

Christchurch City Council
Draft Annual Plan 2022/23
AGENDA

Notice of Meeting:

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

Date: **Tuesday 10 May 2022**
Time: **9am**
Venue: **Council Chambers, Civic Offices,
53 Hereford Street, Christchurch**

Membership

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

4 May 2022

Principal Advisor

Dawn Baxendale
Chief Executive
Tel: 941 6996

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

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

Watch Council meetings live on the web:
<http://councillive.ccc.govt.nz/live-stream>

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STAFF REPORTS

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1. Apologies Ngā Whakapāha

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

2. Declarations of Interest Ngā Whakapuaki Aronga

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

3. Hearing of Verbal Submissions for the Draft Annual Plan 2022-23 (and other concurrent consultations) - Tuesday 10 May 2022

Reference / Te Tohutoro: 22/544359




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

General Manager /
Pouwhakarae: Lynn McClelland, Assistant Chief Executive Strategic Policy and
Performance, lynn.mcclelland@ccc.govt.nz

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 2022-2023 hearing held on Tuesday 10 May 2022.
- 1.2 Attachment A contains the hearings schedule and Attachment B contains a volume of submissions.
- 1.3 The Council will also hear verbal submissions from those who provided a submission on the following consultations, submissions can be found in Attachment C (Under Separate Cover):
 - 1.3.1 Opting out of kerbside collection and targeted rate
 - 1.3.2 Proposed extension of kerbside collection service in Wairewa
 - 1.3.3 Proposal to increase rates on vacant central city land
 - 1.3.4 Proposal for a new Policy on Māori Freehold Land

Attachments / Ngā Tāpirihanga

No.	Title	Page
A 	Tuesday 10 May 2022 Schedule of submitters	7
B 	Tuesday 10 May 2022 Volume of AP submissions	9
C 	Tuesday 10 May 2022 Volume of submissions for concurrent consultations (<i>Under Separate Cover</i>)	

In addition to the attached documents, the following background information is available:

Document Name	Location / File Link
Nil	Nil

Confirmation of Statutory Compliance / Te Whakatūtutanga ā-Ture

Compliance with Statutory Decision-making Requirements (ss 76 - 81 Local Government Act 2002).

- (a) This report contains:
- (i) sufficient information about all reasonably practicable options identified and assessed in terms of their advantages and disadvantages; and
 - (ii) adequate consideration of the views and preferences of affected and interested persons bearing in mind any proposed or previous community engagement.
- (b) The information reflects the level of significance of the matters covered by the report, as determined in accordance with the Council's significance and engagement policy.

Signatories / Ngā Kaiwaitohu

Author	Samantha Kelly - Team Leader Hearings & Committee Support
Approved By	Samantha Kelly - Team Leader Hearings & Committee Support

Draft Annual Plan 2022/23 Hearings Panel
Tuesday 10 May 2022

Time	Name	Submitter Number
9:00am	Open meeting	
9:00am (5)	John Purdie	116
9:05am (5)	Greg Partridge (TBC)	329
9:10am (10)	Coronation Reserve, Robin Schultz	513
9:15pm (5)	GAP	
9:20am (10)	Environment Canterbury	235
9:30am (5)	GAP	
9:35am (5)	Thomas McNaughton	83
9:40am (5)	John Wooles	401
9:45am (5)	GAP	
9:50am (10)	New Zealand Chinese Language Week Charitable Trust	480
10:00am (10)	Boat security and Safety Group, James Ensor	392
10:10am (10)	Christchurch Civic Trust, Ross Gray	355
10:20am	GAP	
10:25am	GAP	
10:30am (15)	BREAK	
10:45am (5)	Jade McFarlane <i>Proposed extension of kerbside collection service in Wairewa</i>	45509
10:50am (5)	Paul Broady	419
10:55am (5)	GAP	
11:00am (5)	Bryan Gilchrist	266
11:05am (5)	GAP	
11:10am (10)	Beckenham Neighbourhood Association Incorporated, Peter Tuffley	323
11:20am (5)	Peter Tuffley	304
11:25am (5)	GAP	

Draft Annual Plan 2022/23 Hearings Panel
Tuesday 10 May 2022

Time	Name	Submitter Number
11:30am (10)	Halswell Residents Association Inc., David Hawke	239
11:40am (10)	Phillipstown Community Centre Charitable Trust, Viviana Zanetti and Bryan Gilchrist	306
11:50am (5)	GAP	
11:55am (15)	Historic Places Trust, Mark Gerrard <i>Draft Annual Plan 22/23</i> <i>Proposal to increase rates on vacant central city land</i>	379 45982
12:10pm (10)	Spokes Canterbury, Chris Abbott	398
12:20pm (15)	Christchurch East Labour Electorate Committee, David Close <i>Draft Annual Plan 22/23</i> <i>Proposal for a new Policy on Māori Freehold Land</i>	351 45979
12:35pm (5)	Bebe Frayle	365
12:40pm (5)	GAP	
12:45pm (10)	Disabled Persons Assembly, Ingrid Robertson	437
12:55pm (5)	Timothy Seay	363
13:00pm	END	

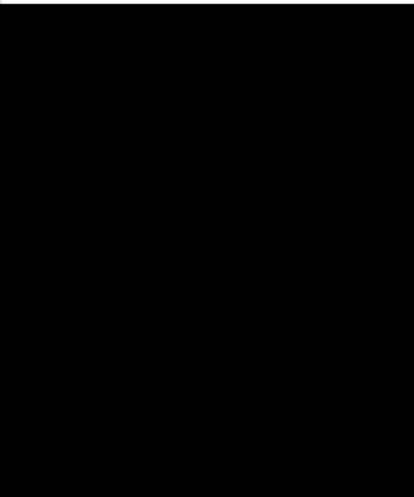


Our Draft Annual Plan 2022/23 from Purdie, John

Our Draft Annual Plan 2022/23

Submitter Details

First name: John Last name: Purdie



Would you like to speak to the Council about your submission?

☒ Yes

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

If yes, please provide a daytime phone number above so we can arrange a speaking time with you. Hearings will be held in May (specific dates are to be confirmed).

[Redacted phone number]

Feedback

1.5 Do you have any comments about our capital programme (for example, our roads and footpaths, our water, wastewater, surface water and waterways, our facilities and our parks)?

Sutherlands Road/Sparks Road Intersection

To whom it may concern. The intersection that encompasses Sutherlands Rd, Sparks Road and Milns Road is a critical health and safety issue. My wife and I cross this intersection on foot most days and it is incredibly dangerous. It is only a matter of time before someone is killed. It is particularly dangerous crossing to Sutherlands Rd from Milns Rd side where visibility is poor and cars appear from nowhere speeding around the blind sweeping corner. The corner on Milns side has perpetual flooding/deep mud in the berm, creating a slipping hazard as you sprint across. Once on the Milns Rd side, in order to get to the safety of the footpath that starts on the corner of Six Silvers Ave, you have to navigate the muddy edge of the road on the left, sharing the road with vehicles. Cars turning from Sparks Rd onto Milns dash through gaps in the traffic and have a much greater than 90 degree sharp right turn with potential to lose control in the constant mud/leaves on the road. It's not a great place to be as a pedestrian as they often pass less than a metre from you. The constant tyre marks in the verge are testament to the loss of control here. We tend to run

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Our Draft Annual Plan 2022/23 from Purdie, John

to the safety of the pavement a couple of hundred metres on with the cars bearing down behind you. Sometimes you have no other option other than to hop through mud and puddles. There is room for a path here, the trees currently just shade the road and rubbish is often dumped in them. Heading back the other way towards Sparks, at least you are facing the traffic. The other side of Milns is slightly wider but usually wet, slippery and no path. Crossing from Milns to Sutherland is a bit of a game of Russian Roulette. You find the optimal place with best vision both ways and quickest path to the Sutherlands corner berm. When traffic clears you step out, always prepared to retreat hurriedly if a car appears on your right at exactly that time. If you get 2 or 3 steps out with no car appearing, you are normally ok, but the odd one speeds and you have to sprint, not hesitate. The vehicles close in with a combined speed of over 120km/h. With cars only 20 metres on your left trying to grab any gap as they turn right onto Sparks, and 40 metres to your right, cars queued up in Sutherlands also turning right into Sparks also, the decision making is critical. How children, the elderly, a Mum with a pram or someone in a wheelchair would fare, I hate to think. We are a bit land locked here in Sutherlands Rd, Halswell Downs really. We have to take our lives in our hands and walk on a very busy narrow road to get to the shops/facilities a few hundred metres away down Sparks Rd at Halswell Junction. Everyone drives, it is just too unsafe to walk. Why the developers didn't continue the footpath along Sparks Rd from Halswell Junction last year truly beggars belief. We can't get to the domain and greater Halswell on a footpath. The shared cycleway/walkway on Sparks Rd was also stopped 400 metres short of Sutherlands Rd, like it was all just too inconvenient. We can't get to the cycleway without walking a distance on the edge of the road. Even most of Sutherlands Rd berms are boggy in Winter. We are so lucky to live in a gorgeous part of Christchurch and it promises to be amazing but the council is literally gambling with people's lives in not addressing this intersection. We are a community with many young families and older residents and the numerous pre-schoolers are reaching school age. We have a preschool going on the corner of Sutherlands and Sparks. We have a large number of greater Halswell residents navigating this tricky intersection on their walks, enjoying Sutherland's Rd as a route to the Quarry. The fantastic swales around Halswell Downs will only increase that when they open shortly. I've only discussed pedestrian issues here, cyclists and motorists have just as many challenges. Sparks Rd's sweeping 60kmh corner adjacent to Sutherland's Rd is a prime spot for Black Ice after a rainfall and frost in the winter. I've lost traction numerous times. We are in a low lying area and water sits. A roundabout might force traffic to slow. I'd ask for traffic lights but someone decided the cycle path crossing 400 metres up the road was more important. I ask any one of you to stand on the corner of Milns and Sparks Rd and try to cross over multiple times around 5pm or any other busy time. Walk from Six Silvers as cars narrowly avoid you. No footpath on Milns Rd. No footpath on Sparks Rd to the shops at Halswell Junction. No footpath along Sparks Rd to the cycleway. The frantically busy road is our only choice. Multiple lives will be lost if something isn't done asap.

Attached Documents

File
No records to display.

Our Draft Annual Plan 2022/23 from Partridge, Greg

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Our Draft Annual Plan 2022/23

Submitter Details

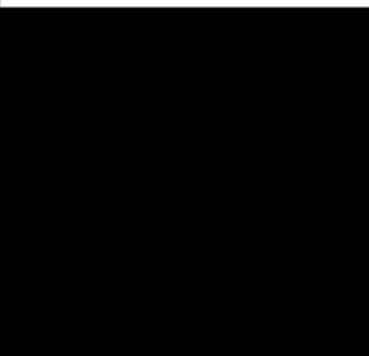
First name: Greg Last name: Partridge

Your role in the organisation and the number of people your organisation represents:

Postal address:

Suburb:

City:



Would you like to speak to the Council about your submission?

☒ Yes

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

If yes, please provide a daytime phone number above so we can arrange a speaking time with you. Hearings will be held in May (specific dates are to be confirmed).



Feedback

1.1 What do you think of our proposed average residential rates increase of 4.86% and 4.96% across all ratepayers (which is lower than the 4.97% signalled in the Long Term Plan 2021–31)?

Provided it isn't squandered or spent on work that then needs to be redone to correct foolish ideas (ie, the High Street Tuam Street intersection with the massive overkill of traffic light controls that have proven to be completely unnecessary) then I don't have an issue with the rates increase. Having said that, the volume of hidden costs in council consolation fees involved with projects is excessive. Why are you charging it out at such a high rate when you have Staff to do that work.

That money should be spent in the city to improve the quality of roading, rain garden green infrastructure and the planting street trees, rather than being wasted on "administrative costs".

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Attachment B

Our Draft Annual Plan 2022/23 from Partridge, Greg

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1.5 Do you have any comments about our capital programme (for example, our roads and footpaths, our water, wastewater, surface water and waterways, our facilities and our parks)?

More investment needs to be put into the construction of rain gardens when roads are being built or significant repairs are being made to roads, along with a huge amount of money being invested in the planting of street trees in order to rapidly increase the declining tree canopy coverage of our city, and to mitigate against the effects of climate change and global warming.

CCC should be mindful of the benefits of trees that are listed on your own website, rather than simply greenwashing with PR spin after having declared a Climate and Ecological Emergency in our city, and the both the Mayor and Chair of ECAN backing the National Park City campaign.

The time to plant trees is now, not in years time. There is no time to waste!

Yes to planting more trees in parks too, but don't relegate trees just to parks, they need to be protected on private property also.

A moratorium should be immediately implemented banning developers from clear felling sites of trees, and not being able to cut any down until Council inspectors have been out to the sites, assessed the trees, and said yes or no to any trees being felled.

The idea that the Council will introduce a "levy" which would allow developers to cut trees down is the antithesis of everything the declaration of a climate and ecological emergency represents. For the Council to even consider that is reckless at best when there is so much international evidence that proves that trees in residential and urban centres not only clean the air, but they also reduce the air temperature and prevent urban heat islands from developing, and therefore contribute towards battling global warming.

A developers profits or financial greed, should not come before the environment, not now, nor into the future! Yes there is a need for housing, but there is an even greater need to stop the city being stripped bare of trees for the sake of the health of the planet and the children of today who face an ever increasingly uncertain and potentially very dangerous future environmentally.

Attached Documents

File
No records to display.

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Item 3

Attachment B

From: Robin Schulz [REDACTED]

Sent: Sunday, 24 April 2022 12:27 pm

To: Tomlinson, Ann [REDACTED]

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

Subject: RE: Feedback on Draft Annual Plan 2022/23 / 494

Hi Ann

Thank you for facilitating the inclusion of our submission into the Annual Plan process.
I attach the submission including attachments.
Can you ensure that these are included in the information provided to all Councillors.
Can you confirm by email that the submission is received and is included in the 2022 AP process.
I confirm we wish to be heard at the formal submission stage.
Look forward to your confirmation

Many thanks

Robin Schulz
Nimbus Group (NZ) Ltd
7a Birmingham Drive
Middleton
P.O Box 8394
CHRISTCHURCH 8024

Ph: [REDACTED]

Cell: [REDACTED]

E-mail: [\[REDACTED\]](mailto:[REDACTED])

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Christchurch City Council annual plan (AP) 2022

Submission by Broad Oak's residence community

Coronation Reserve development

17th of April 2022

Submitter

The submitter is a group of residents who reside on properties resulting from the Broadoak residential subdivision completed by Fulton Hogan late 1990s and early 2000

The group made a significant submission to the Council's Long-Term Plan in April 2021 and at the same time to the Community Board (copy attached)

That submission related to the following

- neglect of the Major Aitken Drive Road reserve relating to footpaths, stormwater system over the total estate, Road thresholds, roadside landscaping, safety fencing, retaining walls and feature lighting
- Coronation Reserve development relating to fire risk, elimination of vermin and possum infestation of private residence, eradication of all Wilding Pines, Wattles, Blackberry and noxious weeds and implementation of the total Development Plan approved by the Council in 2008

This current submission relates predominately to the Coronation Reserve development for which there has been effectively no action over some 24 months (other than some minor vegetation removal recently) and some still outstanding work related to the Major Aitken Drive Road reserve.

Coronation Reserve

- 1/ Detailed submissions were made to the Council's Long-Term Plan process in April 2021, a copy of that submission and its attached PowerPoint presentation explicitly detailing the issues is attached which sets out fully the issues involved.
- 2/ As a result of the Long Term Plan process the Council confirmed the following approved budget (attachment "A")

• FY22	\$20,000	
• FY23	\$26,798	
• FY24	\$100,000	
• FY25	\$80,000	
• FY26	\$80,000	
• FY27	ZERO	
• FY28	ZERO	
• FY29	\$100,000	
• FY30	\$100,000	
• TOTAL	\$506,798	Total approved via the 2021 LTP process
• Budgeted cost 2021	\$939,238	(attachment "C")
• Shortfall	\$432,440	

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Attachment B

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- 3/ In the Council's 2022 Annual Plan, the Council is considering the following Budget (attachment "B")

Quote for page 104 (ID 405)

Project name	2022/23	2023/24	2024/25/late	Total
Coronation Reserve	\$100,000	\$100,000	ZERO	\$200,000

Note; our emphasis

Budgeted cost (attachment C) **\$939,238**

Shortfall \$739,238

Issue number 1

- 4/ Clarification of this anomaly has been sought from the Council, with no direct confirmation of what the current position is other than a comment from a Council officer of 19 April to 2022 stating (quote)

There is \$13,735 (FY22) + \$100k (FY23) + \$100K (FY24) currently confirmed.

The Coronation Reserve project is linked to the Community Parks New Development Programme, this is where the future years of funding will be coming from once confirmed through the next LTP review to the best of my knowledge.

This is consistent with the analysis outlined in clause 3 above which is **alarming**.

Council staff have informed the Submitters that the total amount allocated to the project is \$200,000 as in clause 3 above. The balance previously approved as per clause 2 (\$506,798) has been reduced by the difference \$306,798 and removed from future LTP and AP.

The attachment B from the 2022 AP confirms this.

That is not acceptable

- 5/ the overall outcome is totally confusing in that we have the following situation

cost to redevelop the Reserve as per budgeted estimate 2021	\$939,238
total funding confirmed in the Long Term Plan 2021	\$506,798
total funding proposed in the Annual Plan 2022	\$213,735 (??)

Requirement re Issue No 1

- 6/ We request that the total funding required to develop the Coronation Reserve be confirmed of \$939,238 (2021 estimate) and be provided for over a 3 year period commencing 2022/23 financial years

- 7/ as will be discussed below it will be totally irresponsible of the Council to maintain the current management regime of this reserve, wasting ratepayers funding, not achieving a

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targeted outcome as well as importantly not addressing significant issues affecting residents such as Fire Risk, vermin infestation, noxious weeds, and other vegetation that is out of control etc

- 8/ the Council establish a Project Team comprises Council Officers and Residents to project Manage the project efficiently until completion.

Issue No 2

- 8/ An Official Information Act request was made to the Council to disclose what expenditure had been undertaken on this reserve in the 14 years since 2009. The response is attachment "D"
- 9/ Alarminglly this has totalled **\$468,026** spent over that period predominately on general maintenances with a limited core capital development even being commenced.
- 10/ That sum of money is equal to the original cost of the capital development in 2009 of the total reserve and equalling to about the Rates being paid from 70 properties!!!!
- 11/ Madam Mayor and Councillors you will be alarmed to have confirmation of the inadequate management of this project by the Council.
- 12/ Despite the expenditure of \$468,026 on maintenance, I can confirm to Counsellors that the noxious weeds, including blackberry has increased in height from some 0.5 m in 2009 to over 4.0 m over the time of this exorbitant expenditure being wasted.
- 13/ In summary Counsellors you are going backwards in dealing with this issue of Coronation Reserve development by not addressing a structured managed program.

Requirement re Issues No 2

- 14/ Proceeding under the current grossly inadequate funding regime is costing Ratepayers dearly.
- 15/ That process must stop and be totally reviewed in view of the above alarming waste of Ratepayer funds
- 16/ Urgently reviewing the current budget is vitally necessary and funding to complete the project over a 3 year period will ensure monies are spent wisely and productively.

We thank the Council for the opportunity to present our concerns and trust they will be adequately addressed and agreed as presented.

Broad Oaks Residents Community

17 April 2022

Item 3

Attachment B

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Item 3

Attachment B

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"A"

The budget for Coronation Reserve Development in the final Long Term Plan is:

FY22 - \$20,000
FY23 - \$26,798 (this is an increase from \$20,000 in the draft LTP)
FY24 - \$100,000 (this is an increase from \$80,000 in the draft LTP)
FY25 - \$80,000
FY26 - \$80,000
Gap of two years
FY29 - \$100,000
FY30 - \$100,000

Where there's no comment above, there hasn't been a change from the draft LTP.

For FY23, staff will also consider additional funding when preparing the draft Annual Plan 2022-23.

Board's submission on Long Term Plan 2021-31

The Council proposes to budget \$480,000 from financial years 2022 to 2032 (with \$20,000 for the first two years and \$80,000 for the third financial year), while the cost to fully implement the Coronation Reserve landscape plan is \$939,238. While the Board would prefer that the landscape plan were fully implemented within the 10-year budget, we accept the proposed budget of \$480,000 provided that funding is brought forward with \$100,000 allocated for each of the first three financial years (2022-2024).



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"B"

Christchurch City Council

Proposed Capital Programme Detail by Activity

GOA	Activity	Driver ID	Project Name	2022/23	2023/24	2024/25 or later	Total
							(\$000)
65469			Botanic Gardens - Rolleston Gate New Entrance	400	280		680
65470			Armagh Carpark Rootzone Restoration	86	319		405
65472			Botanic Gardens Interpretive Media	34	31		65
65474			Botanic Gardens Plant Labelling and Plant Signage	17	28		45
65495			Botanic Gardens Irrigation Development	9	126		135
65496			Botanic Gardens Service Plan		45		45
65604			Heritage Parks Irrigation	50	50		100
65605			Mona Vale Irrigation Renewals	80	40		120
65619			Botanic Gardens Toilet Renewals	470	32		502
65817			Port Hills & Banks Peninsula Track and Reserve Development	149	131		280
65873			Regional Parks Development for Port Hills & Banks Peninsula Delivery Package	97	121		218
65960			Regional Parks Ecological Recovery	142	191		333
1436			Meeting Current Levels of Service				
18100			Takapūneke Reserve Planned Renewals	48		400	448
			Purau Foreshore & Reserves Development	220			220
405			Coronation Reserve Development	100	100		200
43660			Community Parks Development	46			46
43662			Bays Skate and Scooter Park	680			680
43671			South New Brighton Reserves Development	166			166
43678			Little River Play and Recreation Development	270		1,248	2,252
61531			Ngā Puna Wai Car Park and Access Improvements	1,680	838		2,700
61719			Hagley Park Planned New Tree Development		3,155		3,155
61781			Community Parks Access & Carparks Development			61	61
61782			Programme - Community Parks New Development	0	0	528	528
61784			Community Parks Development New Signage Assets	52	20	8,837	8,909
61787			QEII Park Development	45	283	190	513
61788			Bexley Park Development	18	357	6,220	6,595
61799			Dog Parks Development			449	449
61802			Linwood Park Development			25	25
61803			Community Parks Development of New Assets	272	167	421	860
						1,300	1,300
							1,739

Te Mahere Raukaki ātau | Our Draft Annual Plan 2022/23 | Ourtahi Christchurch

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"C"

Coronation Reserve

Estimate for the completion of all development work as shown in the approved Landscape Plan

NOTES (also refer plan view map)

Areas 1 (green) - already planted, so only an allowance for infill planting, no clearing

Area 2 (orange) - has been scoped for planting and some clearance completed. A second clearance may be required.

TB Hut site (yellow outline) is completed

Water Supply Option - currently no water to site. Plant species should be selected to withstand conditions. Over watering may also have detrimental effect on plants with creating shallower root system.

DESCRIPTION	QUANTITY	UNIT	RATE	TOTAL
PRELIMINARY WORK - SITE CLEARANCE				236,750.00
Spot Spraying - weed killing prior to planting	45000	ea	0.34	15,300.00
Vegetation cut back and remove - scrub bush only, not trees	50700	m2	3.5	177,450.00
Tree management. Thinning of gums and pines over 4 year period	4	yrs	11000	44,000.00
TRACK FORMATION				158,000.00
Cutting / benching track alignment with an allowance for 6 sets of steps and grit surface - Include stormwater drainage run off channels	766	m		95,000.00
Small foot bridges - 6 x 2m with hand rails and Includes consents	2	ea	19000	38,000.00
Signage - entrance and directional track markers		lump sum		25,000.00
PLANTING				472,500.00
Supply plants				
Supply of Rx90 grade plants from CCC Nursery	45000	ea	3.5	157,500.00
Pick up/delivery to site	45000	ea	0.1	4,500.00
Planting of RX90				
Installation of Rx90 plants	45000	ea	3	135,000.00
Supply and install of plant protection guards	45000	ea	3.9	175,500.00
ESTABLISHMENT OF PLANTS				32,988.00
Re-visits for release of plants from woods	50700	m2	0.34	17,238.00
Removal of plant guards once plants established	45000	no	0.35	15,750.00
WATER SUPPLY - optional				39,000.00
Connection approval	1	ea	1000	1,000.00
Connection / backflow preventer - 50mm	1	ea	6000	6,000.00
Main line - 50mm	400	m	30	12,000.00
Secondary lines - 25mm up stand with tap for manual watering with hose	850	m	23	20,000.00
TOTAL				939,238.00

Item 3

Attachment B

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"D"

Coronation Reserve Capex Expenditure

2008	No capex		
2009	Project management, design work (unless specified), construction management, monthly reporting, boundary line clearance		\$ 8,108.00
2010	Project management, design work (unless specified), construction management, monthly reporting, boundary markers supply, marker installation, plant supply		\$ 30,136.00
2011	Project management, design work (unless specified), construction management, monthly reporting, scrub clearance		\$ 13,729.00
2012	Project management, design work (unless specified), construction management, monthly reporting, tree thinning and clearance work, plant supply		\$ 47,341.00
2013	Project management, design work (unless specified), construction management, monthly reporting, design and site supervision, track and step construction, scrub clearance, planting		\$ 119,816.00
2014	Project management, design work (unless specified), construction management, monthly reporting, design and site supervision, track and step construction, scrub clearance, planting		\$ 30,219.00
2015	Project management, design work (unless specified), construction management, monthly reporting, track and step construction, scrub clearance		\$ 29,401.00
2016	Project management, design work (unless specified), construction management, monthly reporting, plant supply and planting		\$ 31,514.00
2017	Project management, design work (unless specified), construction management, monthly reporting, scrub clearance, plant supply and planting		\$ 33,280.00
2018	No Capex		
2019	Project management, design work (unless specified), construction management, monthly reporting, scrub clearance, tree work		\$ 20,806.00
2020	Project management, design work (unless specified), construction management, monthly reporting, plant supply, tree work, planting		\$ 28,064.00
2021	Project management, design work (unless specified), construction management, monthly reporting, planting, scrub clearance, plant supply		\$ 34,757.00
2022	Project management, design work (unless specified), construction management, monthly reporting, clearance work invoice pending		\$ 20,845.00

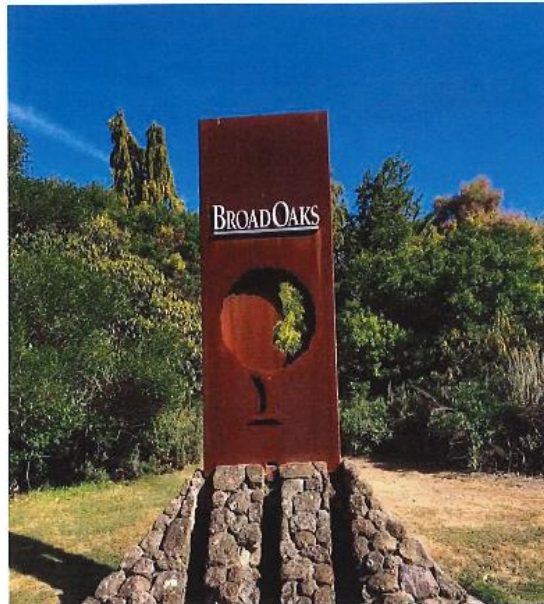
468,026

- Concept Plan approved 19 August 2008
- First capital development funding was on boundary clearance which started early 2009 and planting July 2009
- Boundary sign bollards installed late 2009 to help identify between the reserve and provide properties
- Some planting undertaken with residents along the boundary of 7 - 9 Runswick Lane
- Canterbury earthquakes followed and all capital funds were placed on hold
- Capital funding mainly on design work 2012 and 13
- Between 2013/14 - 2017 \$144K was spent on
 - track development (central track between Vista Place and lower Major Aitken Drive)
 - further scrub clearance
 - planting
- 2018 no funding available
- 2019 to 2021
 - Scrub clearance below Holbank Lane and southern end of the reserve near 87 Major Aitken Drive
 - Planting of both areas above
- 2022 scrub clearance along Eridge Place - ongoing work

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Broad Oaks

A “Neglected” Suburb



Background

- 1/ Broadoaks contains approximately 276 lots
- 2/ That excludes subdivisions further up Huntsbury Ave
- 3/ It was developed by Fulton Hogan about 20+ years ago
- 4/ The subdivision at the time was the best hill side development in Christchurch
- 5/ Since the Christchurch Earthquakes in 2010 the Christchurch City Council has neglected its Statutory Duties to maintain its own assets.

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Background cont"

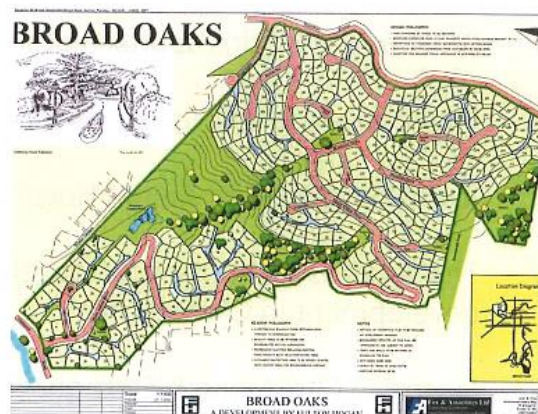
- 6/ There are 3 main matters which are of extreme concern to residents
- 7/ They are
- * The neglect related to the "undeveloped Coronation Reserve and its future development
 - * The appalling state of Major Aitken Drive and its side streets
 - * The lack of maintenance of the Councils roading reserve

Scheme Plan

Copy of the original Scheme Plan

NOTE

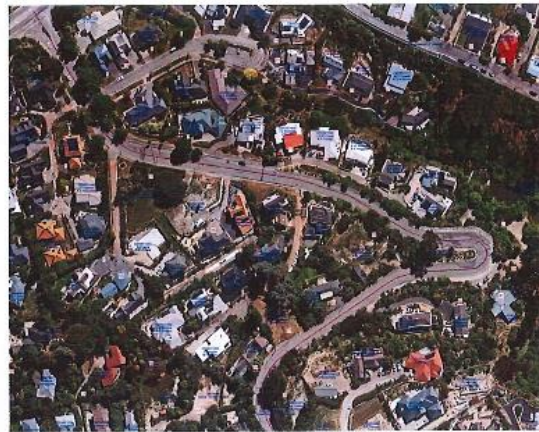
*The size of the area coloured green is vested in the Council and known as the Coronation Reserve



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Aerial Photos of Broadoaks subdivision

Major Aitken Drive
(Centaurus Road end)



Aerial Photos of Broadoaks subdivision

Major Aitken Drive at
Yelverton Cres



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Aerial Photos of Broadoaks subdivision

Major Aitken Drive at
Huntsbury Ave end



Coronation Reserve Approved Development Plan 2010

The Council in 2010
approved this
development plan.
Note the timing
adopted in this
approval, was to
have the total
development
completed in 2018



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Coronation Reserve from Cashmere



Immediate issues with the current Coronation Reserve

The current state of
the Council asset is
appalling.



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Examples of lack of maintenance

Coronation Reserve area



Coronation reserve/Major Aitken Drive



Further examples of lack of maintenance



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Coronation Reserve state

The land has

- 1/ Huge **Fire** Hazard (see previous photo 10)
- 2/ Infested with vermin
 - * Rats (see next photo)
 - * Possums (see next photo)
- 3/ Infested with Noxious Weeds
 - * Blackberry (see previous photo 10)
 - * Wilding pines
 - * Wilding wattles
 - * Numerous other slash and dangerous material

Possum and Rat infestation



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Possum faeces and Cabbage remains



Council has defaulted on its responsibilities to the Community “big time”. Where to from here?

- 1/ The Council has used the Christchurch Earthquake as an excuse for the no action to date, that is not acceptable and accepted by the residents
- 2/ We demand that an immediate budget be established for the total reserve to be developed within the next 3 year period, i.e. complete by Spring 2023
- 3/ Due to the lack of its own management attention we request the Council establish a “committee” with equal representation from the Council and Coronation Reserve community to assist in having the Reserve planned, funded and developed generally in accordance with the previous adopted plan.
- 4/ Funding cannot be an issue as referred to next

Item 3

Attachment B

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Contribution of the Broadoaks community to the Councils revenue

- 1/ According to the Christchurch City Council web page the average rate per property overall Christchurch City is \$2,842.34 per annum
- 2/ The average rate for Residences in the Broadoaks subdivision is estimated to be \$7000 approx. per property.
- 3/ Some residents pay in excess of \$12,000 per annum
- 4/ Accordingly on average the Broadoaks Community pays over \$4000 per annum greater per property than the average Christchurch resident
- 5/ These are base on 2020 dollars

Contribution of Broadoaks Community to the Councils revenue "cont"

- 6/ This accordingly means that this Community contributes on a yearly basis over **\$1,200,000** to the Councils budget over and above the average Ratepayer in Christchurch for a similar number of properties.
- 7/ More alarmingly this Community has contributed over **\$13,200,000** over and above the average Ratepayer in Christchurch since the Christchurch earthquakes.
- 8/ The residences do not demand any special treatment over and above the average ratepayer, but just require a fair share of what the Council are contracted (and paid) to do

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Roading

- 1/ It is acknowledge by all parties the roading system within the Broadoaks subdivision suffered significant damage as a result of the Christchurch Earthquakes
- 2/ There are numerous and many issues that have been conveyed to the Council that require immediate remediation due to damage to private property, but which have not been attended to todate, without direct action from Residences themselves.
- 3/ The main access road, Major Aitken Drive is in an appalling condition as a result of
 - * the subsidence and collapse of approx. 7 gabion basket supports
 - * Resulting in significant cracks in the road carriageway

Roading "cont"

- 4/ The carriage way on Major Aitken Drive up to the time of the earthquake was a feature of the subdivision. There was hardly a blemish in it
- 5/ Now it is a disgrace, and there has been total neglect from the Council (other than some minor immediate "patching") post earthquake.
- 6/ On 4th Dec 20 we received advice from Steve Marsters re a programme the Council has now decided to address some of the matters raised. We thank the Council for that, **BUT** nothing has happened yet.
- 7/ Of concern is the proposal to just "patch" the road at the most damaged corners

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Roading "Patching"

Note right hand photo work was completed last week



Roading "cont"

- 8/ It is clear the proposed remedial works are totally constricted by budgetary issues.
- 9/ We submit this should not be a factor. The restoration should be no less than what was in place before the Earthquake and restore the asset to its rightful condition
- 10/ This is more particularly so given the significant financial contribution the residences have made over the last 11 years without any contribution back.
- 11/ Our submission is the total roading within the subdivision should be repaired and resealed.
- 12/ Steve has made suggestions re repairing leaking kerbing. With respect he is wrong in his conclusions (see following slide)

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The council claim the cracks in the kerb do not "leak" water.????

Note the water in the kerb flowing from the bottom to the top of the photo (blue arrow)

Note the "leakage" into the concrete area to the right (via the crack) (3 horizontal arrows)

Note the flow stops between the two vehicles

The water has "left" the kerb and permeated below ground into adjacent houses at the 3 horizontal arrows



This is the result.



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The Council Officers are indicating a patch job to all the roads within the Broadoaks subdivision

In respect of this issue re a collapsed sump

It is understood just the area in and around the sump will be resealed.

It will totally destroy the effect on the road carriage way which the residences have previously enjoyed



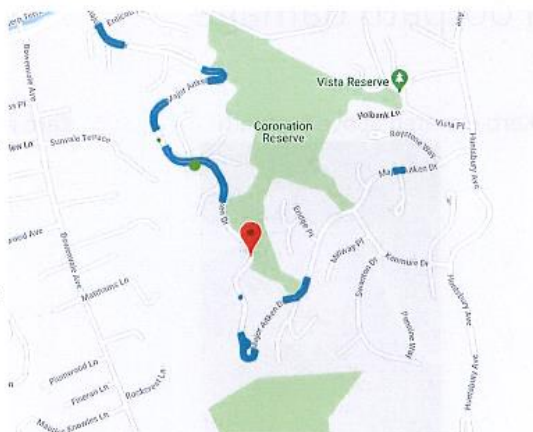
This is what will happen over the total estate roading system we understand as proposed by Officers.

Council Officers have advised they will only be "repairing" the areas marked in blue on the plan adjacent

This will result in the areas not marked having a road still affected by Enables appalling installation and patched Earthquake damage etc and downgrading the total estate.

The cost of resealing all the road is totally marginal, given also the substantial contribution the residents pay by their premium rates

We request the Council do a proper job, and reseal all the roads to give a consistent standard



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Maintenance of the Council roading asset

A major issue residences have is the lack of regular maintenance of the Councils roading asset (outside the formed road)

In short, there is none.

This situation is totally unacceptable

1/ Footpaths

- * The use of all footpaths has increased dramatically over recent times, more so since the Covid 19 lockdown occurred
It is not unusual to see multiple people walking up and down the hill all hours of the day and night
- * The footpaths have received significant damage in numerous places and need reconstruction to avoid injury.
- * These are a major Health and Safety issue

Footpath damage

Kerb elevated above footpath



Kerb elevated above footpath



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Footpath to Historic building (never maintained)



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Footpaths “cont”

All of the footpaths within the development have been compromised to some degree

Lighting

The subdivision has had permanent lights installed in numerous locations, lighting features within the development from its initial completion i.e. signs, large trees etc

The lights have been removed by the Council

They form part of the approved Orion net work (see plan following)

They need to be reinstated and operational

One of the residents has been endeavouring to have this work undertaken for some 12 months but to no avail

Lighting

Maintainence (Lack off)

ORIONS ASSET PLAN (NOTE YELLOW CIRCLES)



Over grown main storm water sump



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Debris waiting to be collected
Note indiscriminate planting (all dead)



Entrance way lack of maintenance



Item 3

Attachment B

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Lack of general maintenance
Road side overgrowth



Retaining wall



Footpath/Road damage
Note planting area to right bare land
Note Safety fence at right photo



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Front entry, never been maintained
(Note twitch growing thru original ground cover)



Dead trees in Council road reserve
Mulch left above kerb adj to retaining wall



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Attachment B

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Major Aitken Reserve
A neglected non complying reserve



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Conclusion

Members of the Community Board will be concerned the degree to which this area “has fallen thru the cracks” of the Councils systems. The Community want to work with the Council **BUT** cannot get any engagement.

There is a desire of the community to create Coronation Reserve a predator free area, to the benefit of all the Community

The Community pay over and above its fair share of the Councils rate For 11 years there has been virtually no expenditure on these issues by the Council

The Community require urgent action to have these matters resolved immediately

Way forward plan

Coronation Reserve

- immediate removal of total fire hazard from all of Coronation Reserve (**URGENT**)
- implement a 2 year programme to remove and control all vermin
- Review and update previous development plan
- Scope and prepare budget, critical construction path and ongoing maintenance plan from completion over next 3 years
- Consult fully with residents

Road Restoration

- immediate restoration of all earthquake damage to all roads including complete resealing
- restoration and upgrade of all footpaths and kerbs
- review of traffic management of Major Aitken Drive

Maintenance

- Adopt a regular maintenance programme of Councils assets including reserve, road and road reserve

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Attachment B

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12 April 2022

Lianne Dalziel
Mayor
Christchurch City Council
PO Box 237
Christchurch 8140



Customer Services
P. 03 353 9007 or 0800 324 636
200 Tuam Street
PO Box 345
Christchurch 8140
E. ecinfo@ecan.govt.nz
www.ecan.govt.nz

Tēnā koe Lianne,

Canterbury Regional Council (Environment Canterbury) submission on Christchurch City Council's draft Annual Plan 2022/23

Environment Canterbury welcomes the opportunity to make a submission on your draft Annual Plan 2022/23.

We recognise that no significant changes are proposed from the activities set out in your Long-Term Plan. However, we would like to comment on some matters of shared interest. Environment Canterbury strongly supports a collaborative, joined up approach from the region's councils and we look forward to continuing to work together to achieve this.

Canterbury Regional Forums

The Canterbury Mayoral Forum, and the regional forums and working groups that support it, provide valuable mechanisms for local government in Canterbury. The Mayoral Forum is also a key means of demonstrating a strong and unified voice on the priority issues for our region. With the current challenges facing local government through the suite of major central government-led reforms, as well as those brought by COVID-19, the value of this strong and unified voice cannot be underestimated. We appreciate your continued commitment to working alongside your Mayoral Forum colleagues for the benefit of Canterbury and its communities, and we look forward to continuing to work with your Council on implementing the Canterbury Regional Forums' work programmes, particularly the Mayoral Forum's Plan for Canterbury 2020-22, over the remainder of this local government term.

We acknowledge this is your last local government term as mayor of Christchurch, and thank you for your dedicated service to the Forum since 2013, including as chair from 2016-2019.

Climate Change

The Mayoral Forum's Canterbury climate change steering group is a key means to developing a shared understanding of the implications of climate change across Canterbury. Thank you for your efforts as part of this group to effectively advocate for climate change issues and support the work of the regional climate change working group, and oversee the development of the Canterbury Climate Change Risk

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Assessment. With this document now complete, regional adaptation planning can take a big step forward.

Canterbury Water Management Strategy, Three waters and Urban Waterways

Environment Canterbury acknowledges the Council's participation in, and support of, the Christchurch-West Melton, Banks Peninsula, and Selwyn-Waihora Zone Committees and the contribution to implementing the zone committees' action plans. We thank you for your ongoing leadership and commitment to the Canterbury Water Management Strategy and your willingness to work collaboratively and share information with other councils.

Environment Canterbury supports the Council's resourcing of water related infrastructure and we are particularly encouraged by the additional funding for new small water supplies, including the prioritisation of the Koukourārata Drinking Water Scheme, where concerns have been raised over a number of years by Te Rūnanga o Koukourārata. We strongly support funding and development of a Banks Peninsula servicing strategy to prioritise and improve wastewater and drinking water services in that area.

Environment Canterbury acknowledges and supports the Council's initiatives to improve the health of the city's urban waterways, including additional investment to reverse the current degradation of the waterways such as Halswell's Nottingham Stream.

Biodiversity

We would like to acknowledge your involvement in and support of the Canterbury Biodiversity Champions group and look forward to working together to develop shared regional approaches to key biodiversity challenges for the region, including ongoing work to identify significant natural areas (SNAs) in line with the Canterbury Regional Policy Statement.

Environment Canterbury strongly supports close working relationships and sharing of information between Christchurch City Council, the Papatipu Rūnanga and Environment Canterbury. Aligned and integrated approaches to managing the effects of land use will help deliver positive outcomes for social, cultural, economic and environmental wellbeing across the district.

Planning and the Greater Christchurch Partnership

Environment Canterbury supports the work being undertaken by the Council to implement the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 and the National Policy Statement on Urban Development 2020. We also support the capital expenditure for the completion of the Major Cycle Routes and leverage of Government subsidies.

The Ōtākaro Avon River Corridor (OARC) is an exciting once-in-a-lifetime opportunity to create a legacy for future generations. Environment Canterbury supports the creation of a separate OARC activity plan to ensure the efficient co-ordination of this multi-decade project.

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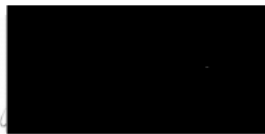
We also wish to reiterate the significant value we place on the collaborative work undertaken through the Greater Christchurch Partnership to ensure that growth in Christchurch and the surrounding sub-region takes place in a planned and coordinated way that provides for the needs and aspirations of our communities. The development of a new spatial plan, led by the Greater Christchurch Partnership, will be an important tool for ensuring joined-up, strategic planning responses across the Greater Christchurch area

Enviroschools

We would like to acknowledge the recent significant milestone of the Council's signing of a three-year collaboration with Environment Canterbury and the Toimata Foundation to deliver the Enviroschools programme for 2021-24, and the funding allocated by your Council to support this. We look forward to working together with the young people of our community.

We do wish to be heard in support of our submission. To arrange a time, please contact Governance@ecan.govt.nz. If you have any queries in relation to our submission, please contact Adrienne Lomax, Regional Leadership and Policy, Adrienne.Lomax@ecan.govt.nz.

Yours sincerely



Jenny Hughey
Chair

Our Draft Annual Plan 2022/23 from McNaughton, Thomas organisation: N/A -personal submission

Our Draft Annual Plan 2022/23

Submitter Details

First name: Thomas Last name: McNaughton

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

N/A -personal submission

Your role in the organisation and the number of people your organisation represents:



Would you like to speak to the Council about your submission?

☒ Yes

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

If yes, please provide a daytime phone number above so we can arrange a speaking time with you. Hearings will be held in May (specific dates are to be confirmed).

[Redacted phone number]

Feedback

1.5 Do you have any comments about our capital programme (for example, our roads and footpaths, our water, wastewater, surface water and waterways, our facilities and our parks)?

I'm supportive of the plan's focus on maintaining roads and footpaths for all road users, and of any funding and action that brings the planned major cycleways reality. Further focus on road calming and associated speed limit reductions in suburban streets are welcome. The detail of my submission is on the retention of existing infrastructure that enables safe, sustainable access to connect communities, as I believe that we shouldn't accept backward steps during a climate change emergency.

A specific piece that I am concerned by is the loss of a key community path. The Cobham and Burnside Primary site's rebuild has no planned reinstatement of the public walking & cycling path that has served the local community for decades. Recent efforts to get it back in have stalled due to \$.

Our Ilam MP has advised that approaching CCC is the avenue to try to save it. The Ministry of Education has been willing to partially fund the path and has confirmed that the site's plan could accommodate a new path that works for the schools and general public, if funding is found.

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Our Draft Annual Plan 2022/23 from McNaughton, Thomas organisation: N/A -personal submission

It's good to see that there is already some money in the annual plan, and the Ministry's 1.3m estimated cost is no doubt unexpected by all. Nonetheless, I urge the Council to add the remaining shortfall to the capital programme, with seeking central govt co-funding and reviewing for cost savings both being obvious requirements.

My family, like many in the neighboring communities, has used this connection regularly. Given that we have a climate change emergency (and rapidly rising petrol costs) I believe it'd be a collective 'fail' for existing infrastructure that ticks all the boxes for sustainable transport choice to be removed.

I've lived on both sides of the path and it's always been a key connection throughout. It connects Burnside and Bryndwr to Fendalton, Strowan and beyond. Fendalton Library, Jellie Park, its gym & pools, Fendalton Open Air School and Burnside High Schools are all key facilities for 'both sides'.

Expecting people to travel indirectly via Memorial Ave or Ilam Road is simply going to encourage unnecessary driving and will increase severance between communities. It's my view that enabling these poor outcomes through inaction would be blatant contradictions to the aspiration of Council's Strategic Framework.

Otara Reserve, Jellie Park and Burnside High all provide safe, direct active travel routes and this is right in the middle. The importance of the connection will only increase with the opening of the Nor West Arc cycleway and the inevitable intensification in the area.

I'm not aware of what access there will be outside of school hours, but it'd be naive to think that this was a given, or that it's remotely comparable access to the status quo before the rebuild started.

A fundamental challenge of delivering new cycleways in established communities is the trade-offs intrinsic to 'retrofits'. This is a rare situation where there is strategic land available now, and it's common sense to utilize it while this is the case.

Councils rightly seek to focus on 'getting the basics right', which is often actioned with maintenance of key transport arterials and local roads. To me this little path will increasingly become a vital local connection so it's completely reasonable for this to be a priority of a Council capital programme.

Attached Documents

File
No records to display.

Our Draft Annual Plan 2022/23 from Wooles, john organisation: N A

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Our Draft Annual Plan 2022/23

Submitter Details

First name: john Last name: Wooles

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

N A

Your role in the organisation and the number of people your organisation represents:

Postal address:

Suburb:

City:

Country:

New Zealand

Postcode:

Daytime Phone:

Would you like to speak to the Council about your submission?

☒ Yes

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

If yes, please provide a daytime phone number above so we can arrange a speaking time with you. Hearings will be held in May (specific dates are to be confirmed).

I am a local resident and property owner

Feedback

1.2 Do you have any comments about our proposed changes to revenue, spending and borrowing?

I am concerned that the proposed reduction in in the capital programme will effect Phillipstown especially with regard to areas that need urgent work I am particularly thinking of Ferry Rd from Aldwins to Moorhouse which needs more safe crossing zones and other things mentioned later. If the reduction is going to happen can urgent spending on Phillipstown please be brought forward .

1.5 Do you have any comments about our capital programme (for example, our roads and footpaths, our water, wastewater, surface water and waterways, our facilities and our parks)?

Funding for a community centre/hub in Phillipstown.

I support the allocation of funds towards a community centre/hub in Phillipstown. I would welcome any opportunity to bring this funding forward, as the current tenure on the former Phillipstown Primary School is a short term one and the lease is temporary. The need for a community facility that supports the growing community is extremely important. As highlighted in the Submission produced by the Waikura Board on the Annual Plan (Point 2.2) where the Board supports the proposed funding (\$3,706,796) allocated to the Phillipstown Community Centre to assist the centre to find a permanent home base once the Ministry of Education pilot project is completed, the importance of having a community hub in the neighbourhood has been outlined by the feasibility study recently produced by the PCCCT.

Ferry Road from Aldwins Road to Fitzgerald Ave

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Our Draft Annual Plan 2022/23 from Wooles, john organisation: N A

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The Ferry Road Master Plan includes reference to road improvements, safety and streetscape enhancements and amenity upgrades, however we are also aware that the budget for the implementation of the Master Plan was postponed, last year, until 2031.

The current condition of Ferry Road in Phillipstown is far from being "reasonable" and, regardless any plan for possible future improvements, it needs immediate attention.

While Ferry Road from Fitzgerald to St Asaph St and Ferry Road in Woolston has been redeveloped, Ferry Road in Phillipstown (the section between Wilsons and Aldwins) has been missed out and presents a number of issues and concerns, which, has an impact on safety for pedestrians and bikers.

Similarly, it appears that in the years there has been a very minimal maintenance of the drains which are - almost all - blocked, damaged, unsightly and creating a very uneven surface.

Could the Council consider concerns over:

1. Safe crossing along Ferry Road between Wilsons and Aldwins Road.

In that space there are 4 pedestrian crossings, with the first 3 of them (those closer to Wilson) being in the first 300 metres, the last one being at the intersection with Aldwins. This leaves about 460 metres without any crossing points. The Council needs to provide safe crossing points across the road at key points where pedestrians are likely to cross to reach businesses and bus stops on the opposite sides of the road. There has already been one pedestrian killed trying to cross between Mathesons and Olliviers Roads. These crossing points also need to be clearly visible to motorists such as with the inclusion of metal fencing. The 'safe crossing' point at Mathesons Rd. is particularly unsafe with 2 lanes merging from the Wilsons intersection, plus Mathesons vehicles turning left into the just merged lanes, and occasionally, vehicles travelling towards the city ducking onto the right hand side of the median (in the same lane as opposing traffic) to access Mathesons Rd.

2. Cars sharing the footpath with pedestrians along all Ferry Road from Wilsons Road to Aldwins Road, both ways.

I don't think it is acceptable that the council is enabling cars to park on the footpath. Not only does this decrease the footpath width for pedestrians, but it also damages integrity of the asphalt resulting in a safety hazard for bikers and pedestrians. It also means there are no physical barriers (curbing) between pedestrian and parking or U turning vehicles.

Ferry Road is an unsafe and unpleasant road to walk on (but also to bike or drive on): due to the lack of barriers between cars and pedestrians, it is unsafe for anyone but especially for parents to walk with a pram or with young walkers, maybe students heading to the closest school (Te Waka Unua in Woolston).

Due to the concrete safety strips in the middle of the road, drivers on Ferry Road coming from Ensors Road are not able to turn into Phillipstown through Nursery, Leyden, Matheson's and Olliviers. The first street available is Phillips Street. This produces the following issues:

1. Both residents and business owners have witnessed cars heading west on Ferry Road take a shortcut on wrong side of median strip to access Mathesons and Olliviers Rd (driving on the right-side of the road in the wrong direction to bypass the concrete barrier)
2. I've heard that, as consequence of this behaviour, staff of the Ferry Road Pharmacy have had near misses while waiting to cross as pedestrians back to the pharmacy side.
3. With most cars now turning down Phillips Street across the East Ward cycle lane, increased danger for cyclist as the lighting of the cycleway in winter is insufficient and the cyclists' lights blend in with the oncoming traffic lights of the cars coming down Ferry Road from Fitzgerald Ave, Council prioritises resources in investigating and solving the different issues in Ferry Road and support bringing forward the budget for Ferry Rd improvements and for developing safe pedestrian crossing facility.

That Phillipstown be prioritised for inclusion in Slow Neighborhoods Programme.

The increase in intensification/housing developments has been impacting on street parking as well as traffic on the side roads. This situation is not expected to get better when the Urban Development Plan imposed by Central Government is implemented as Phillipstown is meant to become High Density area.

Intensification, house development and lack of off-street parking have already resulted in the narrowing of the streets, in cyclists sharing the footpaths with pedestrians as they find the roads too dangerous. The 50km limit plus drivers travelling faster than this puts everybody - residents, drivers, cyclist - in danger.

Greening Phillipstown.

We very much appreciate that funding for Lancaster Park has been brought forward. However we urge that the Council work towards ensuring that the wider Phillipstown community has sufficient green space: apart a couple of pocket parks and the area used by the Phillipstown Community Hub, Phillipstown is - according to the residents - a concrete jungle and there are still some parts of the suburb where residents need to walk more than 1km to reach green space.

The lack of trees and greenery is systemic in streets such as Tuam St, Harrow St, St Asaph St, Ferry Road, Bordesley Street, Buccleugh St, Cashel St. This has a detrimental impact on pollution (on Ferry Road on a sunny day, car emissions are even visible to the naked eye!) and heat in summer.

We ask that Phillipstown is included in the Greening the East Project as it is part of the East of Christchurch and absolutely need "greening".

1.6 Any further comments

Phillipstown has been neglected for too many years. Phillipstown has lost the schools (first the Primary School, and in few months, the Technology Centre) which has impacted in the demographic composition of the area. Many of the city assets that remain are neglected and in a poor state. After a great engagement with the local communities, the Ferry Road Master Plan hasn't been implemented in the area (but it has been in Central and in Woolston) with no communication with the residents on the reasons.

Phillipstown has been neglected for too many years. Phillipstown has lost the schools (first the Primary School, and in few months, the Technology Centre) which has impacted in the demographic composition of the area. Many of the city assets that remain are neglected and in a poor state. After a great engagement with the local communities, the Ferry Road Master Plan hasn't been implemented in the area (but it has been in Central and in Woolston) with no communication with the residents on the reasons behind this decision.

Phillipstown is one of the oldest neighborhoods in Christchurch, with a lot of history and character. The Council needs to take the lead in prioritising maintenance and initiatives to demonstrate that it values the suburb. This especially as the Phillipstown area is experiencing and will experience a growth in building developments increasing the housing density in the suburb.

Dumping of shopping trolleys

I would like the Council to work with supermarkets (and retailers using shopping trolleys) on a programme to reduce dumping of shopping trolleys on the streets, in waterways and on open spaces.

Attached Documents

File

Created by Consult24 Online Submissions Page 2 of 3

Our Draft Annual Plan 2022/23 from Wooles, john organisation: N A

401

No records to display.

Item 3

Attachment B

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From: NZ Chinese Language Week [REDACTED]
Sent: Tuesday, 19 April 2022 2:14 PM
To: Dalziel, Lianne [REDACTED]
Subject: Annual Plan Submission 2022/2023 and Request support for New Zealand Chinese Language Week

Dear Mayor Lianne Dalziel,

I am writing to you on behalf of Jo Coughlan, Chair of New Zealand Chinese Language Week Charitable Trust. Please find attached a letter from Jo seeking your support for the 2022 New Zealand Chinese Language Week (NZCLW).

Thank you for considering this request. We look forward to working with you and the Christchurch City Council to deliver a successful NZCLW 2022.

Many thanks and kindest regards

Constance

Constance Phua

Project Manager | New Zealand Chinese Language Week



NEW ZEALAND CHINESE LANGUAGE WEEK 2022



你好 Nǐ hǎo

New Zealand Chinese Language Week 新西兰中文周 2022

It's now less than six months to go until New Zealand Chinese Language Week 2022 kicks off and we're excited to outline plans for new initiatives and activities to celebrate this year.

The New Zealand Chinese Language Week (NZCLW) is being held 25 September to 1 October 2022. We want to involve people from all around the country, so this means we are asking the Council for three things:

- Someone who can be the liaison person for us to contact about activities in your area district
- A Mayoral video of support to be featured during the NZCLW week
- And a chance to present to your council's Annual Plan 2022/23 for a contribution to the week's activities in your area and events of \$2,000.

The New Zealand Chinese Language Week Charitable Trust is a New Zealand-driven initiative set up in 2014 to encourage the learning of Chinese language in New Zealand.

Our aim is to strengthen communities through inclusion and embracing diversity. What better way is there to understand another culture than through language?

A large part of the Trust's work is to recognise and celebrate the diversity of the community in New Zealand – Chinese people have been part of Aotearoa New Zealand's story for 180 years and have many important stories to tell. This is even more important now, with the new school curriculum focusing on local history within our country.

www.nzclw.com | Email: nzclw@nzclw.com



NEW ZEALAND CHINESE LANGUAGE WEEK 2022



This year's New Zealand Chinese Language Week's theme is "Sharing our Stories", and we hope to hear a lot of the stories that make our community diverse and vibrant.

A large part of the Trust's work is to recognise and celebrate the diversity of the community in New Zealand – Chinese people have been part of Aotearoa New Zealand's story for 180 years and have many important stories to tell. This is even more important now, with the new school curriculum focusing on local history within our country.

This year's New Zealand Chinese Language Week's theme is "Sharing our Stories", and we hope to hear a lot of the stories that make our community diverse and vibrant.

As in previous years, we expect a lot of events to involve celebrations with food and drink and hospitality – all features of Chinese and New Zealand Māori and European cultures.

The Trust is committed to providing resources to enable different groups to share common experiences, and one of the ways we demonstrate this is by each year publishing a children's book in three languages – Mandarin Chinese (characters and pīn yīn), English, and te reo Māori.

The feedback we get on this book – which is distributed free to schools and public libraries – is unanimous about its value. Librarians and teachers around New Zealand tell us that readers, particularly children, love seeing themselves, their families, and their language in the books.

Your own library may well have been part of previous years' events and activities around New Zealand Chinese Language Week.

We want to ensure that more communities around New Zealand have the opportunity to take part in New Zealand Chinese Language Week, so we would like to have someone from your council be the contact point for us to share resources to enable your community to be involved. This may be someone on your public library staff, or a community development staffer.



www.nzclw.com | Email: nzclw@nzclw.com

#NZCLW



NEW ZEALAND CHINESE LANGUAGE WEEK 2022



Many communities around New Zealand have significant social, cultural, educational, and other links with China and Chinese people in their districts. New Zealand Chinese Language Week is an excellent opportunity to celebrate those.

We would also like to get a video of support to be featured during the NZCLW week from yourself as Mayor.

Your video plays an important part in the week. It shows a commitment to being a welcoming, open society that embraces all the many cultures that make up our society. Participants in NZCLW have been impressed and heartened by the depth and breadth of the support from local government during previous weeks.

Finally, we at NZCLW Trust would welcome the opportunity to submit to your council's Annual Plan Submission 2022/2023. We wish to apply for a \$2,000 grant to fund activities for New Zealand Chinese Language Week in your region and would like to appear in person to support this application.

Thank you for your consideration. We look forward to hearing how your council will celebrate New Zealand Chinese Language Week 2022 from September 25 to 1 October.

For more information, please don't hesitate to visit the NZCLW website: www.nzclw.com or email our Project Team at nzclw@nzclw.com

Many thanks and kindest regards



Jo Coughlan | Chair of New Zealand Chinese Language Week

www.nzclw.com | Email: nzclw@nzclw.com

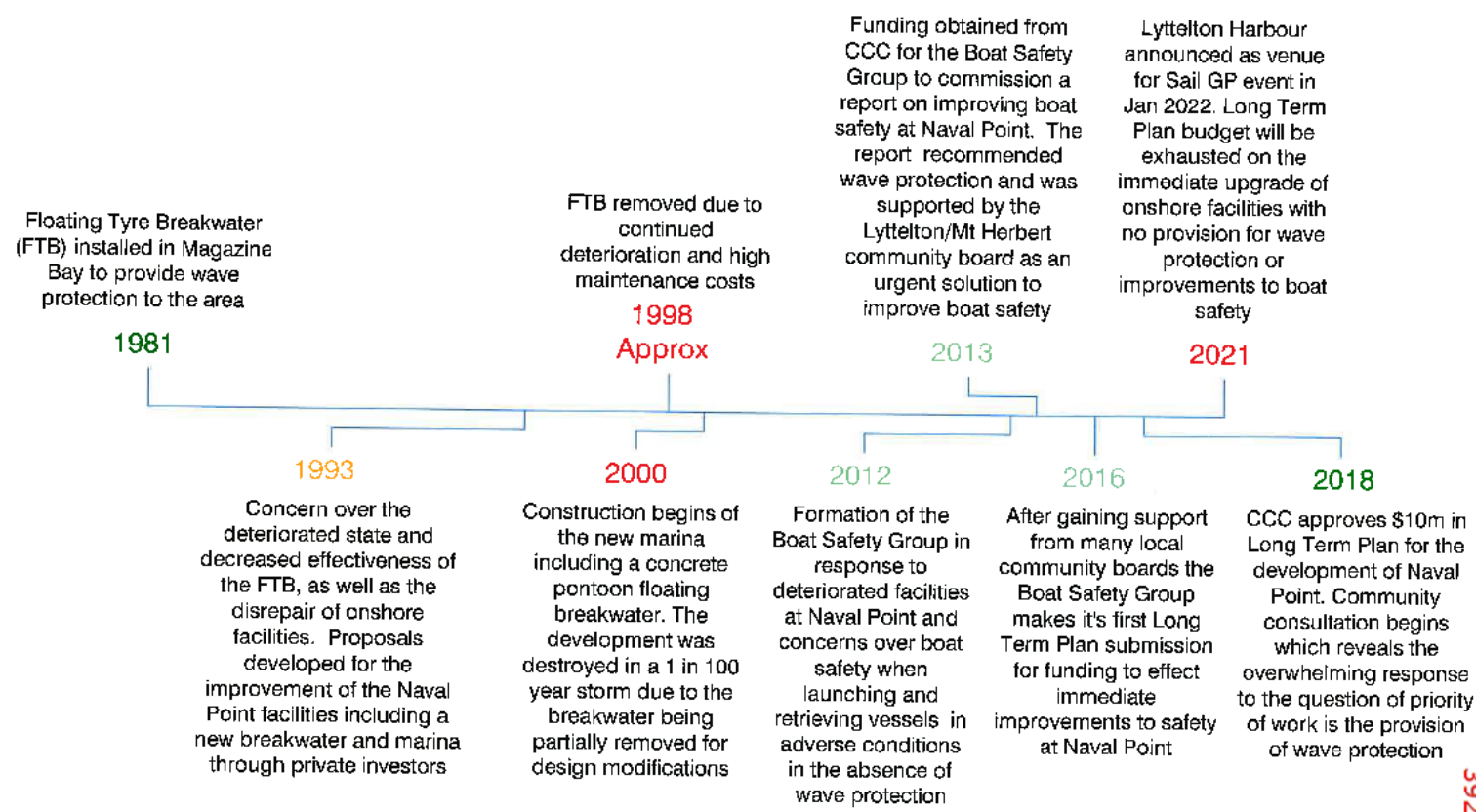


#NZCLW





Timeline of Wave Protection at Naval Point, Lyttelton Harbour



The screenshot shows the Boat Safety website with the following content:

BOAT SAFETY
at Naval Point, Lyttelton

Home History Other Locations Plans Contact

Overview of our cause

To have the current substandard facilities at Naval Point upgraded to ensure the safety of all users and their boats.

History
Find out about our history since 1981 when the L.P.P.S. and see what has been achieved to date.
[Find out more »](#)

Other Locations
We detail a comparison of how other locations in Lyttelton Harbour have achieved the use of facilities for Christchurch residents.
[Find out more »](#)

Our Plans
See what our plans are regarding the facilities at Naval Point so future recreational boaters can be safe.
[Find out more »](#)

www.boatsafetyatnavalpoint.org.nz

The purpose of this project is to establish a safe environment for people from the greater Christchurch area taking part in aquatic activities on Lyttelton Harbour, this must include safe access to and from the water in all weather and sea conditions.

A phone survey of 5025 persons was conducted to establish the extent of public support for this project, all participants gave their support. The percentage of participants residing in each ward is as follows:

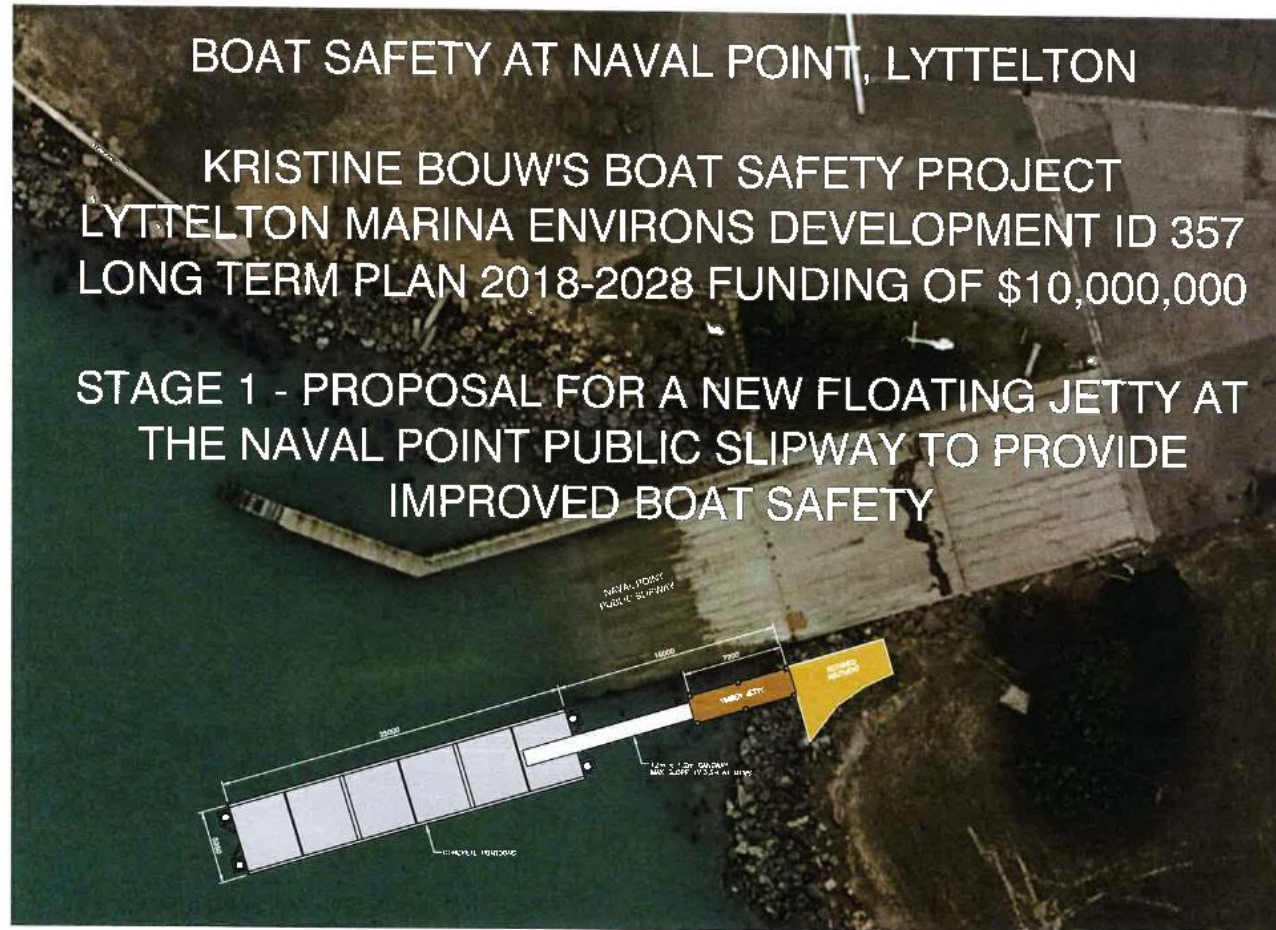
Akaroa-Wairewa 4%, Burwood-Pegasus 7%, Fendalton-Waimairi 8%, Hagley-Ferrymead 18%, Lyttelton-Mt Herbert 23%, Riccarton-Wigram 9%, Shirley-Papanui 5%, Spreydon-Heathcote 12%, Outside of Christchurch 14%

A workshop conducted by Eric Banks of the Christchurch City Council was initiated on 28 April 2017 and runs through to 30 May 2017. Present at this workshop was a delegation representing the boating community of Canterbury, being Colin Lock (Vice Commodore of the Naval Point Yacht Club), Willie Newman (Canterbury Yacht Squadron representing 150 trailer yachts from Canterbury) and Ross May (Naval Point Club Lyttelton Membership Services Manager representing the Canterbury Yachting Association). All of the above delegates, along with the Boat Safety Group, and with support from the Banks Peninsula Community Board, wish to see this project implemented with urgency. If any further comments to the proposed scheme are brought forward at the close of the workshop we will look to implement them in our design.

The Naval Point public boat ramp is extremely well used, with 393 launchings over Waitangi weekend 2017.

We wish to install the floating jetty this year as a permanent fixture, but if necessary it can be placed as a temporary facility which can be relocated to accommodate any possible future relocation of the boat ramp which may be considered as part of the Magazine Bay development plan.

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SUPPORT FOR THE PROJECT

17th April 2016

Boat Safety Meeting 20th April

Please accept my apologies for my absence at today's meeting.

As we are all aware there has been no progress on improving the public boating facilities at Navel Point for an exceedingly long period of time. The proposal as tabled and outlined by OCEL is an extremely cost effective design which will add enormously to the existing launch and retrieve facility. We have talked extensively about the negative safety aspects of the existing facilities particularly when a southerly blows up after a calm start to the day. With the proposed design using the concrete pontoons (generously organised by Buzz March), with their weight and angle to the southerly will have an enormous effect on reducing the wave action that rolls onto the boat ramp making for a safer boat retrieval operation. This design will have enormous safety benefits to the launch and retrieve of boats.

In summary I believe:

1. This will be a major safety improvement to the existing ramp.
2. This design is in line with other facilities around the country.
3. A good cost effective robust design that complements the existing facility.
4. Improvement to the public area at Navel Point boating facility is long overdue.
5. This facility has the ability and does generate income through a user pays system.
6. With improvement to the facility, this in itself will attract more users.

Eden Husband

For further information please contact Team Leader James Ensor of the Boat Security and Safety Association and the Lyttelton Boat Safety Stakeholders Group

SUBMISSION TO: Christchurch City Council
ON: Draft Long Term Plan 2015 - 2025
BY: Lyttelton/Mt Herbert Community Board
CONTACT: Paula Smith
Chairperson, Lyttelton/Mt Herbert Community Board
c/- Lyttelton Service Centre
P O Box 73027
Christchurch 8154

Project Name	Lyttelton Marina Environments Development
Project ID	357
Comment	The Board notes that the funding for a development plan is planned for 2016 but there is apparently no funding for implementation of the plan. The development of a plan raises community expectations. The risk with this strategy is the plan would be out of date if not implemented soon after the plan is approved.

Project Name	Naval Point Breakwater and Marina Project (Unfunded)
Project ID	17916
Comment	The Board strongly supports this project. The Board notes there has long been community concern about the risks to recreational boat users, especially young and inexperienced sailors, trying to get their boats out of the water quickly and safely when a southerly change makes conditions on the water unsafe. This project is currently unfunded. However, this is a critical safety issue for the community. The Board supports the submission of the Boat Security and Safety Association to the Long Term Plan. The Board wishes to highlight that this project should be developed alongside the work of the Naval Point Redevelopment Project.

3 Capital Project ID 357 - Lyttelton Marina Environments (Naval Point) Development
Metropolitan recreational assets at Naval Point (Lyttelton Marina Environments) have been neglected by successive Councils since the majority of the marina was destroyed by a storm in 2006. Community frustration is reflected in the submission to the Draft Annual Plan and Amendment Long Term Plan by the Boat Security and Safety Association, who are keen to see progress on the ground. The Association proposes that capital funding be allocated for installation of a pontoon on the public slipway at Naval Point to improve boat safety.

The Board fully supports Capital Project ID 357, as supporting development of Naval Point is one of the Point's top priorities in its Community Board Plan. The Naval Point Development Plan, funded by this project and currently underway, has as one of its objectives improving boat safety, which is also one of the Board's top priorities. If improving boat safety is one of the priority capital works identified by the Naval Point Development Plan following comprehensive consultation, the Board supports funding to implement these improvements.

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17/03/2021

Consent search | Environment Canterbury

Details for CRC960350.2

RMA Authorisation Number	CRC960350.2	Client Name	Christchurch City Council - C/O Buddle Findlay
Consent Location	Magazine Bay, LYTTTELTON HARBOUR	State	Issued - Active
To	to disturb the bed to erect, reconstruct, replace, alter and or extend the following structures on and over the foreshore and seabed; two floating breakwaters - two piers and associated finger jetties and vessel berths; a floating fuel jetty; effluent pump out and disposal facilities; layoff jetties and breastworks; five slipways and a vessel lift/haulout facility.		
Commencement Date	18 Mar 1996		
Date This Consent Number Issued	01 Sep 2009		
Expiry Date	14 Mar 2031		

Please note there has been a change to how we represent the date fields. The 'Date This Consent Number Issued' is the date this version of the consent was issued. The 'Commencement Date' is when the original version of this consent was issued as per [s116 of the Resource Management Act 1991](#).

- 1 All works shall be located generally as shown on plan No.930903/30A attached.
- 2 The floating breakwater shall be curved to practical engineering limits to achieve the best wave attenuation and to minimise back wave reflection towards the boats moored in Corsair Bay.
- 3 The northeastern most finger jetties as shown on plan 930903/30A attached, shall be reduced on the northern extremity by 2 berthing bays either side of the central finger pier (4 finger piers).
- 4

<https://www.ecan.govt.nz/data/consent-search/consentdetails/CRC960350.2/crc960350.2>

1/2

17/03/2021

Consent search | Environment Canterbury

- 5 The fuel dispenser line from the storage tank to the floating fuel jetty shall be a double contained pipe and shall be fitted with a shear valve and a leak monitoring system.
- 6 Fuel dispenser nozzles shall be hand held and shall be fitted with automatic cut off action to prevent refuelling overflow spillages.
- 7 The consent holder shall submit to the Canterbury Regional Council prior to the fuel jetty being commissioned for operation, a contingency plan covering fuel spillages from the storage tank and fuel dispensing equipment and the effluent pump out facilities.
- 8 The lapsing provision of Section 125 of the Resource Management Act shall not apply to this consent until 15 years from the date of commencement.
- 9 The Canterbury Regional Council may annually, on the last working day of June, serve notice of its intention to review the conditions of this consent for the purposes of:(i) dealing with any adverse effect on the environment which may arise from the exercise of the consent not foreseen at the time of granting the consent and is therefore appropriate to deal with later; or(ii) complying with the requirements of a relevant rule in an operative regional plan.(iii) dealing with any adverse effects on existing swing moorings in Corsair Bay.
- 9 Charges, set in accordance with section 36 of the Resource Management Act 1991, shall be paid to the Regional Council for the carrying out of its functions in relation to the administration, monitoring and supervision of resource consents and for the carrying out of its functions under section 35 of the Act.

Environment Canterbury © 2021
Retrieved: 11:55am, Wed 17 Mar 2021
<https://www.ecan.govt.nz/data/consent-search/>

<https://www.ecan.govt.nz/data/consent-search/consentdetails/CRC000350.2/crc000350.2>

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09/01/2017

Print

Subject: Document Request - CRC960350 EMAIL:00480000569
From: Morrow Anna (Anna.Morrow@ecan.govt.nz)
To: [REDACTED]
Date: Monday, 9 January 2017 1:09 PM

Dear James,

Thank you for your call regarding CRC960350.

Please find attached the consent decision documents for CRC960350, CRC960350.1 and CRC960350.2. I have also included the transfer decision for the original consent as this includes that plan.

If you have any further enquiries, please reply to this email or call Customer Services (details below).

Kind regards

Anna Morrow

How did we do today?
Give us your [feedback here](#).

CUSTOMER SERVICES
Environment Canterbury

ecinfo@ecan.govt.nz



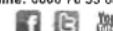
PO Box 345, Christchurch 8140, New Zealand
Customer Services: 0800 324 636



Anna Morrow
Advisory Officer I
Environment Canterbury



PO Box 345, Christchurch 8140
Customer Services: 0800 324 636
Pollution Hotline: 0800 76 55 88



Facilitating sustainable development in the Canterbury region

ecan.govt.nz

Attachments

- CRC960350 Decision Documents.pdf (81.39 KB)
- CRC960350, transfer of resource consent and summary of consent hearing decision.pdf (1.02 MB)
- CRC960350.1 Decision Documents.pdf (81.57 KB)
- CRC960350.2 Decision Documents.pdf (81.50 KB)

P/O
Search
P.11
SPIT
P.12
P.16 map
35 years
P.12
P.16 map
35 years

about:blank
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In respect of those matters referred to under Part II of the Act, Section 6 of Part 11 requires recognition and provision of matters of national importance such as the preservation of the natural character of the coastal environment from inappropriate subdivision use and development; the protection of outstanding natural features and landscapes, the maintenance and enhancement of public access to and along the coastal marine area and the relationship of Maori and their culture and traditions with their ancestral lands, water, sites, waahi tapu and other taonga. The natural character of Lyttelton Harbour has been already significantly modified by human developments and this proposal could be seen as enhancing rather than detracting from that natural character in its present modified state. We have already expressed a view on the effects of this development on public access. Mitigation measures proposed for potential contaminants entering the harbour adequately recognise the relationship of Maori and their culture with the harbour.

Section 7 refers to various matters, some of which are relevant to these applications, to which particular regard shall be given. They include Kaitiakitanga, the efficient use and development of natural and physical resources, and the maintenance and enhancement of amenity values.

There would appear to have been adequate consultation with the local Runanga and the issues of concern to tangata whenua. The marina in most respects, can be categorised as an efficient use of the natural and physical resources for recreational benefit and in general the proposal could be regarded as enhancing the amenity value of the harbour.

In an overall context we consider this proposal is consistent with the purposes and principles of the Resource Management Act in providing for the use and development of resources to meet a social need of the community in a sustainable way.

DECISIONS

RECOMMENDATION TO THE MINISTER OF CONSERVATION CONSENT APPLICATION NO. 960348

That a coastal permit be granted to Banks Peninsula District Council and the Lyttelton Port Company to reclaim approximately 5104 square metres of foreshore and seabed in Lyttelton Harbour in connection with a marina development subject to the following conditions;

The duration of the consent to be for an unlimited term.

Conditions

- 1) The location of the reclamations shall be as generally shown on the attached Plan Proposed Marina Development Map No. 2.
- 2) The solid breakwater extension of the Naval Point Reclamation stub breakwater shall not extend further than 160 metres from the existing reclamation.
- 3) The consent holder shall submit a scaled plan of the location and dimensions of all areas reclaimed within 3 months of completion of works.
- 4) The lapsing provision of Section 125 of the Resource Management Act shall not apply to this consent until 5 years from date of commencement.
- 5) The Canterbury Regional Council may annually on the last working day of June serve notice of its intention to review the conditions of this consent for the purposes of -
 - (i) dealing with any adverse effect on the environment which may arise from the exercise of the consent not foreseen at the time of granting the consent and is therefore appropriate to deal with later or

- (ii) complying with the requirements of a relevant rule in an operative regional plan.
- 6) Charges, set in accordance with section 36 of the Resource Management Act 1991, shall be paid to the Regional Council for the carrying out of its functions in relation to the administration, monitoring and supervision of resource consents and for the carrying out of its functions under section 35 of the Act.

DECISIONS : APPLICATIONS NO. 960349, 960350, 960351, 960352, 960360.

That Banks Peninsula District Council and Lyttelton Port Company be granted the following coastal permits for the terms shown and subject to the following conditions.

Application No. 960349 - A coastal permit to disturb the sea bed in the areas shown generally on Map No. 3 attached to remove sediment by dredging and basalt rock outcrops by blasting and excavation.

Duration of consent - 35 years.

Conditions

- 1) Delay detonators/relays and air curtains shall be used in all rock blasting.
- 2) The explosive charges used for blasting shall be limited to reduce the vibration velocity to at least .05 metres/second.
- 3) The lapsing provision of Section 125 of the Resource Management Act shall not apply to this consent until 5 years from date of commencement.
- 4) Charges, set in accordance with section 36 of the Resource Management Act 1991, shall be paid to the Regional Council for the carrying out of its functions in relation to the administration, monitoring and supervision of resource consents and for the carrying out of its functions under section 35 of the Act.

Application No. 960350 - A coastal permit to disturb the bed and to erect, reconstruct, replace, alter and or extend the following structures on and over the foreshore and seabed; two floating breakwaters - two piers and associated finger jetties and vessel berths; a floating fuel jetty; effluent pump out and disposal facilities; layoff jetties and breastworks; five slipways and a vessel lift/haulout facility.

Duration of consent - 35 years.

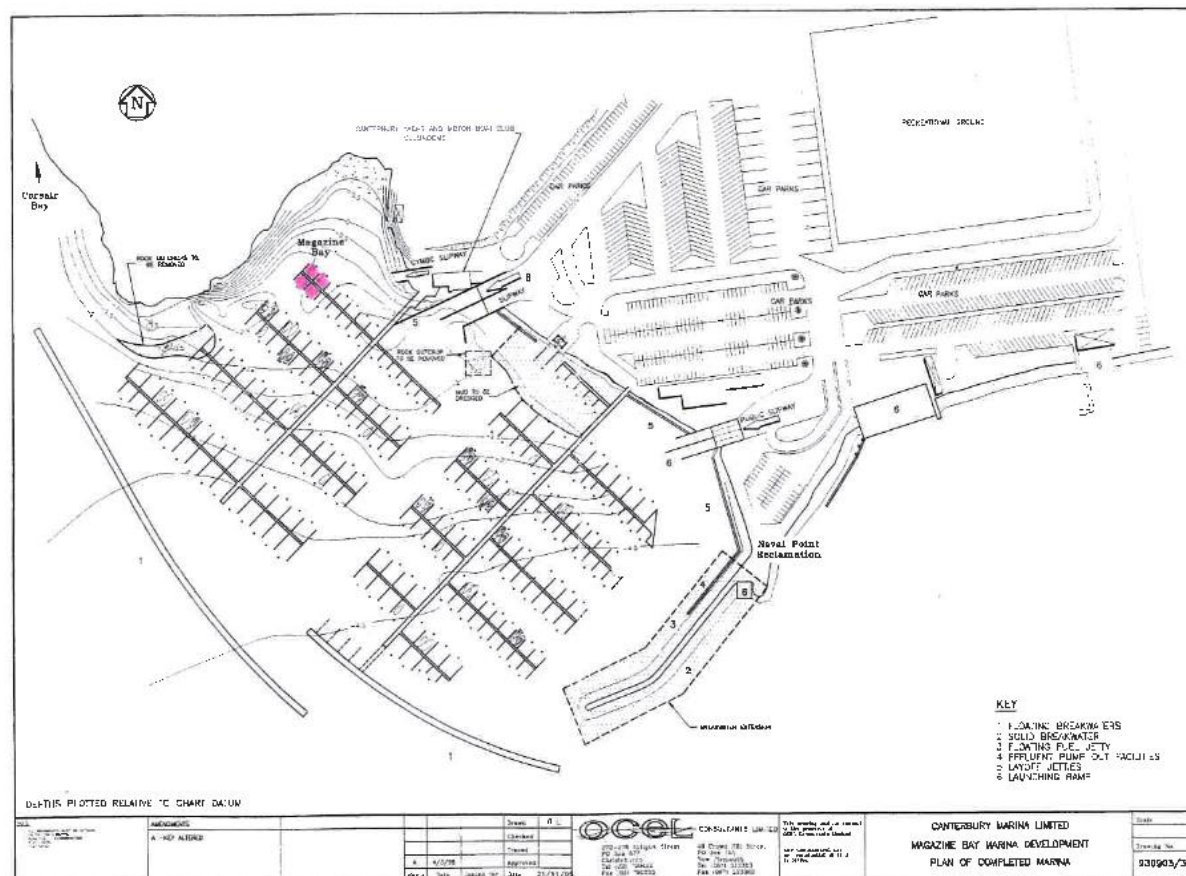
Conditions

- 1) All works shall be located generally as shown on plan No 930903/30A attached.
- 2) The floating breakwater shall be curved to practical engineering limits to achieve the best wave attenuation and to minimise back wave reflection towards the boats moored in Corsair Bay..
- 3) The northeastern most finger jetties as shown on plan 930903/30A attached, shall be reduced on the northern extremity by 2 berthing bays either side of the central finger pier (4 finger piers).
- 4) The fuel dispenser line from the storage tank to the floating fuel jetty shall be a double contained pipe and shall be fitted with a shear valve and a leak monitoring system.
- 5) Fuel dispenser nozzles shall be hand held and shall be fitted with automatic cut off action to prevent refuelling overflow spillages.

- 12 -

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27/01/2021 Xtra Mail Inbox

392 Boat Safety Group Rock Volumes

Copy James Ensor 13:28

3 attachments View Download

Hi John and James

Great speaking with you this morning and learning of your capacity to supply suitable rock for breakwater construction.

Attached is a simple spreadsheet with approximate volumes for the proposed Boat Safety Group breakwater in Magazine Bay, Lyttelton.

Comparative volumes are:

Boat Safety Group breakwater:
Armour Rock (250 – 1000 kg) = 31,000 tonne
Core Material (0.5 – 250 kg) = 150,000 tonne

CCC breakwater:
Armour Rock (250 – 1000 kg) = 16,000 tonne
Core Material (0.5 – 250 kg) = 75,000 tonne

Building up of existing spur breakwater
Armour Rock (250 – 1000 kg) = 5,875 tonne
Core Material (0.5 – 250 kg) = 3,500 tonne

\$560 K excl gst + contingencies + professional fees

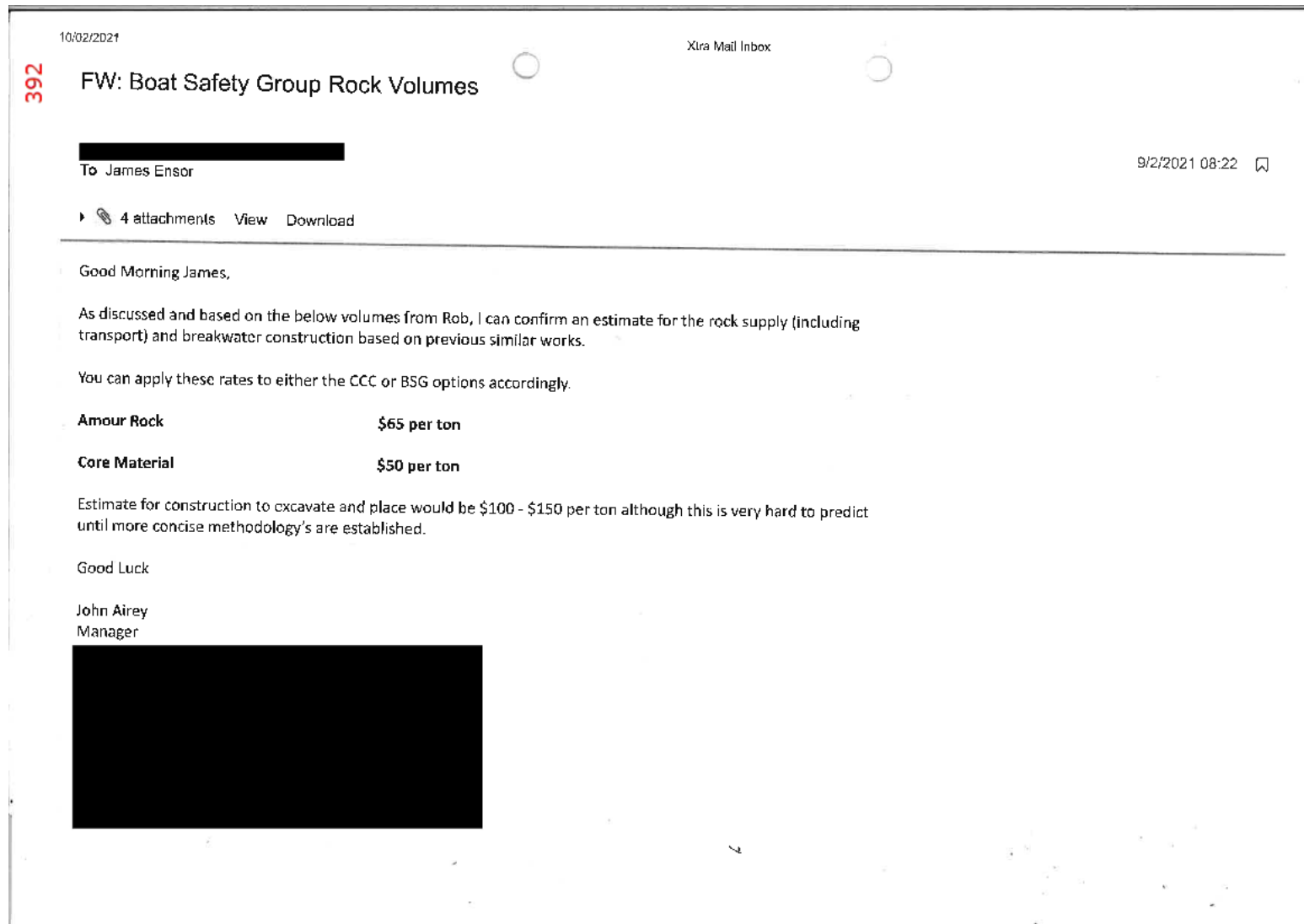
These volumes are all preliminary estimates, the breakwater layout and construction is yet to be fully designed. The weights are based on a rock density of 2600 kg/m3 and void ratio of 35% for armour rock and 25% for core material.

Note that the CCC breakwater volumes assume that the main breakwater will be constructed as a continuous breakwater arm from shore. Once rock placement is completed the area above the seabed which links to shore will be removed to form the entrance.

Kind regards

<https://webmail.xtra.co.nz/sopsuite/#!/?app=io,ox/mail&folder=default0/INBOX>

1/1



Component	Description	Total
Priority 1 - Environmental, public safety and partnership		
A	Haulout Yard	\$1,450,000
B	Initial site access/parking improvements	1,250,000
C	Handlaunching ramp and Rigging Area	\$2,030,000
D	Rebuild of existing public boat ramp	\$3,625,000
E	New Fixed Breakwater, Removal of Existing Breakwater and Partial Removal of Marina	\$7,625,000
F	Rockfall Hazard Work	\$680,000
G	Public Realm Improvements (site furniture, sculpture)	\$550,000
Priority 2 - Access, services, circulation and parking		
H	Upgrades to existing seawall and rock armour	\$1,000,000
I	Site Services	\$1,180,000
J	Pedestrian improvements, access and landscaping	\$2,550,000
K	Roading Upgrades	\$2,650,000
L	Later site Parking / Parking Lots	\$2,000,000
TOTAL		\$26,590,000

Note: Costs are estimates only and based on high-level planning work

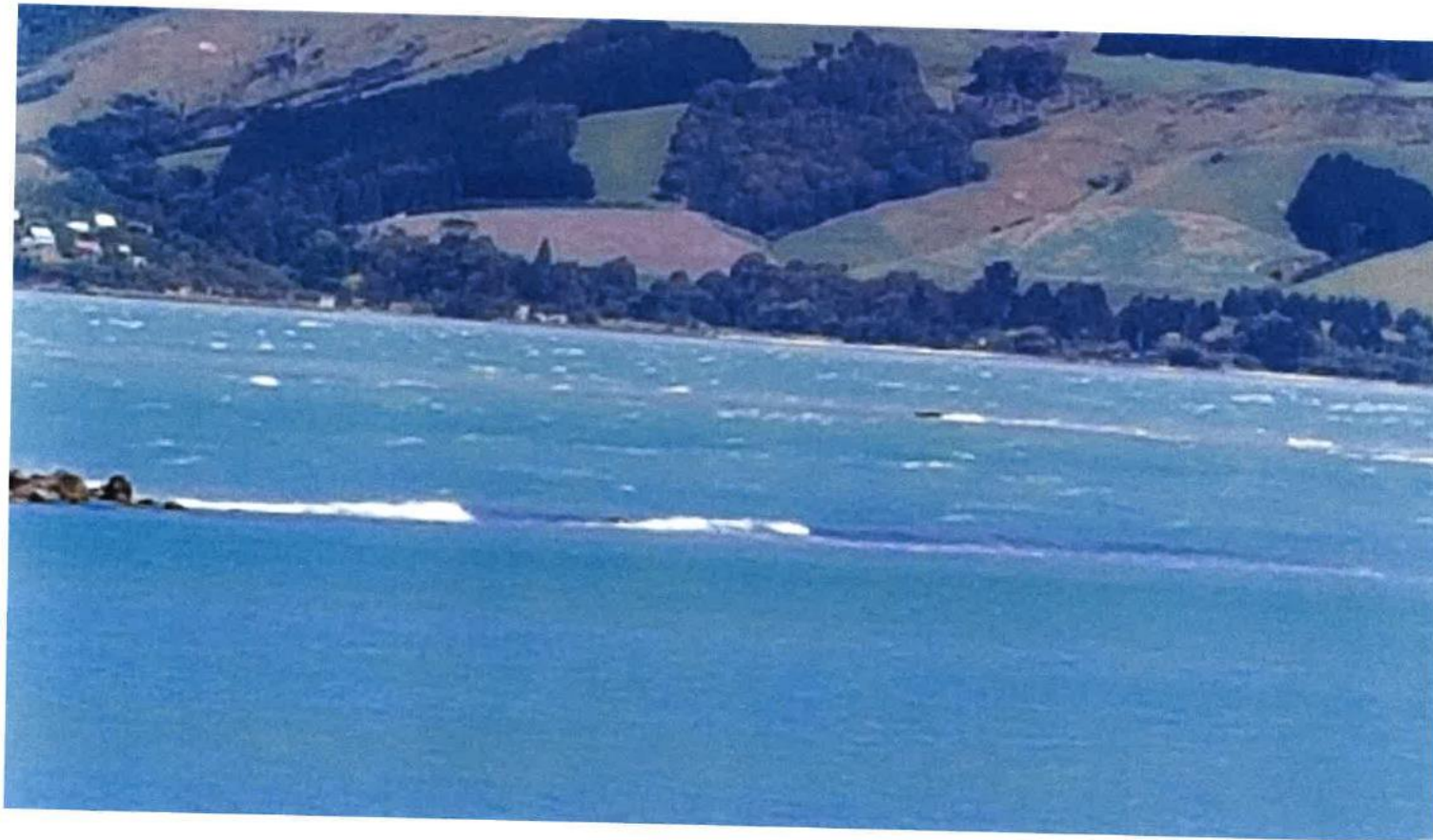
Attachment

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The Christchurch Civic Trust Inc. PO Box 1927, Christchurch 8140, New Zealand

April 24, 2021

RESPONSE TO THE CCC DRAFT CLIMATE CHANGE STRATEGY

Christchurch Civic Trust (CCT) broadly supports the draft strategy but finds that several areas of the Programmes need much greater focus / stronger measures. Selected CCT comments will be spoken to at the Hearings Panel.

Programme 5: Carbon removal and restoration

Carbon removal and natural restoration

Our commitment: Our biodiversity and ecosystems will be increasingly threatened by climate change. By protecting and expanding natural areas in our district, we will help capture carbon dioxide, while benefiting natural ecosystems and biodiversity.

Next step for the Council: Identify sites where partnership opportunities could increase indigenous planting across Christchurch and Banks Peninsula.

Programme 5 CCT response

CCC only mentions indigenous planting. This is eco-romantic nonsense...

1. Removal of atmospheric CO₂ is a critical action in the net zero quest.
2. Indigenous tree species are both extremely expensive to establish, and extremely slow at the critical task of doing CO₂ removals in the decades ahead
3. The average cost of CO₂ removals using natives is in the range of \$250-\$1000 per tonne of CO₂ sequestered, whereas fast-growing introduced tree species can sequester at \$20-\$30 / t CO₂
4. Also native trees are more at risk to drought and higher temperatures.

Programme 7: Low-emission transport system

Low-emission transport system

Our commitment: Road transport is the biggest single contributor to Christchurch's emission footprint. The transport sector contributes 54 per cent of our district's greenhouse gas emissions, with 36 per cent coming from road transport. Reducing transport emissions is essential to achieve our greenhouse gas emissions targets. Christchurch has high levels of private car use and low level use of public transport.

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Next step for the Council: Complete the Christchurch Transport Plan to understand pathways to reduce emissions and identify a progressive series of options to achieve the level of reductions we are seeking.

Programme 7 CCT response

CCC has a very parochial view of our emissions responsibilities. Climate change is a global commons issue. Our consumer preferences and behaviours are causing massive emissions affecting the global commons...offshore where the goods we demand are manufactured. We need to change our consumer demand...for example to smaller and fewer vehicles (especially with the imminent shift to EV's...)

Further: CCT applauds the CCC intention to improve transport in the city, with better service and greater efficiency including a reduction in carbon emissions. For a number of years before the quakes a free shuttle service ran in the central city using buses designed by the late David Thornley, long-time board member of the Christchurch Civic Trust. A revival of this service with electric buses would go some distance to reducing carbon emissions while improving city life for citizens and visitors alike. An inner city orbital shuttle-bus would also provide enhanced connectivity with the radial bus system and would promote modal shift towards more sustainable public transport.

Commuter Rail

In the post-earthquake rebuild process, the population distribution has changed leaving the red zone for the north, west, and south of the city. This aligns with the existing heavy rail network that connects the rapidly expanding settlements and significant employment areas. Kiwi Rail is a reluctant operator of passenger commuter rail services. If only a fraction of the costs that have been allocated to building motorways had been directed to the provision of commuter rail services, Christchurch and Canterbury would now be enjoying a high quality rail commuter service associated with Park and Ride and better intermodal integration. The energy benefits alone would advance progress in response to climate change targets.

Light Rail

Because of earlier lack of foresight, the mainline rail network does not have a central city terminus: note the 2013 demolition of the reparable former Christchurch Railway Station in Moorhouse Ave. Christchurch is reliant on a bus network that does not have an exclusive right-of-way. This is all the more reason for reintroducing the electric shuttle buses to serve the inner city with coverage including the CBD and Hagley Park and the mainline train station at Tower Junction. In addition, it would be a very positive move to convert some of the bus network to operate as electric powered trackless trams, which recharge their batteries at strategic stops. There is no need for overhead catenary infrastructure. Temporary route changes are easily implemented which assists maintenance of underground infrastructure. These rail-based options require one agency to take control and lead the process. Then there

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Item 3

Attachment B

would be one authority to hold accountable. The current glacial-like progress needs the impetus of global warming to overcome the current inertia shown by our local body authorities. If we twiddle our thumbs and don't plan, we will not be an accessible city. So some serious resources must be put into public transport planning!

Programme 8: Energy efficient homes and buildings

Energy efficient homes and buildings

Our commitment: Our homes, buildings, businesses and infrastructure consume large amounts of resources such as energy, water and materials to build, operate, maintain, repair and replace. We will design our homes, businesses, buildings and infrastructure to be more energy and resource efficient, and powered by affordable, renewable energy. This will lower emissions, reduce costs, deliver healthier buildings, create businesses that are more efficient and conserve our precious resources

Next step for the Council: Promote awareness of resources available to communities and businesses to assist with energy efficiency efforts.

Programme 8 CCT response

This is the most pathetic diversion: conventional building materials dominated by cement products and steel have massive amounts of embedded carbon. With a shift to wood...our buildings could be better than carbon neutral...they could become carbon sinks.

Further: there is absolutely no acknowledgement in the draft strategy document that buildings (heritage and non-heritage) can be and should be recycled (retained, strengthened, repurposed, design-modified), with enormous environmental benefits compared with demolition and new building involving loss of embodied energy, energy consumption, CO2 emissions, etc. This is an appalling omission given the last 10 years of relentless post-quake demolition by central government (noting that the demolition of the former Christchurch Railway Station in 2013 – refer back to Programme 7 – is just such an example); at the same time the CCC heritage Team has led the way with a huge number of CCC restorations.

Programme 9 Towards Zero Waste

Towards zero waste

Our commitment: Generally, our society busy things, uses them, then throws them away. About 9 per cent of Christchurch's greenhouse gas emissions come from our waste. However, approximately 40 per cent of waste currently going to landfill in Christchurch has the potential to be recycled or composted, using the services currently available.

Next step for the Council: Implement the Council's Waste Management and Minimisation Plan.

Programme 9 CCT response

No mention is made of the fact that building and construction waste is 40% - 50% of current landfill. Strong measures / inducements are needed from CCC to reduce this: relates to comment on building recycling referred to above and in the attachment.

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CCC needs to present itself as national exemplar in organic and inorganic waste recycling (national mention is rarely heard of Christchurch's scheme which has been running since 2009). Nevertheless the heavy energy consumption / emissions involved in providing the CCC three-bin collection service raise the question: are more environmentally-friendly improvements being investigated?

See attached document earlier presented to the Climate Change Commission on national issues but also with relevance to Christchurch climate change mitigation measures.

Item 3

Attachment B

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Item 3

Attachment B

Have we got the game plan right?

Our overarching proposal is to focus on a deliverable capital programme that helps drive our city forward, with particular investment in roads and transport infrastructure and in protecting and upgrading our water networks. We're borrowing for new projects that have long-term value, and ensuring that the debt repayments are spread fairly across the generations of ratepayers who will benefit from them. We're maintaining enough financial flexibility to be able to handle unplanned events, and we're finding permanent efficiencies in our day-to-day spending. We've managed to do all of this while keeping rates increases as affordable as possible.

Have we got the balance right? Have we prioritised the right things? If not, what changes would you like to see?

The Christchurch Civic Trust (CCT) considers that in general the CCC has a reasonable LTP game plan, with **some exceptions**, largely to do with **heritage funding** and the **city's assets which are being considered for disposal**.

We are also concerned that aspects of day-to-day living in the city are in danger of being jeopardised, e.g. **opening hours for facilities**.

Our climate change concerns include **a request for the return of the pre-quakes free electric buses**.

Rates

We've considered a range of options for how best to achieve what we need to achieve while also keeping the average rates increase as affordable as possible.

What do you think of this plan for an average residential rates increase of 5 per cent for 2021/22 and an overall rates increase of 4 per cent over the next 10 years?

CCT considers this proposed rating increase to be a prudent approach to the demands of the future and with generational equity in mind. **There also needs to be equity between commercial and residential rates.**

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Item 3

Attachment B

Proposed changes to existing rates, and new targeted rates

We're proposing a range of changes to existing rates, including the land drainage targeted rate and how we define remote rural properties. We're also proposing some new targeted rates, including a targeted rate specifically for the Arts Centre Te Matatiki Toi Ora, a heritage targeted rate to show the proportion of rates you already pay towards specific heritage projects, and an excess water targeted rate for households that use more than 700 litres a day.

What do you think of these changes to existing rates, and new targeted rates? Have we got it right? If not, what changes would you like to see?

CCT strongly supports the proposed targeted rate for the Arts Centre Te Matatiki Toi Ora: the Arts Centre is amongst the most highly prized city heritage and cultural assets which CCT has long held a close interest in. We contend that the **rating for the Arts Centre should be subject to a contribution from surrounding authorities, as for Canterbury Museum.**

The proposed new targeted rate for specific heritage projects is well-founded, enabling an equitable and democratised approach to the retention and celebration of the city's past long into the future. **BUT A VERY REAL CONCERN:** the proposed HIG funding model sees a **reduction of \$168,000 per annum** on the current annual sum available for chosen projects: see our comment further on.

The proposed targeted rate for water (and for other infrastructure) **raises the question** as to whether this is based on the average annual maintenance costs for the supporting infrastructure.

Investing in upgrading and protecting our city's water networks

We have a responsibility to provide and maintain the wells, pipes, reservoirs, treatment plants and pump stations for drinking water, and manage the collection, treatment and disposal of wastewater and Stormwater.

We are proposing to invest 41 per cent (\$2.329 billion) of our capital spend on water infrastructure. Have we got the balance right? If not, what changes would you like to see?

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Item 3

Attachment B

Investing in our transport infrastructure

We've heard from residents that transport is a top priority. It's also the city's biggest contributor to carbon emissions. We want to give people better options for getting around, whether by car, public transport, on foot, on a scooter or on a bike. We also want to ensure our networks are safe.

We are proposing to invest 25 per cent (\$1.445 billion) of our proposed capital spend on transport infrastructure improvements. Have we got the balance right? If not, what changes would you like to see?

CCT applauds the CCC intention to improve transport in the city, **with better service and greater efficiency including a reduction in carbon emissions.** For a number of years before the quakes a free shuttle service ran in the central city using buses designed by the late David Thornley, long-time board member of the Christchurch Civic Trust. **A revival of this service with electric buses would go some distance to reducing carbon emissions while improving city life for citizens and visitors alike.** It would also encourage park and ride based on the central city parking buildings.

Commuter RAIL

In the post-earthquake rebuild process, the population distribution has changed leaving the red zone for the north, west, and south of the city. This aligns with the existing heavy rail network that connects the rapidly expanding settlements and significant employment areas. Kiwi Rail is a reluctant operator of passenger commuter rail services. If only a fraction of the costs that have been allocated to building motorways had been directed to the provision of commuter rail services, Christchurch and Canterbury **would now be enjoying a high quality rail commuter service associated with Park and Ride and better intermodal integration.** The energy benefits alone would advance progress in response to climate change targets.

Light Rail

Because of earlier lack of foresight, the mainline rail network does not have a central city terminus. Christchurch is reliant on a bus network that does not have an exclusive right-of-way. This is all the more reason for **reintroducing the electric shuttle buses to serve the inner city with coverage including the CBD and Hagley Park and the mainline train station at Tower Junction.** In addition, it would be a very positive move to convert some of the bus network to operate as electric powered trackless trams, which recharge their batteries at strategic stops. **There is no need for overhead catenary infrastructure. Temporary route changes are easily implemented which assists maintenance of underground infrastructure.**

These rail based options require one agency to take control and lead the process. Then there would be one authority to hold accountable. The current glacial-like progress needs the impetus of global warming to overcome the current inertia shown by our local body authorities. If we twiddle our thumbs and don't plan, we will not be an accessible city. **So put some serious resources into public transport planning.**

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In 2020 the Council adopted a new Waste Management and Minimisation Plan that focusses on changing our 'throwaway' culture and reducing the amount of waste we send to landfill. Implementing the actions in that plan are the key drivers of our operational and capital spending.

We're proposing to spend \$25 million on organics infrastructure (which includes upgrades to the organics processing plant), \$18.5 million on transfer station infrastructure and \$18.4 million on recycling infrastructure. Have we got the balance right? If not, what changes would you like to see?

CCT generally supports increased spending on organics infrastructure, transfer station infrastructure and recycling infrastructure; however, we believe that in a **'climate emergency' these sums are somewhat minimal**. We would like to see CCC make some attempt **to educate and encourage those involved in the construction industry to reduce landfill wastage which currently accounts for over 40% of landfill**.

Any moves CCC can make to encourage a 'retain, restore and repurpose' attitude to the built Christchurch environment which will help reduce wastage and the city's carbon footprint would be welcomed by CCT.

Our facilities

We're proposing to invest 19 per cent of our capital spend on community facilities. We're also proposing some changes to levels of service. This includes changes to libraries, service desks and the Christchurch Art Gallery Te Puna o Waiwhetū to reflect how and when residents use these facilities, and to acknowledge the impact that COVID-19 has had on visitor numbers. It also includes closing the Riccarton Road Bus Lounges.

What do you think of our proposed investment in Council-owned facilities across Christchurch and Banks Peninsula, and in our changes to levels of service? Have we got the balance right? If not, what changes would you like to see?

CCT considers that the proposed spending on community facilities is too low. Proposed cuts to hours send the wrong signal about Christchurch to the rest of the country and to its own citizens. Library and Art Gallery hours/ levels of service should not be cut / lowered while we are still in the pandemic, ie when 'normality' is yet to be recovered: this is the time when these services are needed more than ever and following many years of post-quake disruption for citizens. What is being proposed is a short-term expediency which disproportionately affects some parts of the community.

CCT is particularly concerned at the proposed reduction of the Art Gallery education outreach services: it is 'short-termism' in the extreme to discount the value of arts-educated youth of today who will be the future users of Te Puna o Waiwhetū.

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Item 3

Attachment B

Our heritage, foreshore and parks

Christchurch has a long and proud history of protecting and respecting our heritage. Over the past decade we've carried out a massive programme of repairs and restorations, but we still have some work left to do. In the next 10 years we will continue to restore our own buildings and support private development of heritage buildings. We will also be maintaining and improving our parks and foreshore.

We're proposing to invest 11 per cent of our capital spend on our heritage, foreshore and parks. Have we got the balance right? If not, what changes would you like to see?

CCT considers that the investment of 11% of CCC capital in heritage, foreshore and parks is **too low**. Notwithstanding the change to a targeted rate for heritage, the reduction from \$750,000 p.a. to \$542,000 p.a. will **adversely affect CCC ability to sustain the level of heritage support for which the city is well known**. It should be remembered that central government provided only \$10m for the restoration of earthquake-damaged heritage buildings after the September 4, 2010 quake (on a dollar for dollar basis) and that no additional heritage funding was provided by the government after the February 22 quake (with the exception of support for Christchurch Cathedral).

CCT considers that Hagley Park, the premier heritage open space in this Garden City, deserves a higher level of funding to enable the very best level of care to be provided for this world class facility. This applies also to the internationally significant Christchurch Botanic Gardens. **Note: CCC has an intergenerational statutory obligation under the Reserves Act to protect Hagley Park's heritage values and manage the park accordingly. Greater council oversight is required to prevent damage to the park.**

We are proposing to provide the Arts Centre with a capital grant of \$5.5 million. We would do this via a targeted rate that would recover the grant cost over 10 years, and would phase in over two years, so the targeted rate would be smaller in 2021/22 than in subsequent years. We're proposing that every ratepayer will pay this rate and it will be calculated as a number of cents per dollar of capital value.

Do you support the Council funding \$5.5 million for the Arts Centre? This proposal is currently accounted for in our proposed rates increase. If a decision is made not to proceed, rates would drop by 0.04 per cent.

CCT strongly supports the proposed targeted rate for the Arts Centre. It is the city's special taonga which must be given every possible assistance, post-quakes, to thrive again.

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Funding for base isolation of the Robert McDougall Art Gallery

Canterbury Museum considers the base isolation of Robert McDougall Art Gallery to be a key part of the Museum's redevelopment. In July 2019, the Council agreed in principle to support the base isolation of Robert McDougall Art Gallery at a cost of \$11.8 million, subject to public consultation in the Long Term Plan.

Do you support the Council funding base isolation of the Robert McDougall at a cost of \$11.8 million? This proposal is not currently accounted for in our proposed rates increase. If a decision is made to fund base isolation, rates would increase by 0.07 per cent.

CCT is against the proposal as it stands. It results from a request by Canterbury Museum for the base isolation of the Robert McDougall Art Gallery as part of its redevelopment project for which the Museum is yet to receive approval for its Resource Consent application.

The Museum redevelopment centres around the need for more space on its site. It considers the RMDAG to be part of its 'site', **but in fact that is not true.** Funds for the building and operations of the RMDAG were gifted to the citizens of Christchurch by Robert McDougall and in statute the building still belongs to the citizens of Christchurch (the CCC) and its function (in statute) is to **operate as an art gallery for the benefit of the citizens of Christchurch and Canterbury. As such CCT does not consider that base isolation of the gallery, at \$11.8m, is money well spent in the present economic climate.** CCT supports separate B I of the RMDAG **if it is a cost-effective means of strengthening and protecting the building for its statutory purpose.** We repeat that the redevelopment of the Museum with its proposed B I and increased basement area of the RMDAG should not be reliant on the Museum obtaining a CCC lease for the RMDAG.

We have a small number of properties, including two heritage buildings, that are no longer being used for the purpose they were originally acquired for. These surplus properties make up less than 1 per cent of Council's overall property portfolio.

Help us decide their future – what do you think of this proposal to dispose of surplus properties?

CCT considers it vital that **the two heritage CCC-owned properties are not disposed of** without there being a transparently conducted review, with public input carefully considered. Disposal of 5 Worcester St and Coronation Hall could lead to a new owner opting, at some point in the future, **for demolition: too much of the city's heritage has been lost since the earthquakes**, continuing even to this day with the demolition of the Cathedral of the Blessed Sacrament and with a threat to the NG building remaining.

CCT shares Historic Places Canterbury's concern about the future of the Yaldhurst Memorial Hall, with a similar recommendation to that above: community consultation and fully transparent decision-making.

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Any other comments:

The Draft Plan could present a **stronger sense of the climate change emergency** which the city has declared itself to be in! A section on this vital part of the future Christchurch could have been expected in the LTP Consultation Document – to relate to the [Ōtautahi Christchurch Climate Change Strategy \[PDF, 1.9 MB\]](#).

Supporting Documents

CCT submission to Climate Change Commission

Our Draft Annual Plan 2022/23 from Gray, Ross organisation: Christchurch Civic Trust behalf of: Chair 120

Our Draft Annual Plan 2022/23

Submitter Details

First name: Ross Last name: Gray

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

Christchurch Civic Trust

Your role in the organisation and the number of people your organisation represents:

Chair 120

Would you like to speak to the Council about your submission?

☒ Yes

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

If yes, please provide a daytime phone number above so we can arrange a speaking time with you. Hearings will be held in May (specific dates are to be confirmed).

[Redacted phone number]

Feedback

1.6 Any further comments

Christchurch Civic Trust supports the Special Heritage (Cathedral) Targeted Rate for the \$10m allocated - as long as it is needed (as per original CCC agreement).

CCT continues to support the Special Heritage (Arts Centre) Targeted Rate for the \$5.5m CCC grant for this vital core of the city's culture and built heritage.

CCT does not support the proposed Base Isolation of the Robert McDougall Art Gallery which we consider should not be acting as a key part (in fact an 'indispensable' part) of the Canterbury Museum redevelopment; as an indispensable adjunct element of Christchurch Art Gallery, the RMDAG does not require base isolation to fulfill its function as an exhibition space for, principally but not exclusively, the city's historical collection. Its 1930's

Created by Consult24 Online Submissions Page 1 of 2

Council Annual Plan
10 May 2022

Our Draft Annual Plan 2022/23 from Gray, Ross organisation: Christchurch Civic Trust behalf of: Chair 120
strength of construction saw only moderate damage to the building in 2011.

CCT is disappointed, alarmed that the Draft Annual Plan 2022/23 shows little evidence that this is a plan for a
city which has declared a Climate Emergency (Newsline 23 May 2019).

The attached documents are our reminder of what CCT submissions were on the CCC LTP and on the CCC
Draft Climate Change Policy.

Thank you.

Ross Gray

Attached Documents

File
Final CCT submission to CCC Draft Climate Change Policy
the game plan Word doc Wed 14th 15th20466 hilighted

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Our Draft Annual Plan 2022/23

Submitter Details

Submission Date: 18/04/2022

First name: Paul Last name: Broady

Your role in the organisation and the number of people your organisation represents:

Would you like to speak to the Council about your submission?

☒ Yes

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

If yes, please provide a daytime phone number above so we can arrange a speaking time with you. Hearings will be held in May (specific dates are to be confirmed).

Feedback

1.5 Capital Programme

I totally support all the proposed expenditure for Transport Environment in the categories Asset Renewal, Growth, and Level of Service Improvement.

In the context of the climate emergency / crisis the need for reduction in greenhouse gas emissions is urgent. "Urgent" means now. According to the latest IPCC AR6 WGIII report (April 2022), emissions should have peaked for achievement of a best, if low, chance of restricting average global warming to +1.5°C. Christchurch should be vigorously pursuing rapid reductions in order to minimise heating.

The enhancement of public transport and personal transport such as cycling and electric scooters provides us with the best opportunity to reduce emissions from private cars. The Ōtautahi Christchurch Climate Resilience Strategy (2021) has stated that 36% of our emissions come from land transport. An extensive and complete network of cycleways taking people to all parts of the inner city and suburbs is essential for encouraging use of bikes and making them a more efficient form of transport.

Costly damage from climate disruption will become more apparent over the next few years. This will increasingly persuade people of the good sense of making these shifts in transport modes. Those who deny the need for change and favour the dominance of the private car have surprisingly limited vision of the requirements for a healthy future.

A disappointment is that so many projects are flagged to start in 2023/24 or later. The urgency for mitigation of climate disruption by reducing emissions suggests that these projects should be brought forward.

1.6 Further Comments

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Page 2 of the Draft Annual Plan states that: "the purpose of this plan is to inform the community on the spending priorities outlined in the plan, and may not be appropriate for any other purpose".

I suggest that it should have one other important purpose and that is to indicate which spending will contribute towards 1) mitigation of, and 2) adaptation to climate disruption. Without this it is impossible for a citizen to estimate the extent to which there is progress in the 10 Climate Action Programmes described in the Ōtautahi Christchurch Climate Resilience Strategy (2021).

It is urgent that action is taken to rapidly progress those programmes and no doubt considerable funding is required for this. Page 19 of the Draft Annual Plan provides an overview of "Where our funding will go 2022/23" and pages 80-85 provide a summary by activity of the Proposed Capital Programme. Neither of these provides any information about the proportion of funding that will contribute to either climate change adaptation or mitigation. They should do so. If they did then this would help the public assess progress being made with the Climate Resilience Strategy.

Some of the hundreds of individual activities listed on pages 86-135 (Proposed Capital Programme Detail by Activity) will contribute to adaptation to climate disruption. Many will either add to or reduce our city's emissions. Where appropriate, an indication of which of these applies to each activity should be shown, possibly using simple symbols in an extra column to the table.

On page 57, in a description of the role of "Strategic Planning and Policy", it is stated that: "Responding to climate change and building resilience will be one of the biggest challenges Christchurch faces". This indicates that the need for climate action is recognised but it would help immensely if the reader could clearly see how funding allocations contribute to facing this "biggest challenge". It is unfortunate that the future tense "will be" is used rather than the present "is". It is vital that Council documents stress the present urgency of action and do not hint that it might be acceptable to delay action.

In the table "Significant Forecasting Assumptions" under "Impact of policies and external factors", section 3.6 covers "Potential climate change impacts" (p194-195). It is noted that better understanding of impacts of climate change on our assets is required for determination of the financial consequences of those impacts. However, there is no mention of the risk of increased costs of climate mitigation activities. There is likely to be more international and central governmental pressure and societal demands for an increase in mitigation activities as climate disruption accelerates. Also, it is not unlikely that increases in scientific knowledge of climate disruption will indicate the need for faster and deeper cuts to emissions. What might be the financial impacts of this?

In the Mayor's Introduction to the Draft Annual Plan Consultation Document (p5), she states that "Climate action continues to be a priority...Central...is our goal of halving greenhouse gas emissions...by 2030". It is heartening to read such a strong commitment to mitigation. It is unfortunate that this theme is not continued in the "word from our Chief Executive" or in the remainder of the document, although, as in the Draft Annual Plan, "adaptation" receives a few mentions.

Please be explicit in showing where mitigation and adaptation efforts are being funded. This would help generate public interest and stimulate action.

Attached Documents

File

No records to display.

T24Consult Page 2 of 2

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Our Draft Annual Plan 2022/23

Submitter Details

Submission Date: 15/04/2022

First name: Bryan Last name: Gilchrist

Your role in the organisation and the number of people your organisation represents:

Would you like to speak to the Council about your submission?

☒ Yes

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

If yes, please provide a daytime phone number above so we can arrange a speaking time with you. Hearings will be held in May (specific dates are to be confirmed).

Feedback

1.1 Rates

It's fine

1.2 Revenue, spending and borrowing

Please make Phillipstown a priority - as there is a proposed reduction in the Capital Programme spending, its m concern that Phillipstown will, once again, be overlooked, and it's a suburb that desperately needs urgent and long overdue infrastructure work.

1.4 Fees and Charges

It would be great if Council could consider an incentive plan, such as lowering fees at the refuse stations, to discourage people dumping litter on our streets, or making public rubbish bins available.

1.5 Capital Programme

Please consider allocating funding for a our community facility in Phillipstown. Any opportunity to bring funding forward is significantly important and would be greatly appreciated.

T24Consult Page 1 of 2

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Please support funding road improvements on Ferry Road, between Wilson's and Aldwins roads. Status quo sees no designated pedestrian crossings, cars parking in designated parks on pedestrian walkways, huge bottlenecks in traffic at busy periods.

Please, especially on Olliviers Road, implement infrastructure improvements that align with the slow neighbourhoods programme. Cars travel at unsafe speeds putting children and pets at risk. It is terribly dangerous.

Lastly, please consider landscaping beautification in Phillipstown. We desperately need it!

1.6 Further Comments

Thanks for proceeding with the Lancaster Park redevelopment, however, please seriously consider what residents want in terms of design and use.

Attached Documents

File

No records to display.

Council Annual Plan
10 May 2022

From: [REDACTED]
Sent: Monday, 18 April 2022 4:10 PM
To: CCC Plan
Subject: DAP2022-2023: BNA Submission
Attachments: CCC DAP 2022-23BNA Submission FINAL.docx

323

Categories: Karen

Greetings

Please find attached a submission from the Beckenham Neighbourhood Association Incorporated.

Yours sincerely

Peter Tufley

[REDACTED]

Item 3

Attachment B

CCC DRAFT ANNUAL PLAN 2022~2023
SUBMISSION BY BECKENHAM NEIGHBOURHOOD ASSOCIATION INCORPORATED

PREAMBLE

1. We note with approval the recognition, expressed by both the Mayor and the Chief Executive in their respective Consultative Document forewords, of the need to make adjustments in order to prepare for uncertain times ahead, in particular the Chief Executive's reference to the war in Ukraine and its potential impact on the economic landscape in an already inflationary situation.

2. Emphasis on "getting the balance right" has been a recurrent theme in the Annual Plans of recent years. We think the Council has again broadly succeeded in that regard.

3. Already in 2020 the Council demonstrated both willingness and ability to make significant adjustments in the face of crisis. In the Annual Plan for 2021-22 it performed well in catching up on projects that had been deferred because of the COVID emergency of the previous years (as evidenced in the completion of the Cashmere/Hoon Hay/Worsleys Intersection reconfiguration, as well as the water main pipelaying work that has been underway in our neighbourhood). That solid track record gives us confidence that the balanced approach laid out in the current Draft Annual Plan is soundly based and should work – barring the unforeseen.

FINANCIAL CHANGES

4. Given the present level of inflation it comes as no surprise that operational costs have risen. That trend can be expected to continue, indeed worsen.

5. In those circumstances, the DAP shows wisdom in reducing capital expenditure and borrowing. We support the proposed capital expenditure reductions, and congratulate the Council on also achieving yet again a reduction in the proposed level of rate increase.

6. Aiming at future-proofing and resilience at a time when so much in the future is uncertain and potentially threatening is in our view the obviously right approach. Even so, and even with the best efforts, the possibility remains that unprecedented commodity-price-led inflation on an unanticipated scale may push some costs over budget to an unsustainable degree and force a choice between budget blowout and curtailment, deferral or even abandonment of some projects.

7. While not suggesting that the Council "go back to the drawing board" as it did with its 2020 updated Draft Annual Plan, we think it would nonetheless be prudent, even if the Draft Plan is approved in its present form, for staff to be tasked to prepare a prioritized contingency list of expenditure items to be considered for further pruning should the need arise (e.g. in the event of higher-than-anticipated commodity-price-driven inflation).

WATER-RELATED MATTERS

8. We support the Council's efforts in working with other local authorities to seek a change in the Government's Three Waters approach.

9. In the meantime, we agree that the Council cannot suspend expenditure on water infrastructure over which the Government's proposals will, if implemented, deprive the Council of control. In the circumstances we agree that this expenditure should be funded from borrowing.

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PARKS AND HERITAGE

Mid Heathcote Linear Park Masterplan Implementation

10. In view of the uncertain times ahead, we are deferring any plea for the reinstatement of this item for the time being.

OTHER MATTERS

Policy on Council Working Relations With Residents' Groups

11. We think that the critical situation our city faces, and will continue to face, as a result of the war and consequent inflation adds to the importance of close communication between the Council and the community, and adds point to the recommendation we have made on this subject numerous times in recent years – namely that it would be timely to revive the policy review that the Council initiated many years ago and failed to complete.

IN CONCLUSION

12. Subject to the various matters that have been touched upon above we broadly support the Draft Annual Plan.

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

18 April 2022

On behalf of the Beckenham Neighbourhood Association Incorporated

Peter Tuffley, Submissions Co-ordinator



Item 3

Attachment B

Council Annual Plan
10 May 2022

From: Peter Tuffley [REDACTED]
Sent: Monday, 18 April 2022 4:25 PM
To: CCC Plan
Subject: DAP 2022-2023: PeterTuffley Submission (attached this time)
Attachments: CCC DAP 2022-23PTuffley_sbmsn.docx

304

Categories: Karen

Hello

Please find my submission attached.

Yours sincerely

Peter Tuffley
[REDACTED]

Item 3

Attachment B

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CCC DRAFT ANNUAL PLAN 2022~2023

SUBMISSION BY PETER TUFFLEY

1. I congratulate the Council on the economic realism and prudence evident in this year's DAP. Inflation – already with us before the start of the war in Ukraine – is forecast to be greatly exacerbated by the impact of the war, as well as by the sanctions on Russia, and the Chief Executive rightly takes note of this.
2. While no-one can be certain how longlasting or severe this impending inflationary period may be, it would probably be well to err on the side of pessimism. The Financial Prudence Benchmarks statement indicates that there is adequate leeway in the event of circumstances becoming worse than anticipated (as might be highly likely in respect of operating costs). Recalling how well the Council succeeded in producing an emergency updated DAP in 2020 in the face of the COVID crisis, I have every confidence that the Council will be as well placed and well equipped (as future-proofed and resilient) as possible to cope with the worst.
3. I think the proposed capital expenditure reductions show a sensible appraisal of what can be deferred for future better times. Achieving a further reduction in the proposed level of rate increase over what was proposed in the LTP is also a praiseworthy achievement, as is the proposed reduction in borrowing.
4. Nevertheless, the possibility has to be recognised that an unforeseen degree of inflation may push some costs to unacceptable levels over budget and force further expenditure cuts (or further borrowing to fund added expenditure) on perhaps all but inescapable commitments. The more contingency planning can be done to prepare for this eventuality, the more flexibly and selectively the Council will be able to respond to circumstances as they develop, and I strongly recommend that staff be put to work on this. The ability to prioritize soundly will be essential.
5. Turning to water-related matters, I support the Council's efforts in working with other local authorities to overcome apparent ministerial obstinacy and persuade central Government of the wisdom of seeking an alternative to its current flawed Three Waters proposals – preferably one that will enable the Council to retain control over the water management assets of which it has been an excellent custodian.
6. Whatever may be the outcome of those efforts, expenditure on water infrastructure has to continue. In the circumstances it would be wrong to burden ratepayers with that expenditure, and best to fund it by borrowing, whereby the liability can be passed on to the entity that takes control of the assets in the regrettable event that the Government's proposed scheme goes through.
7. The coming hard times will in my view make it important for the Council to strengthen consultative and other links with local communities. As one who participated in the original initiative to review Council policy on working relations with residents' groups, I would strongly recommend that now would be a good time to revive that sadly abandoned process and take it forward to completion.
8. With the above provisos I broadly support the Draft Annual Plan.
9. I wish to be heard in relation to this Submission

18 April 2022

Peter Tuffley



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[REDACTED]

Item 3

Attachment B

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Halswell
RESIDENTS ASSOCIATION (inc)

The Chairman:
2 McDermott Place,
CHRISTCHURCH, 8025

Submission: Draft Annual Plan 2022/23 (Christchurch City Council)
Date: 14 April 2022
Wish to be heard: YES
Standing: Halswell Residents Association (Inc.) is an incorporated society and a registered charity, and advocates for the interests of people in Halswell. Activities are largely carried out by a Committee of 6-8 members, which holds monthly meetings open to the public. For submissions such as this, a draft is circulated to our committee and consensus obtained before the final version is submitted and minuted at the next monthly meeting. The Association Chairperson is John Bennett; David Hawke and Adele Geradts are Co-Secretaries. Adele Geradts is also our Acting Treasurer following the resignation of our previous Treasurer for health reasons. The Association can be contacted by email at secretary.HRA@gmail.com

Halswell's growth has been enormous, and City Council's capital projects have failed to keep up. This is something we raise repeatedly, and very little seems to happen except that more houses are built. Consequently, City Council has accumulated a sizeable deficit of capital projects that need to be done. In our view, this is not responsible financial management.

Informing our submission are the results from four surveys we have run on the Halswell Community Facebook page, starting in September 2021.

- Local government representation (September 2021; c. 120 respondents)
 - Key finding: a poor level of understanding of City Council. This is picked up again below in Section 3 of our Submission.
- Halswell public transport (October 2021; c. 160 respondents)
 - Key finding: At 49% of respondents, "The bus takes too long to get where I want to go" is the largest reason for not catching the bus more often. This is picked up again below in Section 4 of our Submission.
- Halswell community facilities (January 2022; >300 respondents)
 - Key finding: most people travel by car to community facilities. Hardly anyone (<10%) catches the bus.
- Halswell physical environment (March 2022; >300 respondents)
 - Key finding: noise from traffic is the standout issue, with trucks, buses and cars all of concern. Although some folk don't see an issue, those living on busy roads are not happy.

Page 1 of 9

1. Areas where City Council has performed well

- a. Strengthening Communities funding: In this past financial year (2021/22), City Council (through our Community Board) has granted us money from its Strengthening Communities Fund for our ongoing expenses including organising the 2022 ANZAC commemoration.
 - i. Without this support, our work would be seriously reduced and the ANZAC commemoration would not happen.
- b. Community Board Discretionary Response funding: City Council (through our Community Board) has granted us \$6300 over the past two years for our matai project from its Discretionary Response Fund. Businesses, a local trust and a local donor have also contributed substantially.
 - i. Just as a reminder, this project is based around a 1000 year-old matai forest buried beneath Halswell. We are hoping to build a heritage narrative that will go beyond the present colonial narrative, to include both mana whenua and recent arrivals in Halswell.
 - ii. As well as support from Community Board elected members, we acknowledge the enthusiastic support from City Council heritage and community board staff and note that such a project can only really be done bottom-up by people in the community.
- c. Support for establishing the Halswell Hub: Community Board has given significant financial and moral support for this initiative by Halswell Community Project. The result is a true "community hub" where all sorts of community activities take place (including our monthly meetings).

Action requested (1): maintain (or boost) community funding disbursed by community boards.

- d. The Draft Annual Plan consultation process: Last year, we were extremely disappointed at the late and incomplete responses to questions we posed on aspects of the draft plan.
 - i. This year, we lodged five tightly worded questions on Saturday 2 April. We received a prompt acknowledgement on Monday 4 April, to the effect that relevant staff had been asked to respond. This came through to us with an appropriate level of detail on 6 April.
 - ii. This is a vast improvement on our experience last year, and City Council is to be commended on attending to the issues so evident then.
- e. What would be much better is if each Project had a 1-2 sentence explanation. This would save submitters time, help give more informed comment, and save City Council money.

Action requested (2): provide a link in future Draft Annual Plans to a brief description of each project.

2. Draft Annual Plan proposal for amended Level of Service: Transport

- a. The decrease proposed for the percentage of land holdings with a 15 min walking access (54% to 48% for 2022/23) reflects the change in measurement from a walking speed of 5 km/h to 4 km/h. We support this change.
- b. Regardless of the walking speed, there will be large parts of new residential developments in Halswell's south and southeast that do not meet requirements for four of Food Shopping, Education, Employment, Health, and Open Spaces to be within 15 min walking access.

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- i. Running eastward from the motorway exit onto Richmond Avenue and nearby streets, only Education, Open Spaces and Health are accessible within 15 min.
 - ii. Further east, through Country Palms to Sabys Road, Food Shopping adds to the list but Health drops off – so only three of the four levels of service.
 - iii. Then, east of Halswell School to Sutherlands Road, Health drops off the list and there is presently no Food Shopping. This leaves only Education and Open Spaces.
- c. The upshot of all of this is that the brand-new areas of Halswell, for which in a well-planned city one might expect this sort of level of service to be comfortably exceeded, in fact fall well short. We find this remarkable.
- d. Beyond this issue, there is no recognition in this Level of Service for (shall we say) a 10 year-old or an 80 year-old's ability to cross the road safely.
 - i. This is particularly important in Halswell because of the grid of high-traffic roads; Halswell Road, Halswell Junction Road, Sabys Road, Dunbars Road, Whincops Road, Wigram Road to name just a few. On all these roads, crossing refuges are particularly sparse and hard to use safely. The situation on Halswell Junction Road and Wigram Road will become even worse when the Lamb & Hayward funeral home opens.
 - ii. Even if (say) school or the shops fit within the 15 min rule, if the 8-year old or the 80-year old cannot cross the road safely and confidently it is all to no avail.

Action requested (3): implement the Draft Annual Plan's proposed change to measuring the Level of Service: Transport.

Action requested (4): add age criteria to the Level of Service: Transport.

Action requested (5): add capital projects to the Draft Annual Plan that improve the compliance of Halswell to both the current and the proposed Level of Service: Transport.

3. What is missing from the Draft Annual Plan

- a. Intersection improvements at Richmond Avenue / Whincops Road
 - i. Knights Stream School has an enrolment zone that stretches east to Sabys Road, including all the areas south of Halswell Junction Road. The school is about to be expanded to double its roll to beyond 700 children.
 - ii. Anyone coming to the school east of Whincops Road and Wigram Road must go through the roundabout at the intersection with Richmond Avenue and Caulfield Avenue. This roundabout is especially busy at school drop-off and pick-up times.
 - iii. Having primary school children negotiate this busy roundabout is potentially going to lead to dead children. We already have a dead person from a collision at this intersection last month, following a collision with a bus.
 - iv. Given this level of risk, parents or caregivers will more likely drive their youngster to school.
 - v. As a society, we want our children to be active and independent. Having them carted to school because of safety concerns goes against this principle, and contributes to the traffic that causes the problem in the first place.
 - vi. It is very clear from Waka Kotahi documents that City Council, as Road Controlling Authority, must play its part by providing safe roading infrastructure for children to get to school.

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Action requested (6): add active travel improvements at Whincops/Richmond Ave intersection to the Annual Plan.



The Whincops Road / Richmond Avenue roundabout is especially hazardous for people wanting to do the right thing and have their children walk, scooter or bike to Knights Stream School. Improving this intersection is urgent, given that the school zone extends far to the east at Sabys Road.

- b. A plan to boost public understanding of how council works.
 - i. In the 2019 local government election, only 43% of enrolled electors voted. We find this totally unacceptable.
 - ii. In our survey on Representation in September 2021, 47.5% of 120 respondents said either they didn't know the name of their Ward councillor from a list, or chose the name of a Member of Parliament.
 - iii. It is always difficult to know where to start on a complex problem such as this.
 - iv. In our view, what needs to happen in the first instance is to get Community Boards into their communities. There was a start made, but since then it has faltered. For example: Waipuna Halswell – Hornby – Riccarton Community Board and neighbouring Spreydon – Cashmere Community Board each held all 16 of their in-person meetings in 2021 in a single City Council Service Centre (Riccarton and Beckenham respectively). We think this a dereliction of duty.

Action requested (7): add a Level of Service to the Draft Annual Plan that provides a benchmark for Community Boards that gets them into their communities.

- c. Funding to allow portable recording of Community Board meetings at venues around the community.
 - a. Andrei Moore from Waipuna Halswell – Hornby – Riccarton Community Board promoted a measure to have recording of community board meetings during the recent period of virtual meetings.
 - b. This measure has led to a substantial increase in the number of people engaging with community board meetings.

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- c. Recording of community board meetings needs to be provided for to allow for the movement of meetings to different venues around the community.

Action requested (8): add funding for portable recording of community board meetings at venues around the community.

- d. Fenced dog park
 - i. Many people in Halswell own and walk dogs. In our Community Facilities survey, over 90% go walking and 34% of those who go walking often take a dog.
 - ii. In the absence of a formal dog park, the stormwater areas have become de facto dog parks so that wildlife is now almost entirely gone.
 - iii. There is a vague reference in the Long Term Plan to city-wide dog parks but not until the very end of the planning period.

Action requested (9): add a fenced dog park in Halswell to the Draft Annual Plan.

4. Particular capital projects that need to be brought forward

- a. 1344 Milns, Sparks & Sutherlands Intersection Improvement (\$630k in 2024/25 or later)
 - i. The traffic along Sparks Road is steadily increasing, contributed by both Halswell folk and by people living in Selwyn District.
 - ii. The level of traffic makes turning out of Milns Road and Sutherlands Road difficult. Milns Road is especially problematic because it is on the inside of a blind corner. For people on bikes or walking the situation is virtually impossible.
 - iii. Once on Sparks Road, cyclists have only a narrow shoulder to travel along yet it is a key route for accessing Quarryman's Trail. City Council and Waka Kotahi put a lot of money into constructing Quarryman's Trail, and having it so difficult to access is such a waste.

Action requested (10): bring Project 1344 forward to 2022/23 to reflect current realities of a busy and difficult intersection.



The Sparks/Sutherlands/Milns intersection is hazardous and difficult for all road users right now, and needs to be upgraded urgently. Waiting beyond 2024/25 as proposed is too long.

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- e. 917 Lincoln Road Passenger Transport Improvements (Between Curletts and Wrights); 63366 Lincoln Road PT priority – Whiteleigh to Wrights (2015k in 2024/25 or later) (\$787k in 2022/23, then \$3256k in 2023/24 and \$5221k in 2024/25 or later)
- Getting PT priority down Lincoln Road and Halswell Road has a long history of delayed implementation.
 - For example, the section between Whiteleigh and Moorhouse was approved in 2020 yet construction still hasn't started. We were told that the delay is due to "an engineering issue at Whiteleigh Avenue / Lincoln Road" but we find this explanation inadequate. Instead, we suspect a convenient excuse and lack of motivation.
 - As proposed, PT priority are not programmed for completion until 2024/25 or beyond, yet many of the people who will use these services have already moved into their new homes.
 - Furthermore, ECAN have told us that they will not be implementing changes to bus routes from Halswell to the central city until the PT priority lanes are finished, to ensure that new customers are not subjected to delays due to partly completed road works.
 - Finally, we hear repeated requests for a covered all-year swimming pool for Halswell, with our survey showing small but significant numbers of people driving to pools outside Halswell. We understand that such a pool for Halswell is unlikely to happen anytime soon, given the Metro Sports Facility underway adjacent to Christchurch Hospital. However, this needs good PT access. It also needs City Council to talk with ECAN about making PT the mode of choice to get to the new facility.

Action requested (11): bring Project 63366 forward to 2022/23 to reflect current realities of PT delays from Halswell and increasing congestion.

- f. 41845 Cycle Connections – Quarryman's Trail (\$283k in 2024/25 or later).
- This is another project on which we sought more information from City Council. Part of the response stated "a shared bi-directional pathway alongside Sparks Road will be continued from the current signalled crossing through to Sutherlands Road".
 - We are really pleased that Quarryman's Trail is to be extended to Sutherlands Road. However, work on this needs to start right now. Sparks Road is really busy, and cycle access to Quarryman's Trail is along a narrow to non-existent shoulder. This is another example of a project that has lagged behind the residential development of Halswell.

Action requested (12): in Project 41845, bring forward to 2022/23 the extension to Sutherlands Road of Quarryman's Trail to reflect current realities of a crowded road and minimal shoulder.

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Sparks Road is extremely busy and cyclists must ride a narrow shoulder to access Quarryman's Trail (seen here in the distance). It is no coincidence that the cyclist here is a middle-aged male.

- g. 44710 Local Cycle Network – Halswell to Hornby (\$1015k in 2024/25 or later)
 - i. This is another project on which we sought more information from City Council. The response we received stated that “the project route is based on a connection improving the cycle connection between Halswell and Hornby. From Halswell Road following Dunbars Road – Awatea Road – Amyes Rd to Shands / Goulding Street. The costings on this project include allowance for an off road connection alongside the eastern berm side of Dunbars Road whilst little is now required along the Awatea Road section as it is largely developed and the cycle facilities are continuous along its length.”
 - ii. We are really pleased that the project includes separation from motor vehicles along Dunbars Road and Awatea Road. These roads are really busy right now and few people on bikes use them, so we think that this project needs to be brought forward to meet this already-existing situation.

Action requested (13): bring Project 44710 forward to 2023/24 to reflect current realities of traffic along Dunbars Road and Awatea Road.

- h. 60377 Programme – Active Transport Level of Service Enhancements (\$13182k in 2024/25 or later)
 - i. As already noted, many areas in the new parts of Halswell do not meet the current Level of Service: Transport.
 - ii. Many of the areas in Halswell's south and east have people already moved in or well on the way. Catering for these people cannot wait until 2024/25.

Action requested (14): bring Project 60377 forward to 2022/23 to reflect current realities of barriers to active transport.

5. Particular capital projects we support

- a. 43696 Halswell Community Local Play Space Planned Renewals (\$250k)
 - i. We greatly appreciated a visit last year by City Council's recreation planners to explain what is involved in this project.
 - ii. Although we are concerned that there are too many “pocket parks” in new subdivisions, that is a separate issue. Key point here is that we support the renewal

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- of equipment in parks such as Patterson Park; these parks are well used and important bumping spaces for the local community.
- b. 17052 Sparks Road Improvements (\$1104k in 2022/23; \$760k in 2023/24):
 - i. This is one of the projects on which we sought more information from City Council.
 - ii. We were told that this project "is the Council's share of costs to provide kerb and channel, shared path and carriageway widening in conjunction with developers (plan attached of scheme). This scheme is close to being consented as part of the developments along the southern side of Sparks Road. The developments are progressing faster than anticipated, hence the request to bring back funds to FY23 in this Annual Plan."
 - iii. As such, we support this project.
 - c. 61531 Ngā Puna Wai Car Park and Access Improvements (\$1680k in 2022/23)
 - i. This should have happened years ago. We have heard lots of angry Aidanfield residents who must put with both the traffic and the off-site parking on neighbourhood streets. This is only going to get worse, as we understand that the Netsal facility will be up and running from around 12 months.
 - ii. There is a lot of local mistrust of Council motivation around the Ngā Puna Wai project. We often hear from Aidanfield residents: "They will never listen to us – their minds are already made up". We sympathise strongly with their viewpoint.
 - iii. You need to make sure that you engage with local people right from the start, and given the Netsal timeline, "start" means "right now".
 - d. 42027 Wigram & Hayton Intersection Improvement (\$210k)
 - i. We understand that this project is to ensure that cycle and pedestrian access is preserved into and adjacent to the Ngā Puna Wai access point and Wigram Road.
 - ii. Assuming we are correct, we are really pleased that City Council is attending to active transport needs at key pinch-points at the same time as it is attending to vehicle access to Ngā Puna Wai.

Action requested (15): ensure Projects 61531 & 42027 happen on schedule, with the Aidanfield community meaningfully engaged ASAP.

6. Final comments

- a. While not strictly a stand-alone "capital project", we think it would be a good time to get more native tree plantings underway in the stormwater retention basins to supplement the wetland plants now well established.
- b. We know from our Matai Project that matai forest was formerly well established in Halswell, and work done by Dr Matiu Prebble at University of Canterbury has documented kahikatea forest in wetter sites.
- c. New subdivisions, plus the suburban intensification envisaged by the proposed revision of the District Plan, either have already decreased or will decrease the amount of greenery in the areas where most people live. Putting in more trees in wetland areas will counterbalance these trends, at least to some extent.
- d. We commend City Council for its work in tree plantings at Springlands (southern side of Quaifes Road, at Murphys Road), but more needs to be done. Particular sites include the wetlands at 66 Quaifes Road and the Hendersons Road / Sparks Road wetland.

Action requested (16): establish matai or kahikatea plantings at wetlands at 66 Quaifes Road and at Hendersons Road / Sparks Road.

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This could this be a Halswell stormwater basin, if City Council plants appropriate native trees

Council Annual Plan
10 May 2022



our mailing list
Our Draft Annual Plan 2022/23 from Hawke, David organisation: Halswell Residents Association (Inc.) behalf of: Co-Secretary; 30 on

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Our Draft Annual Plan 2022/23

Submitter Details

First name: David Last name: Hawke

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

Halswell Residents Association (Inc.)

Your role in the organisation and the number of people your organisation represents:

Co-Secretary; 30 on our mailing list

Postal address:

Suburb:

City:

Country:

New Zealand

Postcode:

Would you like to speak to the Council about your submission?

☒ Yes

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

If yes, please provide a daytime phone number above so we can arrange a speaking time with you. Hearings will be held in May (specific dates are to be confirmed).

[Redacted phone number]

Feedback

1.2 Do you have any comments about our proposed changes to revenue, spending and borrowing?

See attached

1.5 Do you have any comments about our capital programme (for example, our roads and footpaths, our water, wastewater, surface water and waterways, our facilities and our parks)?

See attached

Attached Documents

File

HRA CCC Annual Plan 2022 submission v4

Created by Consult24 Online Submissions Page 1 of 1

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Our Draft Annual Plan 2022/23

Submitter Details

Submission Date: 18/04/2022

First name: Viviana Last name: Zanetti

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

Phillipstown Community Centre Charitable Trust

Your role in the organisation and the number of people your organisation represents:

We support the Phillipstown Residents (about 4,000 people)

Would you like to speak to the Council about your submission?

☒ Yes

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

If yes, please provide a daytime phone number above so we can arrange a speaking time with you. Hearings will be held in May (specific dates are to be confirmed).

Feedback

1.2 Revenue, spending and borrowing

The Draft includes a proposed reduction in Capital Programme spending equal to \$75.2m.

We are concerned that this decrease will affect heavily Phillipstown where there are a number of areas that require urgent and overdue infrastructure work to maintain a safe neighbourhood (just to name a couple of examples: Cross Reserve where the lack of a pathway/s leading to the playground makes it difficult for parents and children to use it on wet days; Olliviers Reserve where the overgrown vegetation makes the park unsafe). We would like to ask that, if the proposed reduction are implemented, work in Phillipstown is brought forward. It would also be preferable that the operational spending budget on items such as maintenance is prioritised in Phillipstown.

1.5 Capital Programme

Funding for a community centre/hub in Phillipstown.

We support the allocation of funds towards a community centre/hub in Phillipstown. We would welcome any opportunity to bring this funding forward, as the current tenure on the former Phillipstown Primary School is a short term one and the lease is temporary. We believe that the need for a community facility that supports the growing community is extremely important. As highlighted in the Submission produced by the Waikura Board on

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the Annual Plan (Point 2.2) where the Board supports the proposed funding (\$3,706,796) allocated to the Phillipstown Community Centre to assist the centre to find a permanent home base once the Ministry of Education pilot project is completed, the importance of having a community hub in the neighbourhood has been outlined by the feasibility study recently produced by the PCCCT.

We would also welcome the opportunity to work closely with the City Council in order to identify together possible options for the community facility, should the current site not be available in the future. We believe that any discussion about a permanent community centre/hub in Phillipstown should be part of a wider conversation about needs and aspiration for the neighbourhood where the future of the former Phillipstown Primary School represent one of the major topics for discussion.

Ferry Road from Aldwins Road to Fitzgerald Ave

We are aware that The Ferry Road Master Plan includes reference to road improvements, safety and streetscape enhancements and amenity upgrades, however we are also aware that the budget for the implementation of the Master Plan was postponed, last year, after 2031.

The current condition of Ferry Road in Phillipstown is far from being "reasonable" and, regardless any plan for possible future improvements, it needs immediate attention.

While Ferry Road from Fitzgerald to St Asaph St and Ferry Road in Woolston has been redeveloped, we think that Ferry Road in Phillipstown (the section between Wilsons and Aldwins) has been missed out and presents a number of issues and concerns, specifically around the basic maintenance, or better the lack of basic maintenance which, apart from increasing the unpleasantness of the road – gray, polluted, noisy and busy – has an impact on the safety for pedestrians and bikers.

Similarly, it appears that in the years there has been a very minimal maintenance of the drains which are - almost all - blocked, damaged, and creating an uneven surface.

We would like Council to consider residents' concerns over:

- Safe crossing along Ferry Road between Wilsons and Aldwins Road.

In that space there are 4 pedestrian *crossing, with the first 3 of them (those closer to Wilson) being in the first 300 metres, the last one being at the intersection with Aldwins. This leaves about 460 metres without any crossing points. The Council needs to provide safe crossing points across the road at key points where pedestrians are likely to cross to reach businesses and bus stops on the opposite sides of the road. There has already been one pedestrian killed trying to cross between Mathesons and Olliviers Roads. These crossing points also need to be clearly visible to motorists such as with the inclusion of metal fencing . The 'safe crossing' point at Mathesons rd. is particularly unsafe with 2 lanes merging from the Wilsons intersection , plus Mathesons vehicles turning left into the just merged lanes ,and occasionally, vehicles travelling towards the city ducking onto the right hand side of the median (in the same lane as opposing traffic!)to access Mathesons Rd.

- Cars sharing the footpath with pedestrians along all Ferry Road from Wilsons Road to Aldwins Road, both ways. We think it is not acceptable that the council is enabling cars to park on the footpath. Not only does this decrease the footpath width for pedestrians, but it also damages integrity of the asphalt resulting in a safety hazard for bikers and pedestrians. It also means there are no physical barriers(curbing) between pedestrian and parking or U turning vehicles .

The feedback that we receive from our community is that Ferry Road is an unsafe and unpleasant road to walk on (but also to bike or drive on): due to the lack of barriers between cars and pedestrians, it is unsafe for anyone but especially for parents to walk with a pram or with young walkers, maybe students heading to the closest school (Te Waka Unua in Woolston).

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Due to the concrete safety strips in the middle of the road, drivers on Ferry Road coming from Ensors Road are not able to turn into Phillipstown through Nursery, Leydon, Matheson's and Ollivers. The first street available is Phillips Street. This produces the following issues:

1. Both residents and business owners have witnessed cars heading west on Ferry Road take a shortcut on wrong side of median strip to access Mathesons and Ollivers Rd (driving on the right-side of the road in the wrong direction to bypass the concrete barrier)
2. We are aware that, as consequence of this behaviour, staff of the Ferry Road Pharmacy have had near misses while waiting to cross as pedestrians back to the pharmacy side.
3. With most cars now turning down Phillips Street across the East Ward cycle lane, increased danger for cyclist as the lighting of the cycleway in winter is insufficient and the cyclists' lights blend in with the oncoming traffic lights of the cars coming down Ferry Road from Fitzgerald Ave,

We suggest that Council prioritises resources in investigating and solving the different issues in Ferry Road and we support bringing forward the budget for Ferry Rd improvements and for developing safe pedestrian crossing facility.

That Phillipstown be prioritised for inclusion in Slow Neighbourhoods Programme.

The increase in intensification/housing developments has been impacting on street parking as well as traffic on the side roads. This situation is not expected to get better when the Urban Development Plan imposed by Central Government is implemented as Phillipstown is meant to become High Density area.

Intensification, house development and lack of off-street parking have already resulted in the narrowing of the streets, in cyclists sharing the footpaths with pedestrians as they find the roads too dangerous, The 50km limit plus drivers travelling faster than this puts everybody - residents, drivers, cyclist - in danger.

We support the inclusion of Phillipstown in the Slow Neighbourhoods Programme.

Greening Phillipstown.

We very much appreciate that funding for Lancaster Park has been brought forward. However we urge that the Council work towards ensuring that the wider Phillipstown community has sufficient green space: apart a couple of pocket parks and the area used by the Phillipstown Community Hub, Phillipstown is – according to the residents – a concrete jungle and there are still some parts of the suburb where residents need to walk more than 1km to reach green space.

The lack of trees and greenery is systemic in streets such as Tuam St, Harrow St, St Asaph St, Ferry Road, Bordesley Street, Buccleugh St, Cashel St. This has a detrimental impact on pollution (on Ferry Road on a sunny day, car emissions are even visible to the naked eye!) and heat in summer.

We ask that Phillipstown is included in the Greening the East Project as it is part of the East of Christchurch and absolutely need "greening".

1.6 Further Comments

Phillipstown has been neglected for too many years. Phillipstown has lost the schools (first the Primary School, and in few months, the Technology Centre) which has impacted in the demographic composition of the area. Many of the city assets that remain are neglected and in a poor state. After a great engagement with the local communities, the Ferry Road Master Plan hasn't been implemented in the area (but it has been in Central and in Woolston) with no communication with the residents on the reasons behind this decision.

Phillipstown is one of the oldest neighbourhoods in Christchurch, with a lot of history and character. The Council

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needs to take the lead in prioritising maintenance and initiatives to demonstrate that it values the suburb. This especially as the Phillipstown area is experiencing and will experience a growth in building developments increasing the housing density in the suburb.

We recommend that Council prioritises Phillipstown in future planning and develops, together with residents, organisations working with the community and stakeholders with specific interest in the area (Kainga Ora, Police, Central Government) an intentional plan for the development and improvement of the area. A plan that holistically consider Phillipstown and the potentials and opportunities that might arise in the future (such as the disposal of the former Phillipstown Primary School, should the Ministry of education decide that there is no further need of the land for educational purposes).

Dumping of shopping trolleys

We encourage Council to work with supermarkets (and retailers using shopping trolleys) on a programme to reduce dumping of shopping trolleys on the streets, in waterways and on open spaces.

Attached Documents

File
No records to display.

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The Voice of Heritage

**Christchurch City Council Draft Annual Plan 2022-2023
Submission
From Historic Places Canterbury**

Mayor and Councillors,

Historic Places Canterbury (HPC) wishes to acknowledge the work and professionalism of the Council's Heritage Team and requests the Councillors to pass on our appreciation of their work.

HPC in addition wishes to draw the attention of the Councillors to the Canterbury Stories web site initiative. HPC commends the Council for funding work on this project. Our initial contacts with them has been very positive and HPC is sure the project will have strong community support. Our contacts outside Christchurch have expressed real interest in this initiative. **HPC requests this projects funding be continued.**

HPC considers the continual restoration of its earthquake damaged Heritage buildings to be a real success. HPC requests the Council pass on our appreciation to those staff involved.

Specifically, HPC requests the Councillors adjust the Draft Annual Plan for the following:

Christchurch City Council Heritage Team

HPC requests the Council Heritage Team be restored to its pre-COVID staffing levels and make an adjustment to the funding accordingly.

The CCC deferred from filling a Team Heritage vacant position due to the financial influence of COVID.

HPC is requesting this vacant position be filled as it has been our experience the Heritage Team's expertise is required both internally and externally.

Councillors will recall our recent Public Forum presentations where we noted the lack of Heritage Team input and advice in CCC Reports.

The Heritage Team's work will increase as the Government's intention to intensify our City will place additional strain on the preserving our Heritage. Due to the Government measures we face the real prospect of significant loss of Heritage that would qualify but has not yet been assessed for protection by the Heritage Team.

HPC considers the District Plan is not as representative of our Heritage and extra effort needs to be made to rectify this. HPC would like to remind the Councillors a couple of years ago we found that scheduled Heritage Buildings were just (if I recall correctly) just 0.25% of the total building stock) so Heritage is rare.

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Heritage Incentive Grants- The Tangible Fund

HPC requests at minimum, the full reinstatement of the grant to its highest previous levels (between \$800,000-900,00).

Reinstating it to its previous levels will bring operational parity with the Intangible Fund.

HPC considers there is an imbalance as applications for built heritage are generally more cash intensive so the funding for the Tangible Fund should reflect this and needs to be raised. "Our Heritage Our Taonga" Heritage Strategy commits the Council to supporting and partnering with the Community in the retention of our Heritage and the funding must reflect this.

HPC argues BOTH the Tangible and Intangible Funds should be well supported to be effective.

This is not a case of one or another but both together.

CCC Cemeteries

HPC requests the Cemetery Repair Fund be reinstated.

The CCC is to be commended for having a specialist Cemetery Team. (HPC has complimented their work in a past Public Forum presentation.) The systematic repair of these Heritage Objects will supplement their work and will enjoy public support.

In addition there is a Bill before Parliament that will very likely direct the Council to take responsibility for cemetery maintenance. Setting aside funds for repair is the CCC preparing for the inevitable.

Robert McDougall Gallery- Deferment of work on Weathertightness

HPC requests the Councillors give an assurance that delaying the work in making the Gallery weathertight will not cause (further?) damage to its heritage material.

HPC is asking for this as we can find no reference in the Draft Plan to any report stating that the proposed delay will not materially affect the heritage material of the building.

If no report exists HPC requests the Councillors seek one before making the final decision.

The Provincial Council Buildings

HPC supports that funds have set aside for work on the complex.

HPC requests the CCC actively seek a lasting solution on the future of these important and much loved Heritage buildings.

HPC understands this is a complex situation however we are sure Christchurch residents and yourselves agree a solution is long overdue.

Vacate Land Rate Differential

HPC requests that for the proposed Vacate Land Rate Differential a provision allowing for discretion for Heritage and Character buildings be added.

HPC is concerned the proposed new Rate in its application should not become a contributing factor in a buildings demise.

HPC considers that an increased funding of the Tangible Fund (HIG grants etc) empowers the CCC Heritage Team to be more proactive and achieve more positive outcomes..

General Comments

Aside from the above requests, HPC endorses the Draft Plan in relation to what is proposed for Heritage.

HPC is pleased the repair of the Cunningham House renewal is on the budget. The Botanical Gardens are one of Christchurch jewels and Cunningham House is an integral part of the Parks experience.

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Barbadoes Street Cemetery Sextons House Renewal

HPC is pleased work is planned for this building, as it is long overdue. However if the renewal is to be delayed as proposed, HPC requests an assurance the building will be made very secure. HPC has knowledge of other CCC buildings where this has not happened.

Wayfinding

HPC has seen the initial installations and looks forward to the continued rollout of the program.

"Our Heritage Our Taonga" CCC Heritage Strategy

"Kia kōmiroa, kia whiria ngā weu kia ū, Kia roa, kia pītonga ai te taura
we lengthen and strengthen the essence within
As we weave together new strands into our rope,

We work together to recognise, protect and celebrate our heritage, which weaves our stories and places together, and is vital to the identity and wellbeing of our communities and the district."

Mark Gerrard

Chair Historic Places Canterbury

Item 3

Attachment B

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The Following are slides taken from a presentation:
“Heritage and Economics: Multiple Lenses” given by Building Economist Donovan
Rykema

Item 3

Attachment B

Measuring Economic Impact *Environmental* *Measurables -- Landfill*



A quarter to a third of
all solid waste is
from construction
debris

What's the cost in
dollars?

What's the cost to
the environment?



Measuring Economic Impact *Environmental*
Measurables – Landfill



50,000 s.f.

=



26

Measuring Economic Impact *Environmental* *Measurables – Embodied Energy*



50,000 s.f.

=

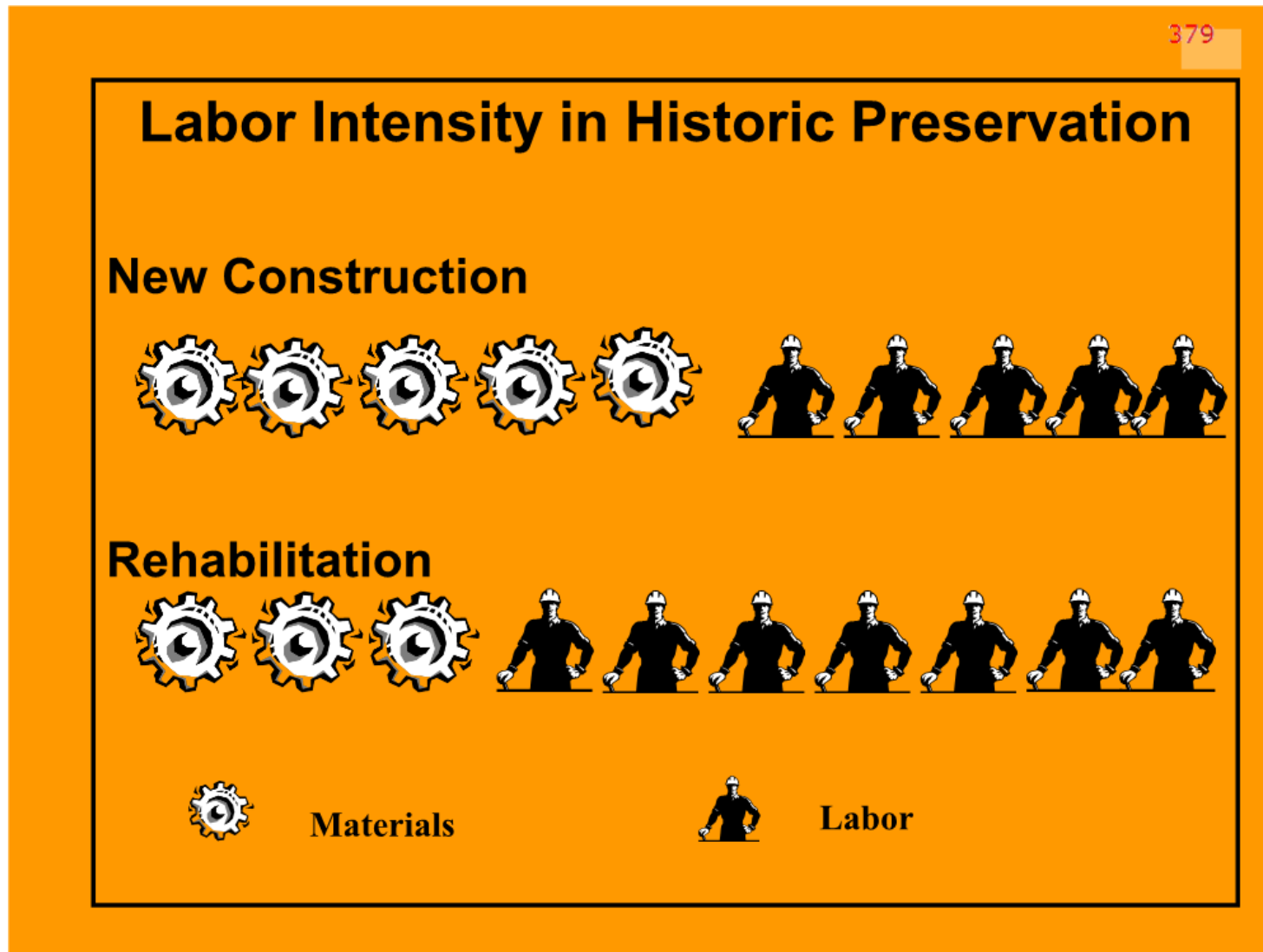


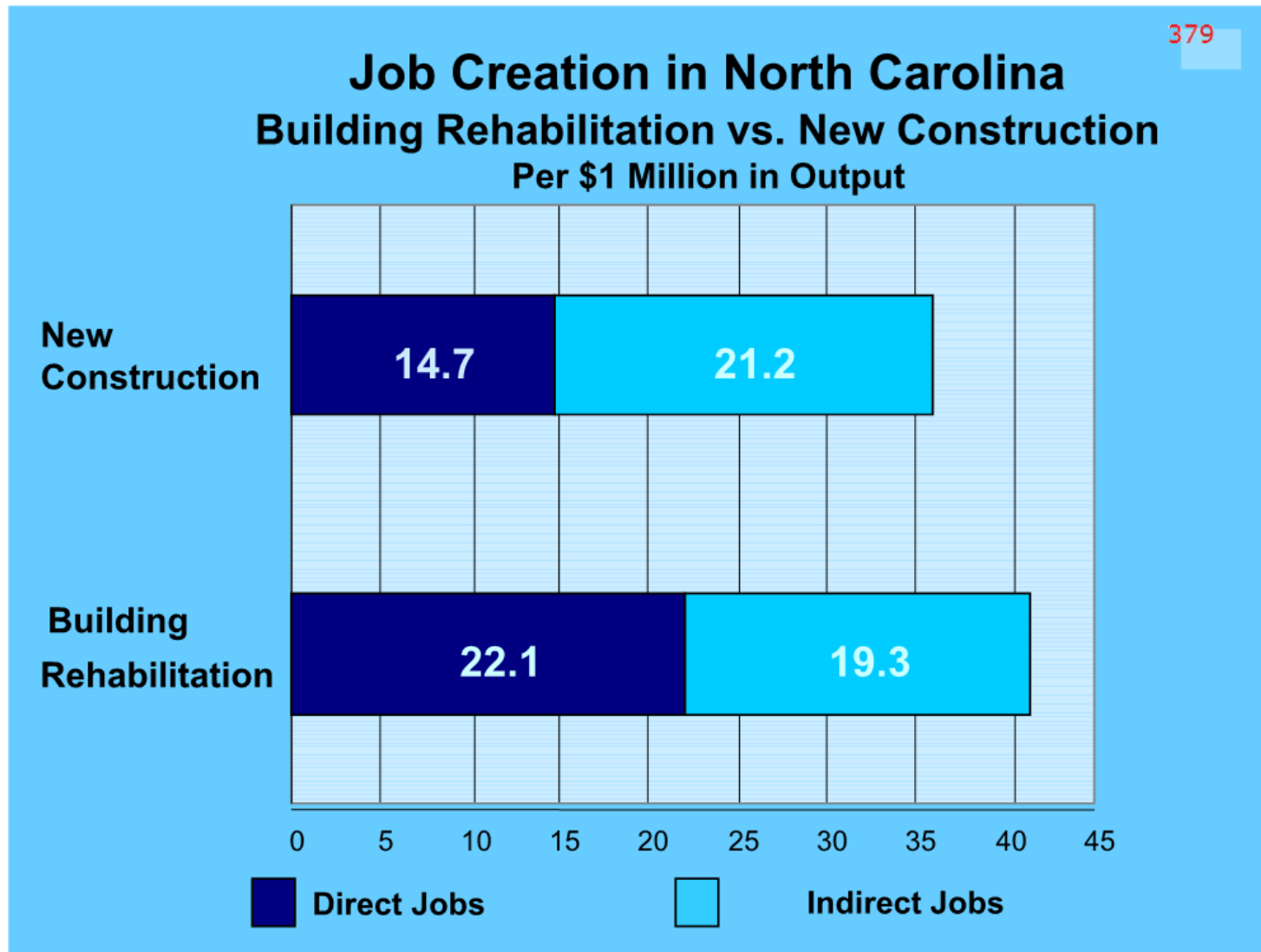
640,000



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The Economic Impacts of Preservation





Rehabilitation of
2-3% of building
stock per year
means *perpetual*
employment in
building trades



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Our Draft Annual Plan 2022/23

Submitter Details

Submission Date: 18/04/2022

First name: Mark Last name: Gerrard

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

Historic Places Canterbury

Your role in the organisation and the number of
people your organisation represents:

Chair

Would you like to speak to the Council about your submission?

☒ Yes

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

If yes, please provide a daytime phone number above so we can arrange a speaking time with you. Hearings will be held in May (specific dates are to be confirmed).

Attached Documents

File

Historic_Places_Canterbury_Submission_CCC_Draft_Annual_Plan_2022_2023

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Downey, Jo



From: secretary@spokes.org.nz <secretary@spokes.org.nz>
Sent: Tuesday, 19 April 2022 9:20 am
To: Tomlinson, Ann <Ann.Tomlinson@ccc.govt.nz>
Subject: Feedback on Draft Annual Plan 2022/23 / 494

Hi Ann

Apologies for my lateness.

[Redacted line]

Spokes would like to submit on the draft long-term plan, stressing the need for continued development of cycling infrastructure in Christchurch.
We ask that we present in person, by which time I expect to be able to type at reasonable speed and prepare a more polished presentation.

Can you please let me know whether CCC will accept this brief and late submission?

Kind Regards, Chris Abbott
Secretary, Spokes Canterbury

[Redacted line]

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Downey, Jo

From: [REDACTED]
Sent: Monday, 18 April 2022 10:18 pm
To: CCC Plan
Subject: Submission from Chch East Labour Electorate Committee
Attachments: LABEAST220416SubmissionCCCdraftAP.docx

Categories: Jo

I attach a submission the Christchurch East Labour Electorate Committee.
We wish to speak to the submission at the hearings.
We trust the time allocation will revert to 10 minutes this year. The three minutes allowed last year was tokenism.
David Close
On behalf of the Policy Committee of the LEC

[REDACTED]

DavidLABEAST220416SubmissionCCCdraftAP

**Submission from Christchurch East Labour Electorate Committee
Christchurch City Council Draft Annual Plan 2022/23**

1.0 Introduction

- 1.1 The Christchurch East Labour Electorate Committee has been a regular submitter on the Council's draft annual plans and draft long-term plans. We wish to express our thanks to the Chief Executive Officer for her detailed response to our submission on the Long Term Plan last year. We were gratified to learn that the Council had agreed to make changes on some of the matters which we and other groups had made submissions on.
- 1.2 Our submission this year will refer to policies, programmes and projects which we endorse, to apparent gaps in the Council's priorities, to the need for transparency on the cost of borrowing and the need for a specific policy on the funding of depreciation. We will touch on the Three Waters issue and reiterate the concerns we expressed last year about the Council's reluctance to back the objectives of its housing policy with real money.

2.0 Endorsements

We note with approval the following policies, programmes and projects:

- 2.1 The Council's decision to levy a 4.96% rate increase. We think this is reasonable in the light of the costs the Council is continuing to incur to remedy the impact of the earthquakes, costs that result from central government actions and current inflation. A lower increase would be imprudent in the light of the Council's capital programme. An increase of \$2.78 a week for the average householder and \$13.37 a week for the average business is affordable.
- 2.2 The Chief Executive's emphasis on deliverability in revising the capital programme. We agree that it is pointless to allocate funds to projects that are unlikely to proceed, or may experience delay. We suspect that, as information comes to hand, more adjustments could be made before the annual plan is adopted.
- 2.3 The Council's decision, in making adjustments to the capital programme, to increase spending on water supply (\$24m), wastewater (\$11m) and roading \$9m (roading).
- 2.4 The allocation, over two years, of \$10.5 m on stopbank renewal and \$5m on flood management in the Lower Avon, \$7m on flood mitigation and regeneration along the Estuary in South Brighton and Southshore, and \$1m to complete remediation of the foreshore of Bexley Landfill.
- 2.5 The decision to have a co-governance regime for the Otakaro-Avon River Corridor and to allocate \$12m over the next two years for capital works.
- 2.6 Deferral of replacement of Pages Road Bridge. In view of other related projects in the area and the major improvements to the approaches a few years ago, we can live with further delay if the bridge remains structurally sound.
- 2.7 The changes in Maori land rating.

3.0 The 'Three Waters' reform

- 3.1 We note the statement (Consultation Document, page 9) that the Council expects the Government to press on with the establishment of four independent entities. Last September our Committee passed a resolution expressing strong support for the Government's objectives but disagreement with the four entities model.

4.0 Apparent gaps in Council priorities

- 4.1 We accept that it is the Long Term Plan, not the Annual Plan, which sets out the full range of the Council's work programme. Nevertheless, we had expected to see reference to the 'burning' issue of our day, the over-consumption of resources, especially fossil fuels, which is causing the increase of CO₂ in the air and resulting in climate change. We note work to mitigate the impact of climate change but very little effort focussed on its causes.
- 4.2 We note a laudable new objective to ensure that shopping, health, recreation, employment and education services should be within 15 minutes' walking distance of residential accommodation. Has the Council planned specific actions to facilitate this? Restrictions on the development of new supermarkets and of extensions to car parks of existing supermarkets? Facilitation of the re-establishment of neighbourhood centres with grocery, takeaway, greengrocer, and maybe GP rooms? Pressure on the Commerce Commission to force supermarket wholesalers to allow local groceries to purchase from them on fair terms?
- 4.3 We applaud the measurement of 'non-car modes in daily trips' (page 155). The target set is modest, an increase of 5% from 36% to 41% over eight years, because the means to achieve it appear equally modest. More direct action is required. Daily commuters to the inner city are the obvious target group. A deal with the Regional Council to give all CCC workers based in the inner city a free bus pass? An extension of the deal to all employers in the city centre? The reduction in emissions from peak hour congestion would be significant, and the savings in expensive intersection upgrades could compensate the Council in whole or in part.
- 4.4 We commend the Council for the electric vehicle battery-charging stations in parking buildings, but what is the progress in replacing its small-vehicle fleet with electric vehicles?
- 4.5 We would expect a broad approach to energy efficiency. Twenty-five years ago the Council employed an Energy Manager (a scientist-engineer) who worked across all areas of Council activity assisting departments to reduce their costs. He calculated cost-benefits for all projects, with most paybacks being in one to three years. The Council provided a revolving fund as working capital. We do not know whether the Council still employs such a person. The value of reliable in-house advice is incalculable in these times.
- 4.6 For residents in the east, the most glaring gap in annual plan priorities is the renewal of the trickling filters at the sewage treatment plant. The funding (and therefore the construction) is staged over three years, 2022-2025. People who live some distance from the plant find the smell objectionable when the wind blows in their direction; people who live nearby often find it intolerable. We urge the Council to fast-track the design and construction.
- 4.7 **Submission**
That the Council:
(i) **take specific actions to achieve measurable reduction in CO₂ emissions as outlined above.**
(ii) **take all feasible steps to achieve the replacement of the trickling filters within the 2022-23 year.**

5.0 The need for transparency on the cost of borrowing

- 5.1 Nowhere, as far as we can see, does the Draft Annual Plan make a clear statement of the annual cost of loan servicing (interest and repayment) as a proportion of annual rating income, a key measure of financial prudence and easy to understand.

5.2 The consultation document has several references to borrowing:

- (i) New borrowing of \$238.4m (page 8 & 11) – but there is no mention that this will add \$10.25m a year (1.6%) in the future.
- (ii) On page 13 it is said that projects totalling \$56m “don’t materially impact the Draft Annual Plan 2022/23 because we’re borrowing to pay for them” – without adding that the annual loan servicing cost will be \$2.4m in future.
- (iii) On page 21 a large pie graph (‘Where our funding will go’) shows debt repayment at 4%. This is comforting but very misleading, as the graph includes all spending, including spending from loan. Moreover, interest costs are not shown, as they are ‘hidden’ in the spending on activities funded from loan.

5.3 The Draft Annual Plan contains the basic facts. A spreadsheet (Financial Overview, page 9) shows debt repayment at \$58.1m, and net interest can be calculated to be \$71.7m, making a total of \$129.8m as the cost of debt servicing in 2022-23. This is 20.47% of rates revenue. (This may be overstated if debt repayment of \$58.1m includes repayments from subsidiaries.)

5.4 The Financial Prudence Benchmarks (page 76) have a benchmark of 30% for net interest as a percentage of annual rates income, and show 11% as the figure for 2022/23, but there is no benchmark for debt repayment, which must also come from rates. We consider that the benchmark of 30% is imprudently high. If net interest on debt approached 30 cents in the rating dollar, debt repayment would push the total cost of loan servicing to over 40 cents in the rating dollar. We urge that the benchmarks be revised to include a new benchmark for loan servicing (net interest plus repayments) as a percentage of annual rates income and that it be set in the 25-30% range.

5.5 The Significant Forecasting Assumptions state the net cost of rate-funded borrowing is projected to be 4.3% in 2022-23 (page 197). This is helpful information and could be given greater prominence. By contrast, on page 188, we have the confusing statement that the impact of borrowing \$10m is a rates increase of 0.11% spread over two years. Ten million is a trifling sum. When \$238m is to be borrowed, a statement of the *ongoing annual cost* would be far more relevant.

5.6 Submission

That the Council provide greater transparency on the cost of borrowing by:

- (i) revising its Financial Prudence Benchmarks to include Loan servicing (interest and principal) as a proportion of annual rating income
- (ii) giving prominence to this key benchmark in annual plans and consultation documents
- (iii) stating the cost of the planned new borrowing in annual plans and consultation documents.

6.0 Funding of depreciation

6.1 In our submission on the LTP last year, we praised the Council’s recognition that rating for asset renewals had been too low, and the Council’s commitment to transition to fully fund renewals from rates by 2029 (Draft LTP, Vol 2, page 11). We noted also the more precise statement to *continue to incrementally increase rating for asset renewals to around 80% of depreciation by 2031*.

6.2 We note that total depreciation sits at \$292m in 2022-23 (Financial Overview, page 9) and that rating for renewals is \$164.6m, 56% of depreciation. Is this figure in line with

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the intention to reach 80% of depreciation by 2031, when depreciation is forecast to be \$400m? It seems to us that, for clarity and accountability, sources of capital should include a line for funding from rates.

6.3 We have read the sections on Depreciation, and Surplus, operating deficits and sustainability. As non-accountants, we accept the advice of accountants that, technically, there is no operating deficit. However, we doubt that funding such a small proportion of depreciation is sustainable, because almost all the Council's assets will have to be renewed, and depreciation rates, properly calculated, are the best means of advising what must be spent year by year. The Council's current accounting practice differs from the interpretation adopted when the Local Government Act 1996 required Councils to fund depreciation.

6.4 Submission

That the Council:

- (i) **accept that the end goal should be the full funding of depreciation**
- (ii) **continue to pursue the LTP target of 80% funding of renewals by 2031**
- (iii) **monitor progress towards the goal by including Funding from rates under Sources of capital funding.**

7.0 The need for action on housing

7.1 Just as reduction of CO₂ is our greatest environmental challenge, so the provision of affordable housing is our greatest social challenge. The staff in the office of our MP, Hon Poto Williams, deal every day with requests from people who are homeless, or facing eviction, or living in accommodation that is over-crowded, unhealthy or otherwise unsatisfactory. Several of our members who work in the social service sector or do voluntary work for churches or community organisations also deal with homeless people. The need is particularly acute for single people, especially men, who rank low in priority for emergency housing. Housing people who have been homeless is not easy, as they invariably have problems in addition to their homelessness. We commend the Council for supporting Housing First, which assists formerly homeless people to adjust to a settled lifestyle, but homeless people cannot be re-homed if suitable accommodation is not available.

7.2 A few years ago a report by the Council Officer responsible for Housing reported on research that Christchurch needed 180 units of additional, affordable 1-2 bedroom units every year, and that the Council should aim to provide 50 of those each year.

7.2 The objective of the Council's housing policy reads: *Our involvement in this activity is intended to contribute to social well-being by ensuring that an adequate supply of safe, accessible and affordable housing is available to those in need.* (Revenue, Financing and Rating Policies, page 53.) No Councillor can pretend that current policies are making a serious attempt to meet this objective. According to the LTP, the number of Council-owned or supported housing units in 2031 will do no more than match the number of units before the quakes in 2011.

The rationale that supports the diminished activity is set as follows: *The benefit of this activity is considered to accrue mostly to the housing tenants. It is therefore considered appropriate to fund the Activity mostly from user charges (housing rents) plus Income Related Rent Subsidies. These are intended to be sufficient to cover operating costs without subsidy from rates or other sources.* (ibid., page 53.)

7.3 The funding rationale might have had some justification before the earthquakes, before the housing crisis became acute and before the Council began to fund a host of activities where there is

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a large measure of private benefit. We urge the Council to rescind this out-dated policy of refusing to spend rates money on an urgent social need. Most of the cost will still be met from rents and the rents subsidies; what is required is assistance with the initial capital cost.

7.4 Submission

That the Council:

- (i) rescind its current funding policy on Housing
- (ii) add Housing to the list of Activities which will receive material funding from general rates (pages 40-41)
- (iii) allocate, from the capital savings which will be identified before the finalisation of the budget, at least \$5m as an interest-free loan to Otautahi Housing Trust for the construction of new rental units
- (iv) debate these motions in open meeting.

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2022 Annual Plan Submission - We speak for the trees

17 April 2022

Greg Partridge

Bebe Frayle

Two years ago in May 2019, the Christchurch City Council declared a climate change emergency. In speaking to the action, Mayor Dalziel said:

"Ironically the costs will only increase if we don't take action now. For every \$1 invested in resilience, there is a return of between \$4 and \$10," [...] In other words there is a financial cost, so if we don't invest now, we are simply deferring what will be a significantly greater cost in the medium term."

This was followed, in December 2020, by Prime Minister Ardern declaring the same for New Zealand, saying:

"This is a declaration that will need to be supported by ongoing, continual action and activity. It sits behind the work that we did in our first term of office: our plan to plant one billion trees..."

This Annual Plan lists climate change as one of its priorities, with the main focus on mitigating impacts of climate change on our city. The main activity around this is looking at the impact of sea level rise and how we will mitigate this. This is important and urgent work, however we believe that we must also focus on the things that we can do right now that will have a positive benefit for our residents, for example maintaining and increasing our tree canopy.

Yet, instead of that, our tree canopy has declined in the last 5 years - from 16% to 13% cover. In some of our less affluent suburbs, the canopy cover is less than 10%, for example, only 9% in Linwood and 7% in Hornby. This is at a time when Council has made a commitment to increase the tree canopy with its policy of replacing every tree cut down with at least one tree, and where possible, two. Christchurch should have a goal of 30% canopy cover, and Council must make a commitment to fund this now. The longer we wait, the worse the impacts will be.

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No trees on private property in Christchurch have been added to the list of protected trees by the Council since it declared a Climate and Ecological Emergency, in spite of repeated deputations from concerned Christchurch residents and community groups for more trees to be given that status in order to prevent them from being felled.

At the Council's Urban Development and Transport Committee Meeting (31 March 2022), Councillor Sara Templeton identified that close to 900 trees, which are currently listed as protected, are at serious risk of losing that status as a direct result of the Christchurch City Council's failure to act. After further questioning, Council staff said the work required has not been done, that they do not have the resources to go out and assess those 900 trees in order to ensure their protection.

Christchurch (a city that was one of the first in Aotearoa New Zealand to declare a Climate Emergency and is the largest city in the South Island) has the lowest percentage of tree canopy coverage of any of the major New Zealand metropolitan centres. Why is that? How is that in any way shape or form acceptable in 2022 when there is so much information on climate change, the impact it is having on the planet, and what we can do to mitigate it?

The Local Government Act requires all local government organisations to set community outcomes. In terms of community outcomes here in Ōtautahi Christchurch, the Council's Strategic Framework describes the aim to achieve and promote social, economic, environmental and cultural wellbeing of our community.

Is the Council doing that in terms of protecting what little tree canopy coverage remains of the existing urban forest in our residential areas, in the streets on which people live, rather than just in parks and reserves? The fact no additional trees have been listed as protected on private property since 2019 would suggest otherwise.

Trees are the lungs of the planet. They provide habitat for native fauna to feed, nest and live. They filter pollutants through their leaves and root systems. Those same leaves and root systems assist with the management of stormwater by trapping rainfall in the canopy of the trees and absorbing rainfall into the tree once it reaches the soil. That in turn reduces flooding and sedimentary deposits entering the stormwater system and prevents the polluting of our rivers.

Trees provide cooling shade, preventing urban heat islands which contribute to global warming. They also provide economic and social community benefits in addition to their aesthetic values. By removing existing established trees in our neighbourhoods, we run the

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risk of urban heat islands developing in those areas where more densely packed housing development is constructed.

The less green cover a city has, the higher the temperatures will be. Trees cool the city by providing shade, and through the evaporation from their leaves - a process similar to the function of human sweat. Removing trees and paving over the area disturbs this process, trapping and preventing evaporation of heat.

It is also a well-known trend that lower-income parts of cities tend to have less green cover. This is evident in Christchurch, with wealthier suburbs having tree-line avenues, while the inner-city East have seen the wholesale removal of old trees to make way for cheap medium-density housing.

International data indicates that lower-income parts of cities tend to have less green cover, and as a result of that, lower socio-economic neighbourhoods are more likely to be hotter than their wealthier counterparts. Residents exposed to that extra heat are often a city's most vulnerable, and disproportionately people of colour.

Here in Christchurch the evidence reflects that too with the lowest percentages of tree canopy cover being in working class and underprivileged suburbs, rather than Fendalton, Cashmere and the more affluent neighbourhoods. Arguably the same could be said to be true in relation to the fact that it is the suburbs that have fewer trees and are those in which more Māori live. With that in mind, and having allowed the city to be stripped of trees, is the Council living up to its Treaty of Waitangi obligations?

Existing established trees should be protected in our city, and more should be planted to boost tree numbers and canopy coverage in order to further mitigate against climate change, and that should be a factor included in all public policy in order to future-proof the liveability of Christchurch.

Global warming is definitely having a marked impact on Canterbury's hot dry summer temperatures, so heat islands are something we can ill afford. Clear-felling existing established trees in our Tier 1 cities is counter intuitive in the battle against climate change, global warming, as well as the mental and physical health, and general well-being of city residents.

This Annual Plan, and every future Annual Plan and Long Term Plan must demonstrate a commitment to increasing our tree canopy. We would like to see Council's proposed activities specifically documented and budgeted so that it is clear to residents that Council is taking immediate and sustained action to reverse years of lack of attention to this issue.

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References

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Our Draft Annual Plan 2022/23 from Frayle, Bebe

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Our Draft Annual Plan 2022/23

Submitter Details

First name: Bebe Last name: Frayle

Your role in the organisation and the number of people your organisation represents:

Postal address:

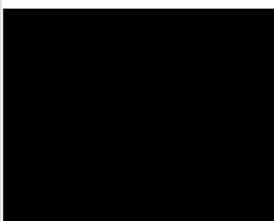
Suburb:

City:

Country:

New Zealand

Postcode:



Would you like to speak to the Council about your submission?

☒ Yes

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

If yes, please provide a daytime phone number above so we can arrange a speaking time with you. Hearings will be held in May (specific dates are to be confirmed).



Feedback

1.6 Any further comments
See attached document

Attached Documents

File

2022 Annual Plan Submission - We speak for the trees

Created by Consult24 Online Submissions Page 1 of 1

From: Chris Ford
Sent: Tuesday, 19 April 2022 3:15 PM
To: CCC Plan
Cc: Emily Tilley; Christchurch - Disabled Persons Assembly New Zealand
Subject: Late submission - hope that you will accept this
Attachments: DPAFinalCCCAnnualPlan202223Submission.docx

Follow Up Flag: Follow up
Flag Status: Flagged

Kia ora,

On behalf of Disabled Persons Assembly (DPA), I apologise for the late sending of this submission.

I forgot that the deadline was yesterday (Easter Monday).

At any rate, organisations have approval processes and these need to be gone through.

Therefore, as feedback, we would like to see Christchurch Council (and others) avoid submission closing dates which are either on or close to major public holidays.

Nga mihi,
Chris Ford

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Disabled Persons Assembly NZ



April 2022

To Christchurch City Council

Please find attached DPA's submission on the Draft Annual Plan 2022/23

Disabled Persons Assembly NZ

Contact:

Chris Ford
Regional Policy Advisor
Disabled Persons Assembly NZ
Phone: [REDACTED]
[REDACTED]

Ingrid Robertson
Kaituitui – DPA Christchurch
Phone: [REDACTED]
[REDACTED]

Level 4, 173-175 Victoria Street PO Box 27524, Wellington 6011, NZ dpa.org.nz

Introduction

The Disabled Persons Assembly NZ (DPA) is a pan-impairment disabled person's organisation that works to realise an equitable society, where all disabled people (of all impairment types and including women, Māori, Pasifika, young people) are able to direct their own lives. DPA works to improve social indicators for disabled people and for disabled people to be recognised as valued members of society. DPA and its members work with the wider disability community, other DPOs, government agencies, service providers, international disability organisations, and the public by:

- telling our stories and identifying systemic barriers
- developing and advocating for solutions
- celebrating innovation and good practice

The submission

DPA welcomes the opportunity to submit on the Christchurch City Council's Annual Plan 2022-23. From our perspective, Council has moved to implement several positive initiatives during the past year.

These have included beginning to implement the Ōtākaro Avon River Corridor (OARC) Activity Plan. We note from the annual plan that Council is intending to work with the community and Ngāi Tahu (and Ngāi Tūāhuriri as mana whenua) on how to best use this area. DPA would like to be included, alongside other disabled persons organisations, as one of the stakeholders alongside Te Tiriti and other community partners in any decisions around doing so, to ensure that the area is accessible to everyone.

DPA is pleased, as an organisation which works to the principles of Te Tiriti, that the Council is working to build its own partnership with iwi and mana whenua to ensure that the views and values of Māori are considered when making decisions on

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activities across the city. In this sense, we want to see the voices, perspectives and hopes of disabled Māori raised within Council policy and decision-making processes as well.

One significant move that we wish to commend Council for is its decision to stop charging for library overdue items. This move will benefit many disabled people who sometimes have accessibility issues with returning borrowed items and given that many within our community are on low incomes, it will be a very welcome one indeed. This move brings Christchurch into line with other local authorities in Aotearoa including, for example, Dunedin who have dispensed with late fees as well.

DPA acknowledges that there are not any significant changes in this year's annual plan. However, we do wish to emphasise some key issues that we either wish to reiterate or seek clarification upon.

The first is around the proposal to defer/delay some previously planned capital spending. DPA believes that any deferred or delayed spending should not be at the expense of meeting accessibility requirements. Indeed, DPA believes in the principles of universal design when it comes to capital developments such as buildings, footpaths, and other infrastructure. Indeed, DPA recommends the use of Universal Design principles in the design and construction of public buildings, spaces and places and this includes outdoor playgrounds and parks. Across all local authorities in Aotearoa, Auckland Council is leading the way in this respect and has published useful guidelines on this subject.¹

The second point is also based around infrastructure and, more specifically, the Council's plan to maintain the upkeep of roads, facilities, and footpaths up to standard. DPA welcomes this commitment given the economic pressures this country is facing.

In respect of these first two points, DPA would like to ask as to whether Council has any intention of applying for "Better Off" funding from central government to fund projects which the community considers to be important in terms of, for example,

¹ Auckland Council. (n.d.) *Auckland Design Manual*. Retrieved from https://www.aucklanddesignmanual.co.nz/design-subjects/universal_design

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swimming pools, gardens, libraries and community centres, etcetera? If not, DPA would like to recommend that Council does so.

In respect of another key infrastructure project highlighted in the annual plan, the Edgware Pool Project, DPA alongside other local disabled persons organisations would like to be involved in co-design discussions with Council and the St Albans Pavillion and Pool Incorporated about this. Similarly, we will be lobbying for the pool complex to be constructed to universal design standards.

The third is around proposed rates increases. Rates increases will primarily impact upon people on low or fixed incomes who are either homeowners or private sector renters, many of whom will be disabled people. Disabled people have higher disability related costs when it comes to daily living and given the current cost of living crisis, many will be particularly hard pressed if they are rate payers or renters to meet increased rates demands and/or rent increases stemming from this. At the same time, we acknowledge that Council has kept rates increases within the current rate of Consumer Price Index (CPI) inflation. Therefore, Council should actively lobby Government to increase the level of rates rebates for low-income ratepayers from its current maximum of \$665.00 per year as a means of providing additional support. If central government were to do this, then rates would be able to remain within inflation thereby maintaining a steady revenue base for the CCC which, in turn, will allow it to continue providing the full range of public services it currently does, including to disabled people who are more likely to rely upon them.

The fourth is around the proposals to change swimming pool and leisure centre entry fees. DPA is pleased to hear that work on both the Hornby and Parakiore sites is progressing and that the proposal to change the charges is completely understandable given the need to standardise them across all seven council owned complexes. We are also pleased to see that there are proposed fee reductions or even no swim charges being applied for children, and this move will benefit families/whanau with disabled children too. However, we would like to clarify as to whether further discounted concessions will be made available by Council to people who use Hāpai, Community Services or Super Gold cards given these proposed reductions?

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UNCRPD

The UNCRPD Articles most relevant to our submission are:

- Article 4.3 Involving disabled people and our organisations in decisions that affect us
- Article 9 Accessibility
- Article 19: Living independently and being included in the community
- Article 20: Personal mobility
- Article 30: Participation in cultural life, recreation, leisure and sport

New Zealand Disability Strategy 2016-2026:

- Outcome 5: Accessibility

Wider impact on Disabled People

DPA commends the Council's annual plan and believes that if it continues to resource essential infrastructure maintenance and services, then this will have a positive impact on disabled people's ability to participate fully in the Christchurch community.

DPA's recommendations

Recommendation 1: DPA recommends that all capital and infrastructure budgets, particularly those relating to public buildings, housing, car parks and footpath maintenance, incorporate funding for universal design upgrades within these budgets.

Recommendation 2: DPA recommends that Council apply for 'Better Off' funding from central government if it has not already done so to fund infrastructure projects which are desired by the community.

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Recommendation 3: DPA recommends that Council, mana whenua and relevant organisations involved in the Ōtākaro Avon River Corridor (OARC), and Edgware Pool developments involve us, disabled people, and our disabled people's organisations in co-design-based discussions on them.

Recommendation 4: DPA recommends that Council actively lobby central government to increase the level of rates rebates available to low- and fixed-income homeowners to relieve the impact of rates increases on this group, many of whom will be disabled people.

Recommendation 5: DPA seeks clarification as to whether Hāpai, Community Services or Super Gold card holders will be eligible for further concessions at Christchurch's public swimming pools in line with plans to further reduce leisure centre and swimming pool charges as proposed in this annual plan.

Conclusion

DPA sees this annual plan as another step in the recovery of the city from both the Covid-19 pandemic and the earthquakes of ten years ago. Our aim is that Otautahi-Christchurch becomes a fully accessible and inclusive city for all who live in it and who visit. Both our Christchurch Kaitiuiti and Regional Policy Advisor are available to be reached out to for further discussions around this plan. We would also like to make an oral submission in support of it.

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Save the McDougall Campaign – Open letter to Councillors



The Robert McDougall Art Gallery in the Christchurch Botanic Gardens

12 April 2022

Dear Councillors,

LAST CHANCE TO SAVE THE MCDOUGALL

I have been advised by the Chief Executive that Council leased the Robert McDougall Art Gallery to Canterbury Museum in October 2020 to ensure that it will in future be used in accordance with the McDougall Act 2003 and that staff are currently working with Museum staff to finalise the terms of the lease and funding agreement to make sure the planned restoration work on the gallery will still happen in a timely manner.

Present situation

My understanding of the present situation is that the Museum did not raise the necessary funding by 31 December 2021 for their development project and, as a result, Council is now able to withdraw from the 50 year lease they entered into with the Museum in October 2020.

It seems staff at the Council still wish to lease the McDougall to the Museum for 50 years for their exclusive use as a museum. I presume they think it should be leased as a stand-alone building.

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In view of receiving this advice from the Chief Executive, I am writing this open letter on behalf of my family to councillors to ask you to withdraw from the lease with the Museum and save the McDougall for the city's historical art collection in accordance with the terms of Robert McDougall's 1928 gift of the gallery to the citizens of Christchurch for their art collection.

It seems to me your Chief Executive must be confused in respect to the terms of the McDougall Act or instead is trying to use the Act to justify the dishonouring of Robert McDougall's gift.

McDougall Act 2003

The Museum in 2003 persuaded Council to ask Parliament to amend the McDougall Act to change the use of the gallery from just art (fine arts) to art and decorative arts and crafts which can cover virtually any large 3D item from a museum collection e.g. display cabinets, artefacts, furniture.

The Act states:

Section 6 (1) The Council holds the land as a local purpose reserve under section 23 of the Reserves Act 1977 for the purpose of a public gallery for the display of art and decorative arts and crafts and ancillary activities.

Section 7 (1) The Council may grant a lease or licence of, or let, the whole or any part of the land on such terms and conditions as it thinks fit.

The Act does not say the Council must use the gallery for decorative arts and crafts (museum objects) as well as for art. Instead, it can decide to use it only for art if it wishes. Likewise, the Council may lease the gallery to another party but only if it wishes to do so.

As a result, the Council is free now to withdraw from the lease with the Museum and retain the gallery as a public art gallery for the city's art collection.

The McDougall Act should never have been changed to allow its use as a museum as its 13 intimate wall specific galleries are just not suitable to display large 3 D objects such as display cabinets and furniture. Such a use for the gallery was always contrary to best practice principles for the preservation of this particular heritage building and this was recognised by Council when in 2010, in order to protect the historical cultural heritage of its listed heritage buildings, it adopted the international ICOMOS Charter which was later in 2019 re-confirmed when it published its own Heritage Strategy which also applies to all Council owned heritage buildings including the McDougall. When the terms of the 2020 lease of the gallery were developed in 2019 by the Social Community Development and Housing Committee, it actually advised Council the terms of the lease would not comply with the Heritage Strategy in respect to the gallery's future use for museum collections instead of as an art gallery. Despite this, Council decided to proceed with the lease and dishonour their Heritage Strategy. If Council had honoured their 2019 Heritage Strategy they could not have leased the gallery to the Museum for their use as a museum.

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Museum use of McDougall

At no stage, during this 20 year saga since the gallery closed in 2002, has the Museum been asked to tell the Council exactly what items from their collections they intend to display in the gallery. As a result, people have no idea what they intend to use it for. The Museum already has its own art gallery in which they mainly display local and visiting exhibitions of contemporary or modern art. They have displayed contemporary art in the Museum for a long time including modern day street art and graffiti which is an unusual activity for any museum as a museum is a place that exhibits objects of historical interest. In Christchurch, modern day art is the preserve of the Christchurch Art Gallery not Canterbury Museum. No other metropolitan museum in New Zealand actively displays contemporary art. I believe the reason for the Museum displaying this form of art is because it is a personal interest of their present management and I believe this is what they really wish to display in the McDougall. For this reason, I am very worried the Museum's long-term plan for the McDougall is to use it to display visiting exhibitions of contemporary art. This would be a completely inappropriate use of this beautiful neo classical art gallery.

If they did use the gallery for normal museum purposes they could hang items on the walls like tapestries and fill the floor spaces with display cabinets, furniture and artefacts. This would also be a completely inappropriate use.

Cost of operating McDougall

The Chief Executive also advised that Council has previously decided not to run the McDougall as an adjunct gallery to the Christchurch Art Gallery due to the significant costs of running a second gallery as to do so would require it to offer a similar quality experience for visitors.

But if it is leased to the Museum, they would also have to provide for the same level of extra staff and incur the same additional operating costs which would then have to be funded by Council in its annual operating grant to the Museum. I can't understand how Council thinks this would provide any likely cost savings as Council would not receive any rental from the Museum for the lease. And if the Museum leases the McDougall it would need to employ more specialist conservation staff. This is because it would be displaying items from its collections which will have never been exhibited before and will need work done on them to bring them up to an exhibitable standard. Council would have to meet these costs.

If the McDougall is retained for the city's art collection it would not have to be run as a duplicate gallery. Instead, as an adjunct gallery, it would be run as another wing of the Christchurch Art Gallery. The McDougall operated for 50 years with just 2 security staff with extras for special temporary exhibitions and on weekends. That was never enough. I believe 4 fulltime security staff, Monday to Friday, and 2 part-time staff on Saturday and Sunday, would be a sufficient staffing level. It would only be necessary to assign a curator from the Christchurch Art Gallery for short periods as required as the McDougall would mainly have static displays lasting perhaps for six months. As a result, installation work could be covered by the gallery's permanent staff. No conservation staff would be required. Registration work would be done at the Christchurch Art Gallery and there is no reason why some volunteer

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guides that are trained there could not be rostered to talk with visitors at the McDougall. These volunteers are not paid for by the Council.

The McDougall ran an adjunct gallery from 1989 to 1998 in the Arts Centre to provide more suitable wall space for contemporary art. It attracted 68,000 visitors annually during this time so running an adjunct gallery has been done economically before.

Christchurch Art Gallery – storage requirements / decision on McDougall

While the Museum has wanted to obtain the McDougall for their own purposes ever since 2002, the new Christchurch Art Gallery since 2006 has shown no interest in using it in their future plans. When the McDougall was closed in 2002, it was originally thought to be surplus to requirements and would never be needed by the city's collection again but the new gallery was only built to half the size that the custodians of the city's collection at the time considered necessary for the estimated 50 year life of the building. As a result, it is already very short of storage space. The staff at the Christchurch Art Gallery have finally admitted this, and in last year's Long Term Plan, they requested Council to try and find space in another Council owned building to store surplus packaging materials. I understand Council has not been able to find such suitable space. The Gallery is now virtually bursting at the seams in respect to storing the city's collection and in another two years will reach a point where it is unable any longer to accept additional works (except for works on paper) into the collection. They will then ask Council to build for them an off-site purpose built storage facility which will have to be air conditioned and probably base isolated and specially fitted out. It would also have to be run and protected by security staff further increasing the gallery's running costs. Their staff have openly talked about this becoming necessary for several years. While many galleries overseas have off site storage buildings such a facility would be a big step backwards for the city's collection as it has always been stored on site. It was all able to be stored on site at the McDougall up to 2002 when it was moved to the Christchurch Art Gallery before it opened in 2003.

Over the last few years, they have already had to convert the painting conservation laboratory into storage space but there are no such spaces remaining they can utilise so they are now in a position where the only way they could create more space is by partitioning off part of an exhibition space. But fitting it out appropriately with storage racks would itself be costly. While they are still accepting works into the collection they are finding it very difficult to accept larger ones. Works on paper will not be a problem but if a donor left them now 20 large paintings in frames they might find that difficult. They certainly would not be able to accept any more large contemporary sculpture works like Chapman's Homer!

Has the Council ever considered what it might cost to build such a storage building? No such purpose built facility exists so it would be necessary to purchase a site which would probably be on an industrial estate somewhere out of the city. While it could be built in modules, I don't think it is an exaggeration to estimate the cost of such a facility at anything up to \$ 20M. There has been no allowance in the Long Term Plan for this expenditure so it would be additional to the existing Capital Programme. It would be clearly a very expensive mistake for Council to

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forego the future use of the McDougall Art Gallery when its retention for the storage and display of the city's historical collection would immediately and simply solve the problem at no additional cost to the Council.

Since 2006, staff at the Christchurch Art Gallery have displayed increasing amounts of contemporary art and today only around 15 to 18 % of the available wall area for display is devoted to the historical collection. The simple fact is that, as it was only built in 2003 to half the size required, it is simply not big enough to display all their visiting exhibitions of contemporary art as well as the historical collection. So it has become largely a gallery of contemporary art. This is exactly what has happened in cities overseas when they have built new galleries and is one of the reasons why every city that has built a new gallery has retained their old gallery for their historical collection in order to separate the display of their historical art from their contemporary art. This is a sensible thing to do as the majority of people prefer either one form of art or the other. It has been done in all cities overseas that have built new galleries – including every Australian city. The other reason, of course, for retaining their old galleries is to keep all of their existing storage capacity.

But despite what other cities overseas have done, staff at the Christchurch Art Gallery have not since 2006 wanted anything to do with the future of the McDougall and are not interested in retaining it to display and store the historical collection and have consistently told Council staff that it would be too difficult and expensive to run two galleries. But they can't have it both ways. On the one hand, they have acknowledged to Council they are short of storage space for packaging materials but seem to have failed to advise them that they are also rapidly running out of storage space for the actual collection. I believe they have done this because they do not want to have the additional work of running another gallery, and are not interested in a neo classical gallery or the historical collection. This is despite every other city in the world that have built new galleries retaining their old galleries and running them on an adjunct basis. But, on the other hand, they can't expect the ratepayers of Christchurch to fund a new storage facility when one already exists.

Council should stop and think very carefully about this before they enter into another 50 year lease with the Museum as it is not just a question of their obligations to honour Robert McDougall's gift of the gallery which is at stake but also their obligations to the donors of paintings that are in the historical collection. There are millions of dollars worth of beautiful paintings involved which were given to the city by generous donors to be displayed in the McDougall (not the Christchurch Art Gallery) on the understanding they would be regularly displayed to the public. Around half of the works in the historical collection were given by donors and the other half were purchased on the open market with private bequests and Council grants paid for by ratepayers. These monies were also given by people on the understanding that the works purchased would be displayed regularly to the public. The only way Council will in future be able to honour these obligations is to separate the historical and contemporary collections and transfer the historical works to the McDougall when it is reopened.

I have no doubt, that if staff at the Christchurch Art Gallery since 2006 had told the Council that the city's collection in future will require the display and storage capacity of the

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McDougall, Council would have decided to retain it for this purpose. But their staff have only really been interested in a modern gallery filled with contemporary art, much of which is extreme with little artistic merit. The problem with this is that a large part of the public want to see historical art and love the beauty of the neo classical McDougall where the historical collection would be best displayed. I have over 4500 supporters on my Save the McDougall Facebook page and many tell me they used to love the McDougall, don't like contemporary art and, as a result, never visit the Christchurch Art Gallery. They ask "where has the art gone?"

So, it seems the future of the McDougall has been decided on the views of a few Council employees who because of their strong bias towards contemporary art have a limited appreciation of art and who just happen at this particular time to be the custodians of the city's collection. Robert McDougall has no say in it. Neither do all the city's residents who love our historical art. My family asks who is running the Council? The staff or are you as elected councillors?

Draft Annual Plan 2022/23

In the meantime, Council's Draft Annual Plan 2022/23 shows no urgency to re-open the gallery with the necessary work not being scheduled for completion until 2025 or later. It seems the required work is still being planned to be carried out as part of a possible future redevelopment of the Museum. The simple fact is that by 2025 the Christchurch Art Gallery will be unable to accept any new works (unless they are works on paper) into the city's collection and will be desperate for more storage space and the McDougall will be the only additional space available. And by then the Christchurch Art Gallery may well be under new management that is likely to want to use the McDougall's display and storage capacity. And they will ask "why on earth did the previous Council give the McDougall away to the Museum?" So Council needs to commence the necessary work to re-open the McDougall straight away.

Future of Canterbury Museum

As for the Museum, it does not have a sufficient art collection of a public art gallery standard to display in the McDougall so would have to use it as a museum. This would involve the constant moving of large 3D museum objects in and out of its 13 intimate wall specific picture galleries which would, over time, damage its heritage fabric. It would be a completely inappropriate use of the gallery that would not comply with Council's Heritage Strategy.

Given the present economic outlook there can now be no chance it will be able to fund its present development project which is the only one which could provide sufficient space to store all their collections on site by constructing a deep basement under the entire land area of both the Museum and the McDougall which would be 2 metres below the water table. No other museum or art gallery in the country has ever built an under-water storage basement. With the alpine fault predicted to rupture in the next 50 years it has to be a very risky concept which would still have to be consented by Council.

The Council's working papers covering the Museum's consent application for their project showed that the Museum told them that because of the height restrictions on their buildings, if

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they were unable to gain the use of the gallery and build a deep under water basement on the entire gallery land area, they would not, in future, be able to remain on their Rolleston Avenue site.

Their present management has attempted over the last 20 years to implement two development plans without success. This is a tragedy as their buildings are in an appalling state. How they proceed from now will probably be decided by their next management team. It is unlikely they will be interested in displaying art, certainly contemporary art, and, therefore, unlikely to be interested in leasing the McDougall. Instead, with limited funds available they are likely to concentrate on just improving their own buildings on their own land area. Or they may decide the only way they can obtain the space they need for a 21st century museum is to build on a new site where they can build above ground storage in stages as future funds become available.

The future of the Museum is clearly at the crossroads and it must surely now be incumbent on the Museum Board to come to a decision on its future. This uncertainty as to their long term future questions whether the Museum is actually a sufficiently stable institution in which to entrust the future of the McDougall for the next 50 years. If they decide to leave their Rolleston Avenue site where would this leave the McDougall? The Museum would then wish to end their 50 year lease.

Future of McDougall


Council should now think very carefully about this and not, in the meantime, enter into a further 50 year lease with the Museum. Instead, they should strengthen the McDougall in preparation for its re-opening and ask the management team at the Christchurch Art Gallery to prepare for Council a ten year plan forecasting their display and storage requirements going forward. They have never been asked to do this before. It is vital this is now done.

This whole 20 year saga involving the dishonouring of the largest gift ever given to the city and the total neglect of this beautiful heritage building has become an ugly chapter in the city's history and any responsible and honourable Council would end it immediately.

It is not too late for you to save the McDougall. You still have the opportunity to honour the gift, withdraw from the October 2020 lease with the Museum and proceed, as soon as possible, with the strengthening work so it can be opened to the public. It really doesn't need to be base isolated unless the Council wishes to do so. It can then once again become a museum of art. This is the most appropriate future for this beautiful neo classical heritage building and it is the only use that complies with all of the Council's obligations as well as to its donor, Robert McDougall. I believe the majority of Christchurch people wish it to be used for the city's historical collection.

On behalf of my grandfather and my family and all the city's art lovers, I ask you to do this immediately.

Yours sincerely,

Tim Seay 

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Our Draft Annual Plan 2022/23

Submitter Details

Submission Date: 18/04/2022

First name: Timothy Last name: Seay

Your role in the organisation and the number of people your organisation represents:

Would you like to speak to the Council about your submission?

☒ Yes

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

If yes, please provide a daytime phone number above so we can arrange a speaking time with you. Hearings will be held in May (specific dates are to be confirmed).

Attached Documents

File
Save the McDougall _Open letter to Councillors April 2022