from the turn off at Wharf Rd Pigeon Bay.

The Annual Plan has become a complicated document to navigate but in a recent Banks Peninsula Community Board newsletter the Community Board provided a link to the plan and Banks Peninsula Capital projects were identified with an easy link - how helpful this is. It is noted that a considerable number of projects 'all big capital items' have been identified across Banks Peninsula.

I want to submit on

1. Repairs to our Pigeon Bay seawalls.

For many years I have been submitting on the erosion of our seawalls and in 2021 I noted in my submission - '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 several years ago part of a seawall was repaired'.

Today the erosion continues and some work is required to slow down / prevent the current erosion year on year along this foreshore. 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 closures - 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 Lyttelton Harbour roading network and into Christchurch.

In this Annual Plan 2025/26 I am very pleased to note that some funding has been allocated to repair the Holmes Bay seawall 2025-27 along with 14 other retaining wall works. It appears the project is planned for 2026 and will cost \$418,000. What seawall area is being considered?

808

Item 3
Attachment B



2021



2024

Along the foreshore east of the junction of Pigoen Bay Rd and Wharf Rd



Along the foreshore west of junction of Pigon Bay Rd and Wharf Rd - the bank eroding adjacent to the road 2025

2. Kukupa Hostel

Kukupa Hostel has been included in the Longterm Plan and has an allocation of some funding, for some time. It is time to consider a far more affordable option for this building. There have been a number Expressions of Interest called for and I believe a proposal maybe being considered underway a number of years ago.

An old early building, Cora Wilding Hostel is surrounded by a relatively small area surrounded [enclosed almost enclosed] by large trees. The building has no maintained infrastructure including maybe no power on site. The building could be deconstructed etc and the land area retained as a reserve for this catchment of houses in the top end of Pigeon Bay.

Pigeon Bay already has 2 CCC facilities Pigeon Bay Reserve and the Pigeon Hall and a historic Church that are managed by the community and we do not have the capacity to manage of fundraise for another building.

Robinsons Bay have an ideal example that could be considered. The old school building site has information boards, an outline of the building and have improved the plantings and a small walkway.

I am looking for an opportunity for our community to discuss both matters

- the seawall repairs and
- Kukupa Hostel with the Christchurch City Council

with the option to have some input - and maybe assist in some way to find some solutions.

An accolade.

I just want to close with our communities' thanks for the support Christchurch City Council including the Facilities team provide to our Pigeon Bay Hall Committee. Using our local community skills and along with council support we have achieved so much. Sincere thanks.

845

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 28/03/2025

First Name: (required) Harry Last Name: (required) Stronach

If you're responding on behalf of a recognised organisation, please provide the organisation name: (required)

Akaroa Residents & Ratepayers Assn Inc

Your role and the number of people your organisation represents: (required)

President, approx 100 members

Attached Documents

Name
AP Submission (rB Draft).325

Item 3

Attachment B

845

1

Akaroa Ratepayers and Residents Association Inc

To: Christchurch City Council
PO Box 73016
Christchurch 8154

Date: 28 March 2025

Attn: The Councillors

Dear Sirs,

SUBMISSION REGARDING DRAFT ANNUAL PLAN 2025-26

The Akaroa Ratepayers and Residents Association is an Incorporated Society that has been established to promote the interest and wellbeing of the community in the Akaroa area. This submission is made on behalf of the members of this organisation, and we believe this also represents the general interests of the wider community.

This submission has been prepared by Harry Stronach, the President of the Society.

We wish to be heard in support of this submission.

There are a lot of items that we could discuss, but this is a single-issue submission that focusses on the big item:

The Akaroa Wastewater Debacle

There are no kind words that can be said about the Council's attitude, behaviour and actions during this sad saga, that has now been on-going for over a decade.

Council have doggedly pursued a scheme that is now shown to be fundamentally flawed. Even in the most optimistic scenario, the scheme would have failed to achieve the stated key objective if preventing wastewater discharges to the harbour. While at the same time it promised to impose unacceptable risks, and cause distress and damage within the local community.

During the entire process the views of the local community, and of the overwhelming majority of local residents, have been largely ignored. As a final insult, laced with a dash of arrogance, Council spends ratepayers' money planting out over 100,000 seedlings for an unwanted patch of bush, even while the consent process is still in action. Maybe the project managers think money grows on trees, so if you plant more trees you get more money for Council to spend on the staff's favourite projects?

We know that the Council have spent many millions of dollars (we have lost track of the exact number) in pursuing this misguided adventure, and that much of it has been wasted. The scheme has been driven by flawed ideology, lacks any real strategic vision, and is poorly underpinned by shaky technical analysis. When it came up against a wall of common sense, all this was exposed.

ARRA

Submission to CCC Annual Plan 2025-26

28 March 2025

845

2

And who does the Council have to thank, for being extracted from this sticky mess?

It is indeed convenient that Government have punted-up some new Wastewater Standards, which have given a convenient face-saving reason for calling a halt to the current consenting process.

But we all know that the real reason for the change of heart is the exceptional work that has been done by the Friends of Banks Peninsula Inc, and their supporter groups, by providing sound technical evidence and logical analysis that has laid bare the flaws in the proposed scheme.

To achieve that, FOBP and others had to raise over \$100,000 from the local community, to fund the necessary expert witnesses and legal professionals. And in direct opposition to the community that they claim to represent, the Council has spent many times that sum, extracted from the pockets of ratepayers.

There is no fairness in any of that. But we suggest that there is an opportunity for Council to repair at last some of the damage, make amends, and regain some level of trust within the Akaroa community.

Council produces a lot of talk about community engagement, resilience, growth, partnerships and well-being. Feel-goods words, but how about some action?

We call on the Council to reimburse FOBP for all the expenses that they have incurred in opposing the Council's resource consent applications.

After all, they were just doing the sort of work that Council should have been doing all along.

Submission by:



Harry Stronach (for, Akaroa Ratepayers and Residents Association Inc)

787

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 28/03/2025

First Name: (required) Harry Last Name: (required) Stronach

If you're responding on behalf of a recognised organisation, please provide the organisation name: (required)

Akaroa and Bays Emergency Response Team

Your role and the number of people your organisation represents: (required)

Chairman (Working Party). Representing all residents

Feedback

Future feedback


1.3.8

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

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

Yes

Attached Documents

Name
ABERT AP Submission - (HS rB.325) 

Akaroa and the Bays – Emergency Response Team

To: Christchurch City Council
PO Box 73016
Christchurch 8154

Date: 28 March 2025

Attn: The Councillors

SUBMISSION - DRAFT ANNUAL PLAN 2024-25

The Akaroa and the Bays Emergency Response Team (ABERT) is seeking to ensure that adequate financial resources are allocated in the Annual Plan 2024-2025 budget to support our work. We are working to strengthen community resilience against natural disasters within the Akaroa and Bays area, by comprehensive planning, training, and management of resources.

We wish to speak in support of our submission.

Akaroa and the Bays – Vulnerable Infrastructure

The eastern part of Banks Peninsula relies on a single road, State Highway 75, for primary access. This road has been repeatedly closed in the past due to flooding, slips or snow, and will be similarly affected in the future. The electricity supply to the eastern Peninsula is via a single high voltage line, which has also proved vulnerable in the past. Many of our smaller communities are in bays that have only one access road and a single power line. Much of the terrain is challenging, with many roads at over 500 m elevation and more prone to weather extremes than the flat-land parts of the city.

Learning from past events – December 2021 weather event in Eastern Bays:

The December 2021 adverse weather event was highly destructive, and it took weeks to get even temporary road access into some areas. Key learnings include;

1. **Early activation of Emergency Operations Centre (EOC):** Monitor forecasting, activate an EOC at an early stage, and appoint a Recovery Manager from the start.
2. **Communication challenges:** Response teams faced difficulties due to limited cell coverage and challenging terrain, underscoring the need for clear and effective communication systems with CDEM and the Council.
3. **Community engagement:** The community must be better informed on how to contact the Council Contact Centre during adverse weather, and to understand what services are available.

Objectives

In the event of a major emergency, it is self-evident that CDEM may not be able to provide much initial support to the communities in the Eastern Peninsula. Our communities need to have plans in place, and access to all necessary resources, in order to initiate an emergency response ourselves. Our planning will focus on:

1. **Community preparedness and response:** Enhance the community's capacity to prepare for and respond effectively to emergencies.
2. **Situational awareness:** Enhance planning and coordination by utilising large aerial satellite maps with overlays of key community features such as roads and streams.
3. **Public engagement:** Better inform and involve the community in emergency planning and response through robust communication and education efforts.
4. **Communications:** Have effective communications systems and networks in place, with backups, at all levels of the organisation.
5. **Resources:** Identify useful resources held within the community, or able to be sourced on demand, or necessary to be acquired.
6. **Training and exercise:** Provide effective training in required skills, with exercises for meaningful scenarios.

Emergency Response Planning

ABERT has developed emergency plans that will be distributed into the community. Firstly, an information leaflet for visitors to the region, recognizing the large number of accommodation providers and the fact that visitors frequently exceed the number of residents.

We have also developed a comprehensive (37 page) Community Response Plan for the Akaroa and Onuku area, and this plan will be distributed to all permanent residents. Similar plans will be developed for the other communities of the Eastern Peninsula.

At the higher level, the Emergency Management Team Operations Guide details the organization and operation of the Community Emergency Hub. When an event happens, the ABERT will initially undertake an evaluation phase operating out of the FENZ building. Should the scope be of a magnitude that requires wider ongoing community support and communication it will operate from the Akaroa hub, based in the Gaiety, to oversee and coordinate response efforts as per the broader 'Resilience Plan' for the region. The Emergency Response Team will liaise directly with CDEM.

Effective Emergency Response needs Local Resources

We all understand the need to bolster community preparedness, and to enable effective emergency response to protect lives and livelihoods in the face of disasters such as flooding, tsunamis, snowstorms, fires, and earthquakes.

For the Eastern Peninsula, a key element will always be the availability of local resources that can be rapidly deployed to achieve effective emergency response capabilities. Adequate investment in local resources and organisations is a crucial step towards safeguarding the future of the Akaroa and the Bays communities.

Critical resources include communication systems, emergency generators, insulated container and supplies for the Hub. Key buildings need to have 3 phase generator change-over switches installed to enable them to be generator-ready.

Our budget for identified emergency equipment is being developed, and is expected to be approximately \$250,000, over the next two year period.

Annual Plan 2024-25

We note the line item in the Draft Annual Plan for Emergency Management and Community Resilience (Improve the Level of Service), stated as \$1.95m over the next two years.

We confidently expect that the requirements of ABERT will be allocated from within that budget figure. If that is not the case, then we request your urgent focus on this item.

This is really quite simple – provided that it has the resources and equipment, ABERT will be able to provide an effective emergency response for the Eastern Peninsula.

Let's make that happen – BEFORE we have the next event.

Submitted By:



Harry Stronach

Chairman - Akaroa and the Bays Emergency Response Team (Working Party)

801

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 28/03/2025

First Name: (required) Penny Last Name: (required) Carnaby

Feedback

1.1.4

Do you have any comments about our proposed spending on our parks and reserves?

support all spending Parks and Reserves especially

for biodiversity

Rating for renewals

1.2.3

Should we increase our rating for renewals by a further \$2 million a year (\$12 million in total over six years) in order to keep our borrowing costs lower over time? This would result in an additional rates increase of 0.25% in 2025/26 but will generate \$2.6 million of overall rates savings over the next six years, and \$21.3 million over 30 years.

Yes

Fees and charges

1.2.5

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

We get good value for our rates

Trade waste

1.2.6

What do you think of our proposal to change how we charge for trade waste? Which option do you prefer:

Option 1: Three-tiered volume rate (the Council's preferred option)

Reducing rates

1.2.8

Tell us about the services you value the most and would not want reduced.

801

Parks biodiversity

Libraries

Air Force Museum Grant

1.3.2

Should we proceed with our proposal to grant the Air Force Museum \$5 million towards an extension of its site?

Yes

Central city shuttle service

1.3.4

Should we allocate up to \$200,000 for a scoping study for a central city shuttle service?

Yes

Future feedback

1.3.8

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

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

Yes

801

Personal Submission from Penny Carnaby on Christchurch City Council Draft Annual Plan 2025/26

I wish to present my submission in person

To: Christchurch City Council

53 Hereford Street

Christchurch Central

Christchurch 8013

25th March 2025

From: Penny Carnaby

[REDACTED]

Mob:

[REDACTED]

Mob:

[REDACTED]

Kia ora koutou

Thank you for the opportunity to comment on the CCC draft Annual Plan 2025/26.

1. While this is a **personal submission**, I have the following interests:

- I am a previous Chair of the Banks Peninsula Conservation Trust (BPCT) and continue to support and represent the Trust in a variety of ways including on Te Kāhahu Kahukura <https://www.tekakahu.org.nz> a collaboration of 22 organisations working together to enhance biodiversity outcomes in the Port Hills.
- I am the current Chair of the Banks Peninsula Native Forest Climate Change Group (BPNFCCG). The Banks Peninsula Native Forest/Climate Change group is an informal inter-agency alliance seeking to improve opportunities for biodiversity through native forest restoration on Banks Peninsula, principally through enabling landowners who restore native forest to gain an income from the carbon sequestration and other benefits these forests provide. (see membership of BPNFCCG attached)
- I am a resident of Lyttelton and am involved in a jointly owned property at Otanerito Bay located in the Wildside, at the head of the Hinewai Reserve. Enhancing biodiversity outcomes on Banks Peninsula is the focus of each of these properties.

2. Comments on the Draft Annual Plan

- **Support the proposed average rates increase of 7.58%** and note the efforts to keep the increases as low as possible. We get a great deal of value from our rates.
- **Support** for the Environmental Partnership Fund **\$700,000**
- **Support Biodiversity fund \$500,000.** I would recommend this fund be increased to reflect the value that the Council gets from the thousands of community volunteer hours contributed to conservation projects across the City, including Banks Peninsula.
- **Support Banks Peninsula Conservation Trust grant of \$167,00**
- **Support \$60,000 grant for the Pest Free Banks Peninsula Project** but note that this will be unlikely to be enough for pest control generally. Further targeted funding will be needed to address the alarming feral deer increases in the Port Hills, Ōtamahua Quail Island and Banks Peninsula generally.

3. Additional comments relating to biodiversity:

- **Need for targeted funding to support the work of 22 TTK** <https://www.tekakahu.org.nz> organisations working together to enhance biodiversity outcomes in the Port Hills.
- As Chair of the Banks Peninsula Native Forest Climate Change Group (BPNFCCG) I wish to emphasise the **importance of covenanting, pest control and weed control in enhancing carbon sequestration and biodiversity outcomes** on Banks Peninsula
- **Support the CCC Coastal Hazards Adaption** plan which largely relates to Whakraupō and Port Levy and note the likely biodiversity outcomes which will be likely to be delivered as this plan operationalised.

Thank you for considering my comments.

Penny Carnaby

Membership of the Banks Peninsula Native Forest Climate Change Group (BPNFCCG)

Table 1 Group membership

Name	Organisation and role
Adrian Loo	Forever Forests Co-Founder & Director
Alice Shanks	QEII National Trust Central Canterbury Advisor – attending to represent QEII
Alina Toppler	ECAN Climate Change & Community Resilience
Anthony Johnson	Manager Oashore conservation project 540ha, landowner of Hukahukatuaroa in Western Valley
Bob Webster	Landowner Waipuna Bush, former Rod Donald Banks Peninsula Trust Trustee
Brent Martin	Manaaki Whenua Senior Data Scientist
Bruce Hansen	Maurice White Native Forest Trust Trustee (Hinewai)
Bryan Storey	Te Pātaka o Rākaihautū Geopark Trustee, former Rod Donald Banks Peninsula Trust Trustee
Clayton Wallwork	Orion Sustainability Manager
Crystal Lensky	Lyttelton Port Company, landowner
Di Lucas	Lucas Associates Director, Landscape Architect
Helen Greenep	Environment Canterbury Biodiversity Officer
James Wright	BPCT Farm Biodiversity Programme
Josh Foster	BPCT Farm Biodiversity Programme
Kaitlyn Leeds	Department of Conservation Banks Peninsula ranger
Karen Banwell	Retired Whaka Ora Programme Manager
Kirsty Brennan	Lyttelton Port Company
Lan Pham	Green Party MP
Larry Burrows	Manaaki Whenua Forest Ecologist
Maree Burnett	Banks Peninsula Conservation Trust Manager
Mark Christensen	Chair of the Project Oversight Group for Pest Free Banks Peninsula, Director of EcoCentral Limited, and Director of the state-owned enterprise Animal Control Products (Orillion)
Mark Nixon	Landowner with High Bare Peak group (500ha) in Little River, Tūpari (400ha) in Kaituna and Putaweta (40ha) above Akaroa
Morag Butler	ECAN Climate Change & Community Resilience leader
Nick Butcher	CarbonCrop Chief Technology Officer, Founder of CarbonCrop
Nick Head	Christchurch City Council Senior Ecologist
Pam Richardson	BP Branch Federated Farmers, Former BP Community Board Chair and BP Conservation Trust Trustee
Paul Dahl	Landowner in Purau, Hidden Valley Trust in Purau and on Whaka Ora.
Paula Jameson	President Summit Rd Society
Penny Carnaby	Chair BPNFCCG, representative of Banks Peninsula Conservation Trust
Piper Pengelly	Representative from Rod Donald Banks Peninsula Trust
Richard Simpson	Banks Peninsula Conservation Trust Trustee and Landowner
Rowan Sprague	BPNFCCG Coordinator, Science Knowledge Broker at Manaaki Whenua – Landcare Research

801

Sam Mander	Agri Intel Carbon specialist
Sarah Helleur	Forever Forests Consultant. ETS consulting indigenous opportunities
Shelley Washington	Rod Donald Banks Peninsula Trust manager
Tasman Gillies	Te Ahu Pātiki Trust
Tina Troup	Maurice White Native Forest Trust Trustee (Hinewai), BPCT Covenanting committee

Item 3

Attachment B

736

Our Draft Annual Plan 2025/26



Item 3

Attachment B

Submitter Details

Submission Date: 27/03/2025

First Name: **(required)** Adele Last Name: **(required)** Geradts

If you're responding on behalf of a recognised organisation, please provide the organisation name: **(required)**

Halswell Residents Association

Your role and the number of people your organisation represents: **(required)**

Secretary

Feedback

Proposed average rates increase

1.1.1

What do you think of our proposed average rates increase of 7.58% across all ratepayers (which is lower than the 8.48% signalled in the Long Term Plan 2024–34) and an average residential rates increase of 7.40%?

While we support keeping costs affordable for everyone, we also want the city to continue providing its current service level or better services. We do not want any services cut, but we understand that comes with a cost. Rates should reflect the cost of running and improving our city. If Rates need to be 8.48%, we support that.

Proposed spending

1.1.2

Do you have any comments about our proposed spending on our transport network, including the staged approach to delivering Papanui ki Waiwhetū Wheels to Wings major cycle route, or the proposal to defer the Lincoln Road (Curletts to Wrights) Public Transport project from 2026/28 to 2029/30?

We are disappointed to see Project 917—Lincoln Road Passenger Transport Improvements (Curletts to Wrights) being delayed again. In the long-term plan, this project was supposed to happen between 2018 and 2022/2023. This missing link will impact the road improvements from Dunbars to Curletts, which will be completed in late 2026, and create a bottleneck (Curletts to Wrights). We would like to see this project left as is and not delayed. The delay, as proposed, also runs against the Ōtautahi Christchurch Future Transport Strategy, which the City Council has only just approved. In particular:

- Goal 3: A safer transport network (because project 917 will separate buses and bikes from cars);
- Goal 4: An efficient transport network (because project 917 will significantly reduce the time Halswell buses get snarled up in traffic and will ease the flow of private vehicles through changes to intersections);
- Goal 5: Genuine transport choices for everyone (because project 917 will give people a reliable alternative to running a car);
- Goal 6: A vibrant, healthy and liveable city (because project 917 will contribute to the wellbeing of people living along Halswell Road).

1.1.3

Do you have any comments about our proposed spending on our three waters network?

We are making a separate submission on that.

Christ Church Cathedral targeted rate

1.2.1

Should we pause the collection of the targeted rate for the Christ Church Cathedral reinstatement for the remaining three years we were due to collect it, and factor the saving into our proposed rates increase of 7.58%?

No

1.2.2

Comments

If you're not sure, or have more to add, let us know

We should continue our commitment so that when they are ready for the repairs, we can provide the promised funding.

Rating for renewals

1.2.3

Should we increase our rating for renewals by a further \$2 million a year (\$12 million in total over six years) in order to keep our borrowing costs lower over time? This would result in an additional rates increase of 0.25% in 2025/26 but will generate \$2.6 million of overall rates savings over the next six years, and \$21.3 million over 30 years.

No

Fees and charges

1.2.5

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

The increase in costs seems to be fair and reasonable. For the pools and gym, we think the increase could be more consistent, rather than different percentage increases. I.e. 5% across the board for the pools and gym rather than the various suggested amounts.

Reducing rates

1.2.8

Tell us about the services you value the most and would not want reduced.

We do not want to see any service cuts, especially not our libraries or swimming pools. We need more dog control officers, park rangers, and customer-facing staff.

Climate Resilience Fund Policy

1.2.11

Do you have any feedback on the draft Climate Resilience Fund Policy, specifically how the Fund will work, what the Fund can be used for and how long it will be held in reserve before being used?

We support the Climate Resilience Fund, which accumulates resources and helps to spread costs over time so that future generations are not solely burdened with the costs due to our changing climate. The fund will be financed through a 0.25% rate increase starting in July 2025, with an additional 0.25% added each subsequent year, reaching a total increase of 2.25% by the end of the LTP period, which we support. We think the fund should be grown for the next 10 years till it reaches maturity and then be split into two parts - one that keeps growing interest and is kept in reserve for long-term climate adaptations that will need to happen by 2045+ and the second part is started to be used in 2035 to help pay for climate change adaptations that need to occur in 2035-2045. We don't know what climate change will do to our city in 10 years, but we can assume that rising sea levels and fires like those on the Port Hills will have an impact. The money raised should go into mitigating those factors, such as planting more native trees in the Port Hills that are resilient to fire and ensuring we are prepared as a city for bushfires, especially in the Port Hills area. Flood protection from rising seawater may need to be looked at by restricting development in coastal erosion areas, planning for a managed retreat, and rejecting consents for alterations or extensions to existing buildings in the coastal zone. Allow coastal wetlands to migrate inland (e.g., through setbacks, density restrictions, and land purchases).

Air Force Museum Grant

1.3.2

Should we proceed with our proposal to grant the Air Force Museum \$5 million towards an extension of its site?

Yes

1.3.3

Comments

If you're not sure, or have more to add, let us know

Yes, we support this - only a minor rate increase and a great resource to have near /in our community.

Central city shuttle service

1.3.4

Should we allocate up to \$200,000 for a scoping study for a central city shuttle service?

Yes

1.3.5

Comments

If you're not sure, or have more to add, let us know

we support improvingPublic Transport in Christchurch

Anything else?

1.3.7

Any further comments?

1. We support the Transport Access projects for our area and think they are essential to improving car and bicycle safety in our growing suburb.
2. We are disappointed that project 69267 - SW Nottingham Stream water improvement has been delayed for another 3 years. The Nottingham stream backs onto many new residential developments, and clean streams in our backyards should be a priority.
3. There is no mention of the Access to Nga Puna Wai off Wigram Road. Which we think is vital for the ease of access to Nga puna Wai and for the residents near the facility
4. There is no mention of the lowering of the speed in Aidanfield to 40 km the same as the other residential areas in Halswell this has been discussed at the community board level but we dont have a clear update on when it will happen.

Future feedback

1.3.8

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

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

Yes

Towards Pest Free Waitaha is a newly-formed network of groups and organisations working collaboratively to protect our native species and build a community-based predator- and pest-free movement across Waitaha-Canterbury.

Mammalian pests and predators are a huge threat to our indigenous biodiversity. These animals predate our native species, compete for food and resources and decimate our native flora. There are many groups and organisations working to suppress and remove predators from the landscape, from large-scale elimination projects like Pest Free Banks Peninsula to small volunteer groups like Predator Free Waimairi Beach.

Over the coming months, Towards Pest Free Waitaha is focused on:

- Developing tools and training packages to support volunteer trapping groups
- Strengthening networking between predator free groups to share learnings, increase knowledge and expertise, and build connections
- Building community support and awareness for the pest and predator free movement
- Developing a strategic plan for the next 5 years.

We support continued grant funding of conservation organisations and initiatives in the annual plan including Pest Free Banks Peninsula and Enviroschools. We also endorse investment in funds such as the Climate Change/Environmental Partnerships Fund and Strengthening Communities. Grant funding is vital to the conservation community. These grants are also an excellent use of council resources due to significant volunteer contributions.

In addition, we support increased resourcing for the teams on the ground that work to restore and protect indigenous biodiversity in CCC parks and reserves.

We would like the opportunity to speak to our submission.

865

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 28/03/2025

First Name: (required) Marie Last Name: (required) Gray

Feedback

Proposed average rates increase

1.1.1

What do you think of our proposed average rates increase of 7.58% across all ratepayers (which is lower than the 8.48% signalled in the Long Term Plan 2024–34) and an average residential rates increase of 7.40%?

I support the rates increase, as it's important that services are funded in a sustainable and equitable way. We do not save money when we cut funding to infrastructure, the environment, climate mitigation, parks and reserve and communities facilities and events. Spending money on these kaupapa are an investment in the future and will ultimately save us money by building resilience and social cohesion.

What I want is a council that is sustainably and equitably funded and which has the resources it needs to build a resilient and vibrant city. Underinvestment tends to be much more expensive long term – and historical low rates are one of the reasons we are in such a mess now.

Proposed spending

1.1.2

Do you have any comments about our proposed spending on our transport network, including the staged approach to delivering Papanui ki Waiwhetū Wheels to Wings major cycle route, or the proposal to defer the Lincoln Road (Curlletts to Wrights) Public Transport project from 2026/28 to 2029/30?

Transport is one of the biggest expenses as a city. I am in favour on investment in footpaths, cycleways, public transport and safety improvements. I am a driver too and want to see a city that is not congested and where the roads are in good condition, but ultimately this is best achieved by getting people out of cars and by reducing the number of freight vehicles on the road (rail etc). I bike regularly with my son and safety is a big concern for me, I would bike more if there were more connected cycleways.

I want to see the Wing to Wheels cycleway go ahead and think a staged approach is logical with priority given to the connections between the Nor West Arc and Northern Line and safety measures. I want to see the Lincoln Road public transport corridor go ahead asap with no delays. I use Lincoln Road to travel most days and currently the buses are caught in the same traffic as everyone else. We want public transport to be convenient choice, not the inconvenient choice.

1.1.3

865

Do you have any comments about our proposed spending on our three waters network?

The rates should be adequate to keep the water network in good condition and to ensure a planned series of maintenance and replacement. We have historically under-invested in our water infrastructure and we are playing the price now.

1.1.4

Do you have any comments about our proposed spending on our parks and reserves?

I am a strong supporter of parks and reserves, I regularly access them with my children and want to see the biodiversity of the city and wider region enhanced. To this end, I support continued (and progressively increasing) investment in our parks teams. I also want to see investment in conservation organisations and projects. A healthy environment is essential for our wellbeing, plus conservation organisations do amazing work on the smell of an oily rag. Without CCC support many of these organisations could not achieve their goals and our city would be much worse for it.

Christ Church Cathedral targeted rate

1.2.1

Should we pause the collection of the targeted rate for the Christ Church Cathedral reinstatement for the remaining three years we were due to collect it, and factor the saving into our proposed rates increase of 7.58%?

Yes

1.2.2

Comments

[If you're not sure, or have more to add, let us know](#)

Use the money already gathered to improve the amenity of the square.

Rating for renewals

1.2.3

Should we increase our rating for renewals by a further \$2 million a year (\$12 million in total over six years) in order to keep our borrowing costs lower over time? This would result in an additional rates increase of 0.25% in 2025/26 but will generate \$2.6 million of overall rates savings over the next six years, and \$21.3 million over 30 years.

Yes

1.2.4

Comments

[If you're not sure, or have more to add, let us know](#)

In the long run, it is cheaper to pay for the renewals as we go, rather than rely on borrowing.

T24Consult Page 2 of 3

865

Climate Resilience Fund Policy

1.2.11

Do you have any feedback on the draft Climate Resilience Fund Policy, specifically how the Fund will work, what the Fund can be used for and how long it will be held in reserve before being used?

The fund should be able to be used for both mitigation and adaption and should be extended indefinitely. Climate change is one of the greatest threats of our time and CCC needs to be a leader in this space, walking the talk and supporting our communities to change behaviours and adapt for the changes coming.

Central city shuttle service

1.3.4

Should we allocate up to \$200,000 for a scoping study for a central city shuttle service?

Yes

1.3.5

Comments

If you're not sure, or have more to add, let us know

I used to use the central city shuttle regularly prior to the earthquakes and believe this initiative helps reduce reliance on cars.

Potential disposal of properties

1.3.6

The Council has a small number of properties which are no longer being used for the purpose for which they were originally acquired. Do you have any feedback to help us decide the future or next steps for these properties?

It is premature to dispose of any properties which may have future value as a reserve or community facility. Consult with the local communities on each property to understand how it is being used and the social/community costs of selling.

Future feedback

1.3.8

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

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

Yes

875

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 28/03/2025

First Name: (required) George Last Name: (required) Laxton

Feedback

Proposed average rates increase

1.1.1

What do you think of our proposed average rates increase of 7.58% across all ratepayers (which is lower than the 8.48% signalled in the Long Term Plan 2024–34) and an average residential rates increase of 7.40%?

I think that it's important to properly fund the services in our city, and rates increases are an important way to fund this. Unless we start to build higher density and have more houses for the same amount of infrastructure rates rises will continue to happen. The large amount of transport spend because of all the roads that we need to keep building is a classic example. In essence I support the rates rises because I think it's important to fund services that are important to people in our city, but I would like to see the council enabling higher density growth in Christchurch and stop actively fighting against it.

Proposed spending

1.1.2

Do you have any comments about our proposed spending on our transport network, including the staged approach to delivering Papanui ki Waiwhetū Wheels to Wings major cycle route, or the proposal to defer the Lincoln Road (Curletts to Wrights) Public Transport project from 2026/28 to 2029/30?

I support the Papanui ki Waiwhetū Wheels to Wings cycleway, I think it disappointing that it was delayed so much that we now have lost govt funding. I would have preferred if the cycleway had been fully funded and built, but I think that now a better approach (and the best option left) is to partially fund what we can and get it built. I would add that sections that are built should be built to the plan fully so we don't have to come back later and redo work that wasn't done, to save money in the short term. For example the Harewood Road, Gardiners Road and Breens Road intersection should have all the relevant cycling infrastructure built so we don't have to come back and retrofit later.

The Lincoln road bus lane should go ahead, even though we won't get co funding. it is unlikely that the govt will co-fund next year, so in all likely hood we will wait two years for anything to event happen. With the recent service uplift of the number 7 and the fact that apparently this is the "most well-used and fastest growing routes in the city" it should be prioritised for better public transport

1.1.3

Do you have any comments about our proposed spending on our three waters network?

It is better to maintain our infrastructure now, than try to do it patchwork. It's more efficient to do it that way. If we do nothing our water assets will be like wellingtons' and we will spend over spend to patchwork fix leaks.

Please make sure that the water infrastructure is properly funded and maintained.

1.1.4

875

Do you have any comments about our proposed spending on our parks and reserves?

I really value our current parks and reserves. I am happy to spend money on them.

1.1.5

Do you have any other comments about spending on our capital programme in general, for example our facilities?

I think our libraries are our most value assets, places to meet with friends, borrow books, and now as a parent a place where I can take them when they grow up to things like the imagination station at Tūranga. I would love to see more libraries provided the funds to invest in cool places like this.

Rating for renewals

1.2.3

Should we increase our rating for renewals by a further \$2 million a year (\$12 million in total over six years) in order to keep our borrowing costs lower over time? This would result in an additional rates increase of 0.25% in 2025/26 but will generate \$2.6 million of overall rates savings over the next six years, and \$21.3 million over 30 years.

Yes

1.2.4

Comments

If you're not sure, or have more to add, let us know

Yes, I think that it is a good idea to try reduce our debt.

Fees and charges

1.2.5

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

No Comment

1.2.7

Why do you prefer this option?

No Comment

Reducing rates

1.2.8

Tell us about the services you value the most and would not want reduced.

For me personally there a few services that I highly value, but I don't think that any services should be cut as someone does find it useful or appreciative. We provide these services through the council because it provides a community and social benefit and overall is a good use of our money in my opinion.

1.2.9

875

Tell us about the services you could manage without.

None

1.2.10

Tell us about the services where there could be an opportunity for savings.

I'd like to see the council charging for car parking in the city, we are leasing this public space out so people should pay some of the cost of that by paying a fee to rent out space to park their car. It would also help with people finding a car park as people won't park their car there for long periods because they would be paying a cost and also help reduce the number of cars in the central city, a place that should be majority got to by public transport, walking and cycling.

Climate Resilience Fund Policy

1.2.11

Do you have any feedback on the draft Climate Resilience Fund Policy, specifically how the Fund will work, what the Fund can be used for and how long it will be held in reserve before being used?

I think this is a good idea and we should continue to set this money aside, I view this as an equivalent to putting money aside for an emergency breakdown or other emergency expense and is also more equitable as we are spreading the cost over multiple generations instead of expecting future generations to pick up the full cost.

1.3.3

Comments

[If you're not sure, or have more to add, let us know](#)

I'm not sure either way, it seems like a good idea, but then it is also adding to the debt. So it would be interesting to know how this money will be paid back and how it will affect rates. It's also not clear if the "0.01% in 2027/28 and 0.03% in 2028/29." are just for those two years? Above you are consulting on an increase in rates to help pay down the debt which nets out a saving so does this extra spend do the opposite and in the long term we will pay more in rates?

Central city shuttle service

1.3.4

Should we allocate up to \$200,000 for a scoping study for a central city shuttle service?

Yes

1.3.5

Comments

[If you're not sure, or have more to add, let us know](#)

Yes, though 200,000 seems very high for a feasibility study. Is this to fund the staff time? Isn't this the job of Environment Canterbury to provide this service, so why isn't Environment Canterbury running the study? Could council work collaboratively with them?

I have though mused in the past that having an inner city loop (similar to the orbiter) would be a valuable asset to the city as a lot of the time you have to go all the way in to the city due to how the bus network is laid out (like spokes on a wheel) and the orbiter currently connects them together. Having a similar service around the edge of the CBD (if that is what this service is planned to be) would be a great asset to the city. The other question is how would it be funded? Would businesses in the central city pay a levy to ensure that it is free? Or would it be a pricing zone where going only one or two stops would be still very cheap.

Potential disposal of properties

T24Consult Page 3 of 4

Item 3

Attachment B

875

1.3.6

The Council has a small number of properties which are no longer being used for the purpose for which they were originally acquired. Do you have any feedback to help us decide the future or next steps for these properties?

No comment

Anything else?

1.3.7

Any further comments?

Please keep funding cycleways. More people cycling is less people who need to drive a car. Less traffic jams and faster times for driving for those who genuinely need to drive and have no other option. It's a upfront investment (and political investment) but long term this is a fantastic asset for our city.

Also please split out the costs of the cycleways from the rest of the project, the cost of the cycleway is actually very cheap, but because we are a smart city, we plan to do all the upgrades at once, but because of this the 'cycleway' cost gets reported as being really high, when in reality most of the cost is the underground services and redoing the road/footpath/upgrading traffic lights for the safety of everyone. A classic example is the protective sea wall in Wellington which has a cycleway on top, so the 'cost' of the cycleway is the cost of the seawall. But that is not why the seawall is being built, it's being built to protect the railway and the car driving lanes, but because it had a cycleway put on top suddenly the cycleway 'cost' millions of dollars. That is not accurate and feeds the people who think cycleways cost lots of money when they don't!

Another thing is to remember that cycle infrastructure can be done cheap, if you are willing to stop ran running and slow down cars in neighbourhood streets with traffic calming. There is no 'cycleway' down oxford terrace (Between armagh and Hereford street) and even though cars can drive down there speeds are low and car drivers respect the pedestrians and cyclists outside of their metal boxes. This is a reminder that cycleways are not cycle infrastructure but car infrastructure and we only need them because of how dangerous cars are.

Future feedback

1.3.8

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

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

Yes

Item 3

Attachment B

897

Submission on the Christchurch City Council Annual Plan 2025/26

From: **Sustainable Ōtautahi Christchurch**

Comments on the proposed spending on the transport networks.

SOC strongly support the completion of the cycling network as soon as possible. We especially in this annual plan endorse the completion of the Te Aratai Cycle connection as outlined.

The services we value most

Cycleway infrastructure and infrastructure related to public transport

Libraries

Parks and reserves. Indigenous biodiversity.

Funding of community efforts to support indigenous biodiversity, and other community led work.

Rivers streams waterways care and protection.

The maintenance of our water supply system. Members speak highly of the prompt and efficient response to call outs when water emergencies have occurred in their neighbourhood.

Feedback on the draft Climate Resilience Fund Policy

Important that emissions reduction is still front and centre. Better to need less resilience because we are dealing with less rather than max out emissions and then have to adapt to the consequences.

Nature- based solutions are favoured to be used whenever possible by our organisation.

Shuttle Service in the central city.

While this seems like a good idea superficially we have struggled to find people who used to use this service in the past. Before we agree that spending \$200,000 on a scoping exercise is sensible we would have liked to know more about how successful this service was and how it is envisaged to fit in the wider transport plans of the city/region.

Contact details

Colleen Philip Chairperson, Sustainable Ōtautahi Christchurch



We do wish to speak at the hearings.



Item 3

Attachment B

CCC250323SubmissionDraftAP2025/26

Christchurch East Labour Electorate Committee

Submission to Christchurch City Council on Draft Annual Plan 2025/26

1.0 Introduction

- 1.1 The Christchurch East Labour Electorate Committee places a high value on local government, on the way in which it achieves so much for the common good, providing a wide range of services, both essential and discretionary, which enable people to live safe, healthy, pleasant and productive lives. At all our meetings we have reports from those who represent our area on the City Council, Regional Council, or Community Boards.
- 1.2 We began our discussion of the Draft Annual Plan by asking: **Is the Council is achieving, by and large, the broad objectives of the Long-Term Plan?** We noted, from our general observation of the city, that:
- The supply of water to homes and businesses throughout the city is extremely reliable.
 - The removal of wastewater from homes and businesses is similarly reliable.
 - The collection of rubbish and recyclables is satisfactory and the control of graffiti outstanding.
 - The adverse effects of the destructive fire in the trickling filters and the malfunctioning organics composting plant have been ameliorated, and long-term solutions have been agreed.
 - Traffic management enables the efficient movement of people and goods around the city, except for peak hours on major routes.
 - Major flooding problems appear to have been overcome.
 - Residents enjoy easy access to parks, playgrounds, extensive reserves, swimming pools and libraries.
- 1.3 The answer to our question must be **'Yes'**, because the Council is providing to a high standard the basic services which residents and ratepayers expect. We make this point because central government politicians have recently made unjustified attacks on local government, accusing councils of incompetence and wasteful expenditure, and threatening a cap on rates or a ban on so-called 'nice-to-haves'.
- 1.4 However, there are exceptions to the Council's generally good performance. **Our submission will point to various failures, shortcomings and areas for improvement.**

2.0 The level of rate increases

- 2.1 We noted a certain anxious frenzy amongst elected members in the final weeks of preparation of the Draft Annual Plan. The background was outrage in the media about the prospect of an 'exorbitant' increase in already 'burdensome' rates.
- 2.2 Luke Malpass, writing in The Press, brought objectivity to the debate. His research showed that local government expenditure as a percentage of GDP had hovered around 2% of GDP for the last 90 years. In other words, there had been no increase in real terms, despite the much higher standard to which modern infrastructure is built and the wider range of services now provided. The increased efficiency probably results from

the use of modern machinery. Malpass was making use of nationwide data. It would be useful for Council staff, perhaps with assistance from academics or government statisticians, to ascertain the extent to which City Council expenditure conforms with the national pattern which Malpass pointed out.

- 2.3 In normal circumstances, it is reasonable for ratepayers to expect that rate increases will not exceed the rate of inflation, but circumstances have not been normal since the 2011 earthquakes. We consider that the Council has not adequately explained the causal link between the earthquakes and the backlog in infrastructure renewal. The 30 Year Infrastructure Strategy prepared a few years ago showed that renewal of roading, water and wastewater networks was generally up to schedule at the time of the earthquakes. From 2011, the Councils of the day, understandably, gave priority to the replacement of badly damaged infrastructure, with the result that routine renewals were deferred. It is our understanding that this is the main reason for the backlog of infrastructure renewals. Raising rates to renew essential infrastructure requires explanation rather than apology. Given the over-reliance on borrowing to fund renewals, a rate increase lower than that planned would be irresponsible.
- 2.4 We have noted that Councillors have a habit of requesting that staff find savings at the eleventh hour of the budget process. We consider that this is unfair, since Councillors are trying to escape the consequences of their spending decisions, and it is also unwise, because staff acting under pressure may suggest savings against their better judgment. Genuine savings – from achieving similar objectives with different methods – should be the goal of staff and elected members working together in standing committees during the course of the year.
- 2.5 Given the lingering impact of the earthquakes and the cost increases beyond the Council's control, the rates increases proposed are not unreasonable. However, our submission includes suggestions for both savings and increases in expenditure.
- 2.6 Submission**
- (i) **That, given the circumstances, the rate increase proposed is not unreasonable.**
 - (ii) **That the Council undertake research to measure rating income against GDP and other relevant benchmarks.**
 - (iii) **That Council arrange for standing committees to work to identify genuine efficiency savings in the course of the year.**

3.0 Prudent financial management

- 3.1 We were pleased to see that the Mayor's introductory statement had a whole paragraph on the balanced budget: *This year we won't achieve a balanced budget..... Rather than increasing rates immediately to fund asset renewals, we're choosing to borrow more and spread the cost over time. While this approach helps in the short term, we must return to a balanced budget in the longer term to ensure costs are managed responsibly and fairly for future generations. We aim to do this by 2028.*

3.2 Will that aim be achieved? Past performance is not encouraging. The LTP 2021-31 (page 210) stated: *Capital renewals – we are moving towards fully funding the long-run average asset renewals programme (net of subsidies) from rates*. The Council later stated its aim was to fund 80% of depreciation from rates by 2031.

3.3 In the Draft Annual Plan for 2022-23, depreciation was calculated to be \$292m, of which \$165m (56%) was funded from rates. The situation has not changed. In the current Draft Annual Plan, depreciation is calculated to be \$390.5m, of which \$221m (56%) is funded from rates. This leaves a gap (operating deficit) of \$169m. (The gap between fully funding renewals and the amount budgeted in 2025-26 is a lower figure of \$106m.)

3.4 The Consultation Document (page 23) explains that the renewals are forecast to be fully funded by 2032. To achieve this, the proposed rate increase of 7.58% includes an additional \$5m. We strongly commend the intention but doubt whether it will be fulfilled as new cost pressures arise. We expect the operating costs of the two new sports centres to greatly exceed budget, because, in our view, the forecasts of revenue are over-optimistic. The modest sum of \$5m is likely to be 'gone by lunchtime' when Te Kaha opens.

3.5 We commend the Council for the table (page 23, Consultation Document) which illustrates the savings from funding capital from rates instead of loan. Increasing the rate take by \$2m (.25%) in the coming year brings savings of \$2.6m over the next six years and \$21.3m over the life of the loan. We strongly support this proposal and urge that the \$2m be increased by any savings identified before the Annual Plan is adopted in June.

3.6 Elected members who want to see lower rates should see that it is commonsense to move to full funding of depreciation (or at least renewals) as soon as practicable. Ongoing reliance on the credit card is expensive for the ratepayer. (Please see Appendix 1 for a simple example of the advantages of funding depreciation.)

3.7 Submission

That the Council:

- (i) affirm the seriousness of its intention to fully fund renewals from 2032.
- (ii) increase the funding of renewals in the Annual Plan to make it more likely that the incoming Council will be able to achieve the intention.

4.0 Opportunity for savings – Digital capital

4.1 Digital capital has an allocation of \$219m over the ten-year period. Of this sum, \$85m is for replacements, which is reasonable. The balance of \$134m is to improve the level of service. Is there \$134m of benefit to ratepayers? Water supply, a traditional big spender, has a capital allocation of \$852 over the same period. Every pump to be replaced will have been subject to a cost-benefit analysis to determine the optimum time for replacement. Every increase in capacity will be based on an assessment of demand.

4.2 The largest line item under 'To improve level of service' is 'Continuous Improvement in Technology'. Who assesses the cost-benefit of 'Continuous Improvement in Technology' at a cost of \$87m? Every such enhancement generates a need for replacement after about five years.

4.3 If the intention is to improve interaction and communication with residents and ratepayers, is more digital technology the answer? Maybe the public would prefer the Council to employ three or four more people to answer telephones promptly and helpfully. In the last two decades digital communication between government departments, councils and utilities has largely replaced personal contact. Over the same period, trust in government and the satisfaction level with the City Council (among others) has declined. It is worth asking if there is a link between these trends.

4.4 Submission

That the Council:

- (i) **subject 'improved levels of service' in digital technology to a cost-benefit test.**
- (ii) **undertake research on the effectiveness and acceptability of various methods of interacting with the public.**

5.0 Opportunity for savings - Water Supply

5.1 It is a well known fact that the cost of operating a utility network (water, wastewater, electricity) is closely related to the maximum demand on the network. It follows that measures to reduce demand will generate savings. For water supply, demand is highest in the summer months when there is a need to water gardens. The Council's charge for excess water consumption (about which we had reservations) seems to have been effective, as was the campaign decades ago to encourage generous use of compost and watering of gardens in the evening. No doubt the message requires repeating.

5.2 Major leaks in the network increase demand and also add to the cost of electricity used in pumping. The last estimate of water lost through leaks was 22% of water pumped. We assume that there is a favourable cost-benefit to locating and repairing major leaks or replacing the mains where they occur. Is such work receiving priority? It would encourage residents to conserve water if they knew the Council was putting its own house in order, so to speak. The converse would also be true.

5.3 Much summer rainfall runs off the hard surfaces of drives or roofs into the stormwater system. Collection of rainwater from downpipes and its storage for watering of gardens would be attractive to gardeners, especially those wishing to avoid the excess water charge. The Council could facilitate this by approving designs for the take-off from downpipes, the tank stand, and the tank itself. Home improvement centres would be keen to stock and promote rainwater collection kits. Although the installation of rainwater collection systems might be only marginally economic, many residents would be keen to play their part in sustainability. It would be a partnership in conservation between the Council and residents and set the pattern for future cooperation.

5.4 Submission

That the Council continue to reduce peak water demand and encourage conservation by:

- (i) **ongoing publicity about composting for gardens and suitable times of watering.**
- (ii) **giving priority to leak reduction in city water mains**
- (iii) **facilitating rainwater collection systems for gardeners.**

6.0 Opportunity for savings – Solid waste and recycling

6.1 From a distance it appears that, in recent years, the Council has focussed on the management of recycling and the collection and disposal of waste. Both are expensive. It seems that reduction of waste at source is no longer an objective. Plastics continue to dominate in packaging even as scientists warn of the contamination by micro plastics of land and sea and even the organs of the human body. In time past, the Council had an objective to progressively reduce the volume per resident of waste going to landfill. This makes sense for the environment and for the ratepayer. Reduction in waste requires the active cooperation of residents, business and industry, especially the building industry.

6.2 Submission

- (i) That the Council set a target for reduction in waste going to landfill and develop a programme to achieve it.
- (ii) That progress be monitored and reported in each year's annual plan.

7.0 Climate Resilience Fund

7.1 It is most important that the Council plan for resilience. However, the support for a climate resilience fund is misguided, given the Council's heavy borrowing and current inability to fully fund renewals to achieve a balanced budget. Whoever heard of someone with a big mortgage putting money into a savings account instead of paying off the mortgage? Unless the interest received by the Climate Resilience Fund is higher than the interest paid by the Council on its loans, it would make more sense to use the savings to avoid more borrowing. However, given that the fund has already been established, the funds should be used for current capital projects in the climate resilience programme.

7.2 Submission

That the fund be managed in accordance with the Council's overall financial situation.

Grant for Air Force Museum

7.3 We support a grant for the Air Force Museum provided it is paid from rates, not loan. We suggest the grant of \$5m be paid over 4 years at \$1.25m a year.

7.4 Loans should be for capital assets owned by ratepayers. Councillors of today should not commit ratepayers of the future to loan serving costs for 30 years to make a donation towards an asset that ratepayers do not own. It is generosity at someone else's expense. Such borrowing should certainly not take place when the Council has a declared intention to achieve a balanced budget.

7.5 Submission

That the grant to the Air Force Museum of \$5m be paid from rates over 4 years.

9.0 Scoping study for central city shuttle service

9.1 Arranging a preliminary scoping study is sensible. We assume the \$200,000 is the estimated cost of a consultant's report. Records of the electric inner-city shuttle bus which operated for a decade until the 2011 earthquakes can provide reliable information

about operating costs and patronage of that venture. Regional Council staff can provide up-to-date fleet operating costs and expertise, especially about electronic systems that provide minute-by-minute updates about the arrival of the next bus.

9.2 Submission

That a scoping study for the suggested central city shuttle be conducted in-house, in close cooperation with Regional Council staff.

10.0 Living Earth Organic processing plant

10.1 We congratulate the Council on its work to date to progress the reduction of the odour from the Living Earth plant. Accounts from nearby residents show the smell is significantly reduced. However, as residents of the East we are concerned about delays in progressing to the final closure of the Living Earth organics composting plant. We understand the delays are due to the processing of the resource consent. The problems with the odour from this plant were for so long unrecognised as a legitimate odour problem for local residents that delays now only serve to further reduce the level of trust residents have in Council processes.

10.2 Submission

That the Council:

- (i) **note that it stated at the start of the process that it would give priority to the closure of the plant**
- (ii) **ensure that a pattern of transparent communication is established and maintained with local residents during the remaining stages of closing the plant.**
- (iii) **ensure that relationships with the Regional Council are maintained at the highest level to avoid further delays in the closure process.**
- (iv) **note that similar issues arise in relation to the replacement of the trickling filters.**

11.0 Potential sale of Council-owned properties

11.1 We have no objection *per se* to the sale of land that is surplus to requirements. However, we consider that the following principles should be adhered to:

- (i) Proceeds from the sale of land acquired for parks should be paid into the Reserves Fund.
- (ii) Proceeds from the sale of land acquired for road widening should be returned to the roading account.
- (iii) Land acquired for housing, or suitable for housing, should be retained in Council ownership and offered to the Otautahi Trust or Nga Papatipu Runanga, under a peppercorn lease, for development.
- (iv) No land should be sold below valuation in haste; land invariably increases in value over time.

11.2 Submission:

That the above principles be noted.

12.0 Pause in collection of targeted rate for restoration of Cathedral?

12.1 Indications are that work will be resumed in due course. A highly relevant consideration for Councillors is that the Council's City Plan placed the Cathedral in the highest category of heritage buildings. This status in law placed serious legal challenges in the way of the original decision to replace the building. Heritage status imposes significant costs on the owners of buildings. It is the reasonable expectation of owners that the Council will support the heritage objectives in the City Plan. The saving from the pause is only 12 cents a week for ratepayers. We do not think that this is a significant issue.

12.2 Submission: That the pause not be implemented.

13.0 What we value most and want increased, not reduced – simple, affordable housing

13.1 Local foodbanks, who are in daily contact with homeless people, report an increase in homelessness this year. This is in line with statements from the Auckland City Mission and our local City Mission that the Government's restrictions on access to emergency housing has put more people on the streets.

13.2 We are aware that the Council helps fund Housing First, whose staff do an excellent job, but homeless people may be months or years on their waiting list because Housing First cannot put people into housing that does not exist.

13.3 Immediately after the Mayor's statement in the Consultation Document comes the declaration on Working in Partnership with Nga Papatipu Runanga, whose first priority is **Enabling and providing affordable housing**. However, there is not a mention in the Draft AP about how to give effect to this priority, let alone an allocation of funds.

13.4 What can we do without? We could have done without such a lavish \$683m stadium. As it is, when Te Kaha opens, rugby fans, ironically, will watch in comfort on a winter's night while others shiver in cars or alley-ways.

13.5 Submission: That the Council recognise its moral and political responsibility to be active in the provision of housing, in its own right, or through agents.

14.0 Local issues

- (i) **Intensification of housing in New Brighton.** There has been unprecedented building of numerous multi-storey flats in Marine Parade and Beresford Street. This concentration of dwellings has created **a need for sheltered pocket parks** where people can relax in a garden setting. Rawhiti Domain and Owles Terrace Park are both at a distance, and the beach, though much enjoyed, is inhospitable on windy days. Funds from the development levy from the new dwellings should be allocated to the provision of sheltered pocket parks.

- (ii) **Local cycleways.** Apart from the Linwood Avenue route to Sumner, we have very few cycleways in the east. We are pleased the Te Aratai (Linwood College) cycleway has been retained. **Our request is for inexpensive on-road cycleways** to serve our large primary schools and new secondary schools, Shirley Boys' High and Avonside Girls' High in particular. This could help take parents' cars off the road during the half-hour rush before and after school.
- (iii) **Stopbanks in Lower Avon and Estuary.** We are pleased that the Council has budgeted to build stopbanks or protective structures along about 4 kilometres of river bank or shoreline. This will prevent the flooding of some areas at risk of inundation and protect other areas from the erosion which has undermined rock mattresses installed by the Council in the 80's and 90s.

15.0 The meagre content of the Draft Annual Plan

- 15.1 The full Draft Annual Plan provides a detailed breakdown of the capital works programme but the barest of information about operational expenditure. What is lacking are performance measures which set out the performance of the past year or years, the target of the current year, and the target of the coming year. How can anyone – staff, managers, elected members, ratepayers – judge performance without a basis of comparison?
- 15.2 Performance measures should be objective and easy to calculate. In the case of pools, how many swims? For libraries, how many books borrowed? For water supply, how many unplanned outages? How many instances of contamination? Such measures provide confirmation of satisfactory performance or demand an explanation of an aberration. (Perhaps the performance measures are being saved for the Council's official Annual Report, which no member of the public ever sees.)
- 15.3 More specifically, we are concerned about the lack of any reference in the Draft AP to the great environmental challenge of our times. Several years ago, the Council declared a 'crisis'. What is the Council doing to avert the crisis? Is it working? How is it being monitored?
- 15.4 **Submission:**
That the Draft Annual Plan be amended by the inclusion of simple, objective performance measures.

16.0 Conclusion

We would appreciate the opportunity to speak to our submission.

David Close
On behalf of the Policy Sub-committee
Christchurch East Labour Electorate Committee

See page 9 for Appendix 1.

Appendix 1

A rough model of how the funding of depreciation works – The Chalice

We are indebted to Cr Jamie Gough for the information about the restoration of The Chalice. His comments about the project were fully reported in The Press.

Year of construction	2001
Cost of construction	\$400,000
First year in which full depreciation paid	2002
Cost of restoration	\$700,000
Assumed depreciation rate	5% (20 year life)
Annual depreciation funded from rates	\$20,000
Total depreciation funded from rates 2002-2024	\$460,000
Assumed depreciation rate	7% (14.3 year life)
Annual depreciation funded from rates	\$28,000
Total depreciation funded from rates 2002-2024	\$644,000

At the time The Chalice was constructed, the Council was funding depreciation on all its assets except heritage buildings. The rating for depreciation was built into its Long-Term financial Plan.

We do not know what depreciation rate was/is used for The Chalice. If it was as high as 7%, depreciation on The Chalice over 23 years would have contributed \$644,000 to the renewals pool, almost enough to pay for the restoration.

It is important to understand the concept of what we have called the 'renewals pool'. It's a notional pool which does not exist in the accounts. Every year every asset contributes to the 'renewals pool'. **A reservoir contributes at 1% a year for 100 years, and for perhaps 99 years what it has contributed via depreciation is used for other renewals. If depreciation is funded on all assets, the renewal of the reservoir can be programmed when its time comes.**

Assets like The Chalice will always be a problem. Engineers can easily estimate average depreciation rates for items like pumps and pipes, of which there are many, but with one-off items like The Chalice they are reliant on an intelligent guess.

Funding of depreciation means that all renewals, and some new assets, can be funded without recourse to borrowing. The reduction in debt and loan servicing costs strengthens the financial position of the Council.

743

Our Draft Annual Plan 2025/26

Submitter Details

Submission Date: 27/03/2025

First Name: (required) Flore Last Name: (required) Mas

Feedback

Christ Church Cathedral targeted rate

1.2.1

Should we pause the collection of the targeted rate for the Christ Church Cathedral reinstatement for the remaining three years we were due to collect it, and factor the saving into our proposed rates increase of 7.58%?

Yes

Rating for renewals

1.2.3

Should we increase our rating for renewals by a further \$2 million a year (\$12 million in total over six years) in order to keep our borrowing costs lower over time? This would result in an additional rates increase of 0.25% in 2025/26 but will generate \$2.6 million of overall rates savings over the next six years, and \$21.3 million over 30 years.

Yes

Air Force Museum Grant

1.3.2

Should we proceed with our proposal to grant the Air Force Museum \$5 million towards an extension of its site?

No

1.3.3

Comments

If you're not sure, or have more to add, let us know

I am supporting other project proposals on improving facilities in Akaroa for the community instead.

Anything else?

1.3.7

Any further comments?

yes, please consider my application for some renovation of a pathway between Duvauchelle school and Ngaio point along the

T24Consult Page 1 of 2

743

SH75 (see attachment).

Future feedback

1.3.8

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

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

Yes

Attached Documents

Name
Duvauchelle-SH75-request_FLM-March2025-1

Submission to the Banks Peninsula -Annual Plan revision, March 2025

Object: Request for improving the safety for users of the walkway along SH75 between the Duvauchelle School and the Duvauchelle Campground/Ngaio point residential area.

As a resident of Duvauchelle in Banks Peninsula, with one schoolboy attending the [REDACTED] it has come to my attention that the daily pedestrian passage from home (on Ngaio point) to the Duvauchelle School along State Highway 75 (Christchurch Akaroa Road) is quite **dangerous for pedestrians**.

This is a narrow stretch of walkway between the cliff side of the hill and SH75, running between the School and the Duvauchelle Campground owned by the Christchurch City Council (see map).

This walkway is frequently used by visitors staying at the CCC campground who commute to the Duvauchelle Store to get groceries or enjoy our local café. Local residents also use it to get to School or to the Post Office maintained by the local Duvauchelle Store. There is also the Mens' Shed located at the end of the walkway that hosts the Trap Library, with frequent visitors on the week-end, parking at the edge of the road.

For school kids wanting to walk or bike daily to the School, this is a really risky path, with cars driving past fast **without any secured fencing**. I have spoken with elderly neighbours who are concerned for their safety when using this pathway which could result in a fatal accident.

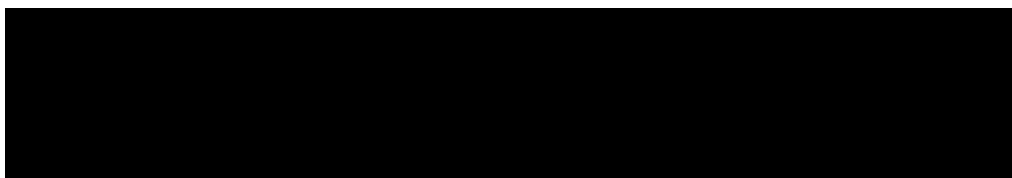
In addition, the path is not well maintained, often with potholes flooded with rain water or rocks falling from the cliff. Unfortunately, there is no path on the other side of the road along the sea, although some people prefer to walk there at their own risk against the traffic direction to be more visible to drivers. For both drivers and pedestrians, this stretch is dangerous with corners with poor visibility and without fences, no one feels safe.

Furthermore, the crossing from the Duvauchelle waterfront and the walkway is another risky area without any official markings on the road, so people have to run fast across to be safe! There are lots of drivers crossing with their boat trailer that occupy all the side walk in addition to the road.

Therefore, we request that this well frequented pathway is secured by fences between the pathway and the road along this stretch mentioned above (see map), and that a proper pedestrian crossing be provided at the confluence of SH75 and Seafield Road .

Please see the below pictures of the situation for your appraisal.

Thank you for considering these new changes in the revision of the Annual Plan of Banks Peninsula. It is my intention to canvass local residents to gauge support and obtain signatures to support my submission, but I realise that the closing date for submissions is imminent, so I will provide names and addresses of supporters of this submission by Thursday 24 April 2025.



743



Map showing the stretch between Duvauchelle School & local store on the left corner to the Duvauchelle Campground/waterfront of Ngaio Point on the right corner.

743

Item 3

Attachment B



Unsecured crossing for pedestrians walking from the Duvauchelle Campground/ or residents from Ngaio Point towards Duvauchelle School/Store.



743

Unmaintained pathway with potholes



Narrow stretch of the pathway between the road and the cliffside, without visibility and car driving fast at the corner.

743



Cars driving past, close to the unsecured pathway.

