

Hearings Panel
MINUTES ATTACHMENTS

Date: Friday 20 February 2026
Time: 9:30 am
Venue: Camellia Chamber, Level 2, Civic Offices,
53 Hereford Street, Christchurch

TABLE OF CONTENTS NGĀ IHIRANGI	PAGE
4. Future of Lichfield Street Carpark	
A. Presentation - Community feedback on future of Lichfield Street Carpark.....	3
6. Hearing of Submission / Ngā Tāpaetanga	
A. Hearings Panel 20 February 2026 Simon Ironside submitter handout	13

Community feedback on the future of Lichfield Carpark

Who did we hear from?

Consultation ran 10 November – 7 December 2025

2,799 visits to the Let's Talk page

Project details were promoted via:

- An email to key stakeholders, including local businesses, tenants, and the Central City Business Association.
- Posts on the Council Facebook page.
- A Newsline story published on 10 November.
- A link included at the end of the Life in Christchurch Transport Survey, which was live at the same time.
- Signs placed at pay stations and lifts in the Lichfield Carpark.
- Fliers distributed by students conducting the residents' survey in the carpark during the consultation period.

Total
Submissions
1,244

Individuals
1,238

Organisations
6

Who did we hear from?

Ward	Number of Submitters	% of Submitters
Banks Peninsula	37	3%
Burwood	69	6%
Cashmere	132	11%
Central	78	6%
Coastal	63	5%
Fendalton	60	5%
Halswell	118	9%
Harewood	60	5%
Heathcote	107	9%
Hornby	38	3%
Innes	95	8%
Linwood	68	6%
Papanui	48	4%
Riccarton	74	6%
Spreydon	90	7%
Waimairi	58	5%

Community Board	Number of Submitters	% of Submitters
Te Pātaka o Rākaihautū Banks Peninsula	37	3%
Waitai Coastal-Burwood-Linwood	200	16%
Waipuna Halswell-Hornby-Riccarton	178	14%
Waimāero Fendalton-Waimairi-Harewood	230	18%
Waipapa Papanui-Innes-Central	221	18%
Waihoru Spreydon-Cashmere-Heathcote	329	26%

25 February 2026

Who did we hear from?

Age	Number of Submitters	% of Submitters
Not Stated	8	1%
Under 18 years	1	0.1%
18 – 24 years	32	3%
25 – 34 years	198	16%
35 – 49 years	280	22%
50 – 64 years	296	24%
65 years and over	429	34%

Gender	Number of Submitters	% of Submitters
Not Stated	21	2%
Male	630	51%
Female	579	47%
Non-binary / another gender	14	1%

Ethnicity	Number of Submitters	% of Submitters
NZ European	1,053	85%
Māori	65	5%
Pacific Peoples	11	1%
Asian	41	3%
Middle Eastern, Latin American & African	21	2%
Other European	82	7%
Other	89	7%

Which option did submitters prefer?

90% of submitters stated a preference:

- 74% supported retaining the carpark and changing the operating model
- 16% supported selling the carpark

10% did not provide a preference

The preference to retain the carpark was consistent across all wards and age groups.

Support for retaining the carpark softens slightly with age, with a higher inclination to sell among older cohorts (over 49 years).

Which option do you prefer?	Number of Submitters	% of Submitters
Not Stated	123	10%
Retain the carpark and change the operating model	924	74%
Sell the carpark	197	16%

Retain the Carpark

- Submitters were concerned that selling the carpark would lead to higher parking prices, reduced access, and greater market power for private parking operators.
- Many saw the carpark as an important tool for maintaining competitive parking in the central city.
- Submitters valued the assurance that parking revenue stays local rather than being taken as private profit.
- Several believed that parking demand will increase over time due to central-city growth, higher-density housing, and upcoming major facilities.

“This car park is the only reason I still come into the city centre. The council needs to keep control and influence over parking prices in the city centre. Other cities that have lost council own carparks have seen increases in parking cost and the loss local visiting the city centre.”

“I like having an alternative to ... parking companies. I enjoy paying for parking in the Lichfield building as it feeling like putting money directly back into the city.”

“I prefer that the money from the carpark goes to local spending (i.e. supports the council) instead of offshore investors such as ..., who already nearly have a monopoly on our parking buildings.”

“It is profitable and could be made more profitable. With the One Stadium and Parakiore opening soon, Court Theatre opened this year and more restaurants, bars and hotels opening in the central city I think it is too soon to consider selling this asset. The rate of use could increase significantly.”

“I think the council should retain the ownership of such a large, well placed parking building to ensure there will always be reasonably priced parking in the central city, especially with the stadium about to open. I think prices at this carpark are about right and it is a strategic asset that is making a return (profit) for the council.”

Sell the Carpark

- Submitters who supported selling the carpark generally placed less weight on future parking demand.
- They emphasised the opportunity to release capital for reinvestment, particularly to reduce debt or fund other Council priorities such as infrastructure or transport improvements.
- Others want the Council to focus on core services, and don't consider parking provision to be a core service.
- Generally, they viewed selling the carpark as a way to better allocate limited capital to higher-priority outcomes.

"If the Council needs to reduce debt this seems an ideal mechanism. I would still remain a carpark, but the Council will have the funds to reinvest."

"Use funds to develop walking cycling infrastructure and places to securely park bicycles as in Belgium and Holland."

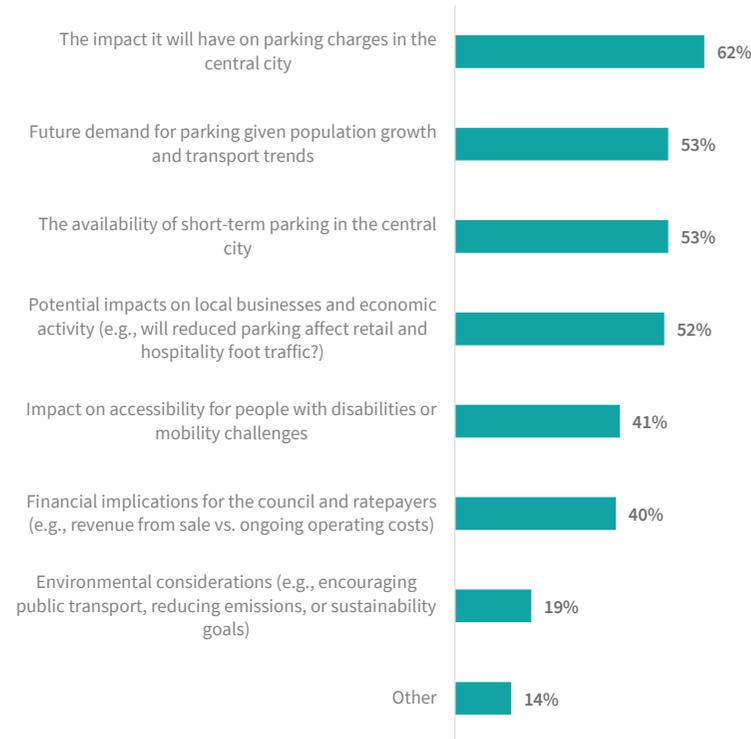
"It is not an essential asset for council to own and can be owned externally without losing its usefulness as a central city car parking building."

"The Council's core business is not car parking; it should be in the hands of private sector specialists who run this type of business."

"Rate increases in Christchurch have been excessively high and are prohibitive for older property owners. Therefore any initiative to free up capital should be considered by the Council so as to minimise the future burden on ratepayers"

"Sell and use the money to build a new car park multi-level building between The Court Theatre and Lady Isaac Theatre. More parking is urgently needed in that area."

What factors should the Council consider in their decision making?



- The top factors that submitters thought the Council should consider were the impact on parking charges, availability, and future demand for parking.
- Impacts on businesses and accessibility also ranked highly.
- Retain supporters focused on affordability, growing demand, and economic impacts, emphasising the need to keep parking prices stable, maintain access as the city grows, and support central-city businesses.
- Sell supporters prioritised financial implications and environmental considerations, highlighting the disparity in the positions of the sell supporters.

Other options suggested by submitters

Pricing

Review fees to improve viability; consider small staged increases, event-based surge pricing, and discounts for locals, seniors, CBD workers, and EV drivers.

“Yeah, just raise the price to what a commercial operator would raise it to anyway. If we sell it, they’ll just up the price. So why not ask us to bring beers and a plate of food to this metaphorical bbq, instead of just beers, and grumbling that we don’t have enough food.”

“Perhaps like private operators give an incentive for early bird users, this will incentivise more use for those working in the CBD”

“Review parking fees and consider charging a slight premium for during times of large concerts, sporting events that are to be held at the stadium”

Leasing

Explore leasing the operation or specific floors/parks to third parties to reduce costs and generate steady revenue while retaining ownership.

“Offering reserved parks on the top floors. Relocate EV charging parks to higher floors and charge more for this service. Introduce early bird parking, but again limit to higher floors.”

“I prefer that Christchurch City Council owned and ran the car park, but the only other option for me would be to continue to own it and offer it for lease on medium term lease. Not a 99 year lease that is as good as selling it.”

Alternative uses

Activate underused areas with markets, arts/events, community services, or mobility hubs to create vibrancy and maximise public value.

“Could be a base for car share operation for inner city residents. That is like a rental company that means inner-city residents do not need to own a car but can access one when required.”

“Are there particular times it’s not used as much? Maybe close a floor for a night market or activities that benefit the community and would also generate income.”

In summary

There is strong community support for the Council to retain the carpark and improve the operating model.

Submitters value having a Council-owned carpark where profits are reinvested locally, rather than taken as private profit.

Many expressed concerns that selling the carpark would reduce competition in the central-city parking market, effectively creating a duopoly.

For most of the submitters who supported selling the carpark, the primary driver was the opportunity to invest any revenue from the sale in other priorities.

Some submitters had value-based reasons for supporting the sale of the carpark, expressing worldviews about the role of Council, the role of cars in daily life, and what a future city should look like.

Submitters encouraged the Council to consider: the impact of any decision on central-city parking charges; how future population and household growth may increase parking demand; the availability of short-term parking in the central city; the potential economic impacts on central-city businesses if reduced parking discourages people from visiting.

Lichfield Street car park – submission to Christchurch City Council

My name is Lester Simon Ironside, and I live at 3A Heaton Rhodes Place, Cashmere. I am a ratepayer and have been a daily user of the Lichfield St. car park for the last 5 years.

I am opposed to the sale of the car park (option 2) and disagree with thrust of option 1, in that I want the car park to remain in Council ownership and price increases kept to a minimum.

Firstly, I would like to congratulate Council on their asset. It is a modern (obviously!), well designed and maintained, and strategically sited car parking facility. It is well patronised and for me the daily charge represents value for money (I note that your website quotes the daily charge as \$16.00 but it is actually \$16.50). As an EV owner, I appreciate the charging facilities available.

My objections to option 2 (sale) are as follows

1. Philosophically, the principle of asset sales at a national or local level is, in my view, fundamentally wrong. The one-off 'sugar hit' has lasting negative impacts on a nation or community's financial stability and control over essential services.

This has been borne out many times since to the radical, neoliberal, free-market Chicago School of Economics influenced reforms were implemented in New Zealand at the local, regional and national level. The ongoing negative impacts of asset sales are still being felt by successive generations of New Zealanders, the most topical perhaps is the mess that is the privatised 'electricity market' or the privately mis-managed Moa Point waste water treatment plant.

I applaud the earlier Christchurch City Council's decision to retain their assets and find it hard to believe that such an action is being considered now.

2. I understand the asset returns something like \$1.5 million to the Council annually, which brings me to my second point – the loss of ongoing revenue. Profitable Council assets provide an annual dividend buffer that helps to offset, or at least mitigate, rates increases. Once sold, this long-term income stream is permanently lost.
3. Selling a profitable asset to avoid immediate rates increases is short sighted and often leads to even higher rates in the future as Council no longer has the asset's income to offset costs.
4. A short-term 'sugar hit' may provide immediate cash but fails to address underlying long-term debt or funding issues, ultimately contributing to the downward financial spiral.
5. By selling assets Council loses the ability to influence the management and strategic direction of essential infrastructure, in this case central city car parking, potentially leading to privatised services that are less focused on community needs.
6. There is also the risk that the asset may be sold below its true value as potential buyers 'smell blood in the water'
7. There is the issue of intergenerational inequity. Selling a community asset is unfair to future generations who will face the increased costs without the benefit of the asset to offset them that their rate-paying forefathers and mothers paid for

8. The sale of Lichfield St would severely impact the city centre Council has worked so hard to revive. We know that Wilsons or any another operator will immediately increase parking charges significantly making the city centre a more expensive option for shoppers and placing an increased burden on central city workers.
9. With the new Te Kaha stadium opening soon, which is forecast to increase demand for central city car parking, the decision to sell from this view point alone needs to be questioned. This is not the time to relinquish control of a major centre city car park.
10. Lichfield St. is a strategic Council asset, enabling it to influence central city parking prices and support local businesses. Council has long been concerned about the viability of the central city and selling Lichfield St. does nothing to alleviate that concern.

My objections to part option 1 (increase pricing) are as follows

11. Historically, Council has used lower prices to support central city retail, particularly as the suburban malls provide free parking. An increase in parking charges, in line with other operators such as the highly unpopular Wilsons, will impose a privatised parking monopoly that will impact the strength and vitality of the central city,
12. Ownership of Lichfield St and the continuation of the lower price strategy positions Council as the honest broker, keeping the 'other bastards' honest
- 14 A vibrant central city including a well supported Te Kaha is a long established and laudable Council goal. Sale of the Lichfield St car park or large increases in parking fees will undermine this goal by making the central city a less attractive option for those who are increasingly discovering that it is a great place to experience, to the detriment of us all.

I hope the feedback from this consultation process is carefully considered at decision time and the outcome is not a foregone conclusion. I appreciate that Council is currently facing financial headwinds, the recent rates increases have been eye-watering after all, but selling the Lichfield St. car park or doubling the car parking fee is not the way to go for the reasons I have discussed.

Thank you for allowing me to the opportunity to speak to my submission.



20/02/2026